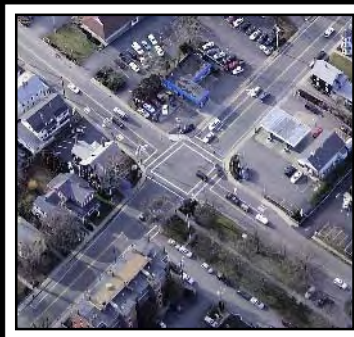
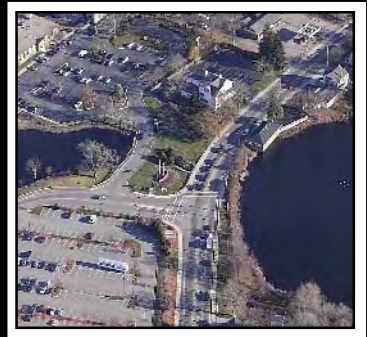


ROUTE 3A CORRIDOR STUDY

PREPARED UNDER CONTRACT #4034021



Route 3A Corridor Study

KINGSTON AND PLYMOUTH

September 2007



Old Colony Planning Council

70 School Street
Brockton, MA. 02301
(508) 583-1833
www.ocpcrpa.org



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This planning level study was prepared by the following members of the Old Colony Planning Council staff under the direction of Pat Ciaramella, Executive Director, and the supervision of Charles Kilmer, Transportation Program Manager.

Project Manager

William McNulty, Transportation Planner
wmcnulty@ocpcrpa.org

Data Collection and Analysis

Jed Cornock, Transportation Planner
jcornock@ocpcrpa.org

Ray Guarino, Transportation Planner
rguarino@ocpcrpa.org

Karen Winger, Transportation Planner
kwinger@ocpcrpa.org

Mapping and Graphics

Susan McGrath, GIS Coordinator
smcgrath@ocpcrpa.org

OLD COLONY METROPOLITAN PLANNING ORGANIZATION

James Harrington	Mayor, City of Brockton
Richard Quintal	Chairman, Board of Selectmen, Plymouth
Colleen Corona	Chairman, Board of Selectmen, Easton
Matthew Albanese	Board of Selectmen, West Bridgewater
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MHD District 5	Bernard McCourt
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BAT	Kathy Riddell
DEP	Leah Weiss
FHWA	Michael Chong
FHWA	Paul Maloney
FHWA	Edward Silva
FTA	Andrew Motter
FTA	Donna Laidley
Brockton Traffic Commission	Captain John Gomes

OCPC TRANSPORTATION STAFF

Charles Kilmer	Transportation Program Manager
Jed Cornock	Transportation Planner
Raymond Guarino	Transportation Planner
William McNulty	Transportation Planner
Susan McGrath	GIS Coordinator
Karen Winger	Transportation Planner

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Joseph Murray
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Troy E. Garron
Phillip Lindquist

Brian Van Riper

James Mulcahy
Robert E. Kuver
Nancy Bresciani
Daniel Salvucci

OCPC STAFF

Pasquale Ciaramella	Executive Director
Lila Burgess	Ombudsman Program Director
Jed Cornock	Transportation Planner
Hazel Gauley	Assistant Ombudsman Director
Raymond Guarino	Transportation Planner
Patrick Hamilton	AAA Administrator
Bruce G. Hughes	Economic Development/ Community Planner
Charles Kilmer	Transportation Program Manager
Jane E. Linhares	Grants Monitor/ Secretary
Janet McGinty	Fiscal Officer
Susan McGrath	GIS Coordinator
William McNulty	Transportation Planner
Anne Nicholas	Ombudsman Program Assistant
Norman Sorgman	Assistant Ombudsman Director
Jacqueline Surette	Fiscal Consultant
James R. Watson	Comprehensive Planning Supervisor
Karen Winger	Transportation Planner

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EXECUTIVE SUMMARY

This planning study was initiated to conduct a comprehensive assessment of infrastructure, traffic flow, and safety conditions along the Route 3A Corridor; to identify deficiencies in the corridor; and to develop alternatives for addressing those deficiencies. The Route 3A Corridor through Kingston and Plymouth serves as a major north-south arterial in the region and is critical to its economic vitality.

A variety of data collection techniques (traffic counts; turning movement counts; travel runs and windshield surveys, etc) were utilized to quantitate levels of traffic flow and safety, while a cooperative and comprehensive public participation component provided qualitative data on the needs of the communities and deficiencies in the existing system.

Through quantitative analysis and discussions with the communities and the State, a list of recommended projects has been developed. These recommendations are aimed at improving safety and traffic flow along the corridor, and include::

- Geometric and Signal Upgrades at Route 3A at Route 53
- Geometric improvements and signalization of Route 3A at Route 106 and Linden Street
- Geometric and signage improvements at Route 3A at Landing Road
- Signalization of northbound ramps, signal upgrades, and traffic flow improvements at Route 3A at Hilltop Avenue and Route 3 Exit 9
- Signalization of Route 3A at Howlands Lane and Crescent Street (Northern End)
- Signalization of Route 3A at South Street
- Geometric and Signal Upgrades at Route 3A at White Horse Road and Beaver Dam Road
- Signalization of Route 3A at Manomet Point Road
- Drainage improvements and infrastructure repair at Route 3A at Center Hill Road
- Intersection improvements at Route 3A and Old Sandwich Road / Ellisville Road
- Signalization of Route 3A at Hedges Pond Road and Old County Road
- Signalization of Route 3A at Herring Pond Road
- Repavement and reconstruction of highway surface in various areas
- Implementation of deviated fixed route bus service from Kingston to Hanover
- Improvements at Kingsbury Plaza Park-and-Ride facility
- Increased service at Plymouth MBTA Commuter Rail Station
- Drainage improvements for Route 3A in Kingston
- Repair and maintenance of bridges along Route 3A
- Relocation of Route 106
- Transfer of jurisdiction on Main Street (Route 3A) in Kingston
- Traffic Management System for Downtown Plymouth Traffic Circulation
- Emergency Activated Traffic Signals at Plymouth Fire Department Stations along Route 3A
- Enhancement of Pedestrian Amenities through the Corridor
- Creation of Posted Speed Limits
- Enhanced Speed Enforcement
- Roadway Striping
- Integration and Utilization of Access Management

I. INTRODUCTION

Purpose of Study

This study was undertaken as part of the Unified Planning Work Program (UPWP.) The UPWP describes and lists the planning tasks and activities provided under the provisions of the Safe, Accountable, and Efficiency Transportation Act: A Legacy for Users (SAFETEA-LU).

The major objective of this study is to assist the member communities of Kingston and Plymouth in developing appropriate solutions for identified transportation deficiencies along the Route 3A corridor. Safety conditions and level of service for this roadway need improvement as the current traffic is projected to increase with further development along this route. Plymouth is the fastest growing community in the OCPC region, and Kingston is experiencing substantial growth as well. Proposed expansion of the Independence Mall and a new Chapter 40R development near the Kingston Commuter Rail station will impact traffic circulation and likely affect traffic on Route 3A. Plymouth has a number of proposed large residential and commercial developments including the continued growth of the PineHills Community; the A.D. Makepeace Company development on Wareham Road; the Cordage Commerce Center; and Colony Place and other commercial development on Commerce Way. In addition, proposed commercial development in the Cedarville section of Plymouth is expected to impact Route 3A at Hedges Pond Road, Herring Pond Road, and the Route 3 Exit 2 interchange ramps.

It is expected that the findings and recommendations contained in this report will serve as the basis for including projects in the region's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).

The main objectives of this study include:

- Improving traffic safety
- Conserving and improving the operating capacity of the Route 3A corridor
- Integrating the goals of the communities to create a unified vision for future improvement and development of the corridor

The study scope includes the Route 3A corridor through Kingston and Plymouth from the Duxbury Town Line to Bourne Town Line (approximately 23 miles). The map on the next page shows the study area.

Public Participation

This planning study included a comprehensive public participation component that played a central role in its development. A Route 3A Corridor Study Steering Committee was formed and included representatives from various sectors responsible for the transportation planning process. Members included community planners, public safety officials, elected officials, public transit, public works, the Executive Office of Transportation and Public Works, and MassHighway District Five.

The committee met throughout 2006 and 2007 on the following dates:

- July 17, 2006
- August 28, 2006
- October 16, 2006
- April 23, 2007
- June 18, 2007
- August 22, 2007

Additional public participation opportunities were provided by discussion of the Study at Old Colony Planning Council, Old Colony Joint Transportation Committee, and Metropolitan Planning Organization meetings; a meeting of the Kingston Planning Board; and meetings with engineering staff from the Town of Plymouth. Furthermore, an information request was distributed to several agencies and local boards soliciting local input in the deficiencies of the Route 3A Corridor.

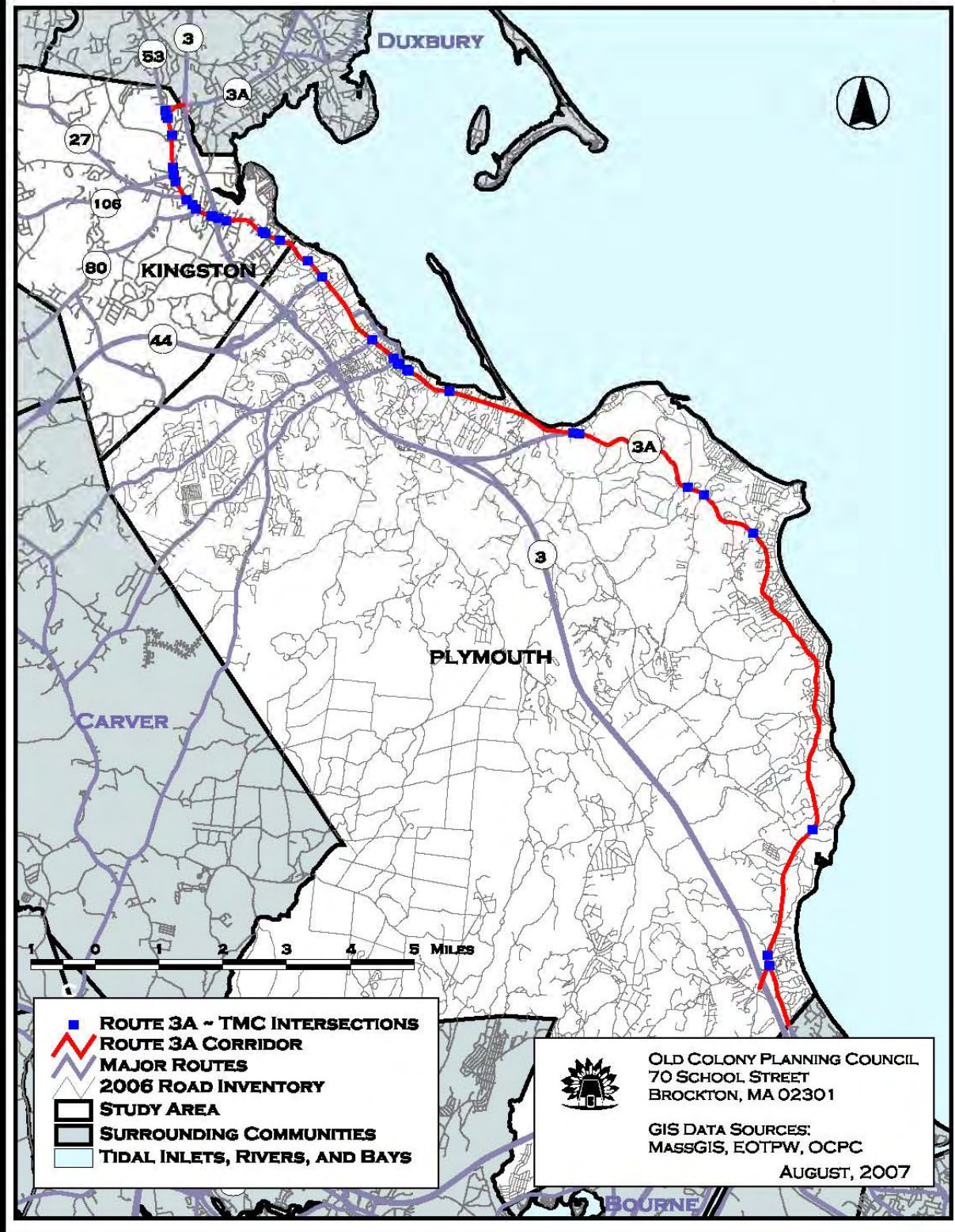
Methodology

This study includes an inventory and survey of the physical infrastructure (pavement conditions, traffic control, etc); traffic data collection (48-hour counts and peak hour turning movements); a review of land use, zoning, and community goals; a review of traffic studies previously conducted within the study area; a review of ongoing and planned improvements; and a review and analysis of crash data within the corridor. In addition, traffic forecasts and level-of-service analyses for existing and future (year 2012 and 2020 horizon) peak hour conditions were performed. Traffic analyses were completed utilizing standard practices published in the ITE Highway Capacity Manual. A variety of traffic analysis software was used to complete this study including Highway Capacity Software (HCS), SYNCHRO, and SimTraffic. Traffic signal warrant analysis was also utilized based on the procedures published in the Manual on Uniform Traffic Control Devices (MUTCD). In addition to data collection, other information was obtained from the Massachusetts Highway Department (MHD), the Executive Office of Transportation and Public Works (EOTPW), the Federal Highway Administration (FHWA), and the Massachusetts Geographic Information System (MassGIS).

Updates were provided to the Joint Transportation Committee and the MPO over the course of the study. The alternatives, suggestions, and needs of the local communities, based on the presentations, and the comments and revisions from the oversight committee have been incorporated in this final report.

ROUTE 3A STUDY AREA

FIGURE 1



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II. EXISTING CONDITIONS

Roadway Characteristics and Surrounding Land Use

The Route 3A corridor within the Towns of Kingston and Plymouth provides multiple functions as an inter-regional highway. It is an important regional connection between communities and it provides connections for collector and local roads to Route 3 and the interstate highway network. The Route is also vital to the region's tourism industry, providing access to historic Plymouth and Cape Cod. In addition, Route 3A functions as a downtown main street through Plymouth center and Kingston center. The Route 3A corridor also functions, in certain sections, as a retail corridor with retail and commercial land uses serving the needs of local residents and tourists.

Figure 1 shows the Route 3A corridor in Kingston and Plymouth, which runs north south parallel to Route 3 along the coast. Route 3A provides two lanes of travel, one for each direction of travel, and connects to Routes 53, 106 (to Route 27), and 80 in Kingston. There is one direct Route 3/Route 3A interchange in Kingston at Main Street and Route 3 Exit 9, and two additional interchanges in close proximity on Smiths Lane and on Route 3A in Duxbury. Route 3A in Kingston contains a number of retail and commercial establishments and plazas along both sides of the road, and crosses the commuter rail at grade in the town center.

Route 3A in Kingston is under the jurisdiction of MassHighway. It is classified as an urban minor arterial from the Duxbury Town Line south to the Route 106 intersection; a principal arterial from Route 106 to Route 3; and it again becomes an urban minor arterial south to the Plymouth Town Line. Route 3A is eligible for federal aid funding under the National Highway System (NHS) from south of Route 106 to Route 3. The remaining sections of Route 3A, from the Duxbury Town Line to Route 106 and from Route 3 to the Plymouth Town Line, are eligible for federal aid funding under the Surface Transportation Program (STP).

Route 3A in Plymouth is classified as an urban minor arterial and is eligible for federal aid funds under the Surface Transportation Program (STP). Route 3A in Plymouth is under the Town of Plymouth's jurisdiction from the Kingston Town Line south through the downtown to Sandwich Street. It is under MassHighway jurisdiction from Sandwich Street south to Route 3 Exit 2 in Cedarville.

Transit Operations

The Massachusetts Bay Transportation Authority (MBTA), Greater Attleboro Taunton Regional Transit Authority (GATRA), and Plymouth and Brockton Street Railway Company (P & B) provide transit services to the Route 3A corridor and surrounding area. The transit network includes commuter rail, park and ride lots served by motorcoach, fixed route bus, and paratransit services.

The MBTA operates two commuter rail stations that serve the area. The Kingston MBTA Commuter Rail station is located near the junction of Route 3 and Smiths Lane and features a 1,020 space parking facility and frequent commuter rail service to Boston. In an October 2006 capacity survey, 75 percent of the spaces were utilized. The station includes bike racks and is pedestrian accessible.

The Plymouth MBTA Commuter Rail station is located on Route 3A at Cordage Park in Plymouth, and features a 96 space parking lot with limited commuter rail service to Boston. In October 2006, 6 percent of the spaces were utilized. The station includes bike racks and is pedestrian accessible.

GATRA operates fixed route bus service within the corridor and surrounding area through its Plymouth Area Link (PAL). PAL buses originate at its current hub, on Memorial Drive off of Route 3A in Downtown Plymouth, and radiate out through Plymouth and Kingston on various routes. Paratransit service (flexible schedule transit service providing service to primarily elder and disabled persons) is also provided in the area.

The P & B provides frequent motorcoach service to Boston from a park-and-ride lot located at Kingsbury Plaza at the junction of Routes 3A and 53 in Kingston. The facility consists of an 84-space parking lot. In October 2006, 85 percent of the spaces were utilized at the time of a capacity survey. However, the boundaries of the facility are poorly defined, and it appeared some number of commuters had parked in nearby parking spaces associated with the shopping plaza. The facility does not include bike racks and pedestrian access is limited.

Sidewalks and Pedestrian Amenities

Sidewalks are an important component of the roadway network, providing safe travel for the non-motorized traveling public. The 2007 Regional Transportation Plan calls for “enhancing the integration and connectivity of the transportation system, across and between a well balanced network of modes,” and the MassHighway Project Development and Design Guide stresses the importance of providing safe travel for all roadway users, including pedestrians.

Figure 2 shows the extent of the sidewalk network along the entire Route 3A Corridor. For most of the corridor, sidewalks exist on at least one side of the roadway. However, the width and condition of these sidewalks vary greatly, with five-foot wide sidewalks in excellent condition in some areas, and narrow and severely deteriorated sidewalks in others.

Similarly, the type and condition of crosswalks vary greatly along the corridor. The following types of crosswalks are all located within the Route 3A Corridor:

- Parallel white lines, no fill
- Parallel white lines, perpendicular ladder-fill
- Parallel white lines, slanted ladder fill
- Parallel white lines, solid yellow/green fill
- Parallel white lines, solid red fill

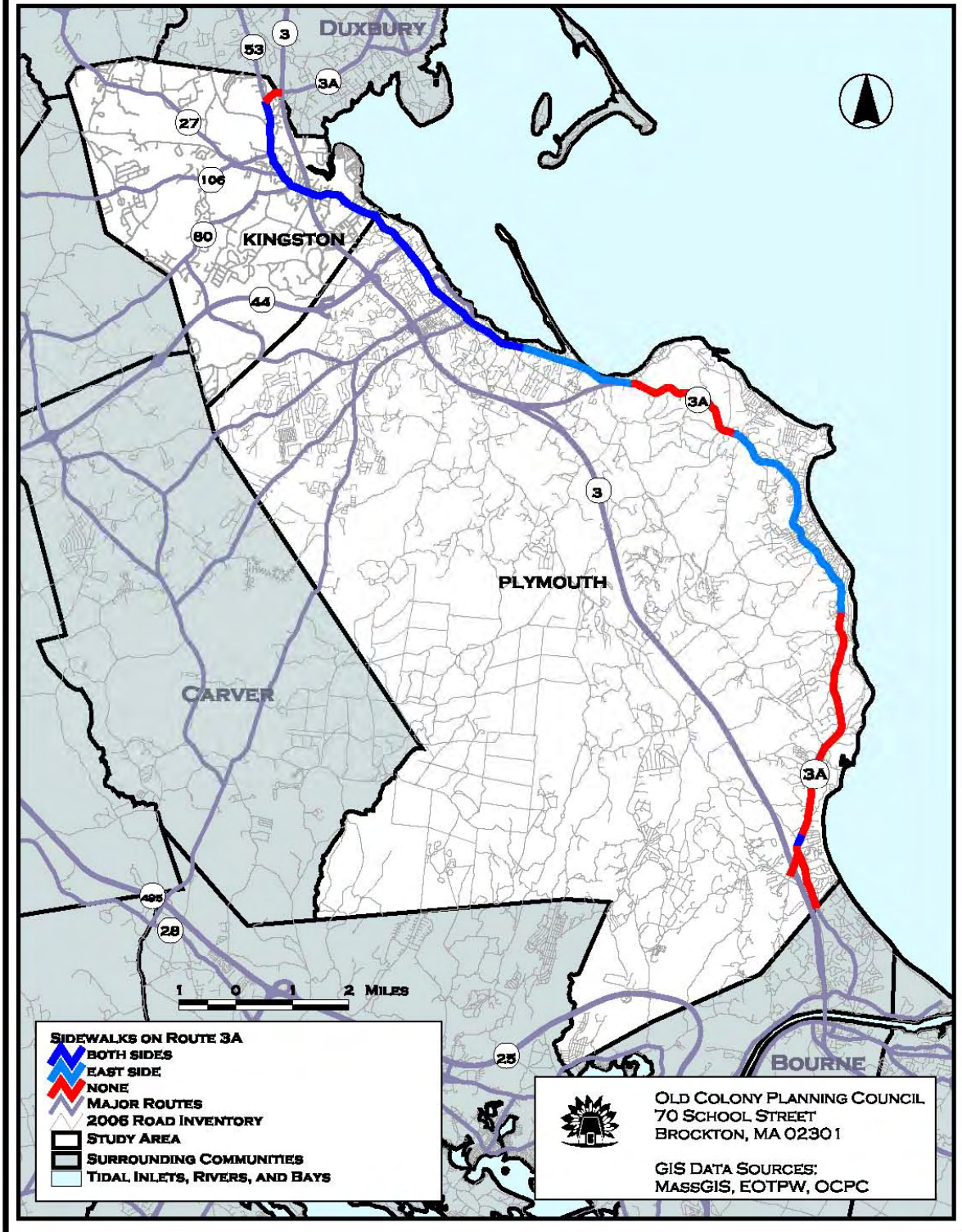
The condition of the painted striping varies greatly. Although some appear bright and fairly new, paint has chipped/worn away from others and/or has been marred by tire residue. In one instance, in front of Memorial Hall in Downtown Plymouth, the crosswalk is equipped with lights in the pavement that blink whenever a pedestrian is in the crosswalk.

Pavement Conditions

A Pavement Management System (PMS) is maintained by OCPC under contract with the EOTPW. OCPC uses the *Road Manager* software program, which includes a pavement deterioration curve that demonstrates the rate of deterioration of pavement and the implications for cost of maintenance. The PMS calculates Pavement Condition Index (PCI) scores for the surveyed road segments. The PCI is an index derived from an evaluation of pavement distress factors, average daily traffic, and roadway classification. PCI is based on a scale of 1 to 100, with 100 indicating a flawless road surface.

SIDEWALK NETWORK ON ROUTE 3A

FIGURE 2



A series of classifications for the PCI ranges were developed by the Pavement Management Users Group, which OCPC continues to use to assess pavement data. PCI scores of 95 or higher indicate that the road surface is in excellent condition. PCI scores between 85 and 94 normally indicate that the road has some distresses but is in good condition. Roads with scores between 65 and 84 are in fair condition and are in need of maintenance or mill and overlay repairs less than two inches. Roads with scores below 65 need base rehabilitation or reconstruction. Tables 1 and 2 show the PCI classifications, recommended repairs, and maintenance strategies.

Table 1 PCI Classifications

Condition PCI Score	Excellent 100 to 95	Good 94 to 85	Fair 84 to 65	Poor 64 to 0
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Table 2 Road Manager Repair and Maintenance Recommendations

Repair or Maintenance	No immediate maintenance	Routine maintenance	Preventative Maintenance	Rehabilitation	Reconstruction
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Source: OCPC Pavement Management System

Windshield surveys were taken in 2006 by OCPC staff to update the condition files for the Route 3A corridor in PMS software. Figure 6 shows the pavement condition needs within the Route 3A corridor.

Most of Route 3A in Plymouth is in fair condition from Cedarville to Manomet requiring surface rehabilitation or overlay. Route 3A north of Manomet is in good to excellent condition northward through the town center and to the Kingston Town Line, with some sections in Fair condition. The Good sections require preventative maintenance and the fair sections will require overlay or surface rehabilitation. Route 3A is in fair condition north of the Plymouth Town Line in Kingston to the town center, requiring surface rehabilitation, and in poor condition requiring reconstruction from the town center north to Route 53. There is a short section of the highway from Route 53 to the Duxbury line that is in Fair condition requiring surface rehabilitation and overlay.

Bridges

The Executive Office of Transportation and Public Works (EOTPW) maintains a database of bridges in the Commonwealth. Four of these bridges are located along the Route 3A Corridor, and are summarized in Table 3. According to the EOTPW bridge rating database, no deficiencies were found in these structures during their most recent inspections.



Figures 3, 4, and 5: Images show railing systems in disrepair and structural cracking and crumbling on bridges over the Jones River and water-flow between Jones River and Foundry Pond.

There are other water crossings along Route 3A not contained within the bridge databases as they are classified as culverts and not bridges. The Main Street (Route 3A) crossing over the Jones River is one example. Casual visual inspection by planning staff of these structures showed failing railing systems, weathering, cracking, and crumbling. The photos in Figures 3, 4, and 5 are examples of this deterioration.

ROUTE 3A PAVEMENT CONDITIONS

FIGURE 6

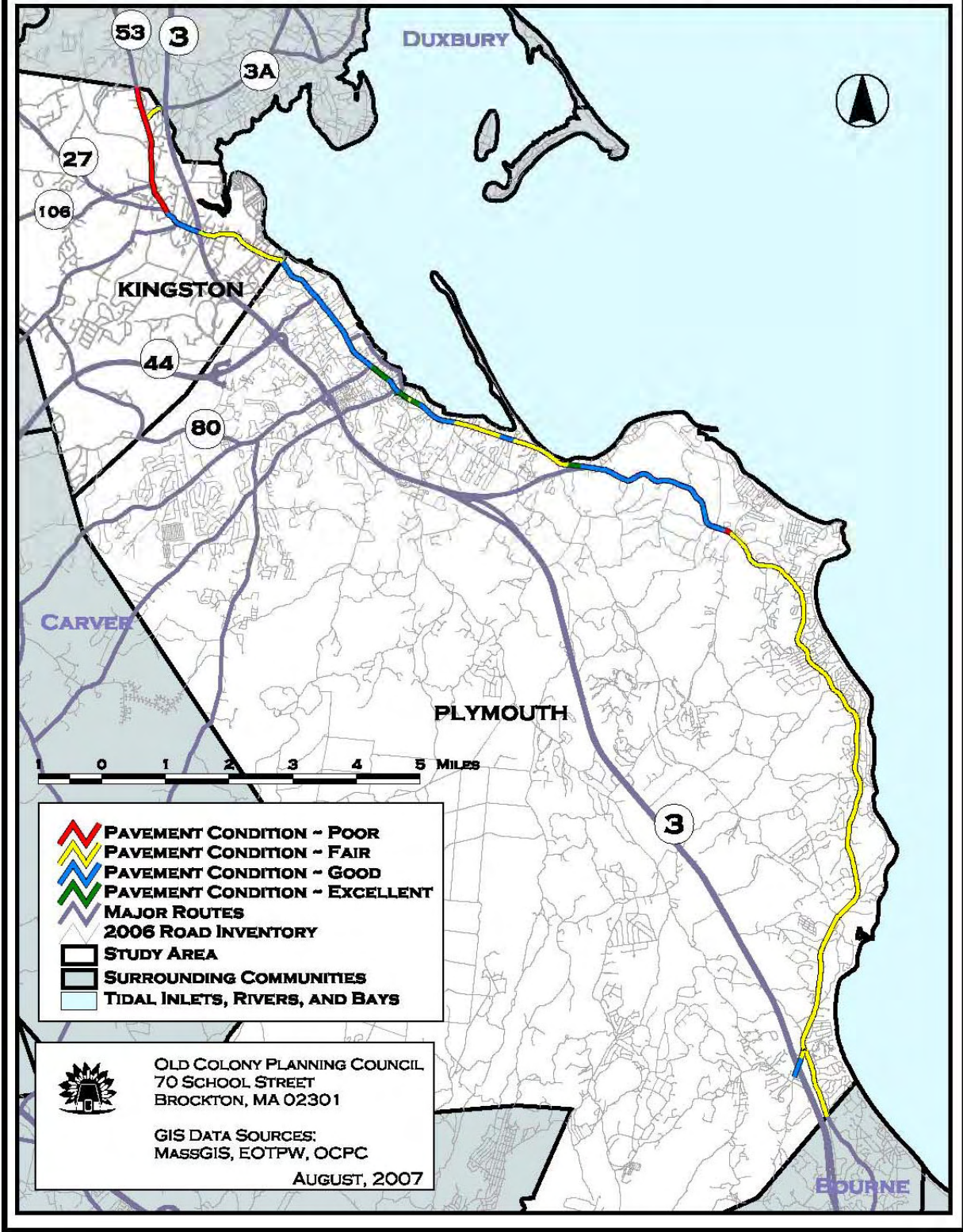


Table 3: Route 3A Corridor Bridges (from 2007 EOTPW Bridge Ratings)

Community	Over	Owner	Year Built	Year Rebuilt	AASHTO Rating	Deficiency
Kingston	Main Street (Route 3A) over Route 3	MassHighway	1948	2003	86	None
Plymouth	Main Street Extension (Route 3A) over Town Brook	MassHighway	1908	1919	86	None
Plymouth	Warren Avenue (Route 3A) over Plimouth Plantation Highway	MassHighway	1950		72.3	None
Plymouth	Warren Avenue (Route 3A) over Eel River	MassHighway	1958		93.1	None

Drainage

Most of the Route 3A corridor through Kingston and Plymouth contains an urban drainage system that collects runoff into catch basins spaced throughout the corridor. Some areas have rural drainage, where runoff is dispersed off the roadway and into the surrounding landscape.

A survey of local and state officials responsible for maintenance of Route 3A provided input on identifying drainage related issues along with other issues regarding the roadway.

Several drainage problem areas were identified in Kingston. Areas where excessive runoff and ponding during moderate rain events were occurring included the following locations:

- Between Linden Street and Brook Street (Route 80)
- Between Baslers Lane and Prospect Street
- Area around Old Orchard Lane

In these areas the existing drainage system is failing to efficiently remove runoff from the roadway. In addition to ponding near Brook Street, runoff appeared to be leaving the roadway and discharging into the Jones River at the Main Street bridge.

Visual inspection of catch basins in these areas revealed storm grates clogged with dirt and other debris, as well as vegetation in or around the catch basin that is likely obstructing the free flow of storm water into the catch basins. Severe-pavement deterioration was also common surrounding many catch basins throughout the Route 3A corridor. Photographs of catch basins on Route 3A are shown in Figures 7 and 8 below.



Figure 7: Pavement deterioration around catch basin



Figure 8: Dirt and other debris clog a deteriorated catch basin cover

Vegetation appeared to be growing in and around several catch basins in these areas, and storm grates were often clogged with debris. This vegetation and debris is likely inhibiting the flow of water into the catch basins and subsequently diminishing drainage capacity. These areas also appear to have a poorly defined and ineffective crown on the roadway, reducing the runoff-channelization capacity of the roadway.

In some rural drainage areas, water runoff appeared to be having a substantial impact on the structural integrity of the pavement. Erosion of the roadway's edges and intersection aprons is evident in southern sections of Route 3A in Plymouth between Hedges Pond Road and Manomet Point Road. The issue is very evident at the intersection of Route 3A and Center Hill Road (southern end) where significant erosion related damage to the roadway has occurred.

Substantial runoff from the Route 3 Exit 2 ramp structure in Cedarville has reportedly contaminated the White Cliffs golf course located off of State Road, and caused damage to the grounds there.

Route 3A Mainline Traffic

Forty-eight hour traffic volume counts were completed at several locations along the Route 3A highway corridor using automatic traffic recorders. These locations are listed in Table 4, and contain the 2007 average annual daily traffic (AADT) volume along with recorded speed and heavy vehicle data. The directional peak hour volume to capacity (v/c) ratios are also provided for each location. The volume to capacity ratio is a measure of congestion on the roadway. The Highway Capacity Manual stated average of 1,700 vehicles per hour per lane was used as the capacity figure.

The highest annual average daily traffic volume within the corridor was 19,550 vehicles per day just north of Route 3 (Exit 9) in Kingston. Field observation and travel runs through the Route 3A corridor further support the traffic data in that the interchange of Route 3A with Route 3 Exit 9 in Kingston is the busiest area throughout the Route 3A corridor in Kingston and Plymouth. Traffic backups and delays are common in this area, particularly at the signalized intersections.

Generally, traffic conditions fluctuate widely along the corridor, from under 10,000 vehicles per day in some areas to nearly 20,000 vehicles per day in others.

Traffic Speed

Along with traffic volume, vehicle speeds under prevailing conditions were measured at specific locations on Route 3A. Table 4 contains the 85th percentile speed and 10 mile per hour pace speed for each location. Table 5 expands upon the speed analysis by including average speed and the posted speed limit in the area. The 85th percentile speed is the speed at or below in which 85 percent of all vehicles travel. MassHighway uses it as a criterion in their determination of the posted speed limit on a road.

As shown in Tables 4 and 5, the highest speeds on Route 3A in Kingston occurred outside the downtown area. The 85th percentile speeds were in the range of 39 and 41 miles per hour on Route 3A north of Route 106. South of the Kingston downtown (near Howlands Lane and Old Orchard Lane), the 85th percentile speed was in the range of 39 and 40 miles per hour, while the 85th percentile within the downtown was 32 miles per hour.

In Plymouth, the 85th percentile through the downtown is 30 to 33 miles per hour. The 85th percentile on Route 3A north of the Downtown ranges between 29 and 40 miles per hour. The highest 85th percentile speeds occur south of the downtown area. The 85th percentile speeds in the vicinity of Ship Pond Road and Old Sandwich Road ranges between 48 and 50 miles per hour.

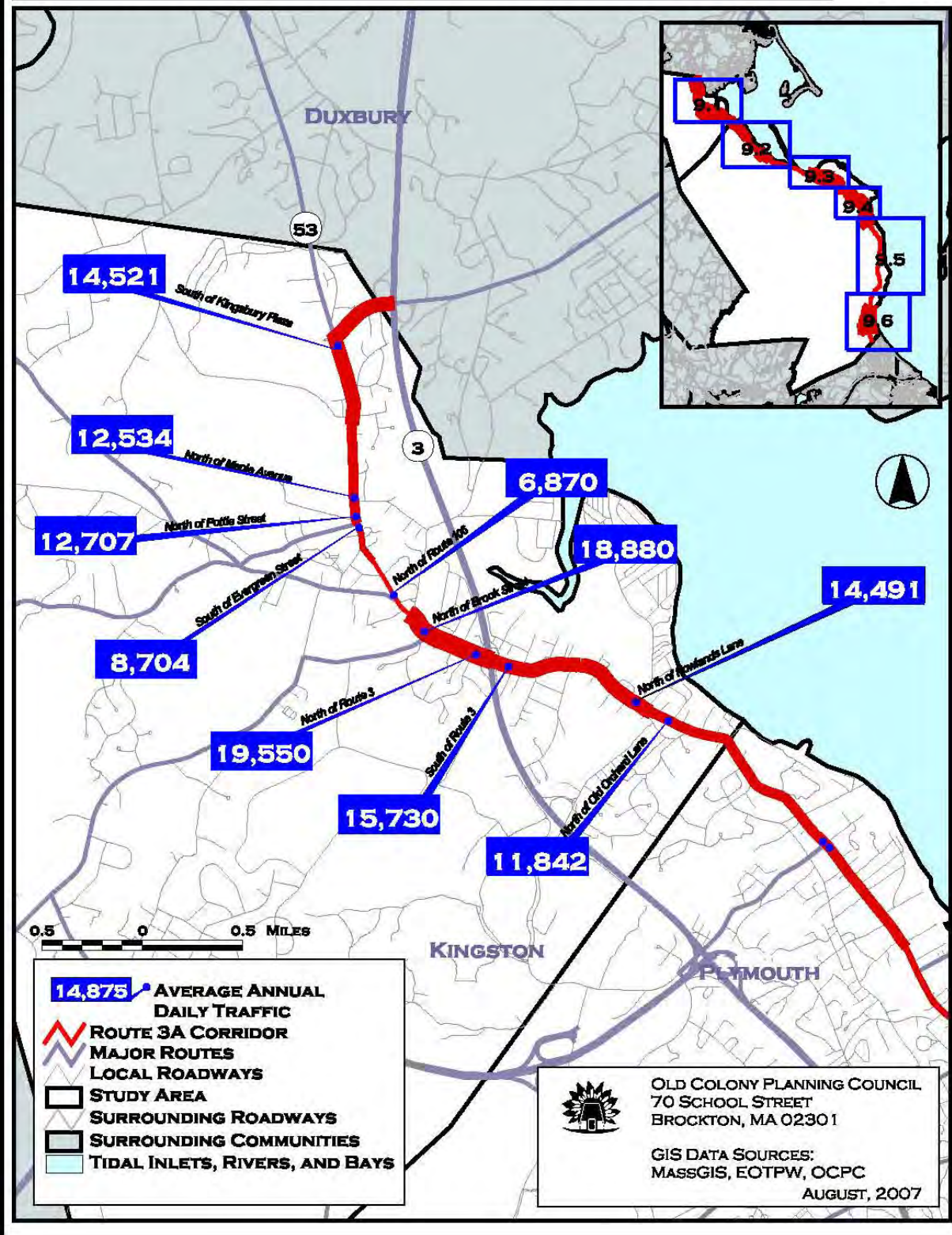
TABLE 4 : EXISTING ROUTE 3A TRAFFIC VOLUMES

Street Name	Location	AADT Volume	85th %tile Speed	10 MPH Pace Speed	Percent Heavy Vehicles	Daily Peak Hour Demand			
						Northbound Volume	v/c	Southbound Volume	v/c
Summer Street	South of Kingsbury Plaza	14,521	40 MPH	31 - 40 MPH	4.85%	535	0.31	703	0.41
Summer Street	North of Maple Street	12,534	39 MPH	31 - 40 MPH	4.25%	469	0.28	590	0.35
Summer Street	North of Pottle Street	12,707	--	--	--	580	0.34	488	0.29
Summer Street	South of Evergreen Street	8,704	32 MPH	26 - 35 MPH	4.43%	322	0.19	405	0.24
Summer Street	North of Route 106	6,870	41 MPH	31 - 40 MPH	4.20%	281	0.17	297	0.17
Main Street	North of Brook Street	18,880	37 MPH	26 - 35 MPH	7.60%	714	0.42	813	0.48
Main Street	North of Route 3	19,550	--	--	--	740	0.44	763	0.45
Main Street	South of Route 3	15,730	--	--	--	630	0.37	638	0.38
Main Street	North of Howlands Lane	14,491	39 MPH	31 - 40 MPH	6.78%	643	0.38	586	0.34
Main Street	North of Old Orchard Lane	11,842	40 MPH	31 - 40 MPH	5.34%	540	0.32	469	0.28
Court Street	North of Cherry Street	11,675	38 MPH	31 - 40 MPH	4.69%	463	0.27	490	0.29
Court Street	South of Cherry Street	11,573	29 MPH	21 - 30 MPH	5.06%	447	0.26	455	0.27
Court Street	North of Samoset Street	10,482	35 MPH	26 - 35 MPH	4.78%	376	0.22	429	0.25
Court Street	South of Samoset Street	10,582	30 MPH	21 - 30 MPH	6.85%	360	0.21	438	0.26
Sandwich Street	South of Water Street	16,128	30 MPH	21 - 30 MPH	4.75%	686	0.40	659	0.39
Sandwich Street	South of South Street	12,855	33 MPH	21 - 30 MPH	4.49%	489	0.29	469	0.28
Warren Avenue	South of Sandwich Street	8,084	45 MPH	36 - 45 MPH	4.92%	315	0.19	380	0.22
Warren Avenue	North of Clifford Road	6,347	47 MPH	36 - 45 MPH	4.39%	289	0.17	339	0.20
Warren Avenue	South of Clifford Road	6,981	47 MPH	36 - 45 MPH	4.65%	273	0.16	322	0.19
Warren Avenue	North of Rocky Hill Road	16,023	50 MPH	41 - 50 MPH	4.26%	697	0.21	722	0.21
State Road	South of Rocky Hill Road	15,189	48 MPH	36 - 45 MPH	4.77%	765	0.45	842	0.50
State Road	North of Beaver Dam Road	13,238	45 MPH	36 - 45 MPH	4.15%	619	0.36	685	0.40
State Road	South of Beaver Dam Road	14,908	45 MPH	36 - 45 MPH	7.17%	583	0.34	806	0.47
State Road	South of Manomet Point Road	13,983	38 MPH	31 - 40 MPH	4.51%	622	0.37	740	0.44
State Road	North of Ship Pond Road	7,150	50 MPH	41 - 50 MPH	6.26%	273	0.16	362	0.21
State Road	South of Ship Pond Road	6,378	48 MPH	41 - 50 MPH	6.07%	266	0.16	313	0.18
State Road	North of Old Sandwich Road	6,208	50 MPH	41 - 50 MPH	5.70%	285	0.17	276	0.16
State Road	South of Hedges Pond Road	16,236	37 MPH	26 - 35 MPH	5.97%	742	0.44	682	0.40
State Road	North of Herring Pond Road	17,863	34 MPH	26 - 35 MPH	6.27%	733	0.43	777	0.46
State Road	At Bourne Town Line	8,142	49 MPH	36 - 45 MPH	5.18%	421	0.25	371	0.22

All volumes seasonally adjusted and factored to 2007 from original count data

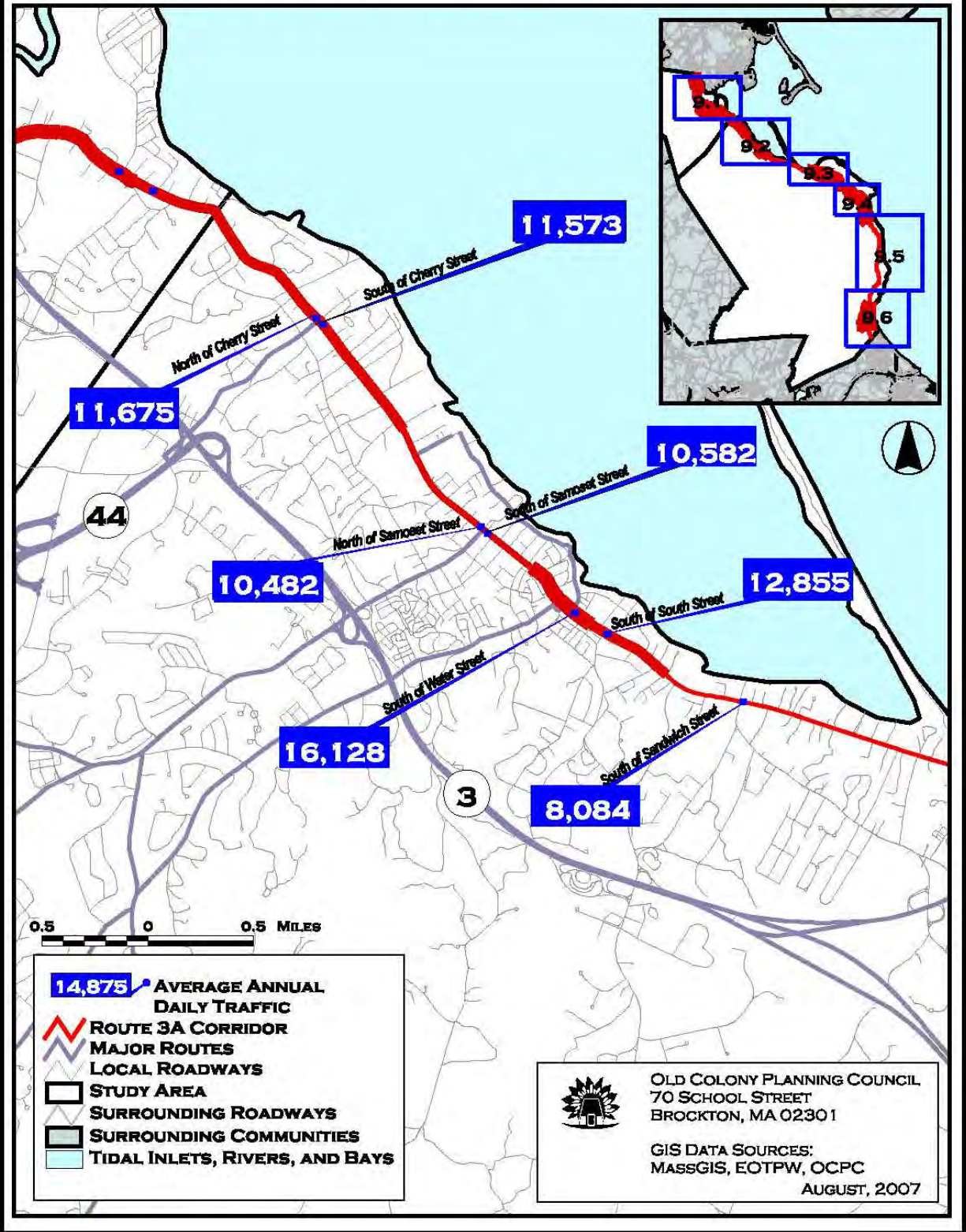
AVERAGE ANNUAL DAILY TRAFFIC

FIGURE 9.1



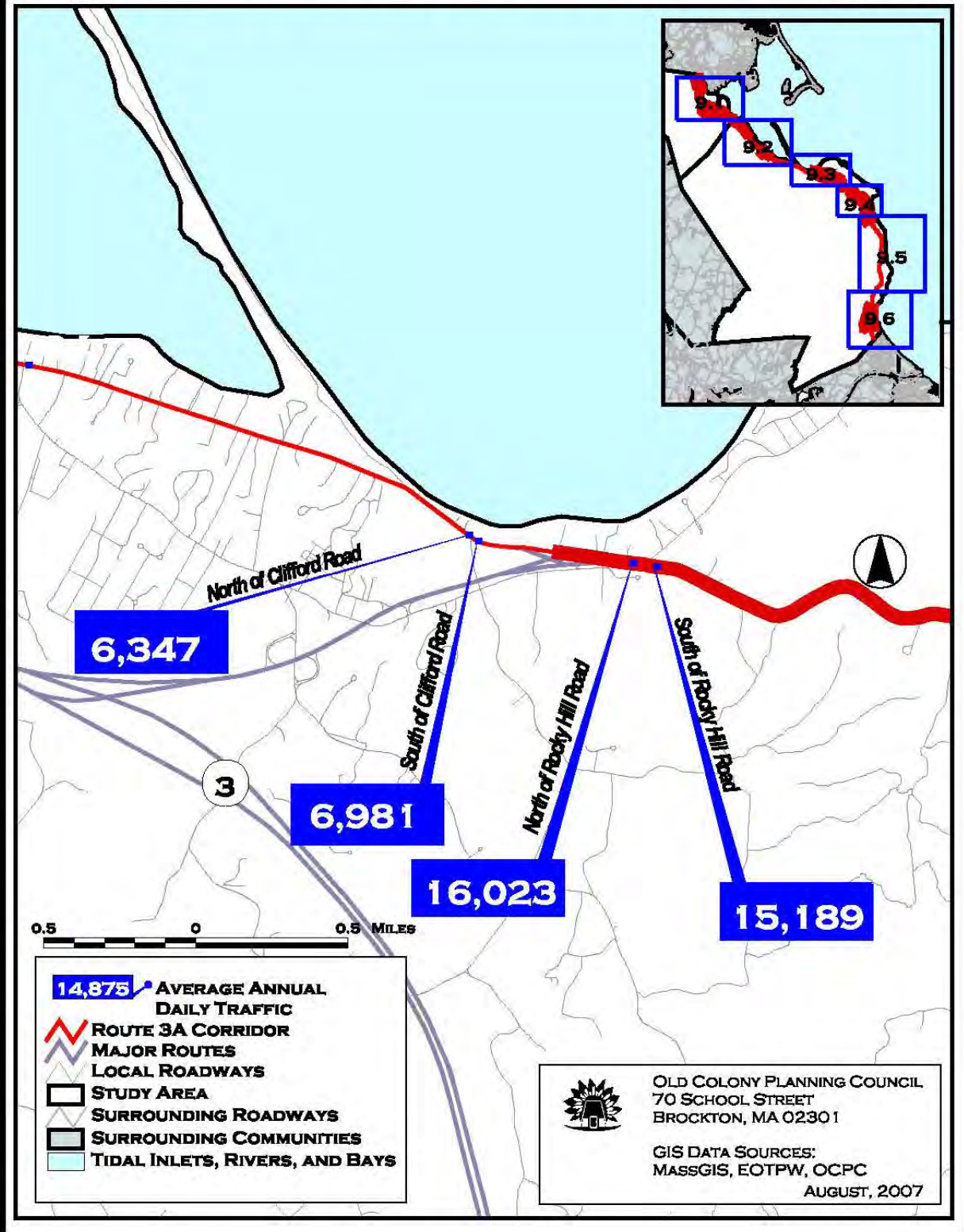
AVERAGE ANNUAL DAILY TRAFFIC

FIGURE 9.2



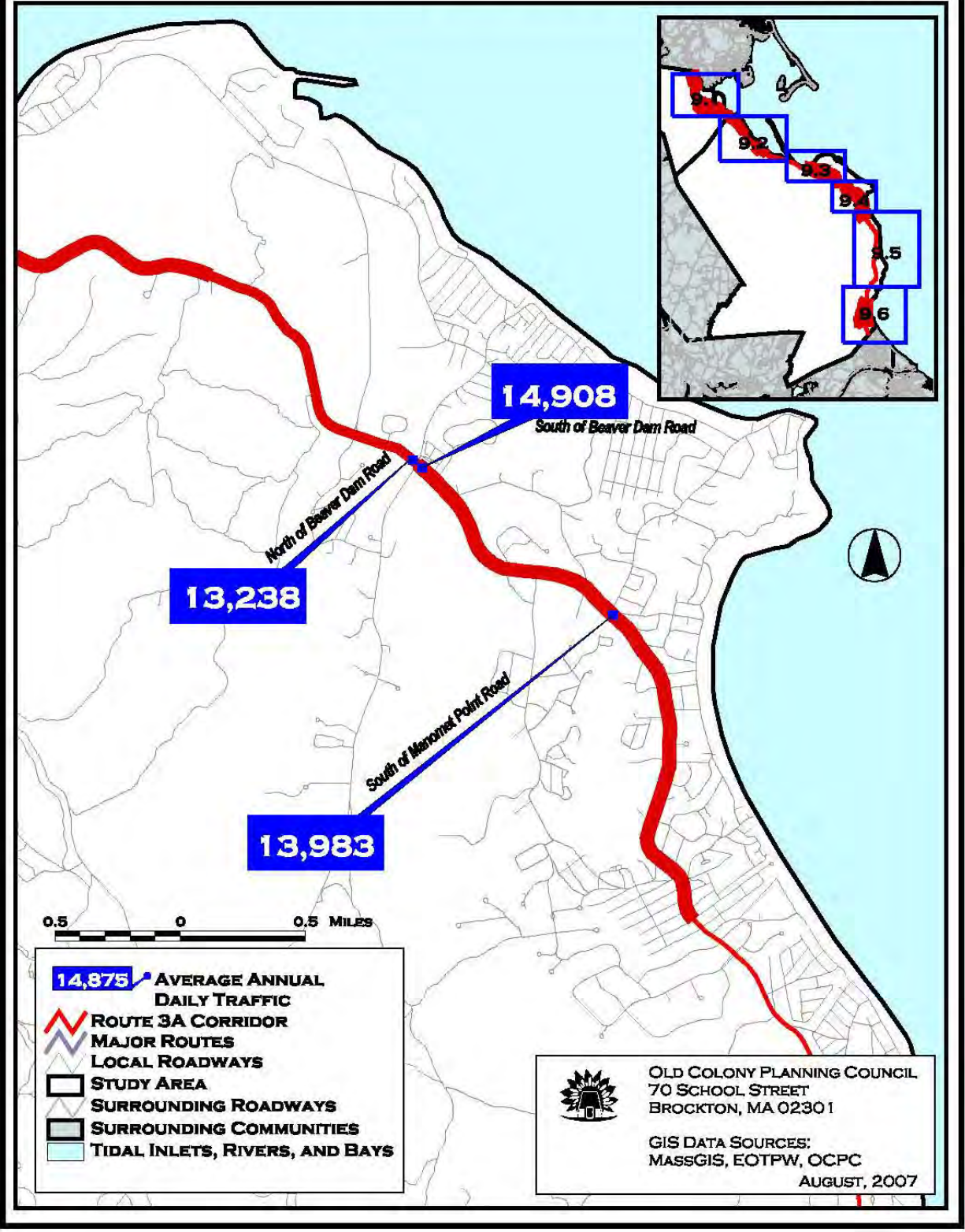
AVERAGE ANNUAL DAILY TRAFFIC

FIGURE 9.3



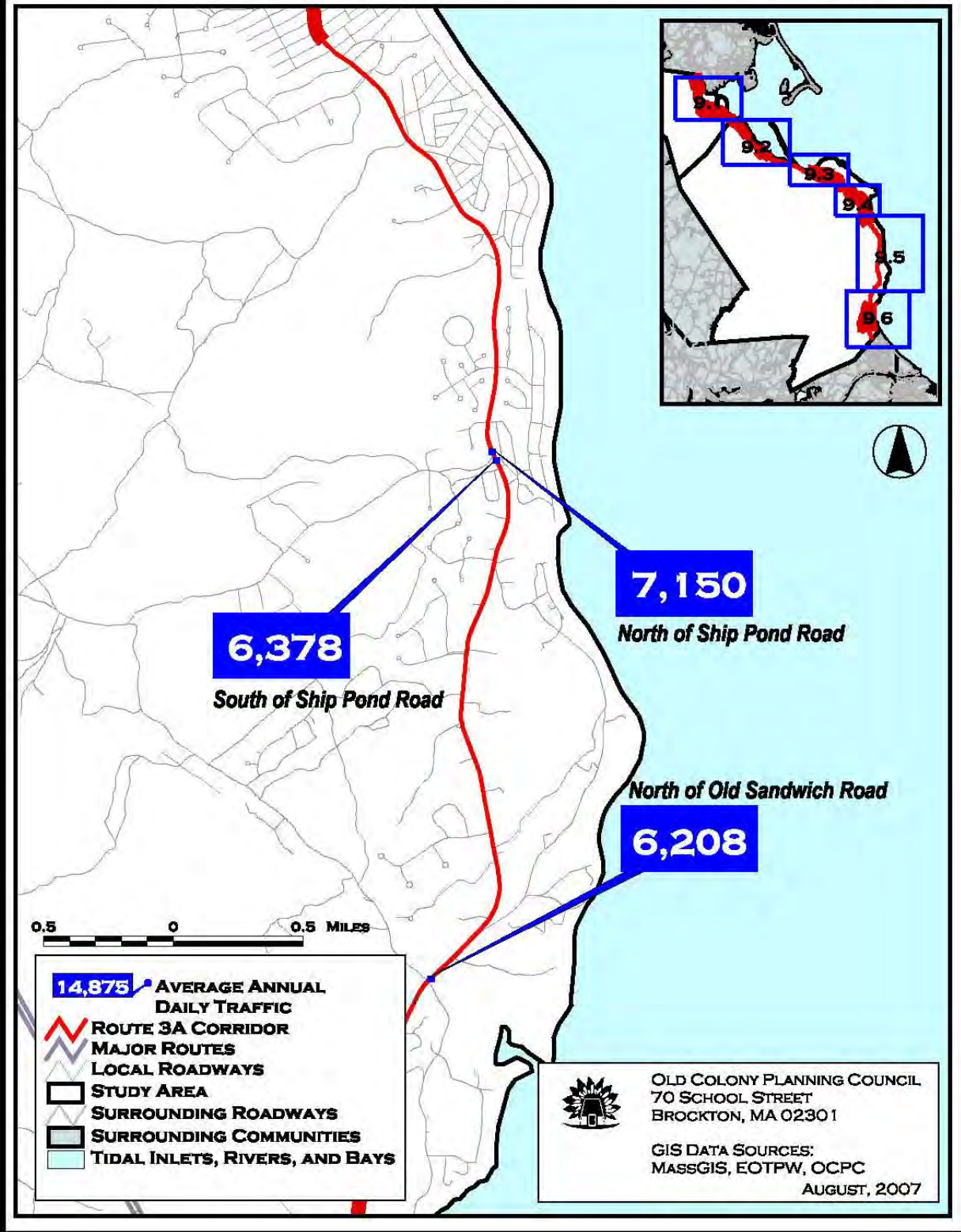
AVERAGE ANNUAL DAILY TRAFFIC

FIGURE 9.4



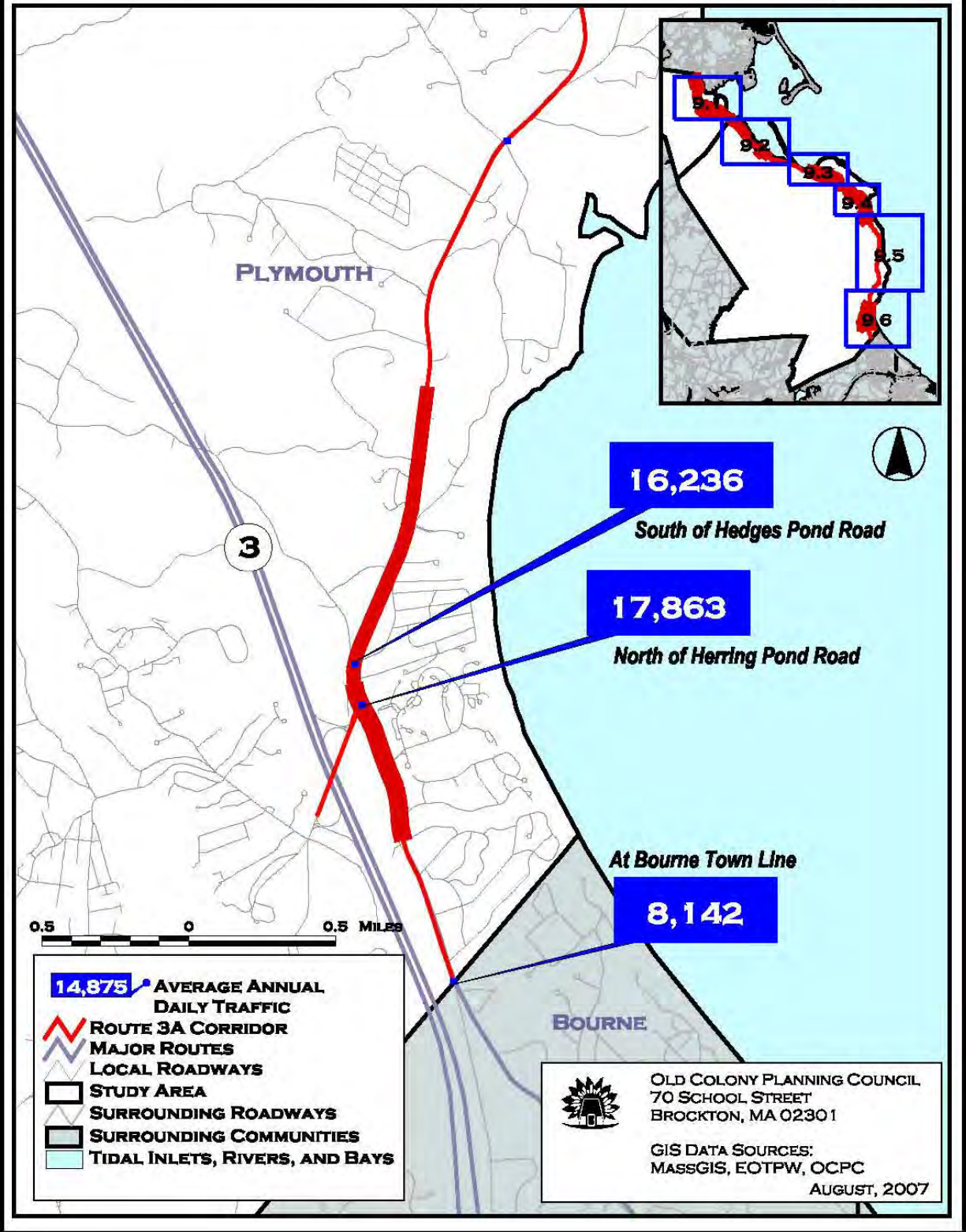
AVERAGE ANNUAL DAILY TRAFFIC

FIGURE 9.5



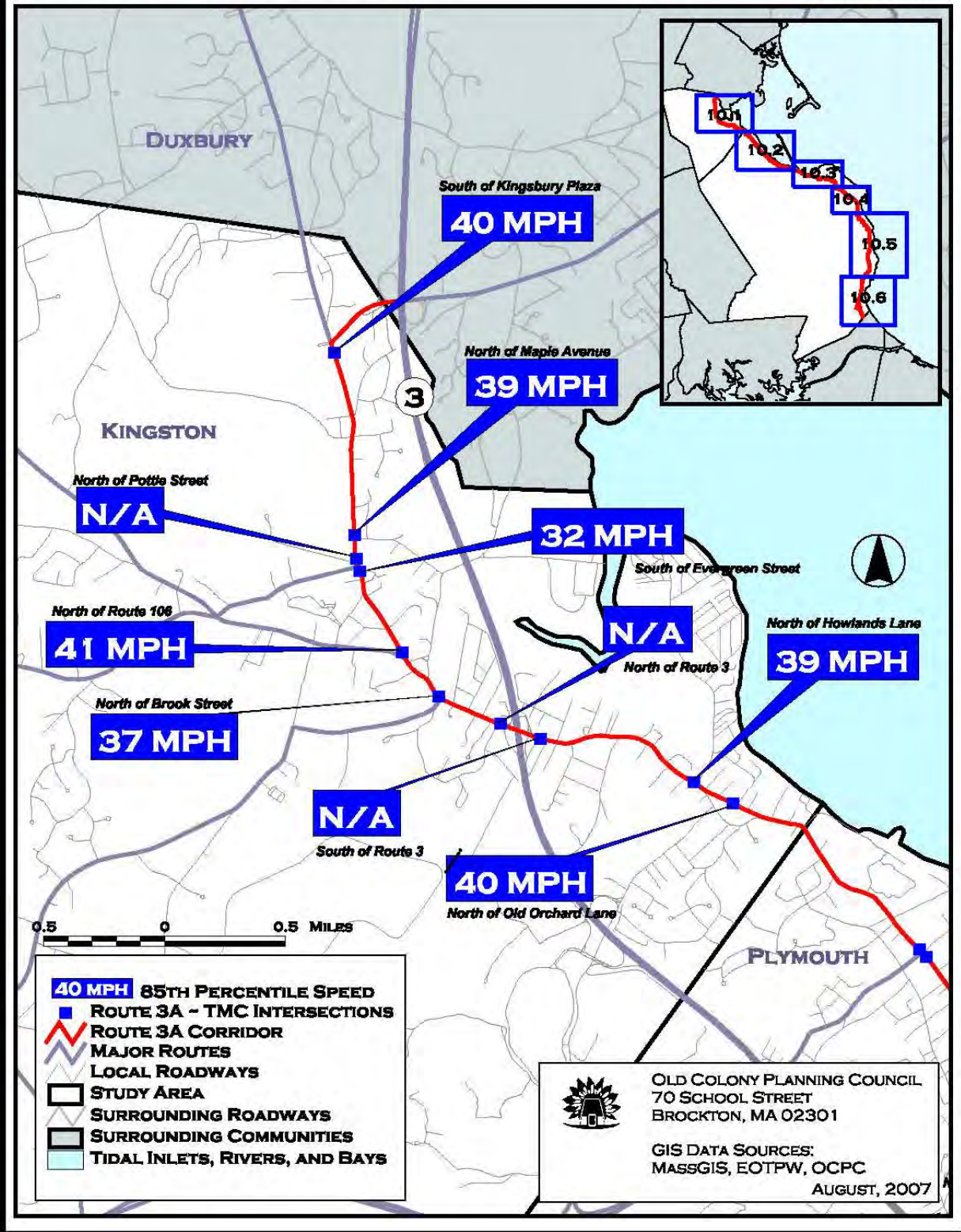
AVERAGE ANNUAL DAILY TRAFFIC

FIGURE 9.6



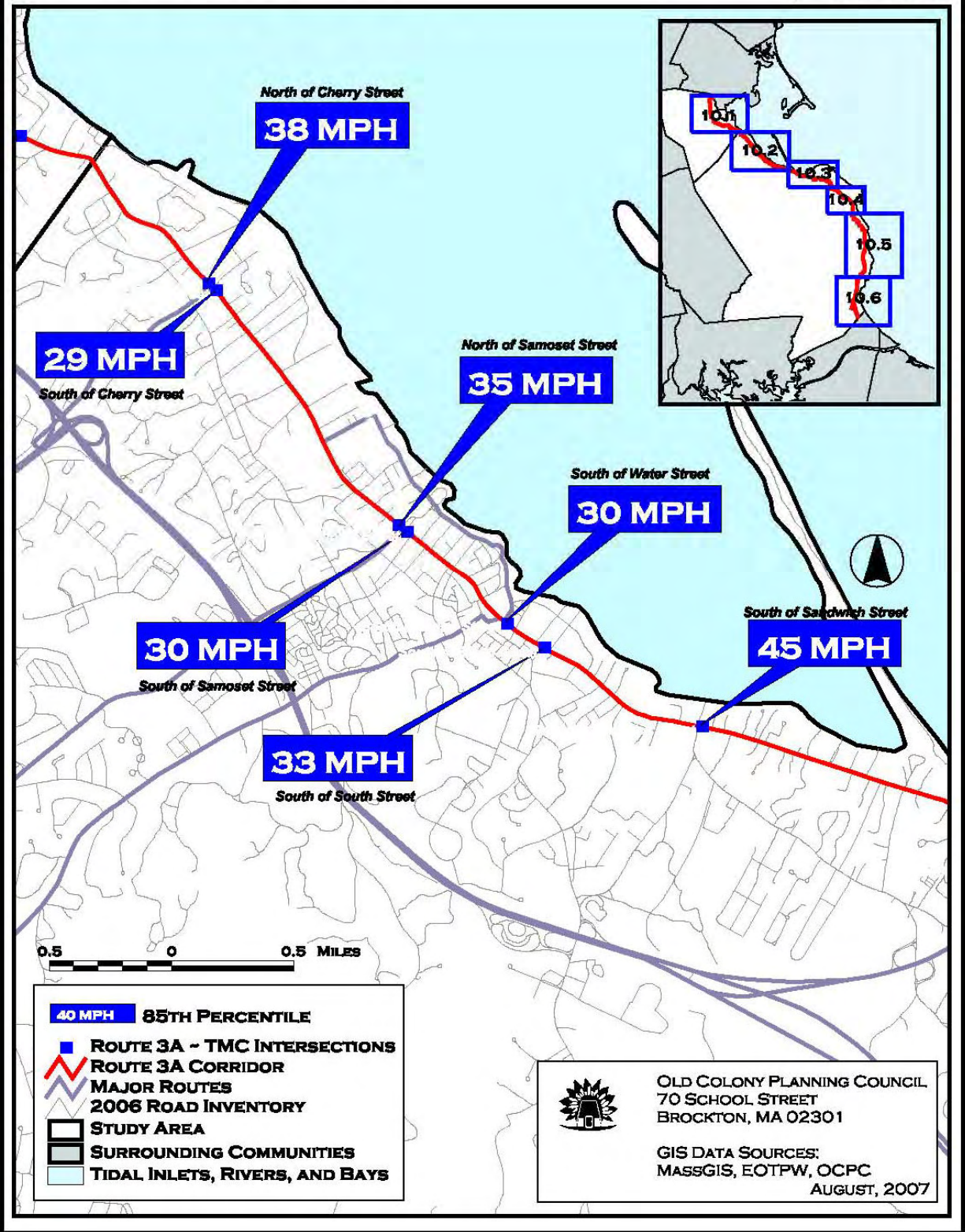
85TH PERCENTILE

FIGURE 10.1



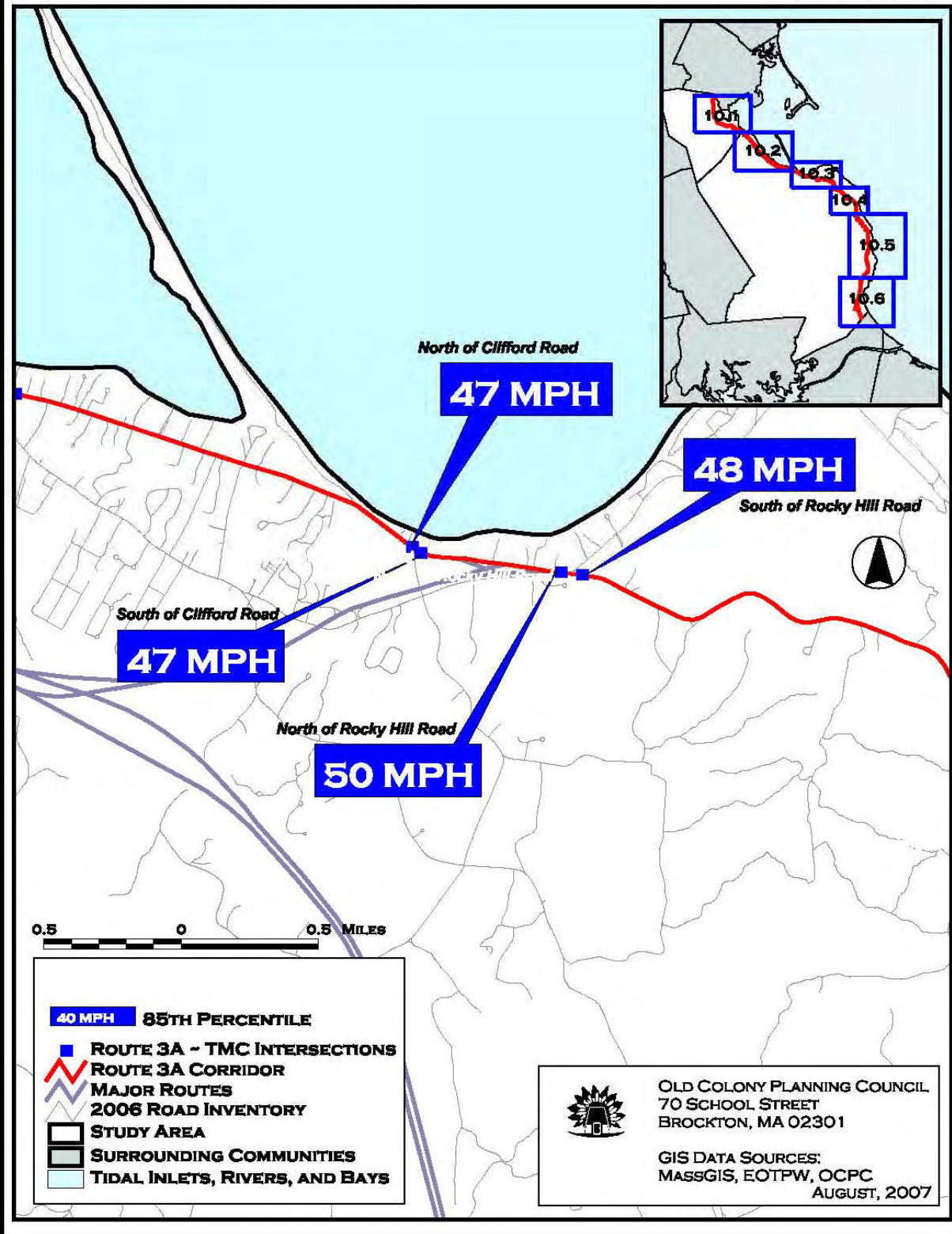
85TH PERCENTILE

FIGURE 10.2



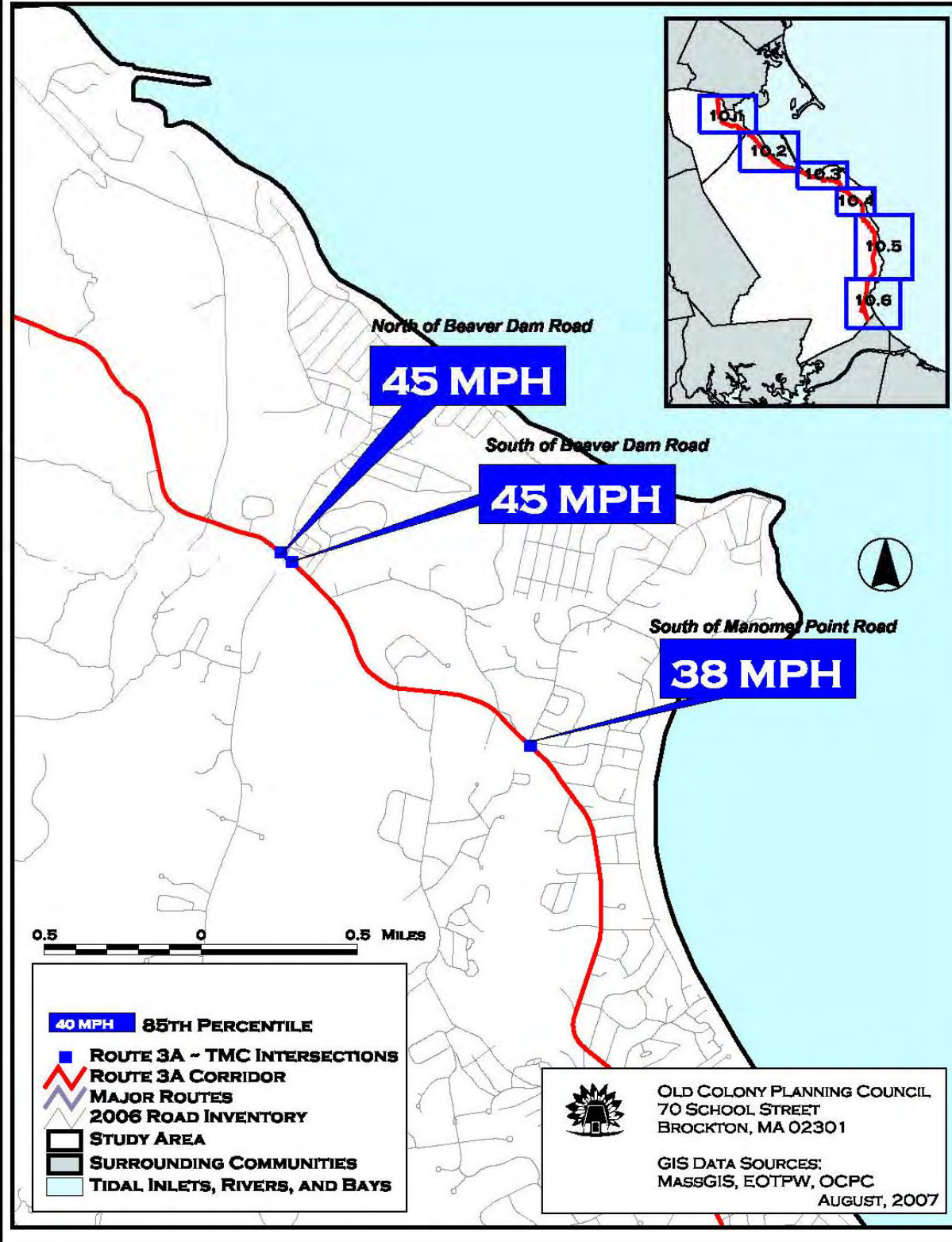
85TH PERCENTILE

FIGURE 10.3



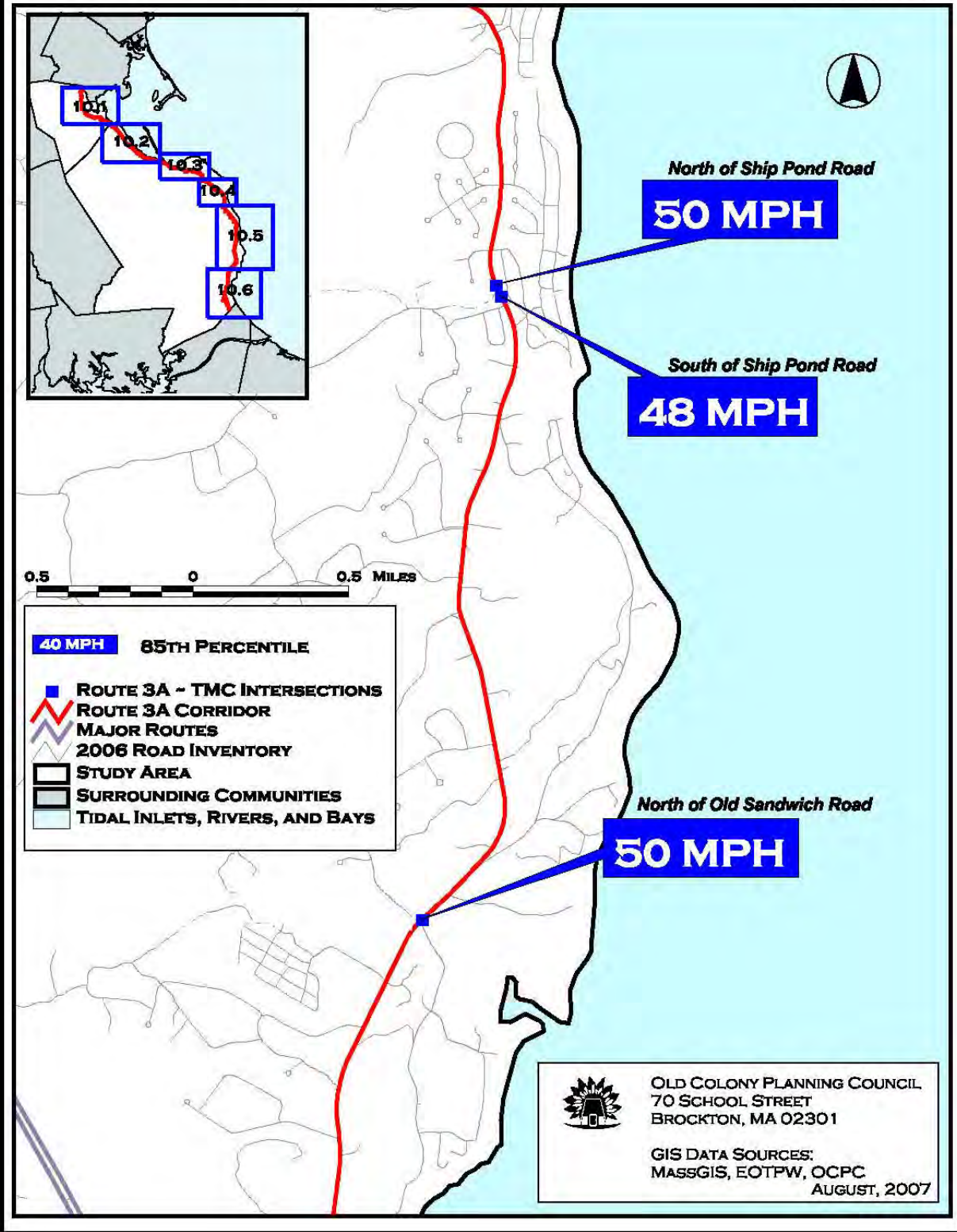
85TH PERCENTILE

FIGURE 10.4



85TH PERCENTILE

FIGURE 10.5



85TH PERCENTILE

FIGURE 10.6

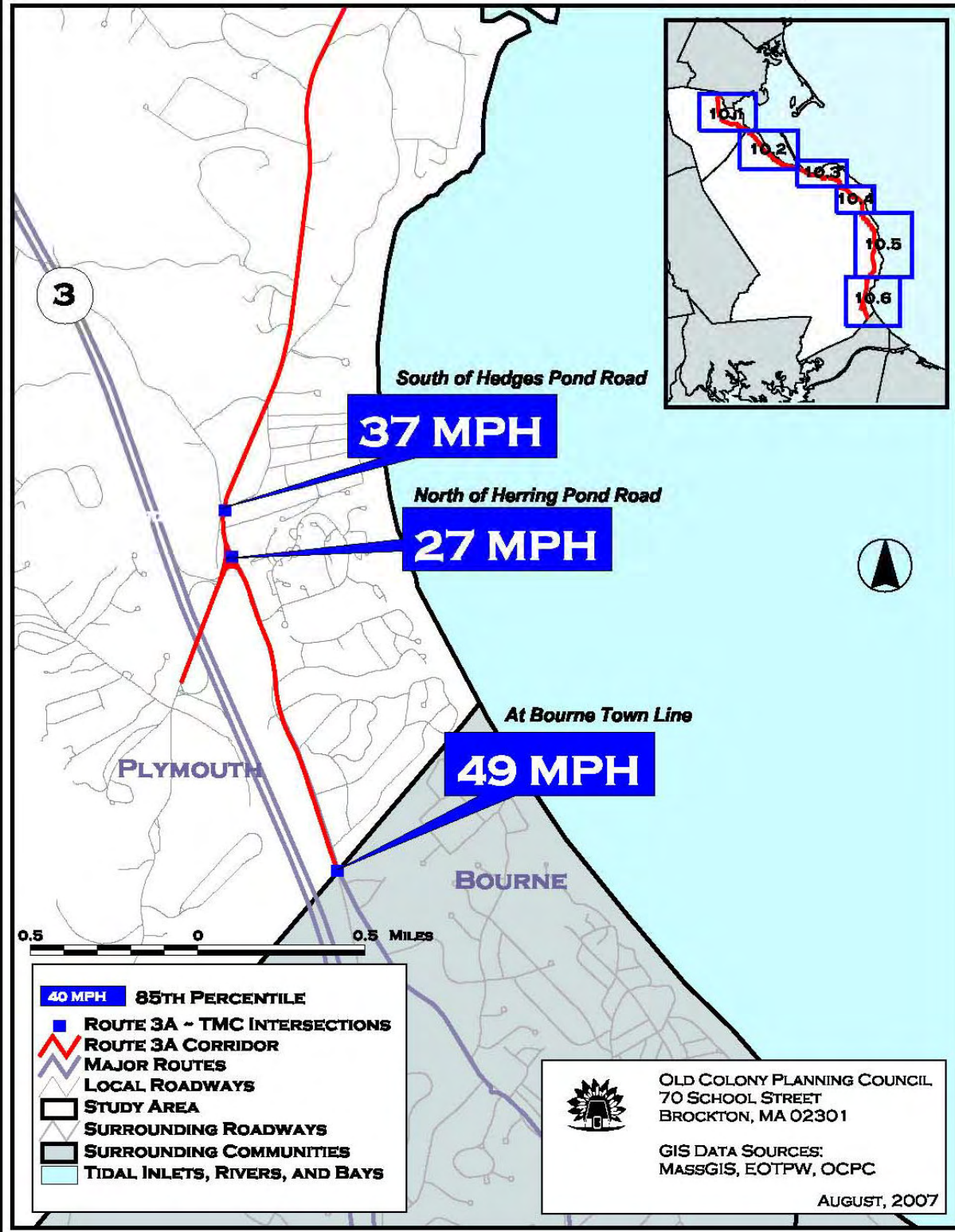


Table 5 Spot Speeds Kingston and Plymouth

Location	Speed Limit (mph)	Average Speed	85 th Percentile
Kingston			
Route 3A (Summer St) north of Maple Street	35	33	39
Route 3A (Summer St) south of Evergreen St	25	26	32
Route 3A (Summer St) north of Main Street	30	37	41
Route 3A (Main St) north of Howlands Lane	30	34	39
Route 3A (Main St) north of Old Orchard Lane	30	34	40
Plymouth			
Route 3A (Court St) north of Cherry Street	30	32	37
Route 3A (Court St) south of Cherry Street	30	23	32
Route 3A (Court St) south of Samoset Street	30	24	34
Route 3A (Sandwich St) south of South Street	30	27	33
Route 3A (Warren Ave) south of Sandwich Street	30	24	32
Route 3A (Warren Ave) north of Clifford Road	40	42	47
Route 3A (Warren Ave) south of Clifford Road	40	41	47
Route 3A (State Rd) south of Rocky Hill Road	40	43	48
Route 3A (State Rd) north of Bartlett Rd northern segment	45	37	42
Route 3A (State Rd) south of Bartlett Rd northern segment	45	41	45
Route 3A (State Rd) south of Manomet Point Rd	45	32	38
Route 3A (State Rd) north of Bartlett Rd southern segment	45	41	45
Route 3A (State Rd) south of Bartlett Rd southern entrance	45	38	43
Route 3A (State Rd) north of Ship Pond Rd	45	45	50
Route 3A (State Rd) south of Ship Pond Rd	45	41	48
Route 3A (State Rd) north of Old Sandwich Rd	45	45	50
Route 3A (State Rd) south of Hedges Pond Rd	40	29	37
Route 3A (State Rd) north of Herring Pond Rd	40	26	34

Heavy Vehicle Data

Traffic data collected for the study was classified into categories based on the Federal Highway Administration (FHWA) classification system. From this data, the percentage of heavy vehicle traffic in the traffic flow was calculated. Table 4 shows the percentage of heavy vehicles in the traffic flow where vehicle class data was collected. Any vehicle with a minimum of two axles and six tires, as well as buses, is considered a heavy vehicle.

The percentage of heavy vehicle volume on a roadway is an important attribute because high volumes of heavy vehicles can have a substantial impact on the efficiency of a roadway segment or an intersection. Heavy vehicles take up more space than passenger vehicles and have longer start-up times after stopping at traffic signals and stop signs. Heavy vehicle volumes also have an impact on safety, and heavier wheel loads result in faster deterioration of roadway surfaces. In addition, road segments with steeper grades can slow down heavy vehicles, which often slows down traffic on two-lane highways such as Route 3A.

The lowest percentage of heavy vehicle traffic was recorded in the area north of Route 106, with 4.2% of the traffic classified as heavy vehicles. The highest percentage was north of Brook Street and south of Route 106, with 7.6% heavy vehicle traffic. It is common for the percentage of heavy vehicle traffic in the traffic flow to vary over a large area. Generally, heavy vehicle percentages will be higher in areas closer to highway interchanges (such as Route 3) and commercial and industrial areas, with less heavy vehicle traffic away from these areas.

Intersection Traffic

Morning and afternoon turning movement counts were conducted at the major intersections in the Route 3A corridor in Kingston and Plymouth. The counts were conducted to determine a peak hour between 7:00 AM and 9:00 AM in the morning and 4:00 PM and 6:00 PM in the evening. Table 6 lists the study area intersections where turning movement counts were taken. The peak hour turning movements for the Route 3A intersections are shown in the appendix to this report. The maps in Figure 11 show the Route 3A turning movement count locations along with their morning and afternoon peak hour levels of service.

Level-of-service analyses (LOS) were completed for the study area intersections to determine the operating conditions that occur during the morning and afternoon peak hours. Level-of-service analysis is a qualitative and quantitative measure based on the analysis techniques published in the Highway Capacity Manual by the Transportation Research Board. Level-of-service is a general measure that summarizes the overall operation of an intersection or transportation facility. It is based upon the operational conditions of a facility including lane use, traffic control, and lane width, and takes into account such factors as operating speeds, traffic interruptions, and freedom to maneuver.

Level-of-service represents a range of operating conditions and is summarized with letter grades from "A" to "F", with "A" being the most desirable. Level-of-service "E" represents the maximum flow rate or the capacity on a facility. The following describes the characteristics of each level-of-service:

LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is still relatively unaffected.

LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. Occasional backups occur behind turning vehicles.

LOS "D" represents high-density, but stable, flow. Speed and freedom to maneuver are restricted, and the driver experiences a below average level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

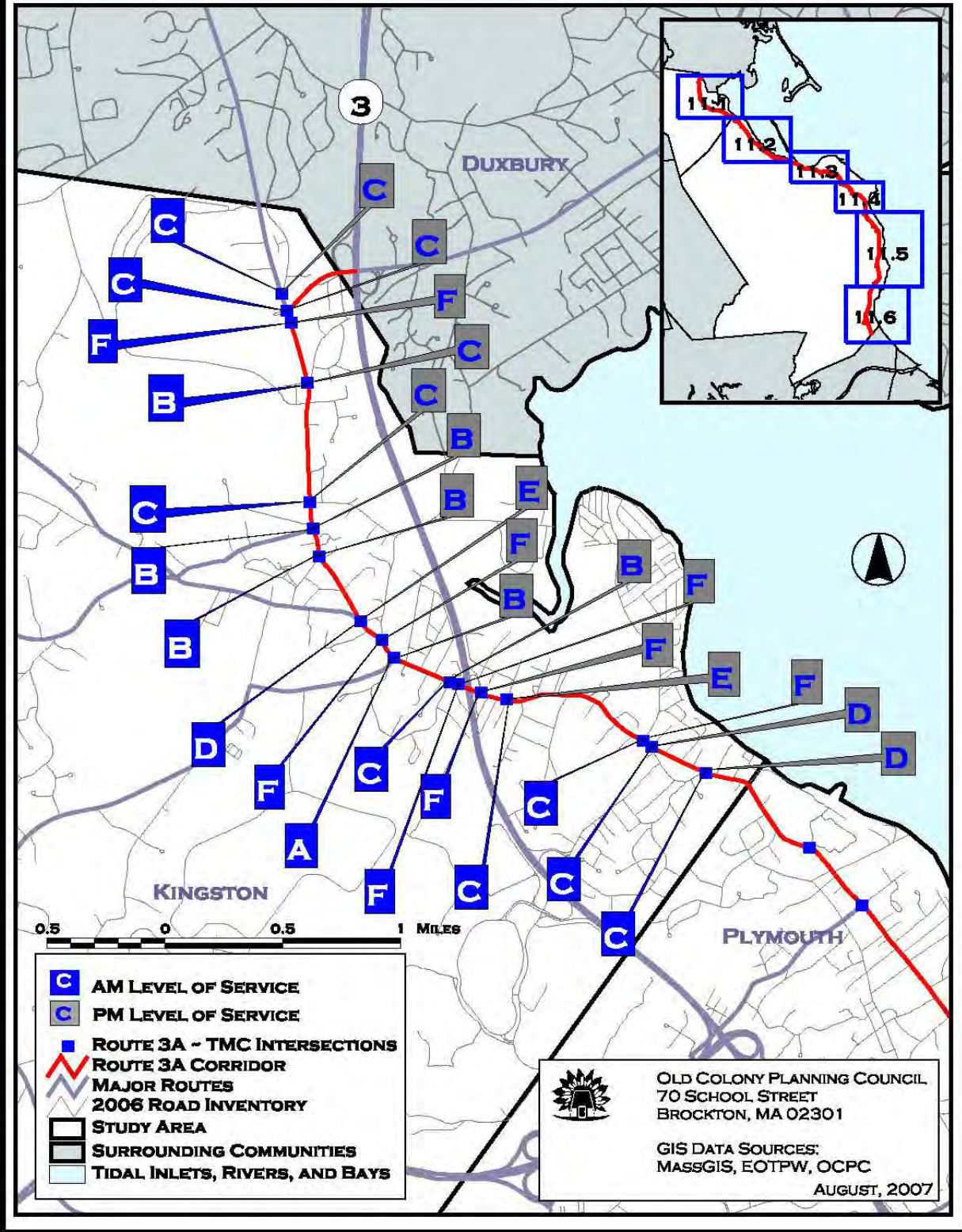
LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform level. Freedom to maneuver within the traffic stream is extremely limited, and generally requires forcing other vehicles to give way. Congestion levels and delay are very high.

LOS "F" is representative of forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point, resulting in lengthy queues and delay.

The LOS definitions describe conditions based on a number of operational parameters. There are certain parameters utilized as measures of effectiveness for specific facilities. In the case for intersections, two-lane highways, and arterials, which represent the physical conditions that typify the Route 3A corridor, time delay, average stop delay, and average travel speed are used as measures of operational effectiveness to which levels of service are assigned.

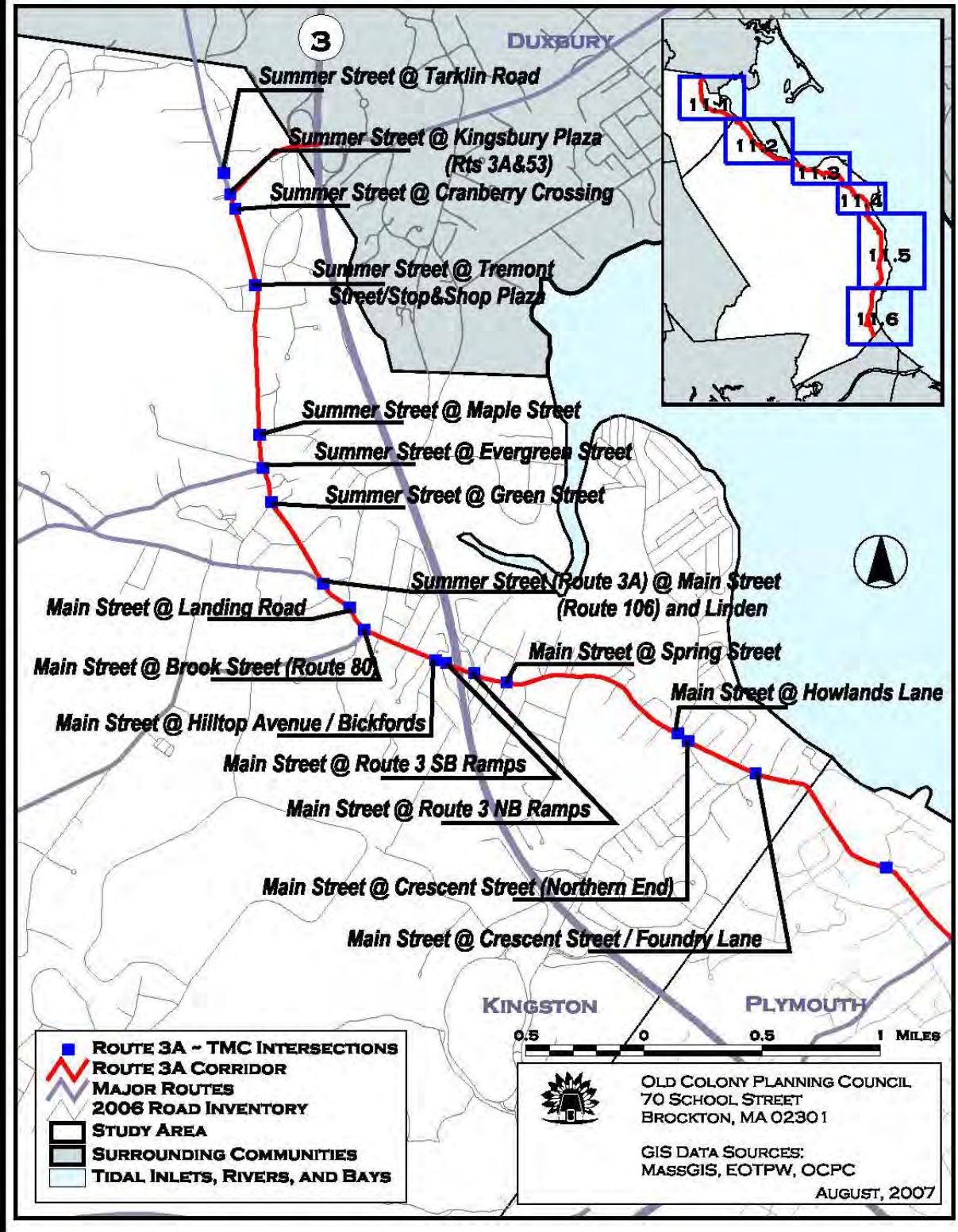
AM & PM PEAK LEVEL OF SERVICE

FIGURE 11.1



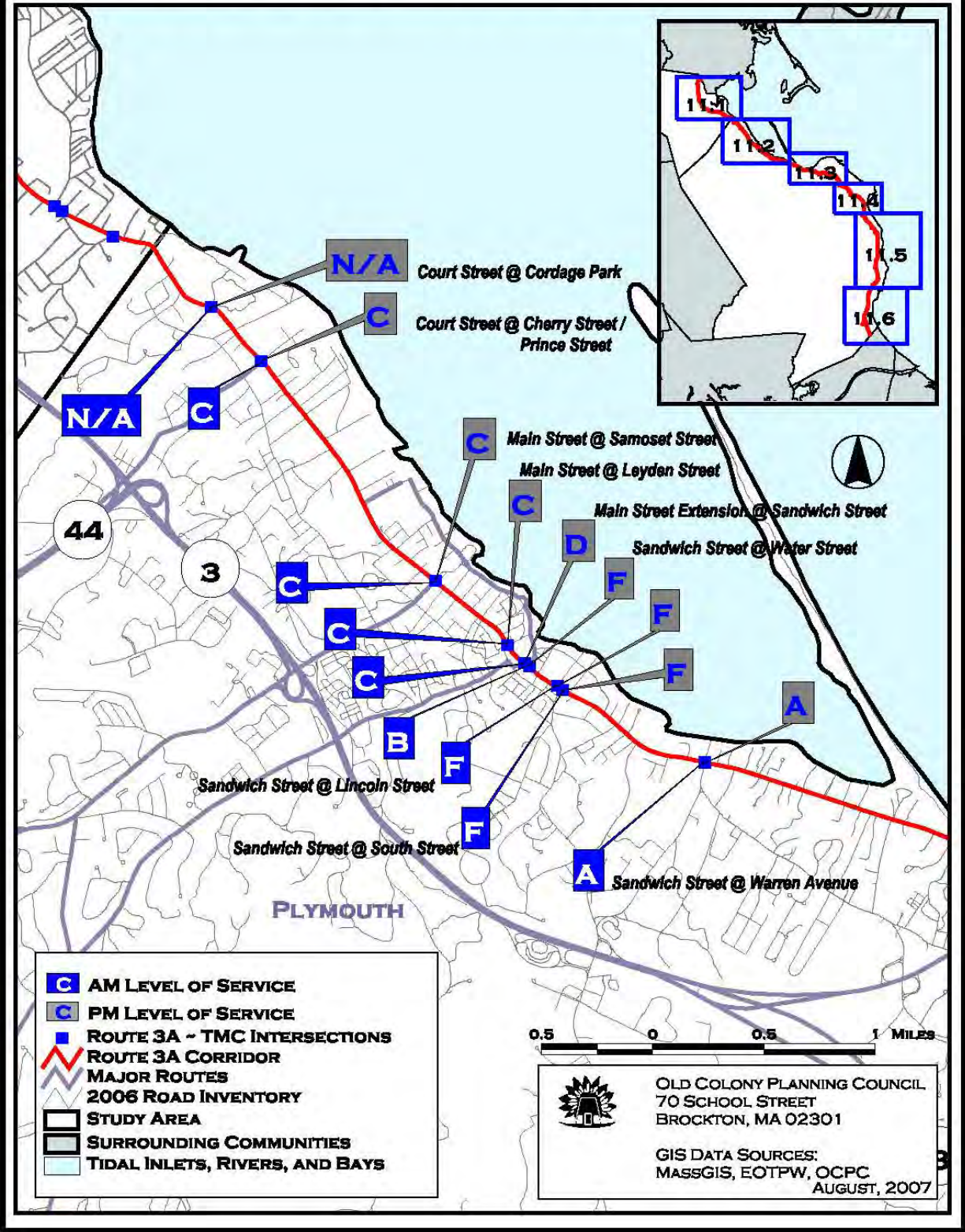
LEVEL OF SERVICE LOCATIONS ~ KINGSTON

FIGURE 11.1.1



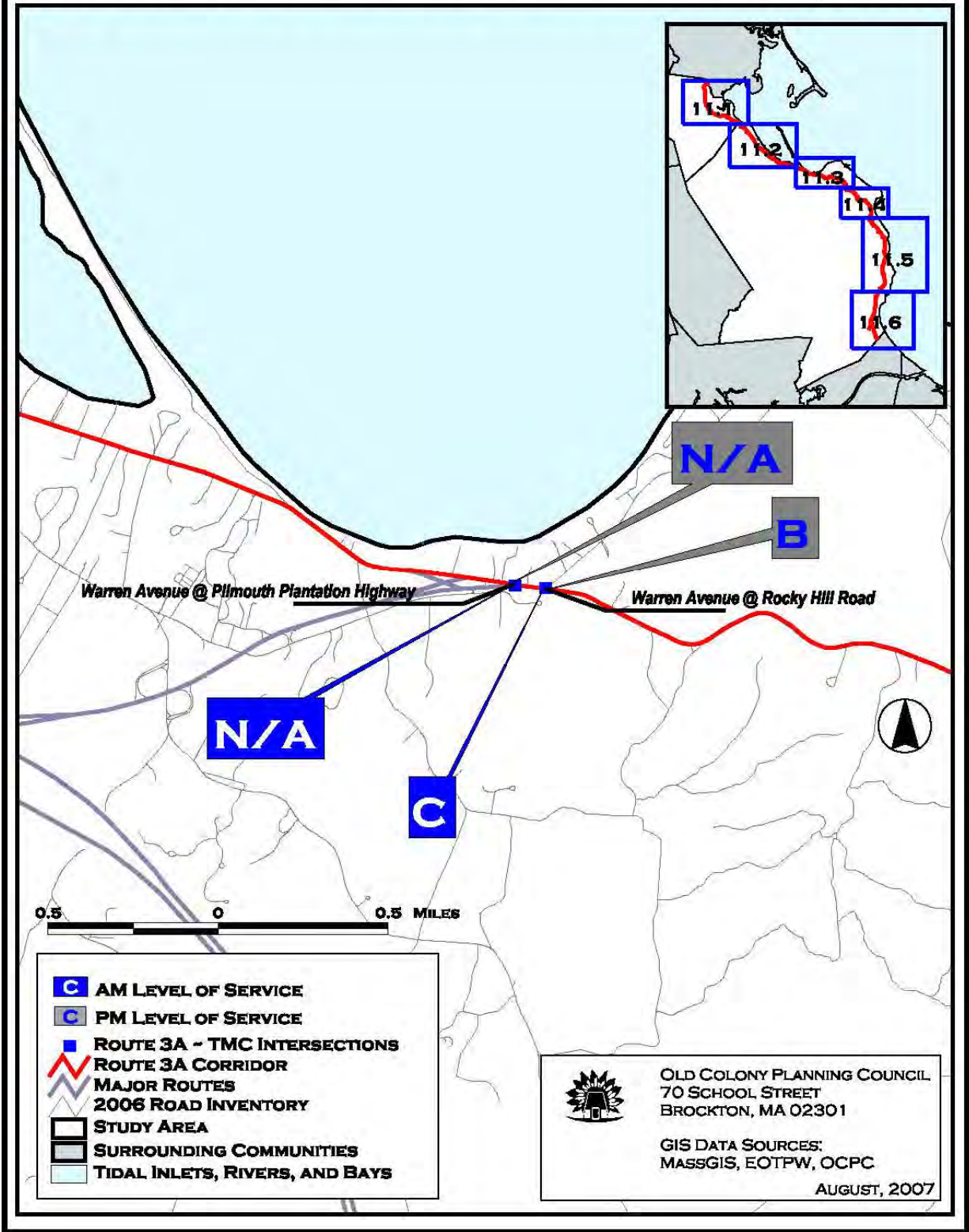
AM & PM PEAK LEVEL OF SERVICE

FIGURE 11.2



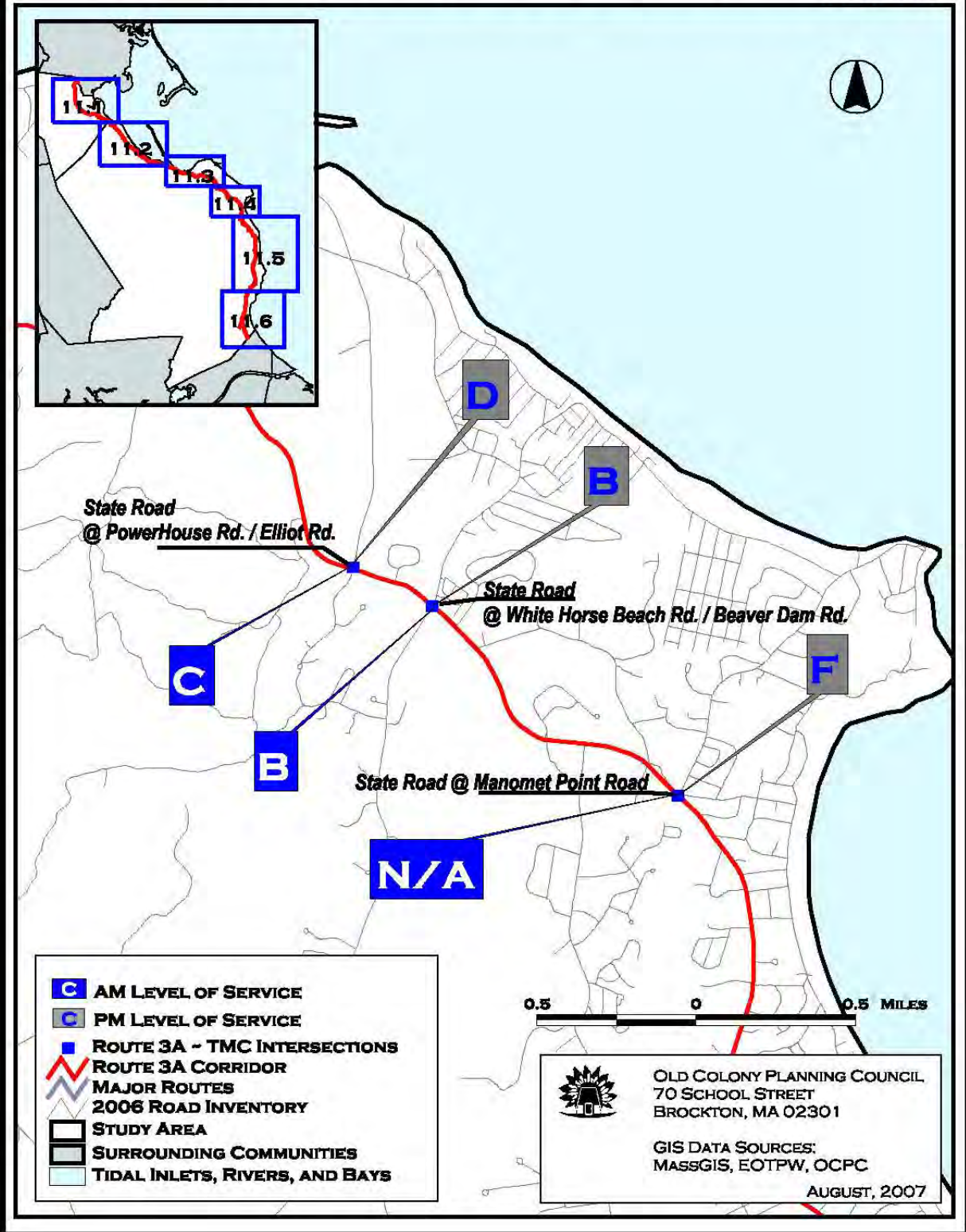
AM & PM PEAK LEVEL OF SERVICE

FIGURE 11.3



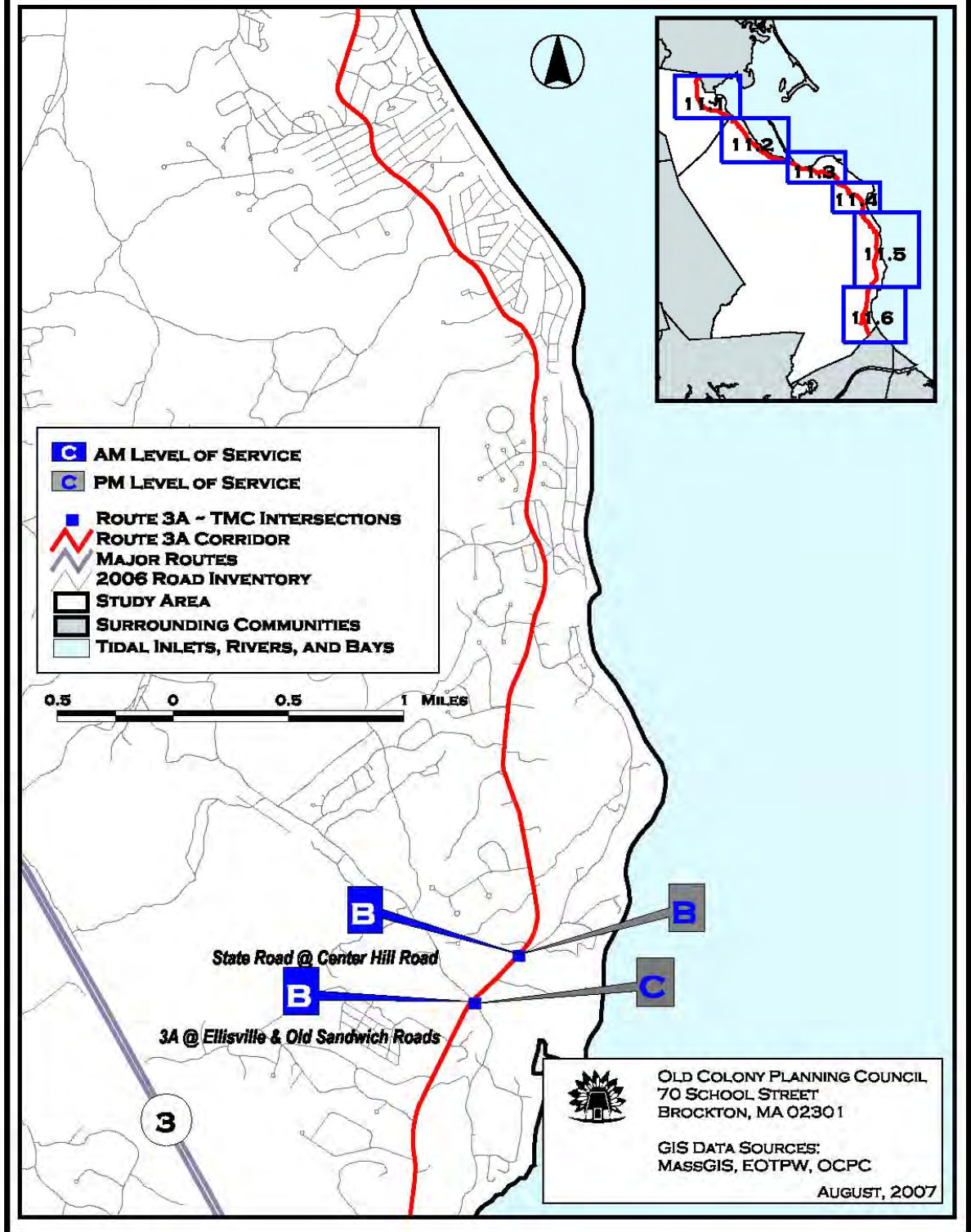
AM & PM PEAK LEVEL OF SERVICE

FIGURE 11.4



AM & PM PEAK LEVEL OF SERVICE

FIGURE 11.5



AM & PM PEAK LEVEL OF SERVICE

FIGURE 11.6

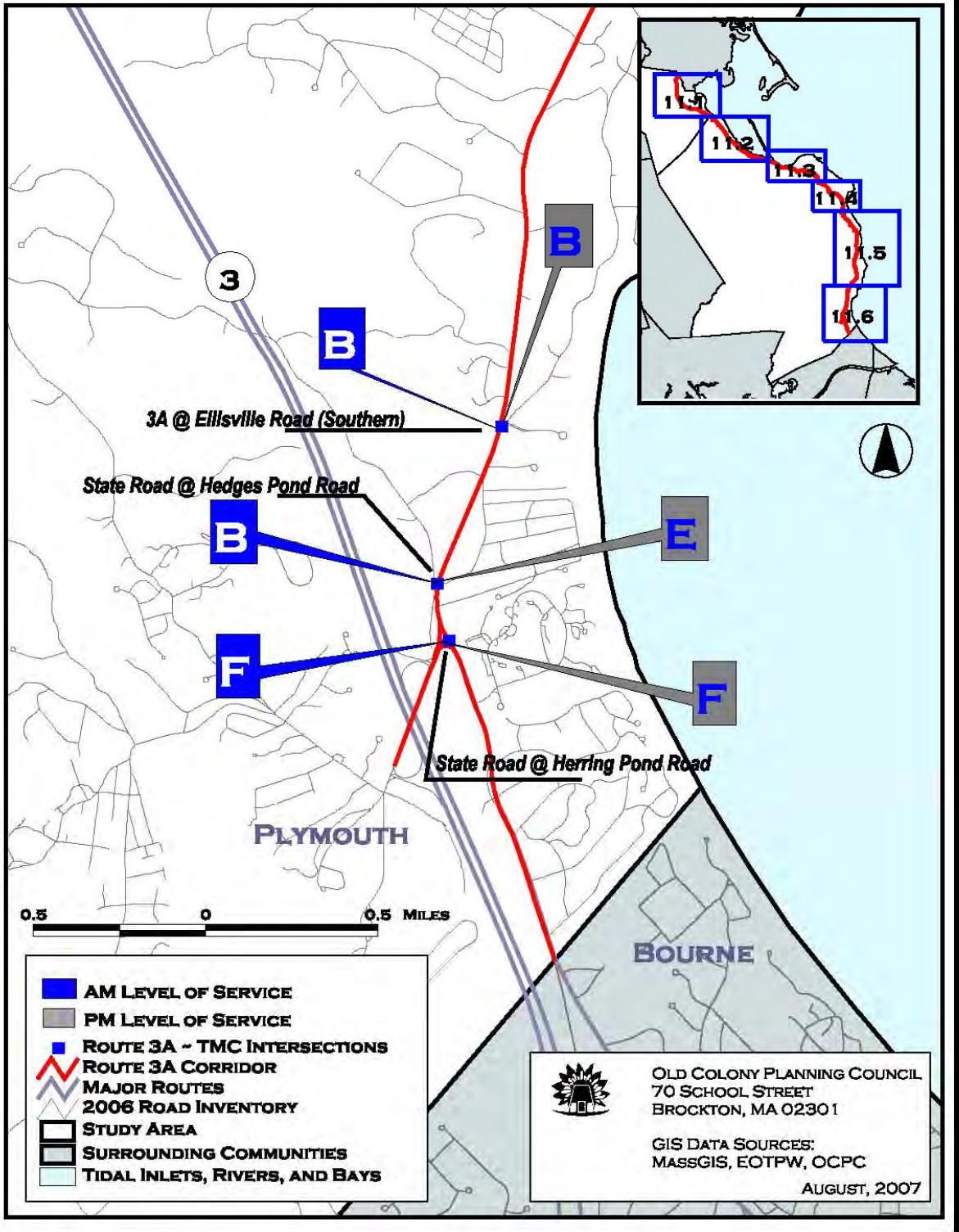


Table 6 shows the level of service for the Route 3A study area intersections under existing peak hour conditions. Congestion at intersections in Table 6 (LOS “E” and “F”) is shown in shaded blocks.

Table 6 shows that under existing conditions, there are thirteen study area intersections that currently operate under failed (LOS “E” or “F”) conditions in either the morning peak hour, afternoon peak hour, or in both peak hours. All of these intersections are stop controlled except for the Route 3A Main Street/Route 3 Southbound Ramps intersection in Kingston. The assigned level of service at an unsignalized intersection represents the delay at the busiest stop controlled approach (the “critical approach”), while the level of service at a signalized intersection represents average delay for the entire intersection.

Crash Analysis

Information on reported crashes at the study area intersections was obtained from the Massachusetts Highway Department (MassHighway). The data was for the most recent three-year period available (2003 through 2005), and was tabulated and analyzed in accordance with the standard practices published by the Institute of Transportation Engineers in the Manual of Traffic Engineering Studies. The purpose for analyzing crash data includes:

- To define and identify high crash locations
- To justify actions for the installation of traffic control devices
- To evaluate the geometric design (including lane use) and proposed changes in traffic regulations
- To justify expenditures for improvements that offer crash reduction or prevention
- To identify a need for traffic enforcement
- To identify needs in pedestrian safety and identify certain actions causing crashes that can be prevented through driver and/or pedestrian public education

The crash rate is a good indicator of the frequency of crashes at intersections. The crash rate helps measure the crash exposure at an intersection. It is based on the number of crashes per million entering vehicles (MEV). The number of crashes often increases as traffic volumes increase. Traffic growth creates more opportunities for crashes to occur and therefore increases vehicle exposure to crashes. A particular condition that causes crashes at an intersection can become exacerbated with increased traffic, and frequency will therefore rise. The crash rates calculated for intersections in this study are based upon the ITE equation in the Manual of Traffic Engineering Studies. The rate equation is shown in the appendix to this report. The crash rate per million entering vehicles is the number of accidents in a year times one million, divided by the number of vehicles entering the intersection in a year. Table 6 shows the crash rates for the study area intersections, along with the difference in the crash rate compared with the District 5 averages; the percentage of crashes involving injury; and the number of fatal crashes, if any.

TABLE 6 : EXISTING CONDITIONS FOR ROUTE 3A CORRIDOR INTERSECTIONS

Intersection	Community	Control	Jurisdiction	NHS?	AM Peak Hour			PM Peak Hour			Daily Entering Volume*	Crash Rate	% Difference		Fatalities	MassHighway Top 1000?
					Volume	LOS	v/c Ratio	Volume	LOS	v/c Ratio			From Average District 5	% Crashes w/ Injury		
Summer Street @ Tarklin Road	Kingston	Stop	MassHighway	No	911	C	0.19	931	C	0.21	10,344	0.971	65%	30%	0	No
Summer Street @ Kingsbury Plaza (Rts 3A&53)	Kingston	Signal	MassHighway	No	1,797	C	0.70	2,590	C	0.72	28,778	0.730	-13%	43%	0	No
Summer Street @ Cranberry Crossing	Kingston	Stop	MassHighway	No	1,472	F	1.90	1,746	F	3.03	21,856	0.125	-79%	33%	0	No
Summer Street @ Tremont Street/Stop&Shop Plaza	Kingston	Signal	MassHighway	No	975	B	0.46	1,626	C	0.63	17,733	0.619	-26%	42%	0	No
Summer Street @ Maple Street	Kingston	Stop	MassHighway	No	854	C	0.21	996	C	0.24	13,567	0.337	-43%	60%	0	No
Summer Street @ Evergreen Street	Kingston	Signal	MassHighway	No	707	B	0.37	1,646	B	0.61	15,022	0.426	-49%	14%	0	No
Summer Street @ Green Street	Kingston	Stop	MassHighway	No	590	B	0.27	702	B	0.20	9,000	0.609	3%	33%	0	No
Summer Street (Route 3A) @ Main Street (Route 106) and Linden	Kingston	Stop	MassHighway	No	1,217	D	0.79	1,647	E	0.87	18,089	2.019	242%	28%	1	yes-638
Main Street @ Landing Road	Kingston	Stop	MassHighway	No	2,007	F	1.43	2,324	F	1.78	25,822	0.389	-34%	18%	0	No
Main Street @ Brook Street (Route 80)	Kingston	Signal	MassHighway	Yes	1,634	A	0.68	2,114	B	0.88	23,478	0.700	-17%	22%	0	No
Main Street @ Hilltop Avenue / Cancun Restaurant	Kingston	Signal	MassHighway	Yes	1,952	C	0.87	2,470	B	0.81	27,444	0.499	-41%	33%	0	No
Main Street @ Route 3 SB Ramps	Kingston	Signal	MassHighway	Yes	2,342	F	1.20	2,781	F	1.57	30,889	0.384	-54%	38%	0	yes-141
Main Street @ Route 3 NB Ramps	Kingston	Stop	MassHighway	Yes	1,873	F	2.74	2,395	F	3.20	26,544	0.344	-42%	20%	0	yes-141
Main Street @ Spring Street	Kingston	Stop	MassHighway	No	1,204	C	0.20	1,540	E	0.46	17,089	0.267	-55%	40%	0	No
Main Street @ Howlands Lane	Kingston	Stop	MassHighway	No	967	C	0.49	1,271	F	0.71	13,989	1.045	77%	25%	0	No
Main Street @ Crescent Street (Northern End)	Kingston	Stop	MassHighway	No	826	C	0.31	1,082	D	0.55	12,022	0.912	55%	42%	0	No
Main Street @ Crescent Street / Foundry Lane	Kingston	Stop	MassHighway	No	966	C	0.26	1,448	D	0.59	16,011	0.466	-23%	50%	0	No
Court Street @ Cordage Park	Plymouth	Signal	Plymouth	No	723	A	0.37	1,179	B	0.65	13,089	0.070	-92%	100%	0	No
Court Street @ Cherry Street / Prince Street	Plymouth	Signal	Plymouth	No	966	C	0.41	1,539	C	0.59	16,644	0.768	-9%	29%	0	No
Court Street @ Samoset Street	Plymouth	Signal	Plymouth	No	1,121	B	0.38	1,684	C	0.55	26,453	1.070	27%	38%	0	yes-804
Main Street @ Leyden Street	Plymouth	Signal	Plymouth	No	864	C	0.43	1,238	C	0.64	13,756	0.730	-13%	27%	0	No
Main Street Extension @ Sandwich Street	Plymouth	Stop	Plymouth	No	823	C	0.43	1,097	D	0.29	12,189	0.300	-49%	25%	0	No
Sandwich Street @ Water Street	Plymouth	Stop	Plymouth	No	962	B	0.21	1,351	F	0.91	15,011	0.365	-38%	33%	0	No
Sandwich Street @ Lincoln Street	Plymouth	Stop	Plymouth	No	1,272	F	0.77	1,669	F	0.62	17,167	0.319	-46%	0%	0	No
Sandwich Street @ South Street	Plymouth	Stop	Plymouth	No	1,203	F	1.37	1,581	F	2.04	14,711	0.931	58%	40%	0	No
Sandwich Street @ Warren Avenue	Plymouth	Signal	MassHighway	No	602	A	0.35	1,049	A	0.45	11,667	0.548	-35%	57%	0	No
Warren Avenue @ Rocky Hill Road	Plymouth	Stop	MassHighway	No	1,108	C	0.47	1,416	B	0.25	15,689	0.466	-21%	63%	0	No
State Road @ PowerHouse Rd. / Elliot Rd.	Plymouth	Blinker	MassHighway	No	926	C	0.07	1,093	D	0.20	12,144	0.301	-49%	50%	0	No
State Road @ White Horse Beach Rd. / Beaver Dam Rd.	Plymouth	Signal	MassHighway	No	1,170	B	0.59	1,444	B	0.67	14,756	1.485	77%	33%	0	No
State Road @ Manomet Point Road	Plymouth	Stop	MassHighway	No				1,570	F	1.30	17,733	0.309	-48%	0%	0	No
State Road @ Ship Pond Road	Plymouth	Stop	MassHighway	No	385	B	0.09	557	B	0.07	7,489	0.366	-38%	33%	0	No
State Road @ Center Hill Road	Plymouth	Stop	MassHighway	No	522	B	0.08	592	B	0.05	6,578	0.139	-76%	100%	0	No
State Road @ Old Sandwich Road	Plymouth	Stop	MassHighway	No	358	B	0.04	483	C	0.09	7,900	0.347	-41%	33%	0	No
State Road @ Ellisville Road (Southern End)	Plymouth	Stop	MassHighway	No	455	B	0.10	610	B	0.10	7,544	0.121	-79%	100%	0	No
State Road @ Hedges Pond Road	Plymouth	Stop	MassHighway	No	900	B	0.29	1,250	E	0.79	13,889	0.658	11%	30%	0	No
State Road @ Herring Pond Road	Plymouth	Stop	MassHighway	No	1,240	F	0.97	1,662	F	2.14	18,478	1.433	143%	28%	0	yes-163

* Based on peak hour volume and factored using "K factor" (percent of average daily traffic occurring during peak hour) of 0.09

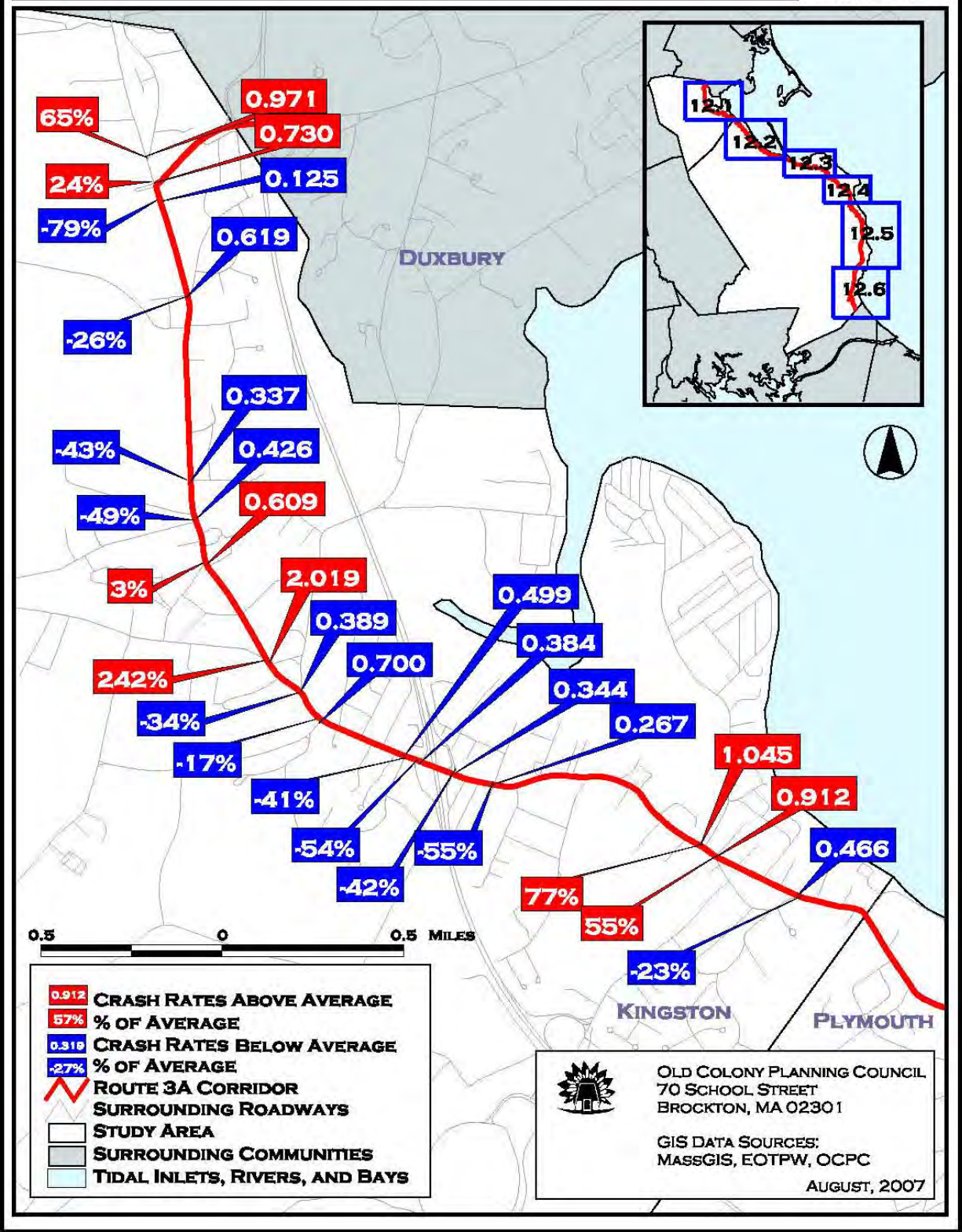
Shaded locations reflect locations with LOS 'E' or 'F'

Note: All volume figures have been adjusted from data collection figures to seasonally adjusted 2007 levels

NHS = National Highway System ; v/c Ratio = volume to capacity

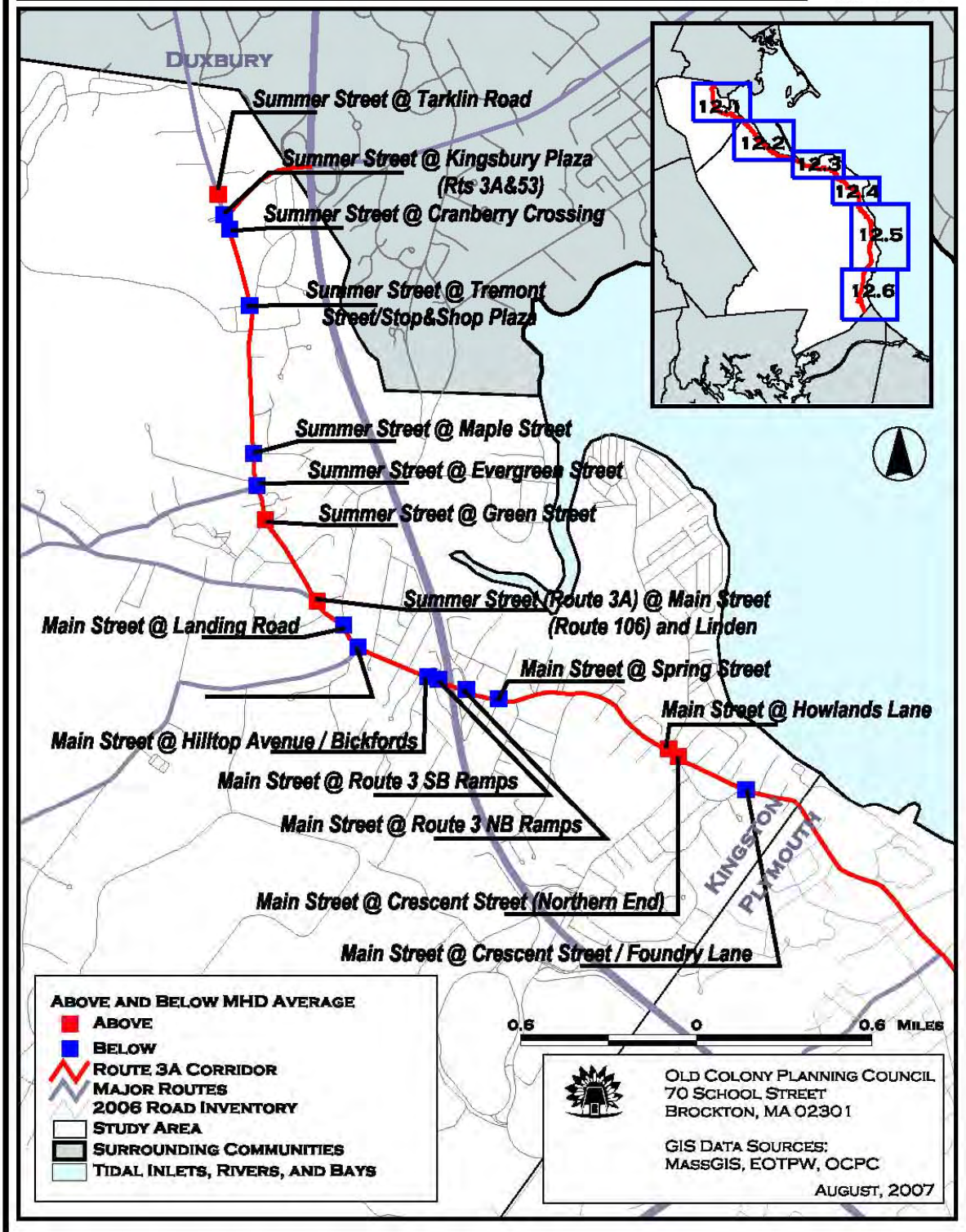
CRASH RATE AND % OF MHD AVERAGE

FIGURE 12.1



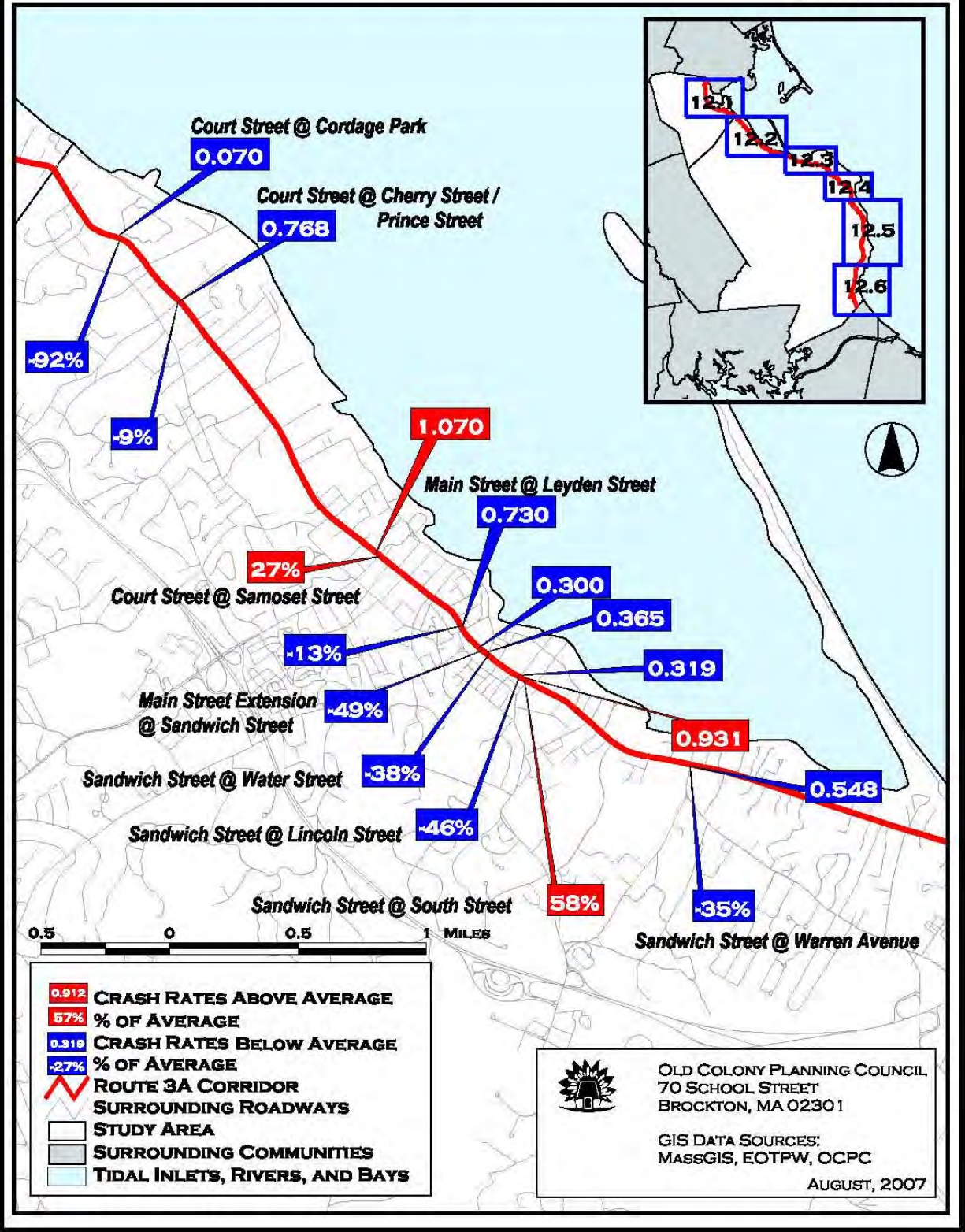
CRASH RATE AND % OF MHD AVERAGE LOCATIONS ~ KINGSTON

FIGURE 12.1.1



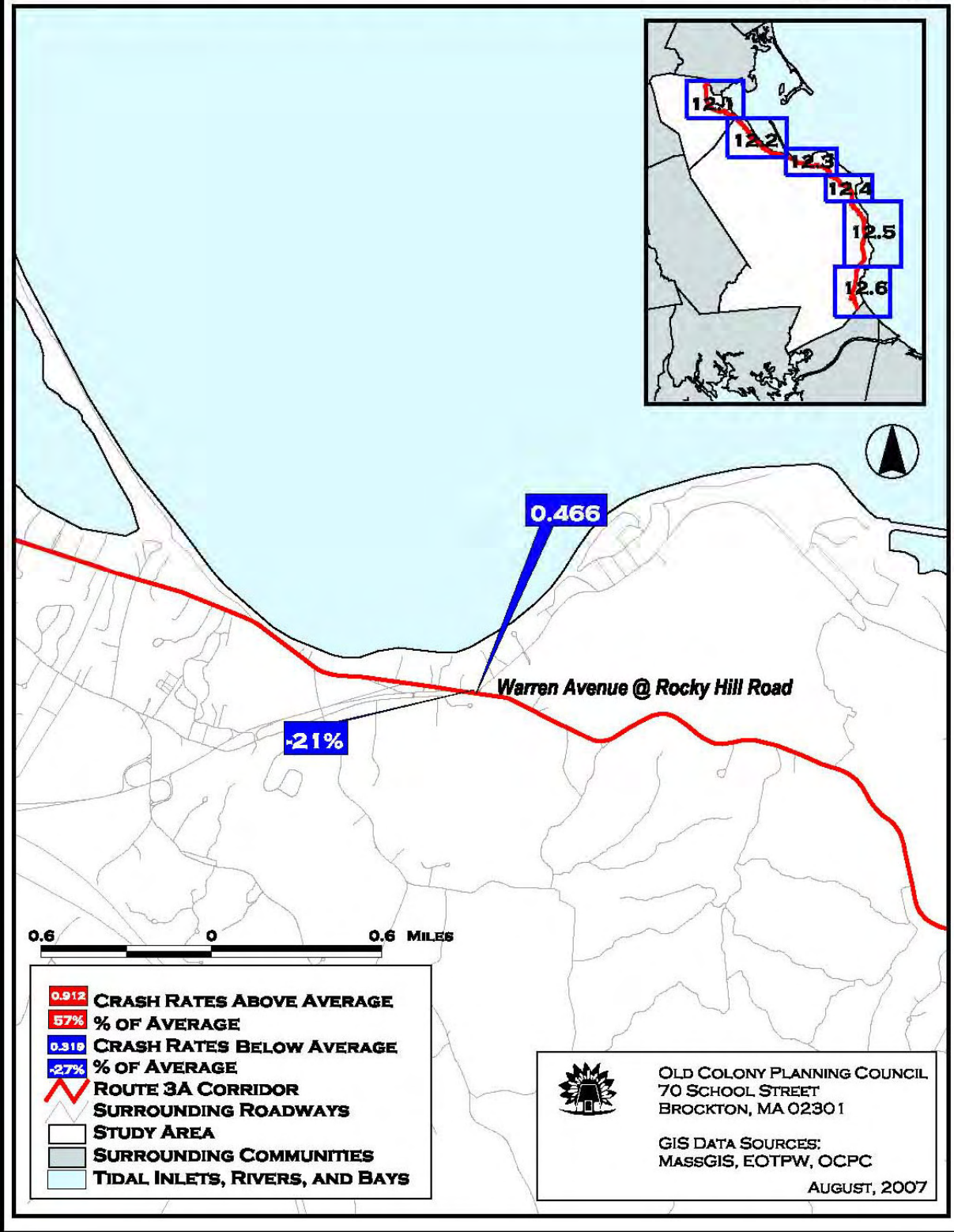
CRASH RATE AND % OF MHD AVERAGE

FIGURE 12.2



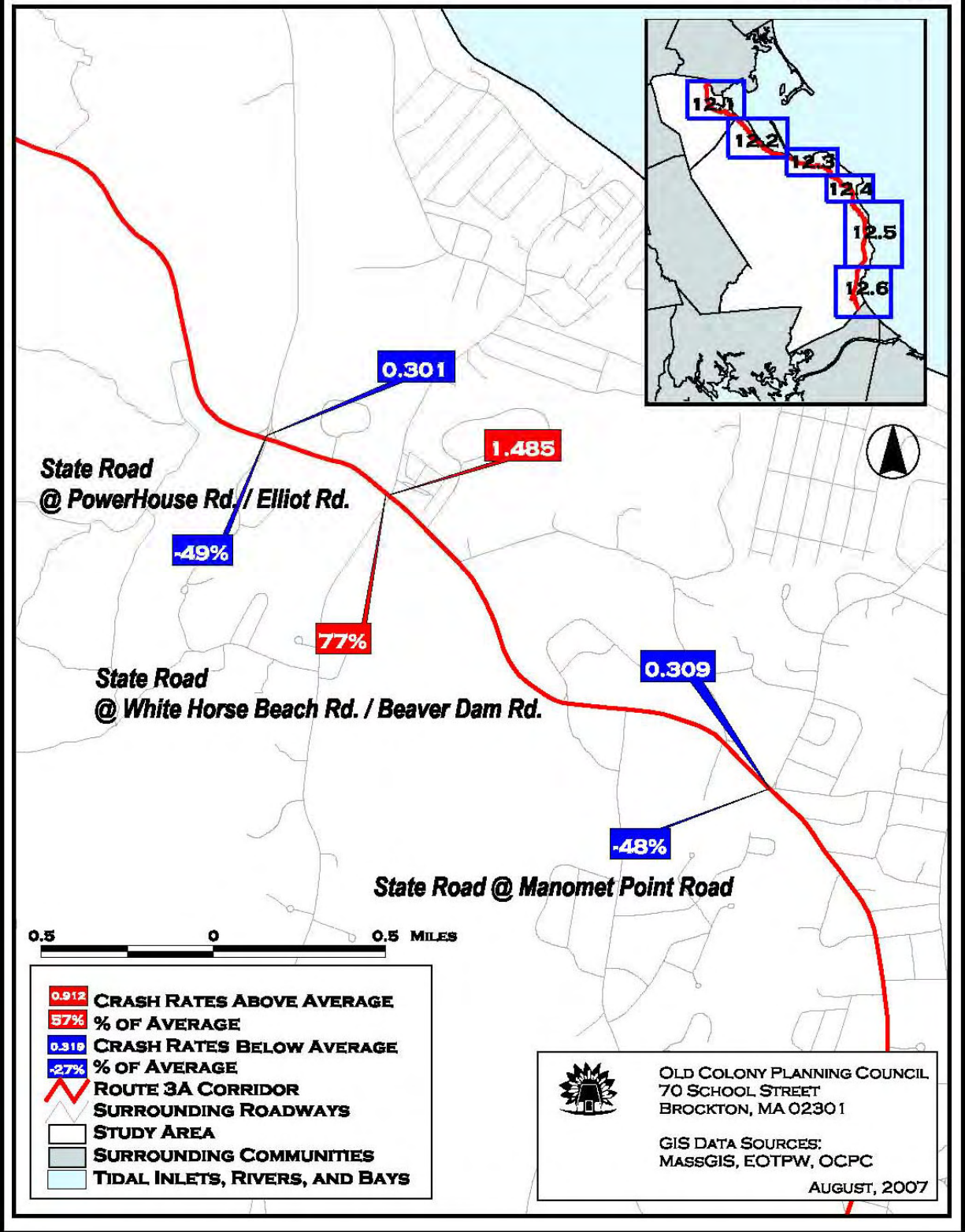
CRASH RATE AND % OF MHD AVERAGE

FIGURE 12.3



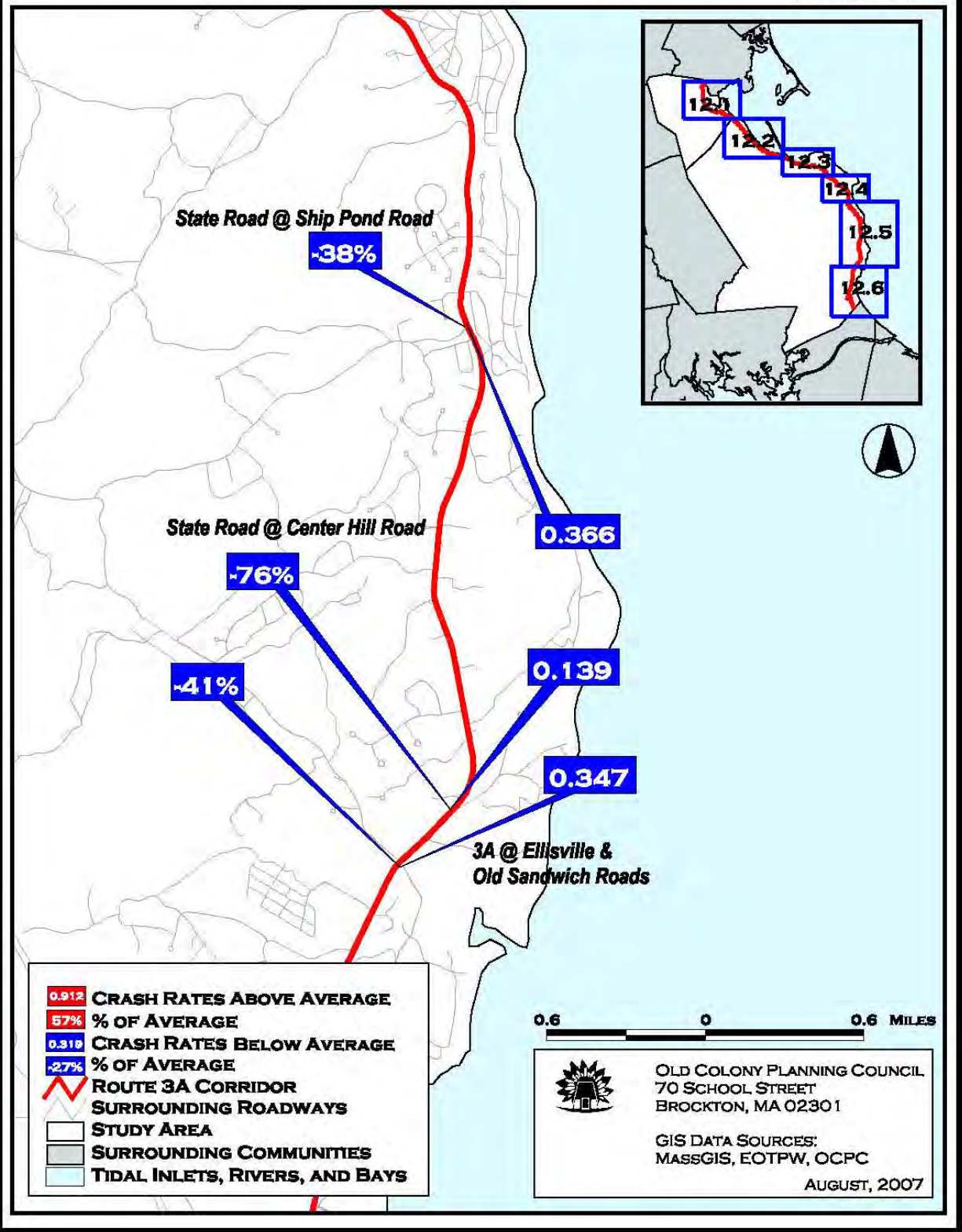
CRASH RATE AND % OF MHD AVERAGE

FIGURE 12.4



CRASH RATE AND % OF MHD AVERAGE

FIGURE 12.5



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CRASH RATE AND % OF MHD AVERAGE

FIGURE 12.6

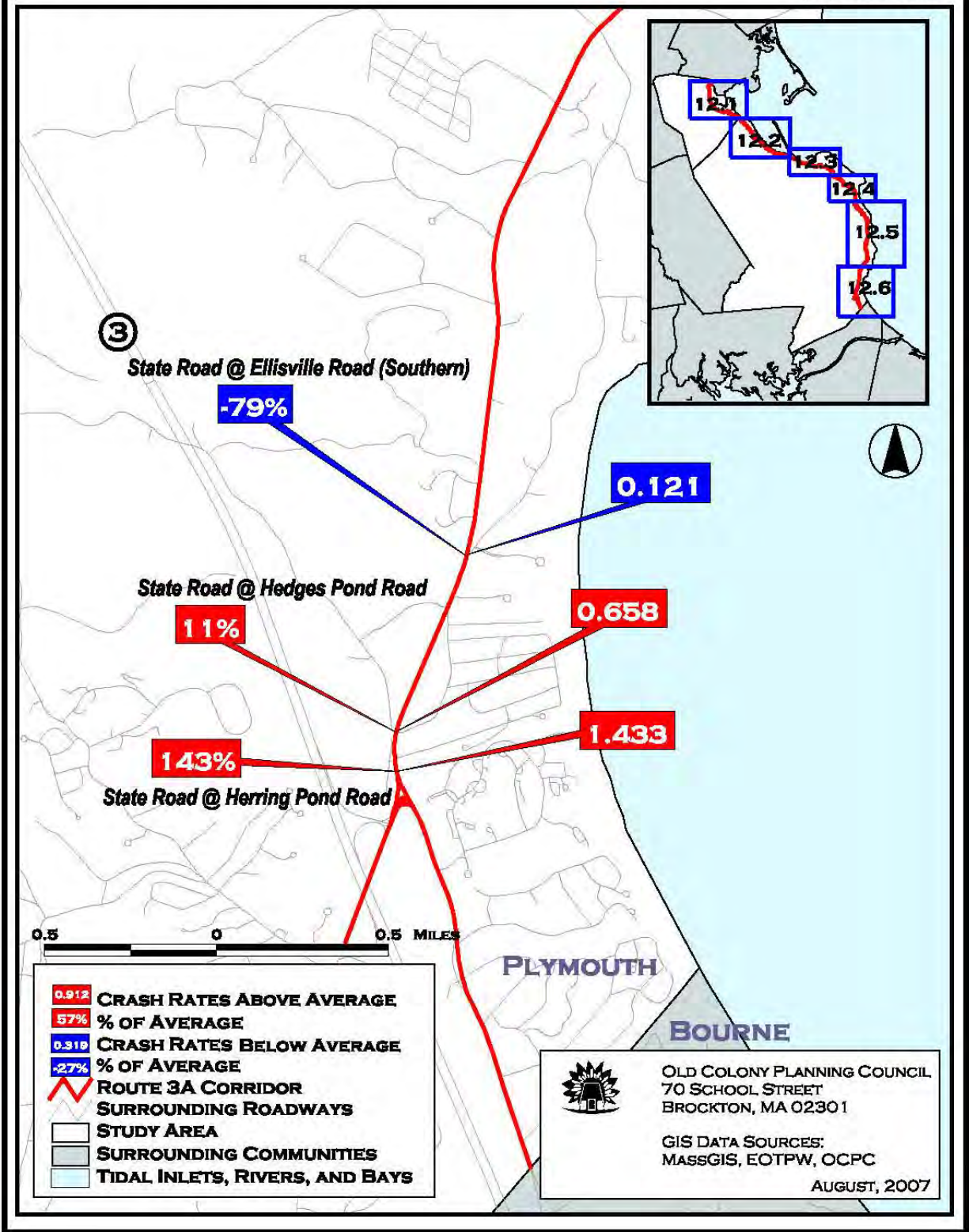


TABLE 7 : LOCATIONS WITH CRASH RATES ABOVE MASSHIGHWAY DISTRICT 5 AVERAGE

Intersection	Community	Control	Daily Entering Volume*	Crash Rate	% Difference	% Crashes w/ Injury	Fatalities	MassHighway Top 1000?
					From Average District 5			
Summer Street (Route 3A) @ Main Street (Route 106) and Linden	Kingston	Stop	18,089	2.019	242%	28%	1	yes-638
State Road @ Herring Pond Road	Plymouth	Stop	18,478	1.433	143%	28%	0	yes-163
State Road @ White Horse Beach Rd. / Beaver Dam Rd.	Plymouth	Signal	14,756	1.485	77%	33%	0	No
Main Street @ Howlands Lane	Kingston	Stop	13,989	1.045	77%	25%	0	No
Summer Street @ Tarklin Road	Kingston	Stop	10,344	0.971	65%	30%	0	No
Sandwich Street @ South Street	Plymouth	Stop	14,711	0.931	58%	40%	0	No
Main Street @ Crescent Street (Northern End)	Kingston	Stop	12,022	0.912	55%	42%	0	No
Court Street @ Samoset Street	Plymouth	Signal	26,453	1.070	27%	38%	0	yes-804
Summer Street @ Kingsbury Plaza (Rts 3A&53)	Kingston	Signal	28,778	0.730	24%	43%	0	No
State Road @ Hedges Pond Road	Plymouth	Stop	13,889	0.658	11%	30%	0	No
Summer Street @ Green Street	Kingston	Stop	9,000	0.609	3%	33%	0	No

MassHighway District 5 Average Crash Rate for Signalized Intersections: 0.84

MassHighway District 5 Average Crash Rate for Un-Signalized Intersections: 0.59

As shown in Table 7, the corridor has eleven intersections with crash rates above the MassHighway District 5 regional average. The crash rate at Route 3A and Route 106 was found to be the most hazardous location along the corridor, with a crash rate nearly 250 percent above the District's regional average for un-signalized intersections. This location also had a fatal crash in the 2003 through 2005 time frame. The Route 3A at Herring Pond Road intersection was also found to be very hazardous, with a crash rate nearly 150 percent above the regional average.

Traffic Signal Warrant Analyses

Traffic signal needs studies were completed for several intersections along the Route 3A corridor that collected data and field observations indicated to have serious safety and/or congestion concerns. These traffic signal needs studies were conducted in accordance to warrants set forth in Chapter 4 of the 2003 Edition Manual on Uniform Traffic Control Devices (MUTCD).

In addition to analysis of data and field observation, these intersections where signal needs studies were conducted were also chosen based on feedback from the Route 3A Corridor Study Steering Committee and from the communities.

The results of the traffic signal needs studies are summarized in Table 8. Minimum volume warrants for traffic signals were satisfied at all selected intersections, except for the Route 3A and Lincoln Street intersection.

Table 8: Summary of Results of Traffic Signal Warrant Analyses

	<u>MUTCD Traffic Control Signal Needs Warrants</u>							
	<u>Warrant 1</u> Eight-Hour Volume	<u>Warrant 2</u> Four-Hour Volume	<u>Warrant 3</u> Peak Hour	<u>Warrant 4</u> Pedestrian Volume	<u>Warrant 5</u> School Crossing	<u>Warrant 6</u> Coordinated System	<u>Warrant 7</u> Crash Experience	<u>Warrant 8</u> Roadway Network
Route 3A @ Route 106	Yes	Yes	No	No	No	No	Yes	Yes
Route 3A @ Howlands Lane	Yes	Yes	No	No	No	Yes	Yes	No
Route 3A @ Crescent Street	Yes	Yes	No	No	No	Yes	No	No
Sandwich Street @ Main Street Extension (Downtown)	Yes	Yes	No	No	No	No	No	Yes
Route 3A @ Water Street	Yes	Yes	No	No	No	No	No	No
Route 3A @ Lincoln Street	No	No	No	No	Yes	No	No	No
Route 3A @ South Street	Yes	Yes	No	No	Yes	No	Yes	Yes
Route 3A @ Manomet Point Road	Yes	Yes	No	No	No	No	Yes	No
Route 3A @ Hedges Pond Road	Yes	Yes	No	No	No	No	No	No
Route 3A @ Herring Pond Road	Yes	Yes	No	No	No	No	Yes	No

III. PROJECTED FUTURE TRAFFIC CONGESTION

Traffic Forecasts

Future traffic forecasts were determined utilizing a growth rate derived from EOTPW's statewide traffic demand model. Using a sampling of existing and projected 2015 traffic volumes in the state travel demand model, it was determined that based on the model the Corridor on average should experience an annual growth rate of 1.16 percent. The horizon years 2012 and 2020 were chosen in order to discern a short-term five-year horizon and a longer-term horizon for analysis of future conditions. This method for choosing horizon analysis years is consistent with state guidelines for traffic studies. The EOTPW statewide traffic model includes potential growth within the Route 3A corridor as well as developmental growth in areas in close proximity that have the potential to impact Route 3A. The future 2012 and 2020 peak hour turning movements and corresponding levels of service are contained in the appendix to this report.

Table 9 contains the existing average annual daily traffic along with projected 2012 and 2020 mainline traffic volumes.

Table 10 contains projected intersection levels of service.

Current Planned Improvements

Improvements within the Route 3A corridor have been identified in the Transportation Improvement Program (TIP), the 2007 Regional Transportation Plan, and through study review and feedback from community officials from the study steering committee. Future improvements have been divided into two main categories: 1) Programmed improvements, and 2) Planned improvements. Programmed improvements include future projects that are included in the region's Transportation Improvement Program (TIP). These projects are currently targeted for funding, design, and construction. Planned improvements include projects identified through other sources such as mitigation for development or in the Regional Transportation Plan that have not been programmed for funding and implementation. These projects are mostly in the conceptual stage, although some projects have been defined in more detail. Table 11 summarizes programmed and planned improvements identified for the Route 3A corridor in Kingston and Plymouth.

TABLE 9 : EXISTING AND PROJECTED ROUTE 3A TRAFFIC VOLUMES

Route 3A Location	Combined Traffic Volume			Northbound Peak Hour Traffic Volume						Southbound Peak Hour Traffic Volume					
	Existing Volume	Projected 2012	Projected 2020	Existing Volume	v/c	Projected 2012 Volume	v/c	Projected 2020 Volume	v/c	Existing Volume	v/c	Projected 2012 Volume	v/c	Projected 2020 Volume	v/c
South of Kingsbury Plaza	14,521	15,392	16,844	535	0.31	567	0.33	621	0.37	703	0.41	745	0.44	815	0.48
North of Maple Avenue	12,534	13,286	14,539	469	0.28	497	0.29	544	0.32	590	0.35	625	0.37	684	0.40
South of Evergreen Street	8,704	9,226	10,097	322	0.19	341	0.20	374	0.22	405	0.24	429	0.25	470	0.28
North of Route 106	6,870	7,282	7,969	281	0.17	298	0.18	326	0.19	297	0.17	315	0.19	345	0.20
North of Brook Street	18,880	20,013	21,901	714	0.42	757	0.45	828	0.49	813	0.48	862	0.51	943	0.55
North of Route 3	19,550	20,723	22,678	740	0.44	784	0.46	858	0.50	763	0.45	809	0.48	885	0.52
South of Route 3	15,730	16,674	18,247	630	0.37	668	0.39	731	0.43	638	0.38	676	0.40	740	0.44
North of Howlands Lane	14,491	15,360	16,810	643	0.38	682	0.40	746	0.44	586	0.34	621	0.37	680	0.40
North of Cherry Street	11,675	12,376	13,543	463	0.27	491	0.29	537	0.32	490	0.29	519	0.31	568	0.33
North of Samoset Street	10,482	11,111	12,159	376	0.22	399	0.23	436	0.26	429	0.25	455	0.27	498	0.29
South of Samoset Street	10,582	11,217	12,275	360	0.21	382	0.22	418	0.25	438	0.26	464	0.27	508	0.30
Warren Ave., South of Sandwich Street	8,084	8,569	9,377	315	0.19	334	0.20	365	0.21	380	0.22	403	0.24	441	0.26
North of Rocky Hill Road	16,023	16,984	18,587	697	0.21	739	0.22	809	0.24	722	0.21	765	0.23	838	0.25
South of Rocky Hill Road	15,189	16,100	17,619	765	0.45	811	0.48	887	0.52	842	0.50	893	0.53	977	0.57
South of Manomet Point Road	13,983	14,822	16,220	622	0.37	659	0.39	722	0.42	740	0.44	784	0.46	858	0.50
North of Beaver Dam Road	13,238	14,032	15,356	619	0.36	656	0.39	718	0.42	685	0.40	726	0.43	795	0.47
South of Beaver Dam Road	14,908	15,802	17,293	583	0.34	618	0.36	676	0.40	806	0.47	854	0.50	935	0.55
South of Hedges Pond Road	16,236	17,210	18,834	742	0.44	787	0.46	861	0.51	682	0.40	723	0.43	791	0.47
North of Herring Pond Road	17,863	18,935	20,721	733	0.43	777	0.46	850	0.50	777	0.46	824	0.48	901	0.53

TABLE 10 : PROJECTED LOS FOR ROUTE 3A CORRIDOR INTERSECTIONS

Intersection	Community	Control	Existing 2007 LOS				Projected 2012 LOS (No Build)				Projected 2020 LOS (No Build)			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			LOS	v/c Ratio	LOS	v/c Ratio	LOS	v/c Ratio	LOS	v/c Ratio	LOS	v/c Ratio	LOS	v/c Ratio
Summer Street @ Tarklin Road	Kingston	Stop	C	0.19	C	0.21	C	0.22	C	0.24	D	0.28	D	0.31
Summer Street @ Kingsbury Plaza (Rts 3A&53)	Kingston	Signal	C	0.70	C	0.72	C	0.74	C	0.77	C	0.81	D	0.87
Summer Street @ Cranberry Crossing	Kingston	Stop	F	1.90	F	3.03	F	2.51	F	4.30	F	4.30	F	8.88
Summer Street @ Tremont Street/Stop&Shop Plaza	Kingston	Signal	B	0.46	C	0.63	B	0.48	C	0.67	B	0.53	C	0.74
Summer Street @ Maple Street	Kingston	Stop	C	0.21	C	0.24	C	0.23	C	0.28	C	0.29	C	0.36
Summer Street @ Evergreen Street	Kingston	Signal	B	0.37	B	0.61	B	0.39	B	0.65	B	0.43	C	0.72
Summer Street @ Green Street	Kingston	Stop	B	0.27	B	0.20	C	0.30	C	0.23	C	0.36	C	0.28
Summer Street (Route 3A) @ Main Street (Route 106) and Linden	Kingston	Stop	D	0.79	E	0.87	D	0.86	F	0.97	F	1.02	F	1.18
Main Street @ Landing Road	Kingston	Stop	F	1.43	F	1.78	F	1.78	F	3.05	F	2.62	F	4.73
Main Street @ Brook Street (Route 80)	Kingston	Signal	A	0.68	B	0.88	A	0.71	B	0.93	B	0.79	C	1.03
Main Street @ Hilltop Avenue / Cancun Restaurant	Kingston	Signal	C	0.87	B	0.81	C	0.93	B	0.87	E	1.09	C	0.98
Main Street @ Route 3 SB Ramps	Kingston	Signal	F	1.20	F	1.57	F	1.28	F	1.67	F	1.40	F	1.83
Main Street @ Route 3 NB Ramps	Kingston	Stop	F	2.74	F	3.20	F	3.42	F	3.87	F	5.02	F	5.35
Main Street @ Spring Street	Kingston	Stop	C	0.20	E	0.46	D	0.24	E	0.55	E	0.31	F	0.75
Main Street @ Howlands Lane	Kingston	Stop	C	0.49	F	0.71	D	0.55	F	0.85	E	0.69	F	1.16
Main Street @ Crescent Street (Northern End)	Kingston	Stop	C	0.31	D	0.55	C	0.35	E	0.63	D	0.44	F	0.81
Main Street @ Crescent Street / Foundry Lane	Kingston	Stop	C	0.26	D	0.59	C	0.29	E	0.69	C	0.35	F	0.90
Court Street @ Cordage Park	Plymouth	Signal	A	0.37	B	0.65	A	0.39	A	0.68	A	0.41	B	0.73
Court Street @ Cherry Street / Prince Street	Plymouth	Signal	C	0.41	C	0.59	C	0.44	C	0.63	C	0.50	C	0.70
Court Street @ Samoset Street	Plymouth	Signal	B	0.38	C	0.55	B	0.41	C	0.60	B	0.46	C	0.67
Main Street @ Leyden Street	Plymouth	Signal	C	0.43	C	0.64	C	0.45	C	0.67	C	0.49	C	0.73
Main Street Extension @ Sandwich Street	Plymouth	Stop	C	0.43	D	0.29	C	0.46	E	0.34	C	0.57	F	0.48
Sandwich Street @ Water Street	Plymouth	Stop	B	0.21	F	0.91	B	0.23	F	1.07	C	0.28	F	1.43
Sandwich Street @ Lincoln Street	Plymouth	Stop	F	0.77	F	0.62	F	0.89	F	0.74	F	1.16	F	1.02
Sandwich Street @ South Street	Plymouth	Stop	F	1.37	F	2.04	F	1.63	F	2.47	F	2.22	F	3.52
Sandwich Street @ Warren Avenue	Plymouth	Signal	A	0.35	A	0.45	A	0.37	A	0.48	A	0.41	A	0.53
Warren Avenue @ Rocky Hill Road	Plymouth	Stop	C	0.47	B	0.25	D	0.53	B	0.27	D	0.66	C	0.32
State Road @ PowerHouse Rd. / Elliot Rd.	Plymouth	Blinker	C	0.07	D	0.20	C	0.09	E	0.24	C	0.11	E	0.32
State Road @ White Horse Beach Rd. / Beaver Dam Rd.	Plymouth	Signal	B	0.59	B	0.67	C	0.63	B	0.71	C	0.70	B	0.79
State Road @ Manomet Point Road	Plymouth	Stop			F	1.30			F	1.66			F	2.33
State Road @ Ship Pond Road	Plymouth	Stop	B	11.0	B	12.4	B	11.2	B	12.8	B	11.7	B	13.5
State Road @ Center Hill Road	Plymouth	Stop	B	0.08	B	0.05	B	0.09	B	0.06	B	0.10	B	0.07
State Road @ Old Sandwich Road and Ellisville Rd North	Plymouth	Stop	B	10.5	C	16.2	B	10.7	C	17.1	B	11.0	C	18.8
State Road @ Ellisville Road South	Plymouth	Stop	B	11.8	B	13.6	B	12.1	B	14.1	B	12.6	C	15.1
State Road @ Hedges Pond Road	Plymouth	Stop	B	0.29	E	0.79	B	0.31	F	0.92	B	0.36	F	1.20
State Road @ Herring Pond Road	Plymouth	Stop	F	0.97	F	2.14	F	1.11	F	2.45	F	1.36	F	3.06

* Based on peak hour volume and factored using "K factor" (percent of average daily traffic occurring during peak hour) of 0.09

Note: All volume figures have been adjusted from data collection figures to seasonally adjusted 2007 levels

v/c Ratio = volume to capacity

**Table 11 Planned Improvements along the Route 3A Corridor
In Kingston and Plymouth**

Location	Source
Route 3A @ Route 53 (Kingsbury Plaza) – Geometric and traffic signal improvements (600865)	Old Colony TIP
Court Street @ Samoset Street Improvements (part of Samoset Street reconstruction) (600426)	Old Colony TIP
Route 3A @ Manomet Point Road and Strand Avenue – Traffic Signals (603468)	Old Colony TIP
Route 3A @ Hedges Pond Road – Signalization and geometric improvements	Cedarville Commons Mitigation (2003)
Route 3A @ Cedarville Commons Main Entrance / British Beer Company – New Intersection with Signalization	Cedarville Commons Mitigation (2003)
Route 3A @ Herring Pond Road – Reconstruction and signalization	Cedarville Commons Mitigation (2003)

IV. RECOMMENDATIONS

Through careful analysis of collected data and stakeholder input derived from the public participation process, a set of improvement options and recommendations were developed. These options are discussed in this section, which is divided into four categories: Recommendations for Roadway and Intersections in Kingston; Recommendations for Roadway and Intersections in Plymouth; Recommendations for Transit Improvements; and Recommendations for General Improvements that are community-neutral and applicable to both Kingston and Plymouth.

Improvements recommended for the physical roadway and bridge infrastructure are based on pavement analysis as part of the Pavement Management Process; ratings from the Executive Office of Transportation and Public Works' bridge database; and informal visual inspection of other bridge structures (culverts) not included in the database. Recommendations for other aspects of the infrastructure, such as drainage, were developed through the public participation process and informal visual inspection.

The methodology for determining pavement conditions and assigning a scoring system was discussed earlier in this report. Through the Pavement Management Process, areas for roadway improvements have been identified and targeted and are discussed in the following Kingston and Plymouth Recommended Improvements subsections as well as listed in Table 12.

Table 13 lists the recommendations for intersection improvements based on the traffic and infrastructure analyses performed for this corridor study. Discussion of these recommended intersection improvements in this chapter further summarizes existing conditions, projected no-build (background traffic growth with no improvements) conditions in 2012, and projected build (with improvements) conditions in 2012 based on conceptual improvements.

Table 14 lists recommended improvements for transit options along the Route 3A Corridor, while Table 15 lists general non-roadway or intersection specific recommendations for improved safety and mobility along the corridor

Table 12: Recommended Highway Surface Improvements

TOWN/CITY	STREET	FROM	TO	APPROXIMATE LENGTH	WIDTH (ft)	JURISDICTION	CATEGORY	PCI	CONDITION	RECOMMENDED REPAIR	ESTIMATED REPAIR COST	Priority	Implementation Forecast
Kingston	Summer Street	Duxbury Town Line	Main Street (Route 106)	2.25 miles	30-50	MassHighway	STP	41-76	Poor/Fair	Reconstruct/Reclaim	\$2,000,000	High	Long Term
Kingston	Main Street	Main Street (Route 106)	Plymouth Line	2 miles	30-31	MassHighway	STP/NHS	75-86	Fair/Good	Rehabilitation	\$750,000	High	Long Term
Plymouth	Court Street / Main Street	North Street	Sandwich Street	2.5 miles	30-40	Plymouth	STP	86-94	Good	Routine Maintenance	\$75,000	High	Short Term
Plymouth	Warren Avenue	Sandwich Street	Clifford Road	1 mile	30	MassHighway	STP	78-89	Good/Fair	Preventative Maintenance	\$105,000	High	Short Term
Plymouth	State Road	Turnberry Drive	White Horse Road	0.15 miles	24	MassHighway	STP	60	Poor	Reconstruct/Reclaim	\$84,480	High	Long Term
Plymouth	State Road	White Horse Road	Bourne Town Line	9.5 miles	24	MassHighway	STP	73-81	Fair	Rehabilitation	\$2,500,000	High	Long Term

PCI = Pavement Condition Index Score

Repair Strategy

Definition

Routine Maintenance

Routine maintenance consists of work that is planned and performed on a routine basis to maintain and preserve the condition of the highway system or to respond to specific conditions and events that restore the highway system to an adequate level of service. Typical routine maintenance work includes cleaning roadside ditches and structures, maintaining pavement markings; pothole filling, etc.

Preventative Maintenance

Preventative maintenance is a planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system and retards future deterioration. Asphalt crack sealing, chip sealing, micro-surfacing, thin hot-mix asphalt overlay, etc. are examples of preventative maintenance work.

Pavement Rehabilitation

Pavement rehabilitation consists of structural enhancements that extend the service life of an existing pavement and/or improve its load carrying capacity. Rehabilitation techniques include restoration treatments and structural overlays.

Reconstruction

Pavement reconstruction is the replacement of the entire pavement structure.

Table 13: Recommended Intersection Projects

Community	Intersection	Existing Traffic Control	Recommended Improvements	Identified By	Reason(s) for Recommendation	Jurisdiction	NHS?	Lead Implementing agency	Priority	Implementation Forecast
Kingston	Route 3A @ Route 53	Actuated Signal	Signal Upgrades and Geometric Improvements	Multiple Studies (OCPC, CTPS)	Poor level of service for high-volume left turns; High crash rate	MassHighway	no	MassHighway	Medium	Long-Term
Kingston	Route 3A @ Route 106	Stop Sign	Install traffic signals and geometric improvements	Study	High Crash Rate; MassHighway Top 1000 Hazardous Intersections Location; History of Fatal Crashes	MassHighway	yes	MassHighway	High	Long-Term
Kingston	Route 3A @ Landing Road	Stop Sign	Improved roadway signage and striping	Steering Committee	Poor geometry; Occasional wrong turns and driver confusion	MassHighway	yes	MassHighway	Medium	Short-Term
Kingston	Route 3A @ Hilltop Avenue	Signal	Update signal phasing and coordination; Coordinate with new signals at Route 3 NB; Signal pre-emption for School Buses	Study	Poor progression of Route 3A Southbound traffic; severe congestion; Difficulty for school buses exiting	MassHighway	yes	MassHighway	High	Long-Term
Kingston	Route 3A @ Route 3 SB Exit 9	Signal	Update signal phasing and coordination; Coordinate with new signals at Route 3 NB	Study	Poor progression of Route 3A Southbound traffic; severe congestion	MassHighway	yes	MassHighway	High	Long-Term
Kingston	Route 3A @ Route 3 NB Exit 9	Stop Sign	Signalize Intersection; Coordinate with SB Ramps and Hilltop Avenue	Study	Poor level of service; difficulty entering Route 3A from Route 3	MassHighway	yes	MassHighway	High	Long-Term
Kingston	Route 3A @ Howlands Lane	Stop Sign	Install traffic signals and geometric improvements	Study	Poor level of service; high crash rate	MassHighway	no	MassHighway	High	Long-Term
Kingston	Route 3A @ Crescent Street (northern end)	Stop Sign	Install traffic signals and geometric improvements	Study	Poor level of service; high crash rate	MassHighway	no	MassHighway	High	Long-Term
Plymouth	Route 3A @ South Street	Stop Sign	Install traffic signals and geometric improvements	Study	Poor level of service; high crash rate	Plymouth	no	Plymouth	High	Long-Term
Plymouth	Route 3A @ White Horse Road and Beaver Dam Road	Signal	Upgrade traffic signals and improve approaches as development (SW Corner) mitigation	Town	High Crash Rate; Proposed development on southeast corner	MassHighway	no	MassHighway	Medium	Long-Term
Plymouth	Route 3A @ Manomet Point Road	Stop Sign	Install traffic signals or roundabout; geometric improvements	Pre-Existing Project	Poor level of service; high crash rate	MassHighway	no	MassHighway	High	Short-Term
Plymouth	Route 3A @ Plymouth FD Manomet Station	None	Install emergency activated traffic signals for fire station	Steering Committee	Safety	MassHighway	n	MassHighway	High	Short-Term
Plymouth	Route 3A @ Center Hill Road	Stop Sign	Improve drainage; repair water damaged pavement; address buried guardrail; clear roadside vegetation; improve alignment	Steering Committee	Pavement distress; potential safety hazard	MassHighway	no	MassHighway	Medium	Short-Term
Plymouth	Route 3A @ Old Sandwich Road and Ellisville Road	Stop Sign	Clear roadside vegetation obscuring sight lines; Improve drainage; repair water damaged pavement	Town	Poor sight lines and pavement distress	MassHighway	no	MassHighway	Low	Short-Term
Plymouth	Route 3A @ Plymouth FD Cedarville Station	None	Install emergency activated traffic signals for fire station	Steering Committee	Safety	MassHighway	n	MassHighway	High	Long-Term
Plymouth	Route 3A @ Hedges Pond Road	Stop Sign	Install traffic signals and geometric improvements	Study	Poor level of service; high crash rate	MassHighway	no	MassHighway	High	Long-Term
Plymouth	Route 3A @ Herring Pond Road	Stop Sign	Install traffic signals and geometric improvements	Study	Poor level of service; high crash rate	MassHighway	no	MassHighway	High	Short-Term

Table 14: Recommended Transit Improvements

Community Service	Location	Start Point	End Point	Recommended Improvements	Identified By	Reason(s) for Recommendation	Jurisdiction	Lead Implementing agency	Priority	Implementation Forecast
Kingston	Deviated Fixed Route Bus	Independence Mall	Hanover Mall	Initiate Service	Route 3 Corridor Transit Options Study	Increased balance in transportation system; increased mobility	GATRA	GATRA	Medium	Short-Range
Kingston	Park-and-Ride	Kingsbury Plaza	n/a	Pedestrian Improvements along Route 3A in area	Study	Increase pedestrian access to facility	MassHighway	MassHighway	High	Long-Range
Plymouth	Commuter Rail	Cordage Park	South Station	Initiate peak-hour service from Station	Study	Increase access to MBTA service	MBTA	MBTA	Medium	Short-Range

Table 15: Miscellaneous Recommendations

Community	Street Name	Location	Start Point	End Point	Recommended Improvements	Identified By	Reason(s) for Recommendation	Jurisdiction	Lead Implementing agency	Priority	Implementation Forecast
Kingston / Plymouth	Route 3A	Entire Length	Duxbury Town Line	Bourne Town Line	Establish speed limits based on 85th Percentile Speed (where otherwise not posted)	Study	Safety	Towns	Towns	High	Short-Range
Kingston	Summer Street (Route 3A/53)	Entire Length	Duxbury Town Line	Tremont Street	Construct Sidewalks	Study	No Existing Sidewalks	MassHighway	MassHighway	High	Long-Range
Kingston	Main Street (Route 3A)	Various Locations	Route 106	Plymouth Town Line	Clean out catch basins; Improve roadway crown and drainage capacity	Town	Flooding	MassHighway	MassHighway	High	Short-Range (catch basin cleaning) / Long-Range (Drainage Improvements)
Kingston	Main Street (Route 3A)	Bridge (between Baker Ave and Prospect St.)	n/a	n/a	Railing Repair; Bridge Maintenance	Town	Railings in disrepair; retaining wall cracking and crumbling	MassHighway	MassHighway	High	Short-Range
Kingston	Main Street (Route 3A)	Bridge (over Jones River)	n/a	n/a	Railing Repair	Town	Railings in disrepair	MassHighway	MassHighway	High	Short-Range
Kingston	Summer Street (Route 3A)	Entire Length	Evergreen Street	Route 53	Repair sinking utility trench; resurface	Town	Settling earth; uneven surface	MassHighway	Kingston	High	Short-Range
Kingston	Main Street (Route 3A)	Entire Length	Home Park Court	Plymouth Town Line	Transfer jurisdiction to Kingston (after all improvements are made)	Town	Maintenance	MassHighway	MassHighway	Medium	Long-Range
Kingston	Evergreen Street	Entire Length	Wapping Road	Summer Street	Realign Route 106 along Evergreen Street	Town	Diversion of traffic from Main Street; Removal of NHS status from Main Street	Kingston	Kingston	Medium	Short-Range
Plymouth	Main Street (Route 3A) / Water Street	Entire Length	Samoset Street	Water Street	Study feasibility of one-way traffic pattern downtown	Town	Increase Business Parking	Plymouth	Plymouth	Medium	Short-Range
Plymouth	State Road (Route 3A)	Entire Length	Rocky Hill Road	Bartlett Road	Construct Sidewalks	Study	No Existing Sidewalks	MassHighway	MassHighway	High	Long-Range
Plymouth	State Road (Route 3A)	Entire Length	Ship Pond Road	Bourne Town Line	Construct Sidewalks	Study	No Existing Sidewalks (except short distances in Cedarville)	MassHighway	MassHighway	High	Long-Range

Drainage Improvements on Route 3A in Kingston

As discussed in Section 2 of this report under “Drainage”, several areas along Route 3A in Kingston are currently experiencing poor drainage and excessive runoff and ponding during moderate rain events.

These areas include:

- Main Street between Linden Street and Brook Street (Route 80)
- Main Street between Baslers Lane and Prospect Street
- Main Street in the area around Old Orchard Lane

In the section between Linden Street and Brook Street (Route 80), storm-water runoff during moderate rain events is severely exceeding the capacity of the existing drainage system, with excess discharging into the Jones River at the Main Street bridge

Vegetation and debris should be routinely cleared from catch basins as part of a routine maintenance plan for the corridor. The location of the catch basins should be studied, along with the feasibility of relocating them to spots where they could be more efficient.

The roadway should be milled and overlaid to provide a more enhanced crown to the roadway to increase channalization of runoff along the edges of the roadway.

Kingston Bridge Repair and Maintenance

Railings on bridges in Kingston (Route 3A over Jones River, Route 3A over Smelt Brook) are in serious disrepair and pose an immediate danger to motorists, cyclists, and pedestrians alike. Repairs to these railings should take place in the short term.

Weathering, stress cracking, and crumbling were evident on several culverts along the Route 3A corridor. MassHighway should have a maintenance plan to routinely inspect and repair as necessary culvert crossings on sections of Route 3A in Kingston,

Reconstruction of Summer Street from Duxbury Town Line to Route 106

Summer Street (Route 3A) from the Duxbury Town Line to Route 106 is generally in poor condition, with a PCI score that ranges between 41 and 76.

Based on this evaluation and level of deterioration, full reconstruction of the roadway is recommended.

Route 3A at Route 53 (Kingsbury Plaza)

With nearly 29,000 entering vehicles per day, this intersection is one of the busiest along the Route 3A Corridor. Generally, the eastbound (Kingsbury Plaza) and westbound (Route 3A) approaches function well with LOS ratings of ‘C’ and ‘B’, respectively, but the northbound and southbound approaches of Summer Street are functioning less efficiently with a LOS rating of ‘D’ on each. The Route 3A westbound approach is dominant in the intersection, with a very large proportion of traffic turning left onto Route 3A southbound. Current signal phasing prioritizes the westbound approach with a protected lead green phase for all movements, followed by permitted movements with the eastbound approach. The northbound and southbound approaches receive substantially less green time, resulting in longer delays.

The intersection’s crash rate is below the regional MassHighway District 5 average for signalized intersections.

Table 16 summarizes the existing LOS and crash rate at the intersection, along with forecasted “no build” and modeled “build” conditions for 2012.

Along with maximized signal phase timing, efficiency of the intersection could be enhanced by improving the southbound approach of Summer Street by making the current exclusive right turn lane into Kingsbury Plaza a shared movement lane for right turns and through movements, and widening the receiving area to two lanes. These improvements were also recommended in the Route 53 Corridor Study prepared by the Central Transportation Planning Staff.

Table 16: Existing and Projected Conditions at Route 3A and Route 53

Jurisdiction	Crash Rate	<u>Existing Conditions</u>		Recommended Improvement	Forecast 2012		Forecast 2012		
		MHD District 5 Average	PM LOS v/c Ratio		<u>No Build</u>	<u>Build</u>	PM LOS v/c Ratio	PM LOS v/c Ratio	
MassHighway	0.730	24%	C	0.72	Geometric Improvements and Signal Upgrades	C	0.77	C	0.76

Rehabilitation of Main Street from Route 106 to Plymouth Town Line

Main Street (Route 3A) from Route 106 to the Plymouth Town Line is generally in fair to good condition, with a PCI score that ranges between 75 and 86.

Based on this evaluation and level of deterioration, rehabilitation of the roadway surface is recommended.

Route 3A at Route 106 and Linden Street

This un-signalized intersection forms the junction of two major routes serving southeastern Massachusetts. Additionally, Route 106 also leads into Route 27, another major route. The intersection has a poor safety record, with a very high crash rate including one fatal crash in the 2003-2005 time frame, and it is included in MassHighway’s Top 1000 Most Hazardous Intersections statewide list. The predominant flow of traffic is between the southern leg of Route 3A and Route 106, with substantially less volume on the northern leg of Route 3A. The intersection is also poorly aligned, with Route 106 meeting Route 3A at a 45 degree angle. This poor alignment along with sloping landscape and roadside fixed objects create significant obstructions to sightlines.

Several options for improving this intersection were assessed, including the possibility of reassigning Route 106 through Evergreen Street rather than down Main Street. However, this option alone would likely do little to reduce turning movements and the corresponding crash rate at the location due to the fact most drivers familiar with the area would continue to use Main Street even without the Route 106 designation. Restricting left turns at the intersection would force drivers to use other routes and would likely reduce conflicts and the crash rate. More on this option is discussed on the next page.

Table 17 summarizes existing conditions at the intersection and forecasts “no build” and “build” (with intersection improvements) conditions for 2012. Signalization of the intersection could improve the intersection to a LOS rating of “B”, with potentially better level of service if turning lanes are provided.

Improving the geometric alignment of the intersection along with installing traffic signals is likely the best option for improving safety and efficiency at this intersection without implementing major traffic pattern regulations and changes. Substantial right of way and other physical constraints exist at this location. All parties, including MassHighway; the Town of Kingston; and local property owners should work together towards implementing improvements at this location.

Table 17: Existing and Projected Conditions at Route 3A and Route 106

Jurisdiction	Crash Rate	<u>Existing Conditions</u>			Recommended Improvement	Forecast 2012		Forecast 2012	
		% Difference MHD District 5 Average	PM LOS	v/c Ratio		<u>No Build</u>	<u>Build</u>	PM LOS	v/c Ratio
MassHighway	2.019	242%	E	0.87	Install traffic signals with geometric improvements	F	0.97	B	0.83

Relocation of Route 106

The Town of Kingston is considering options of relocating Route 106 from its current alignment on Main Street to Evergreen Street. Such a move would relocate the junction of Route 3A and Route 106 from the Main Street and Summer Street intersection to the Summer Street and Evergreen Street intersection. The proposed move would be aimed at reducing vehicular trips on Main Street and reducing turning movements at the Main Street and Summer Street intersection.

Similarly, the Town would consider a traffic pattern plan that would restrict left turns from all approaches at the Main Street / Summer Street / Linden Street intersection, therefore reducing conflict points at the poorly aligned intersection in an effort to reduce crash frequency.

The proposed changes warrant further study, and Old Colony Planning Council will work with the Town of Kingston, MassHighway, and the Federal Highway Administration (as such a move would necessitate a modification in the National Highway System network) towards study of feasibility of the plan, and if deemed appropriate, implementation.

Route 3A at Landing Road

This intersection was identified through the Route 3A Corridor Study Steering Committee as having geometric issues that create driver confusion. Specifically, the intersection is designed such that the southern leg of Route 3A and Landing Road have a nearly straight alignment, while the northern leg of Route 3A bends towards the west. This alignment appears to cause some drivers intending to continue on Route 3A to proceed onto Landing Road accidentally.

The issue could likely best be resolved with modifications to roadside curbing and improved signage to emphasize the alignment of Route 3A.

Route 3A at Route 3 Exit 9 and Hilltop Avenue

The stretch of Route 3A through the Route 3 Exit 9 ramps and Hilltop Avenue is often congested and traffic backups, particularly from Route 3 South northwestward through the Hilltop Avenue and Brook Street intersections, are common. Field observation indicated that coordination between the Hilltop Avenue and Route 3 SB Ramp signal systems is poor and does not efficiently process queued vehicles from Route 3A southbound into and through the Route 3 ramps. The intersection of Route 3A at Route 3 NB ramp system is currently un-signalized.

The potential for increasing capacity through this area is limited with complex right of way issues and other issues such as the Route 3A bridge spanning Route 3. However, analysis suggests this stretch of roadway could be improved by signalizing the Route 3A at Route 3 Northbound ramp system, and maximizing coordination between the three signal systems at Hilltop Avenue and the two Route 3 ramp signal systems.

Table 18 summarizes existing conditions at the intersection along with forecast “build” and “no build” conditions for 2012. With signalization of the ramp system to and from Route 3 Northbound along with improved signal coordination between the three intersections, level of service with projected 2012 volumes can be improved over existing levels.

Town officials report that school buses currently have difficulty traveling through these congested intersections at the open and close of school. The Town may consider traffic signal preemption equipment for school buses (and emergency vehicles) to ease entry and exit between Route 3A and Hilltop Avenue.

Table 18: Existing and Projected Conditions at Route 3A, Hilltop Avenue, and Route 3

Intersection	Jurisdiction	<u>Existing Conditions</u>				Recommended Improvement	<u>Forecast 2012</u>			
		Crash Rate	MHD District 5 Average	PM LOS	v/c Ratio		<u>No Build</u>		<u>Build</u>	
						PM LOS	v/c Ratio	PM LOS	v/c Ratio	
Main Street @ Hilltop Avenue / Cancun Restaurant	MassHighway	0.499	-41%	B	0.81	Improvements to signal coordination with Route 3	B	0.87	A	0.87
Main Street @ Route 3 SB Ramps	MassHighway	0.384	-54%	F	1.57	Improvements to signal coordination with Route 3	F	1.67	F	1.38
Main Street @ Route 3 NB Ramps	MassHighway	0.344	-42%	F	3.20	Install traffic signals with geometric improvements	F	3.87	D	1.05

Route 3A at Howlands Lane and Crescent Street (Northern End)

These two adjacent intersections are located in very close proximity to each other. Howlands Lane provides sole access to a large residential area of Kingston, while Crescent Street provides access to the Independence Mall, the Kingston MBTA Station, Routes 3 and 44, and Commerce Way by way of Smiths Lane. Both intersections experience significant delays from the side street approaches and high crash rates as well.

As the figures in Table 19 demonstrate, access, operational efficiency, and safety could be substantially improved by signalizing both intersections with coordination between the two systems. Several traffic signal warrants, including minimum volume warrants, are satisfied for each location. The results of the traffic signal warrant analyses performed for these intersections are shown previously in Table 8.

Table 19: Existing and Projected Conditions at Route 3A, Howlands Lane, and Crescent Street

Intersection	Jurisdiction	<u>Existing Conditions</u>				Recommended Improvement	<u>Forecast 2012</u>			
		Crash Rate	MHD District 5 Average	PM LOS	v/c Ratio		<u>No Build</u>		<u>Build</u>	
						PM LOS	v/c Ratio	PM LOS	v/c Ratio	
Main Street @ Howlands Lane	MassHighway	1.045	77%	F	0.71	Install traffic signals with geometric improvements	F	0.85	A	0.56
Main Street @ Crescent Street	MassHighway	0.912	55%	D	0.55	Install traffic signals with geometric improvements	E	0.63	A	0.49

Transfer of Jurisdiction on Main Street (Route 3A), Kingston

The Town of Kingston is interested in transferring ownership of Main Street (Route 3A) in Kingston from Home Park Court to the Plymouth Town Line, after repairs are made to the roadway and overall condition is increased to an acceptable level. Necessary upgrades include maintenance/repair of existing drainage issues, repair of bridge railings, and resurfacing. The Town also desires utilities along Route 3A to be moved from the utility poles to underground conduits.

Recommended Roadway and Intersection Improvements in Plymouth

Maintenance of Route 3A from North Street to Sandwich Street

Court Street and Main Street (Route 3A), from North Street to Sandwich Street, is generally in good condition, with a PCI score that ranges between 86 and 94.

Based on this evaluation and level of deterioration, basic routine day-to-day maintenance of the roadway surface is recommended in order to preserve the current level of service.

Main Street Extension (Route 3A) at Sandwich Street and Route 3A at Water Street

These two intersections are immediately adjacent to each other in the heart of downtown Plymouth, and each experience congestion during peak demand, especially during the summertime.

Traffic signal warrant analyses were conducted for these intersections, and each intersection satisfies several of the warrants. The use of a roundabout at each intersection was also evaluated. However, the construction of neither traffic signals nor a roundabout is recommended for either intersection. Given the dense urban development immediately abutting these streets and substantial right-of-way constraints, increasing capacity through roadway widening is cost prohibitive and therefore impractical. Furthermore, analysis indicated that traffic signal systems would severely impact the progression of traffic on Route 3A without roadway widening. Additionally, the existing cross-section does not allow enough room for a roundabout with adequate capacity.

Upgrading the existing traffic controls at this intersection, with either traffic signals or roundabouts, would likely require substantial land takings on the corners of the intersections and removal of on street parking from the approaches. Should it desire such traffic control upgrades, it would be the responsibility of the Town to procure these property takings by eminent domain, as well as design of the intersections.

In lieu of traffic signals or a roundabout, the likely best option for improving these intersections is the implementation of traffic management system in the Downtown using a combination of signage and potential adjustments to directional traffic flow on area streets. For example, the use of signage on Water Street to direct drivers bound for Route 3A to use Leyden Street (which has a signalized intersection with Route 3A) could reduce the demand on the Water Street intersection.

Downtown Plymouth One-Way Traffic Circulation

The Town of Plymouth is considering implementing a one-way traffic system in the downtown and waterfront in a section that would stretch from Samoset Street and North Park Avenue to Water Street. The northbound traffic flow of Route 3A would be diverted onto Water Street, and proceed along Water Street and up North Park Avenue where it would rejoin the existing Route 3A alignment. Route 3A Southbound would use the existing alignment. Diagonal parking spaces would be created on each side of each roadway to provide parking for local businesses. The proposed changes warrant further study, and Old Colony Planning Council will work with the Town of Plymouth and MassHighway towards study of feasibility of the plan, and if deemed appropriate, implementation.

The Town of Plymouth and Old Colony Planning Council should continue to work cooperatively towards assessing options for downtown traffic flow and developing potential improvements.

Route 3A at South Street

Of the intersections in Downtown Plymouth, the South Street intersection has the greatest congestion and safety problems, with a very high volume to capacity ratio and a high crash rate. South Street provides access to the Downtown of Plymouth from Route 3 and Long Pond Road.

Traffic flow efficiency and safety could be improved with the installation of traffic signals at the intersection. Table 20 summarizes existing conditions at the intersection along with projected 2012 “no build” and “build” conditions. Traffic signals could bring the intersection up to at least a level of service rating of “B”, and possibly better if additional lanes are incorporated into the design. The results of the traffic signal warrant analysis performed for this intersection are contained previously in this study in Table 8.

Due to its close proximity, the signalization of the Lincoln Street intersection was also considered as part of this recommendation. However, the Lincoln Street intersection does not satisfy minimum volume warrants for traffic signal installation and therefore does not appear necessary. Furthermore, signalization of Lincoln Street could substantially impact traffic flow and cause undue congestion on Sandwich Street.

Table 20: Existing and Projected Conditions at Route 3A and South Street

<u>Jurisdiction</u>	<u>Existing Conditions</u>				<u>Recommended Improvement</u>	<u>Forecast 2012</u>			
	<u>Crash Rate</u>	<u>MHD District 5 Average</u>	<u>PM LOS</u>	<u>v/c Ratio</u>		<u>No Build</u>		<u>Build</u>	
						<u>PM LOS</u>	<u>v/c Ratio</u>	<u>PM LOS</u>	<u>v/c Ratio</u>
Plymouth	0.931	58%	F	2.04	Install traffic signals with geometric improvements	F	2.47	B	0.82

Maintenance of Warren Avenue (Route 3A) from Sandwich Street to Clifford Road

Warren Avenue (Route 3A) from Sandwich Street to Clifford Road is generally in fair to good condition, with a PCI score that ranges between 78 and 89.

Based on this evaluation and level of deterioration, preventative maintenance of the roadway surface is recommended in order to preserve the current level of service.

Reconstruction of State Road (Route 3A) from Turnberry Drive to White Horse Road

State Road (Route 3A) from Turnberry Drive to White Horse Road is in poor condition, with a PCI score of 60.

Based on this evaluation and level of deterioration, complete reconstruction of this section of roadway is recommended.

Route 3A at White Horse Road and Beaver Dam Road

This intersection operates fairly well overall; however, the side street approaches of Beaver Dam Road and White Horse Road experience significant delays during the peak demand hours. Furthermore, the intersection has a poor safety record with a high crash rate.

At the time of this report, a commercial development is proposed on the corner of the intersection on the site currently occupied by a vacant motel property. The developer has proposed widening the Beaver Dam Road approach to include two approach lanes, along with upgrades to the signal system. This conceptual improvement could reduce delays at the intersection and improve safety.

Further study of safety at the intersection is recommended to identify the cause of the relatively high crash rate. Old Colony Planning Council will work with the Town of Plymouth to study this intersection further and monitor its safety performance.

Table 21: Existing and Projected Conditions at Route 3A and White Horse Road / Beaver Dam Road

Jurisdiction	<u>Existing Conditions</u>				Recommended Improvement	<u>Forecast 2012</u>			
	Crash Rate	% Difference		v/c		<u>No Build</u>		<u>Build</u>	
		MHD District 5 Average	PM LOS			PM LOS	v/c Ratio	PM LOS	v/c Ratio
MassHighway	1.485	77%	B	0.67	Geometric Improvements and Signal Upgrades	B	0.71	B	0.66

Rehabilitation of State Road (Route 3A) from White Horse Road to Bourne Town Line

State Avenue (Route 3A) from White Horse Road to the Bourne Town Line is generally in fair condition, with a PCI score that ranges between 73 and 81.

Based on this evaluation and level of deterioration, rehabilitation of the roadway surface is recommended.

Route 3A at Manomet Point Road

This intersection is currently congested, with Manomet Point Road providing access to a large residential area and popular beach area of Plymouth. Furthermore, numerous curb cut entries to businesses in the immediate vicinity of the intersection further impact capacity.

At the time of this report, improvements at this intersection are programmed on the Old Colony Transportation Improvement Program (TIP) and a design is in the process of development by MassHighway.

Route 3A at Center Hill Road (Southern End)

This intersection was identified as a potential safety problem area through the Steering Committee. While the crash rate does not indicate a safety problem, field observation yielded the potential for a serious safety problem with poor intersection geometry and an eroding roadway base.

Center Hill Road comes into Route 3A at a steep angle below grade. High travel speeds through this section of Route 3A create the potential for a vehicle to depart Route 3A and collide with Center Hill Road traffic, potentially while airborne. Furthermore, a buried end to a guardrail creates a potential “ramp” for roadway departure crashes.

Roadway alignment, roadside vegetation and other objects, and the grade of Center Hill Road combine to substantially impact sight lines at the intersection. Vehicles entering Route 3A from Center Hill Road have poor visibility of approaching traffic. Reconstruction of the intersection with improvements to both the alignment and the slope of Center Hill Road is the best alternative for remedying this safety issue. Removal of roadside vegetation and relocation of fixed objects could also improve sight lines.

Storm runoff has severely eroded the apron on the intersection due to poor drainage. The intersection should be reconstructed to repair damage from erosion and also to improve the geometric alignment. Drainage should be improved in the area to prevent further damage to the roadway.

Route 3A at Old Sandwich Road and Ellisville Road

This intersection was identified as a potential safety problem area through the Steering Committee. Topography and thick roadside vegetation substantially obstruct sight lines from Old Sandwich Road and Ellisville Road, and similarly, the intersection has little visibility from the Route 3A approaches. High travel speeds (85th percentile speed is 50 miles per hour north of Old Sandwich Road) further increase the difficulty for drivers entering the road and heighten the risk of serious crashes.

Roadside vegetation should be cleared from the right of way to increase visibility of the intersection and its approaches. Passive traffic calming techniques such as use of speed trailers and aggressive enforcement of the 45 mile per hour speed limit in this area should be implemented to control travel speeds and increase safety in this area.

Route 3A at Hedges Pond Road and Old County Road

This intersection experiences some delay during the peak demand hours, and the existing alignment between State Road and Hedges Pond Road and Old County Road creates increased difficulty for drivers entering Route 3A from the side streets.

Signalization and geometric improvements are currently proposed as mitigation for a potential commercial retail development (Cedarville Commons) just south of the intersection. Regardless of whether development occurs at this location, the intersection improvements should be made to improve capacity and safety. Table 22 summarizes the existing conditions and 2012 “no build” conditions, compared to 2012 conditions with the intersection signalized according to the conceptual design in the “Cedarville Commons” proposed mitigation.

Table 22: Existing and Projected Conditions at Route 3A and Hedges Pond Road

Jurisdiction	<u>Existing Conditions</u>				Recommended Improvement	<u>Forecast 2012</u>			
	Crash Rate	% Difference		v/c		<u>No Build</u>		<u>Build</u>	
		MHD District 5 Average	PM LOS			PM v/c	PM LOS	PM v/c	
MassHighway	0.658	11%	E	0.79	Install traffic signals with geometric improvements	F	0.92	A	0.47

Route 3A at Herring Pond Road

This intersection is severely congested and also has a poor safety record with a high crash rate. This intersection contains wide approaches and flared right turns in and out of Herring Pond Road, and travel speeds appear to be a factor in the poor safety record at this location.

Signalization and geometric improvements are currently proposed as mitigation for a potential commercial retail development (Cedarville Commons) just north of the intersection. Regardless of development build or no-build at this location, the intersection improvements should be made. These improvements would improve capacity and safety. Nevertheless, in the event that such mitigation does not occur in a reasonable timeframe, the State should file a Project Need Form to initiate this project. Table 23 summarizes the existing conditions and 2012 “no build” conditions, compared to 2012 conditions with the intersection signalized according to conceptual design in the “Cedarville Commons” proposed mitigation.

Table 23: Existing and Projected Conditions at Route 3A and Herring Pond Road

Jurisdiction	<u>Existing Conditions</u>				Recommended Improvement	<u>Forecast 2012</u>			
	Crash Rate	% Difference		v/c Ratio		<u>No Build</u>		<u>Build</u>	
		MHD District 5 Average	PM LOS			PM v/c	PM LOS	PM v/c	
MassHighway	1.433	143%	F	2.14	Install traffic signals with geometric improvements	F	2.45	B	0.53

Cedarville Traffic Study

South Plymouth is a rapidly growing section of Town, and the already busy Route 3A Corridor through Cedarville could potentially experience a large increase in trip generation and pass-through trips as in-fill residential and commercial growth continues. A comprehensive traffic study that addresses this transportation need could benefit both the Town and State in terms of infrastructure; the retail and other commercial business community by improving safety and access; and the residential community by increasing quality of life.

The Town should explore this opportunity by forming a partnership with MassHighway and private area stakeholders to have a comprehensive evaluation of existing conditions and future infrastructure needs, and forming of mechanisms to finance any recommended improvements from such a study.

Drainage Improvements at Route 3 Exit 2

The Town of Plymouth, the owners of the White Cliffs Development, and the Massachusetts Highway Department should work together to address issues with runoff from the Route 3 Exit 2 structure into surrounding land, including the golf course.

Plymouth Fire Department Stations along Route 3A

To best provide public safety and reduce conflicts between exiting emergency vehicles and Route 3A traffic, emergency activated traffic signals should be installed at the Plymouth Fire Department stations on Route 3A.

Transit Improvements

Independence Mall to Hanover Mall Deviated Fixed Route Service

A November 2003 Route 3 Corridor Transit Options Study, prepared by a consultant for Brockton Area Transit and Greater Attleboro Taunton Regional Transit Authority, recommended expansion of existing transit services to provide deviated fixed route service from the Independence Mall to the Hanover Mall. The recommended route is as follows:

- From Independence Mall to the Kingston MBTA Commuter Rail Station
- From the Kingston Station, down Smiths Lane to Route 3A.
- North on Route 3A to Evergreen Street (Kingston Town Hall)
- Back to Route 3A, to the Park and Ride facility at Kingsbury Plaza
- From Kingsbury Plaza, northward on Route 3A through Duxbury and Marshfield, to Route 139 through Pembroke, and Route 53 to the Hanover Mall

The recommended route would take an estimated 120 minutes roundtrip, including layover. This would allow 60-minute headways on the route utilizing two vehicles. The route provides connections to numerous generators throughout the towns it serves, including park-and-ride lots, schools, retail and shopping areas, town centers, and senior centers.

Kingsbury Plaza Park and Ride Facility

Sidewalks should be constructed along the upper end of Route 3A, between Tremont Street and the Duxbury town line to better provide pedestrian access to the Kingsbury Plaza shopping center and park-and-ride facility. Additionally, pedestrian amenities should be integrated into the traffic signal system at Route 53 and 3A with the sidewalks.

Plymouth MBTA Commuter Rail Station

The MBTA should expand train service at the Plymouth MBTA Commuter Rail station to provide trains during the morning and afternoon commute hours. Such service could increase pedestrian access to the T and reduce vehicle trips on Crescent Street and Smiths Lane in Kingston.

Other General Improvements

Pedestrian Amenities

Efforts to maximize the safety and mobility for pedestrians should be implemented along the Route 3A Corridor in Kingston and Plymouth. People need safe sidewalks, crosswalks, and other types of pedestrian pathways to provide recreation and an alternative to using personal motorized vehicles for short distance trips such as to the store or Post Office. These pedestrian facilities also provide mobility to disabled persons.

Uniform crosswalk treatments should be provided throughout the Corridor, particularly in the downtown areas of Kingston and Plymouth and in sub-areas such as Cedarville and North Plymouth.

Continuous, uniform and consistent sidewalks should be provided throughout the entire Route 3A Corridor. Priority should be placed on constructing sidewalks in those areas where none are currently located, specifically along the following sections:

- Summer Street (Route 3A/53), from Duxbury Town Line to Tremont Street
- State Road (Route 3A), between Rocky Hill Road and Bartlett Road
- State Road (Route 3A), between Ship Pond Road and Bourne Town Line (except a short distance in Cedarville where sidewalks already exist)

Maintenance should be performed on sidewalk sections with weeds/vegetation growing through or where the surface is deteriorated but repairable. In areas of severe deterioration, the sidewalks should be completely reconstructed with new curbing, base material, and pavement.

Speed Limit on Route 3A

Police departments consistently report that it is easier to conduct traffic enforcement in areas where a legally posted speed limit exists as opposed to enforcing non-posted prima facie speed limits.

State law requires a municipality conduct an engineering study to legally establish a posted speed limit on any given section of roadway. The 85th percentile speed (the speed at or below which 85 percent of the motorists using the roadway travel) is the principle value used for determining a numerical speed limit.

Most areas along the Route 3A Corridor currently have posted speed limits. One area that does not, and of which a speed limit zoning study had been requested for, is Route 3A from the Kingston Town Line to Jabez Corner in Plymouth. Based on the 85th percentile speeds, the speed limit should be posted as 35 miles per hour between the town line and Samoset Street, and 30 miles per hour south of Samoset Street.

Speed limits based on the 85th percentile speeds should be posted in all areas without existing legally posted speed limits.

Speed Enforcement

Consistent enforcement of posted speed limits should be maintained throughout the Route 3A Corridor to enhance safety to both drivers and pedestrians.

Roadway Striping

Regular and/or annual corridor and intersection re-striping should be performed along the Corridor to maximize visibility to drivers and pedestrians, hence enhancing safety.

Integration and Utilization of Access Management

As previously stated, Route 3A is classified as an urban minor arterial and a principal arterial in Kingston and Plymouth. The main function of an arterial highway is to provide regional, long-distance connections between communities, and to provide connections to the limited access freeway system (Route 3). In addition, The Route 3A corridor also functions, in certain sections, as a retail corridor with retail and commercial land uses serving the needs of local residents and tourists. This dual-purpose function creates conflicts between faster moving through traffic and slower moving traffic entering and exiting side driveways to adjacent properties. These conflicts impact traffic flow and safety.

Access Management is defined as the planning of the design, location, and operation of driveways, median openings, interchanges, and street connections. Access management provides two important advantages when applied to a roadway corridor:

1. Improved Safety
2. Improved Capacity

These advantages are achieved through Access Management techniques that seek to obtain the following results:

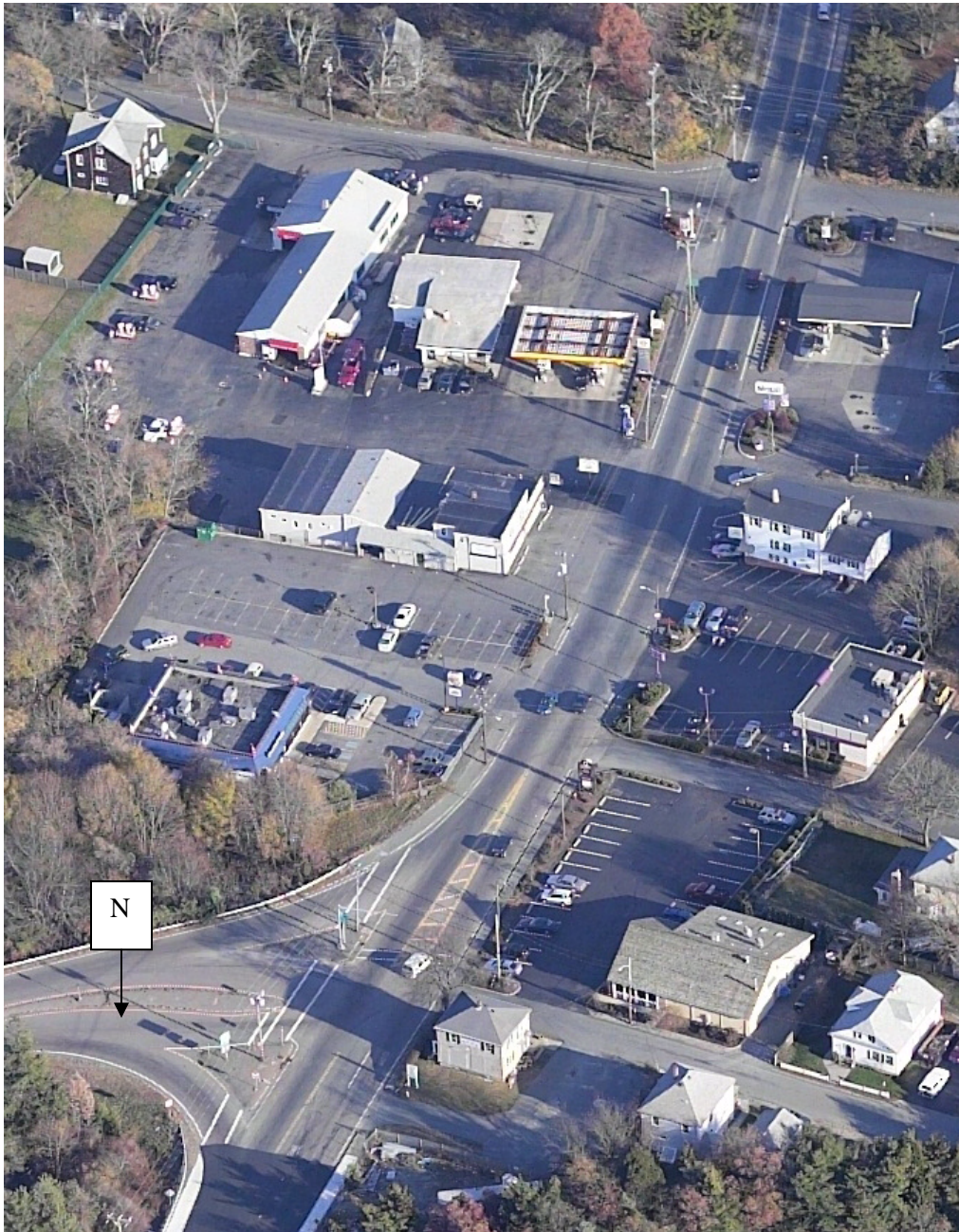
- Limit the number of conflict points in turning movements
- Separate conflict areas
- Remove turning vehicles from through traffic lanes
- Reduce conflicting volumes
- Improve roadway operations
- Improve driveway operations

Although some access management techniques include limiting the number of curb cuts, adding medians, and reducing turning movements, studies show that well planned access management design and modifications do not negatively impact businesses. Access Management applications result in reduced blocking of driveways by queues, better access between neighborhoods and businesses, and safer overall driving conditions. All of these attributes are important to both retailers and the customers they serve.

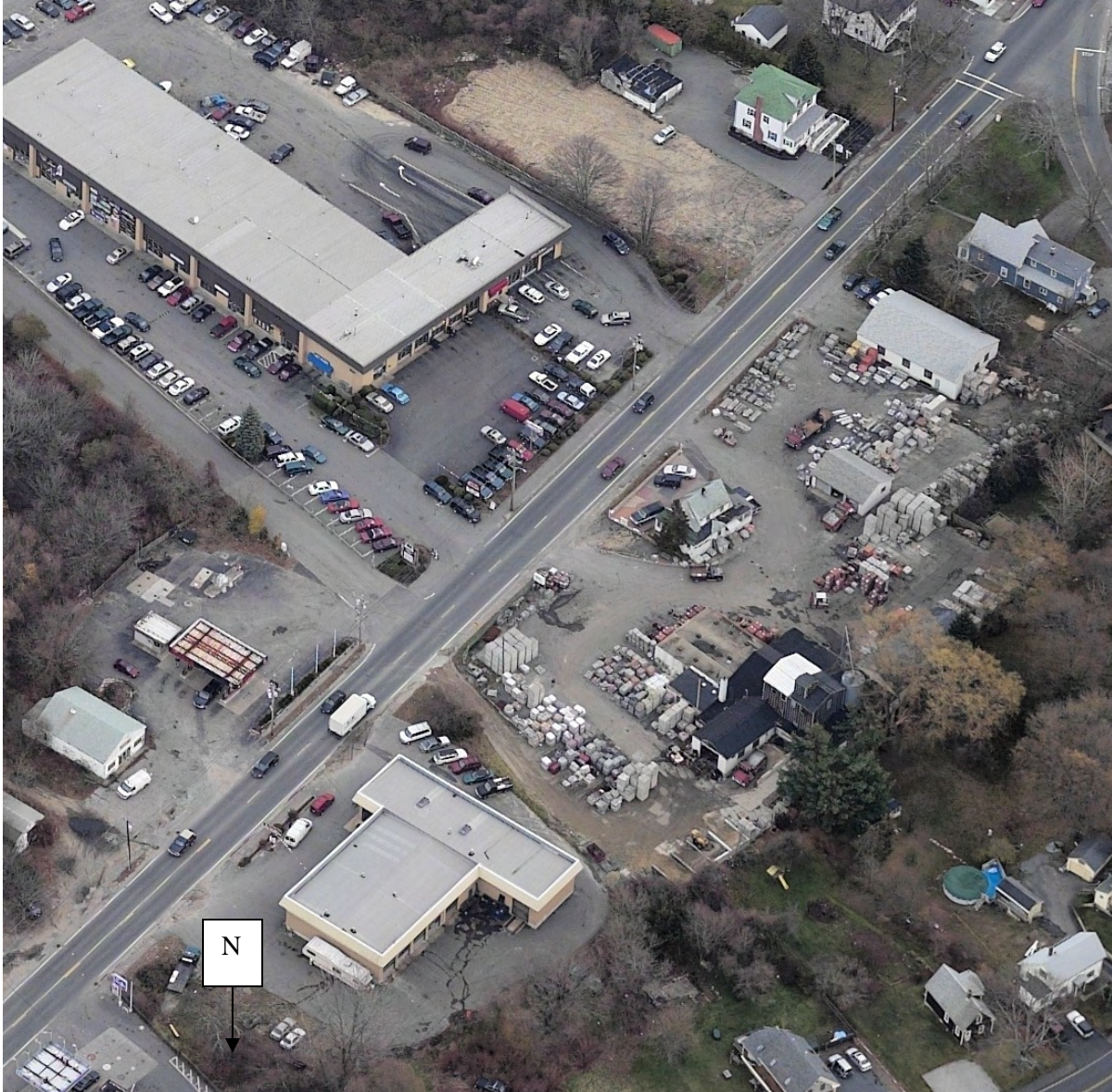
The prevailing conditions along the Route 3A corridor are such that much of the land adjacent to the road has mostly been developed, especially in the more urbanized areas. Development along the corridor sometimes results in the redevelopment of parcels that were abandoned or are in transition in regards to use. The techniques applied to these segments can involve retrofitting access management to existing curb cut access, which sometimes requires the consolidation of access points.

The areas within the Route 3A corridor in which access management techniques should be a prime focus include:

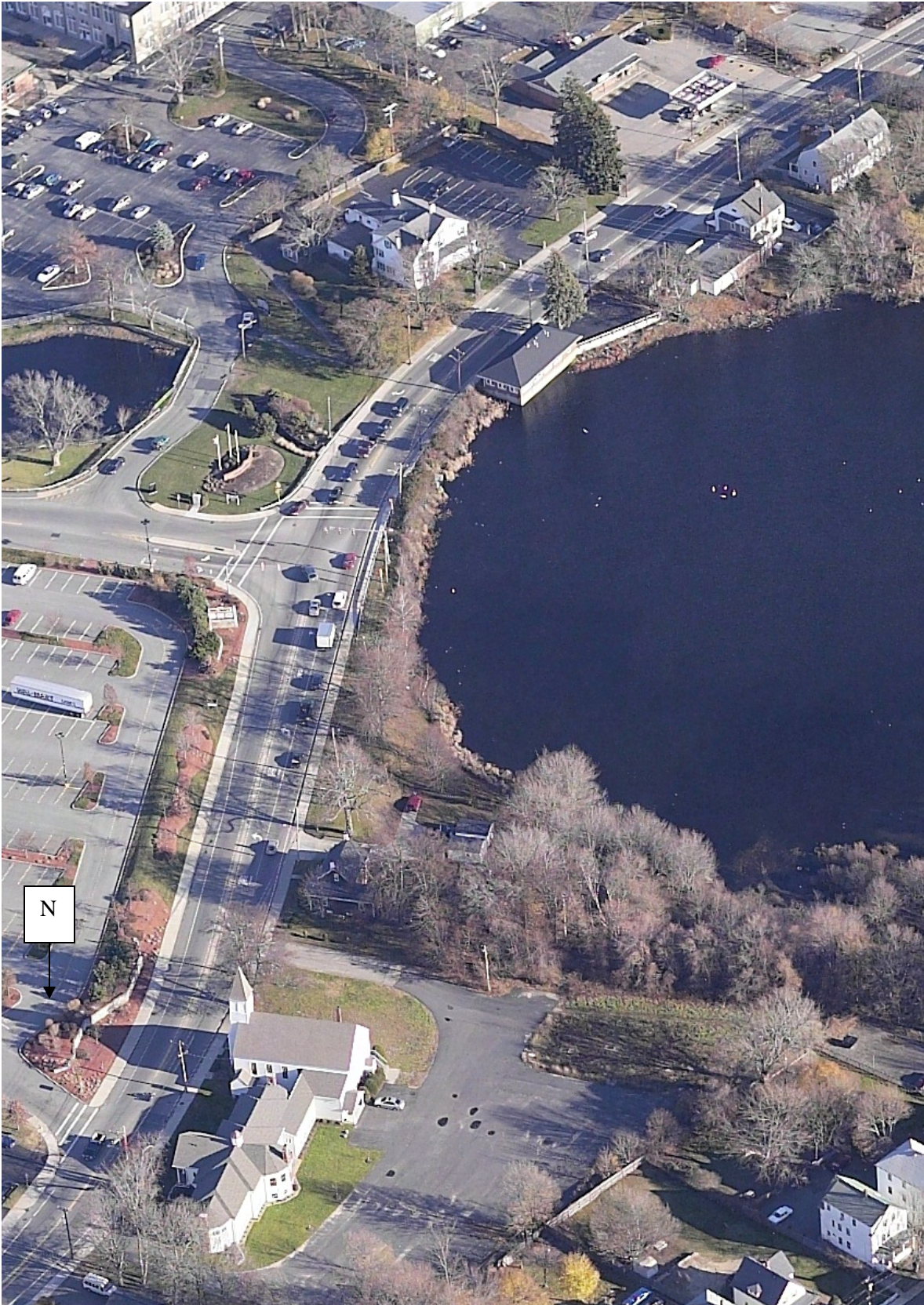
- Route 3A (Summer Street) in Kingston from Route 53 to Tremont Street.
- Route 3A (Main Street) in Kingston from the Route 3 Interchange ramps Exit 9 south to the Plymouth Town Line.
- Route 3A in Plymouth from Cordage Park south to Cherry Street.
- Route 3A in Plymouth through the Cedarville Area.



Aerial view of Route 3A in Kingston just south of Route 3 Exit 9 looking south shows multiple drives with wide-open curb cuts that allow movements to interfere with traffic flow.



Aerial view of Route 3A in Kingston in the vicinity of Crescent Street looking south shows multiple drives with wide-open curb cuts, opportunities for access management.



Route 3A in Plymouth at the Cordage Park access.



Route 3A at Hedges Pond Road in Plymouth in the Cedarville area, where retail and commercial development is expected to occur.

Examples of typical access management applications include:

1. Access Spacing
 - Limit the number of access points to properties
 - Consolidate redundant, low-volume drives
 - Establish a minimum distance between drives
 - Limit the width of access points based on the site use\
2. Turning Lanes
 - Establish minimum turning radii to slow traffic in high traffic pedestrian areas
 - Improve corner clearance
 - Establish deceleration/acceleration lanes
 - Add Two-Way Turning Lanes
3. On-Site Remedies
 - Share drives between sites
 - Add longer “throat lengths” to internal driveways in lots
 - Connect adjacent commercial properties
 - Construct service roads with multiple drives but less access points on the arterial
4. Median Treatments
 - Add Medians and turning lanes

Implementation of access management can be achieved at the local level through a number of avenues:

1. Master Plan
 - The master plan is the responsibility of the Planning Board and outlines policies for development. The Master Plan supports the community’s basis for zoning.
2. Zoning Ordinance
 - The zoning ordinance to codify land-use regulations.
 - Highway district overlays to designate zoning requiring access management.
3. Subdivision regulations and site plan review
 - Regulates parcel subdivision.
 - Encourage developers to include Access Management.

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V. PROJECT DEVELOPMENT AND FUNDING

Project development is the process of taking a transportation improvement from concept through construction. Community planning and public works officials should familiarize themselves with the MassHighway Project Development and Design Guide which explains the project development process in Massachusetts and design standards for transportation projects.

The project development process consists of eight steps: Problem or Need Identification; Planning; Project Initiation; Environmental Design and Right of Way (ROW) Process; Programming; Procurement; Construction; and finally Project Assessment.

Table 24: Project Development Process

<u>STEP</u>	<u>PRODUCT/OUTCOME</u>
I. Problem/Need/Opportunity Identification	<ul style="list-style-type: none"> • Project Need Form
II. Planning	<ul style="list-style-type: none"> • Project Planning Report
III. Project Initiation	<ul style="list-style-type: none"> • Project Initiation Form • Identification of Appropriate Funding • Definition of Appropriate Next Steps • Project Review Committee Action
VI. Environmental Design and ROW Process	<ul style="list-style-type: none"> • Plans, Specs, and Estimates (P,S, & E) • Environmental Studies and Permits • Right-of-Way Plans • Permits
V. Programming	<ul style="list-style-type: none"> • Old Colony and State TIP • Programming of Funds
VI. Procurement	<ul style="list-style-type: none"> • Construction Bids and Contractor Selection
VII. Construction	<ul style="list-style-type: none"> • Built Project
VIII. Project Assessment	

For projects on sections of roadway owned and maintained by the Town, the Town typically initiates a project by completing and submitting the Project Need Form (available in the Appendix), as well as provide for project planning and design. Similarly, for State owned facilities, the Massachusetts Highway Department initiates projects and provides planning and design on their section of roads.

A variety of funding options are available for project construction, and are outlined below. Note that some funding programs, such as the Congestion Mitigation and Air Quality (CMAQ) Program, are for specific types of projects that meet specific criteria, while other programs such as Chapter 90 can be utilized on a much broader range of projects.

For the past several years, federal aid eligible regional transportation needs have far outpaced available funding in the Transportation Improvement Program (TIP). Programming on the TIP is a competitive process, with all projects going through a comprehensive evaluation process to determine priority for funding. Generally, the process to fund a project through the TIP takes at least five years, and often longer.

Therefore, due to this limitation of TIP funding, communities are encouraged to seek alternate funding avenues for their high priority projects. Examples of such options include using Chapter 90 funds, developer mitigation, or public/private partnerships with local stakeholders.

Funding Programs

The **Bridge Replacement and Rehabilitation Program** provides funds for rehabilitation and replacement of any bridge on a public road. Bridges on the federal aid system or off the federal aid system are eligible for these funds.

The **Capital Improvement Program (CIP) and Local Funding** has historically been utilized to help provide the design and engineering of highway projects.

Chapter 90 provides funding for highway construction, preservation, and improvement projects that create or extend the life of capital facilities. The level of funding is determined by a formula that is based upon public way mileage, population and level of employment in each community. The Chapter 90 Program is a reimbursement program, as the community must initially pay the cost of a particular project.

The **Community Development Block Grant (CDBG) Program** provides for the development or expansion of economic opportunities and the provision of decent housing and public facilities. Eligible use of funds includes community development (construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works).

The **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. OCPC is located in the Boston non-attainment area for ozone.

The **National Highway System (NHS)** consists primarily of existing Interstate routes and portions of the Primary System. Established to focus Federal resources on roads that are the most important to interstate travel and national defense, roads that connect with other modes of transportation, and are essential for international commerce.

The **Non-Federal Aid (NFA)** provides state funds for projects that due to federal fiscal constraint would not be able to receive federal funding. Projects under this category are listed for informational purposes only.

The **Public Works Economic Development (PWED)** grants are designed to assist municipalities seeking infrastructure improvements that support economic development goals.

The **Surface Transportation Program (STP)** is a block grant type program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as Federal-aid eligible roads.

The **Transportation Bond Bill (TBB)** authorizes and directs the MHD to expend monies for transportation projects such as reconstruction, resurfacing, rehabilitation or improvements of highways, bridges, and parking facilities. From this, the state will issue either general obligation or special obligation bonds. Below are four program components of the TBB.

Glossary of Terms

<u>Term</u>	<u>Definition</u>
85 th Percentile Speed	The speed at or below which 85 percent of the roadway users are traveling
Chapter 40R	Chapter 40R of the Massachusetts General Laws provides incentive for communities to zone specific districts for smart-growth development. A 40R Development is a development within these districts that uses smart-growth principles.
Crash Rate	Frequency of crashes measured as average number of crashes per million entering vehicles over a specified period (typically the most recent three years of available data)
Level of Service (LOS)	A qualitative measure describing operational conditions within a traffic stream and motorists' perceptions of those conditions
National Highway System (NHS)	A national highway network that includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility.
Paratransit	A variety of smaller, often flexibly scheduled and routed transportation services using low capacity vehicles, such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons that standard mass transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities. ...
Pavement Condition Index (PCI)	A numerical value (1 to 100) derived from an evaluation of pavement distress factors, average daily traffic, and roadway classification.
Pavement Rehabilitation	Structural enhancements that extend the service life of an existing pavement and/or improve its load carrying capacity. Rehabilitation techniques include restoration treatments and structural overlays.
Preventative Maintenance	A planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system and retards future deterioration.
Reconstruction	Pavement reconstruction is the replacement of the entire pavement structure.
Routine Maintenance	Work that is planned and performed on a routine basis to maintain and preserve the condition of the highway system or to respond to specific conditions and events that restore the highway system to an adequate level of service.
Volume to Capacity (v/c) Ratio	The ratio of roadway traffic to design capacity of a roadway. Used as a measure of congestion.

OLD COLONY PLANNING COUNCIL

Robert Overholtzer
President
70 School Street
Brockton, MA 02301-4097



Pasquale Ciaramella
Executive Director
Telephone: (508) 583-1833
Fax: (508) 559-8768
Email: info@ocpcrpa.org

Route 3A Corridor Study Steering Committee Monday, July 17, 2006, at 9 AM at the Plymouth Town Hall, Plymouth, MA

Attendees:

Captain Michael Belmont- Plymouth Police Department
Pat Ciaramella – Executive Director OCPC
James Downey, Plymouth Department of Engineering
Ray Guarino – OCPC
Saeed Kashi- Plymouth Department of Engineering
Charlie Kilmer – Transportation Planning Supervisor OCPC
David Luce- MassHighway District Five
Valerie Massard- Plymouth Town Planner
Bill McNulty – OCPC
Chief James Pierson- Plymouth Fire Department
Joanne Telegen – EOT-OTP

1. Welcome and Introduction

Mr. Kilmer began the meeting with introductions and summarized the origins of the study as part of the Unified Planning Work Program (UPWP), and explained the purpose of the study.

2. Study and Scope of Work Summary

Bill McNulty explained the Corridor Study and the Scope of Work, which was distributed to stakeholders prior to the meeting. The Old Colony MPO previously approved the scope of the study. The geographic extent of the study was illustrated on 40" X 30" maps produced by OCPC. OCPC also illustrated on 40" X 30" maps the employment import and export in Plymouth and Kingston, the fatal crashes in the towns from 1990 to 2004, and the ongoing and planned improvements in the towns.

Ms. Massard suggested that the intersection of Route 3A and the southern end of Center Hill Road be included among the list of intersections to study, citing safety concerns at that location.

3. Steering Committee Membership

It was suggested that the steering committee membership include representation of the Plymouth Area Chamber of Commerce and the Plymouth County Development Council.

4. Study Progress to Date

Mr. McNulty summarized the progress study to date, and the next steps in the development process

5. Planned Infrastructure Projects

The committee discussed the planned improvement projects illustrated on the 40" X 30" OCPC maps. In addition to these maps, OCPC provided aerial photos of a number of study area intersections. The committee discussed traffic issues associated with a number of intersections and sub areas such as Cedarville from White Cliffs to the Shaw's Plaza, along with Plimouth Plantation Highway, and the Rocky Hill Road area.

6. Future Meeting Schedule

It was agreed that the next meeting of the committee would be on Monday, August 28th, 2006 at 9:00 am in the Mayflower Conference Room at Plymouth Town Hall. The main topic of the next meeting will be a discussion of the existing traffic conditions analyses of the study area intersectio

OLD COLONY PLANNING COUNCIL

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President

70 School Street

Brockton, MA 02301-4097



Pasquale Ciaramella

Executive Director

Telephone: (508) 583-1833

Fax: (508) 559-8768

Email: info@ocpcrpa.org

Route 3A Corridor Study Steering Committee, Monday, August 28, 2006, at 9 AM at the Plymouth Town Hall – Mayflower Conference Room, 11 Lincoln Street, Plymouth, MA

Attendees:

Captain Michael Belmont - Plymouth Police Department

Thomas Bott – Town Planner, Town of Kingston

James Downey - Plymouth Department of Engineering

Ray Guarino – OCPC

Lee Hartmann, AICP – Director of Planning and Development, Town of Plymouth

Saeed Kashi- Plymouth Department of Engineering

Charlie Kilmer – Transportation Planning Supervisor OCPC

Tim Kochan - MassHighway District 5

David Luce - MassHighway District 5

Chief David McKee – Kingston Fire Department

Bill McNulty – OCPC

Chief James Pierson - Plymouth Fire Department

Joanne Telegen – EOT-OTP

1. Welcome and Introduction

Mr. Kilmer announced the start of the meeting and thanked the Committee for their participation, and the meeting attendees then introduced themselves.

2. Study Progress to Date

Mr. McNulty provided an update on study progress to date, stating most data collection had been completed although some remained in Kingston and would be completed based on the schedule of ongoing road construction in the area.

Mr. Bott stated that he would like to see the Study identify gaps in the sidewalk network, and address filling in those gaps.

3. Existing Conditions

Mr. McNulty and Mr. Kilmer provided a summary of existing traffic conditions along the Corridor. A map of the corridor was displayed, illustrating traffic volumes at various points along the corridor. Mr. Bott pointed out that data was needed for the area around the interchange of Route 3 and Route 3A. Mr. McNulty stated that although construction in the area had prevented data collection up to this point, data would be collected this fall and included in the report. It was also suggested by the group that traffic volumes in the report be factored to July volumes, the peak month for the area, as well as adjusted to show an annual average daily volume as well. The Committee also stated that traffic data in the vicinity of schools should be collected when school is in session.

Mr. McNulty presented a traffic simulation, using Synchro and SimTraffic software, of peak hour traffic conditions between the Downtown and South Street, including the intersections of Route 3A @ Summer Street; Route 3A @ Water Street; Route 3A @ Lincoln Street; and Route 3A @ South Street. The simulation illustrated complex turning movements between the intersections and associated queues.

4. Safety Analysis

Mr. McNulty provided an overview of the process of evaluating safety at intersections along the Route 3A Corridor, and discussed a map that identified the locations of fatal crashes in Plymouth and Kingston. Mr. Bott suggested that it's important to know factors (speeding, oui, etc.) associated with crashes to help determine if crashes are result of driver decisions or roadway conditions.

Mr. Hartmann suggested that the Study look at rerouting the Claire Saltonstall Bikeway along Rocky Hill Road to by pass the Pine Hills along Route 3A, due to dangerous potentially roadway conditions for bikers in that area.

Chief Pierson suggested the Study look at safety in the area of Route 3A and Ellisville Road.

5. Conclusion

Mr. McNulty explained the next steps in the Study, and the Committee agreed to meet next on October 16th, 2006 at 9:00 AM at the same location in the Plymouth Town Hall.

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Robert Overholtzer
President
70 School Street
Brockton, MA 02301-4097



Pasquale Ciaramella
Executive Director
Telephone: (508) 583-1833
Fax: (508) 559-8768
Email: info@ocpcrpa.org

Route 3A Corridor Study Steering Committee, Monday, October 16, 2006, at 9 AM at the Plymouth Town Hall – Mayflower Conference Room, 11 Lincoln Street, Plymouth, MA

Attendees:

Thomas Bott – Town Planner, Town of Kingston
Pat Ciaramella – Executive Director, OCPC
James Downey - Plymouth Department of Engineering
Ray Guarino – OCPC
Lee Hartmann, AICP – Director of Planning and Development, Town of Plymouth
Saeed Kashi- Plymouth Department of Engineering
Charlie Kilmer – Transportation Planning Supervisor OCPC
Tim Kochan - MassHighway District 5
David Luce - MassHighway District 5
Bill McNulty – OCPC
Chief James Pierson - Plymouth Fire Department
Mark Richardson – Plymouth & Brockton / GATRA
Joanne Telegen – EOT-OTP

1. Welcome and Introduction

Mr. Kilmer announced the start of the meeting and thanked the Committee for their participation, followed by the meeting attendees introducing themselves.

2. Study Progress to Date

Mr. McNulty provided an update on study progress to date, stating most data collection had been completed although some remained in Kingston and would be completed based on the schedule of ongoing road construction in the area.

3. Pavement Conditions

Mr. McNulty directed the committee's attention to a map display indicating pavement conditions along the Route 3A Corridor based on a recent survey. Mr. McNulty discussed areas of poor rural drainage where substantial weathering of the pavement is occurring, specifically citing the intersection of State Road and Center Hill Road where the sides of the approach apron have eroded away and suffering from significant water damage. A discussion followed regarding responsibilities of drainage issues where state highway meets a locally owned roadway, and Mr. Kochan stated that he would follow up on the issue at MassHighway District 5.

Mr. Richardson inquired about pavement conditions along the northern portion of Route 3A in Kingston. In this section of roadway, the pavement is in poor condition. Mr. Richardson explained that the rough pavement is causing difficult driving conditions, especially for larger vehicles such as transit buses. Mr. Basler explained that the contractor who recently completed sewer work on Route 3A was only responsible for paving the trench cut, and no plans existed for additional repaving work in that area.

4. Alternatives For Improvements

Mr. McNulty presented a variety of potential remedies, using Synchro and SimTraffic analysis utilities, for areas that have been identified as problematic either through data collection and analysis or by community input including the steering committee. Intersections discussed included:

- Summer Street (Route 3A) and Green Street in Kingston
- Route 3A Micro-Corridor between Route 106 and Brook Street, including Linden Street and Landing Road in Kingston
- Route 3A at Howlands Lane and Crescent Street in Kingston
- Downtown Plymouth Micro-Corridor (Between Sandwich Street and South Street)

Two Project Review Committee (PRC) approved projects that were listed on the Transportation Improvement Program (TIP) some time ago were discussed. These projects are: Intersection Improvements at Summer Street (Route 3A) and Green Street (#602858), and Extension and Signalization of Smiths Lane at Route 3A (#601397). Mr. Basler and Mr. Bott suggested Old Colony Planning Council conduct data collection at Route 3A and Green Street when an event is occurring at the community center. During these times, it is reported the intersection becomes very congested. Mr. Basler and Mr. Bott stated that the Town does not appear to favor an extension of Smiths Lane to Route 3A, and rather attention should be focused on improving flow at the Howlands Street and Crescent Street intersections just to the north.

Discussion took place regarding options for improving traffic flow around Route 3A and Route 106, and Route 3A and Landing Road. Signalizing the intersection of Route 3A and Route 106 was generally preferred by the Committee. Substantial land use and geometry constraints exist in this area. Old Colony Planning Council agreed to continue to work with the Committee to best identify solutions for these intersections.

In the Downtown Plymouth Micro-Corridor, Mr. McNulty explained that preliminary analysis for signalizing the four intersections or combinations of signalization and stop controls at the different intersections indicated that substantial queuing and delays would occur on Route 3A as a result. The area presents a challenge for signalization due to dense urbanized development prevents widening of the roadway, and on street parking is crucial to the local economy. Mr. Kashi suggested constructing roundabouts at Route 3A and Sandwich Street and Route 3A at South Street and Lincoln Street as an alternative for improving traffic flow in the area.

1. Conclusion

Mr. Basler suggested Old Colony Planning Council schedule meetings with the individual towns, as to provide an opportunity for specific focus on interests of the towns. Mr. Kilmer agreed, and stated that such plans are in the works.

The next meeting of the Committee was scheduled for January 29, 2007 at 9:00 A.M in the Plymouth Town Hall

OLD COLONY PLANNING COUNCIL

Robert Overholtzer
President
70 School Street
Brockton, MA 02301-4097



Pasquale Ciaramella
Executive Director
Telephone: (508) 583-1833
Fax: (508) 559-8768
Email: info@ocpcrpa.org

Route 3A Corridor Study Steering Committee, Monday, April 23, 2007, at 9 AM at the Plymouth Town Hall – Mayflower Conference Room, 11 Lincoln Street, Plymouth, MA

Attendees:

Charlie Kilmer – Transportation Program Manager OCPC
Bill McNulty – OCPC
Captain Michael Belmont – Plymouth Police Department
Arthur Douylliez – Facilities Manager, Town of Plymouth Maintenance
James Downey - Plymouth Department of Engineering
Lee Hartmann, AICP – Director of Planning and Development, Town of Plymouth
Saeed Kashi- Plymouth Department of Engineering
Chief James Pierson - Plymouth Fire Department
Mark Richardson – Plymouth & Brockton / GATRA
Joanne Telegen – EOT-OTP

1. Welcome and Introduction

Mr. Kilmer announced the start of the meeting, discussed the agenda for the meeting, and thanked the Committee for their participation. Meeting attendees introduced themselves.

2. Key Findings From The Study

Mr. McNulty provided an overview of safety and/or congestion “problem areas” identified along the corridor, and briefly discussed the methodology utilized to identify those areas.

3. Recommended Improvements

Mr. McNulty and Mr. Kilmer discussed a corridor needs assessment matrix that was distributed to the committee. The needs assessment matrix identified locations where improvements are needed, provided relevant operational criteria for each location, and listed the recommended strategy to address the needs of the location.

4. Funding For Improvements and Implementation Process

Mr. Kilmer discussed Chapter 2 (provided to the Committee) of the MassHighway Project Development and Design Guide that discusses the project initiation and implementation process. Mr. Kilmer proceeded to discuss various methods for funding improvement projects.

5. Conclusion

Mr. Richardson discussed plans by GATRA to relocate the hub of GATRA Plymouth Area Link (PAL) service from the existing location at the Route 3 Exit 5 Park and Ride Center to Memorial Drive in the Downtown. To accommodate the new location, the one-way traffic flow on Memorial Drive would be reversed from its current eastbound (towards the waterfront) direction to westbound (towards Route 3A)

Mr. Richardson inquired if the Study could recommend pre-determined, signed bus stops for transit vehicles. Mr. Kilmer explained that such bus stops require a permit from MassHighway.

Mr. Hartmann requested the Study identify the need for sidewalks on both sides of Route 3A, particularly between the Cedarville and Manomet sections. He explained it is a popular walking route despite incomplete and non-contiguous sidewalks.

Similarly, the Committee inquired about pedestrian amenities in the Downtown. Mr. McNulty explained those needs will be identified in the Study.

Mr. Kashi suggested the Study use a 15-year horizon to forecast traffic volumes and subsequent levels of service.

Mr. Kashi and Mr. Belmont emphasized the need for posted speed limits along the Route 3A Corridor.

The next meeting of the Committee was scheduled for June 4th, 2007 at 9:00 A.M in the Plymouth Town Hall.

OLD COLONY PLANNING COUNCIL

Jeanmarie Kent Joyce

President

70 School Street
Brockton, MA 02301-4097



Pasquale Ciaramella

Executive Director

Telephone: (508) 583-1833

Fax: (508) 559-8768

Email: info@ocpcrpa.org

Route 3A Corridor Study Steering Committee, Monday, June 18, 2007, at 9 AM at the Plymouth Town Hall – Mayflower Conference Room, 11 Lincoln Street, Plymouth, MA

Attendees:

Charlie Kilmer – Transportation Program Manager OCPC

Bill McNulty – OCPC

Paul Basler – Superintendent, Kingston Department of Streets, Trees, and Park

Thomas Bott – Town Planner, Town of Kingston

Mark Carmichael – MassHighway District Five

James Downey - Plymouth Department of Engineering

Robert Gregory – MassHighway District Five

Roger Hammond, Director, Plymouth Department of Public Works

Lee Hartmann, AICP – Director of Planning and Development, Town of Plymouth

Sid Kashi- Plymouth Department of Engineering

Tim Kochan – MassHighway District Five

Chief James Pierson - Plymouth Fire Department

Joanne Telegen – EOTPW-OTP

1. Welcome and Introduction

Mr. Kilmer announced the start of the meeting, discussed the agenda for the meeting, and thanked the Committee for their participation. Meeting attendees introduced themselves.

2. Distribution of Draft Report

Mr. McNulty distributed the Draft Report to the Committee and discussed its contents and the public review and comment process. The Committee was encouraged to read through the report and submit comments by July 23rd, 2007. Discussion followed.

Discussion by the Committee included the following comments:

- Report should include comment on drainage issues and flooding concerns on Route 3A in Kingston.
- The intersections of Route 3A at Ship Pond Road and Route 3A at Ellisville Road should be included in the report.
- Stopping sight distances and sight lines should be measured at the intersections.
- The report should state responsibility for project initiation with recommended projects.
- The maps in the report should provide more detail, and locations should be identified by name.
- The report should discuss the need for uniform speed limits along with enforcement along the Route 3A Corridor.
- The Report misspells Jabez Corner as “Jabes Corner.”

1. Conclusion

The review and comment period was discussed, and several meetings were scheduled.

A meeting between OCPC and the Town of Kingston was scheduled for July 11, 2007 at 9:00 AM at Kingston Town Hall.

A meeting between OCPC and the Town of Plymouth was scheduled for July 17, 2007 at 11:00 AM at Plymouth Town Hall.

A meeting between OCPC and MassHighway District Five was scheduled for July 24, 2007 at 9:00 AM at MassHighway District Five in Taunton.

The next meeting of the Route 3A Corridor Study was scheduled for August 22, 2007 at 9:00 AM at Kingston Town Hall.

OLD COLONY PLANNING COUNCIL

Jeanmarie Kent Joyce

President

70 School Street
Brockton, MA 02301-4097



Pasquale Ciaramella

Executive Director

Telephone: (508) 583-1833

Fax: (508) 559-8768

Email: info@ocpcrpa.org

Route 3A Corridor Study Steering Committee, Wednesday August 22, 2007, at 9 AM at the Kingston Town Hall –Conference Room 200, 26 Evergreen Street, Kingston, MA.

Attendees:

Charlie Kilmer – Transportation Program Manager OCPC

Bill McNulty – OCPC

Thomas Bott – Town Planner, Town of Kingston

James Downey - Plymouth Department of Engineering

Robert Gregory – MassHighway District Five

Lee Hartmann, AICP – Director of Planning and Development, Town of Plymouth

Sid Kashi- Plymouth Department of Engineering

Tim Kochan – MassHighway District Five

Joanne Telegen – EOTPW-OTP

I. Welcome and Introduction

Mr. Kilmer announced the start of the meeting, discussed the agenda for the meeting, and thanked the Committee for their participation. Meeting attendees introduced themselves.

I. Distribution of Second Draft Report and Discussion

Mr. McNulty distributed the latest revised draft report to the Committee and discussed comments received from meetings with the Towns of Kingston and Plymouth, and the Massachusetts Highway Department. He also discussed additions to the report since the initial first draft.

Discussion by the Committee included the following comments:

- The list of bridges in the bridge section appeared to have some bridges missing, including the Main Street Extension bridge over the Town Brook in Plymouth.
- Installation of traffic signals or a roundabout at Sandwich Street (Route 3A) at Water Street, and Main Street Extension (Route 3A) at Sandwich Street. The responsibility of the Town to execute necessary land takings and/or removal of parking for these improvements will be outlined as well.
- Discuss the opportunity for a Cedarville Sub-Area Traffic Study with an implementation financing strategy.
- The report (specifically the recommendations) should be grouped by Town.

- Section of recommended highway surface improvements should contain definition of terminology (resurfacing; rehabilitation; etc).
- Report should discuss possibility of signalizing Lincoln Street with South Street

II. Conclusion

The Committee was encouraged to review the report and submit comments. At the conclusion of the comment period, final edits and revisions will be made and a final report will be distributed to the communities, the State, and other parties included in the steering committee.

*Summer Street,
South of Kingsbury Plaza – Kingston*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Route 3A, south of Route 53

Start Time	08-May-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	13	19	21	30	*	*	*	*	*	*	*	*	17	24
01:00	*	*	9	13	4	9	*	*	*	*	*	*	*	*	6	11
02:00	*	*	9	5	7	5	*	*	*	*	*	*	*	*	8	5
03:00	*	*	8	6	9	2	*	*	*	*	*	*	*	*	8	4
04:00	*	*	41	11	43	7	*	*	*	*	*	*	*	*	42	9
05:00	*	*	160	51	163	49	*	*	*	*	*	*	*	*	162	50
06:00	*	*	329	158	297	132	*	*	*	*	*	*	*	*	313	145
07:00	*	*	423	249	420	244	*	*	*	*	*	*	*	*	422	246
08:00	*	*	513	378	501	382	*	*	*	*	*	*	*	*	507	380
09:00	*	*	573	508	492	438	*	*	*	*	*	*	*	*	532	473
10:00	*	*	463	508	503	473	*	*	*	*	*	*	*	*	483	490
11:00	*	*	519	560	533	557	*	*	*	*	*	*	*	*	526	558
12:00 PM	*	*	534	561	543	592	*	*	*	*	*	*	*	*	538	576
01:00	*	*	500	545	565	559	*	*	*	*	*	*	*	*	532	552
02:00	*	*	493	557	508	617	*	*	*	*	*	*	*	*	500	587
03:00	*	*	515	655	588	667	*	*	*	*	*	*	*	*	552	661
04:00	*	*	500	657	555	793	*	*	*	*	*	*	*	*	528	725
05:00	*	*	453	641	520	682	*	*	*	*	*	*	*	*	486	662
06:00	*	*	344	496	419	591	*	*	*	*	*	*	*	*	382	544
07:00	*	*	275	347	347	422	*	*	*	*	*	*	*	*	311	384
08:00	*	*	171	222	231	286	*	*	*	*	*	*	*	*	201	254
09:00	*	*	119	177	124	182	*	*	*	*	*	*	*	*	122	180
10:00	*	*	92	95	81	115	*	*	*	*	*	*	*	*	86	105
11:00	*	*	30	53	45	48	*	*	*	*	*	*	*	*	38	50
Lane Day	0	0	7086	7472	7519	7882	0	0	0	0	0	0	0	0	7302	7675
AM Peak Vol.			14558		15401										14977	
PM Peak Vol.																
AM Peak			09:00	11:00	11:00	11:00									09:00	11:00
PM Peak			12:00	16:00	15:00	16:00									15:00	16:00
Vol.			573	560	533	557									532	558
Vol.			534	657	588	793									552	725

Comb. Total 0 14558 15401 0 0 0 0 14977

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Route 3A, south of Route 53

Start Time	08-May-06 Mon	09-May-06 Tue	10-May-06 Wed	11-May-06 Thu	12-May-06 Fri	13-May-06 Sat	14-May-06 Sun	Week Average
12:00 AM	*	32	51	*	*	*	*	42
01:00	*	22	13	*	*	*	*	18
02:00	*	14	12	*	*	*	*	13
03:00	*	14	11	*	*	*	*	12
04:00	*	52	50	*	*	*	*	51
05:00	*	211	212	*	*	*	*	212
06:00	*	487	429	*	*	*	*	458
07:00	*	672	664	*	*	*	*	668
08:00	*	891	883	*	*	*	*	887
09:00	*	1081	930	*	*	*	*	1006
10:00	*	971	976	*	*	*	*	974
11:00	*	1079	1090	*	*	*	*	1084
12:00 PM	*	1095	1135	*	*	*	*	1115
01:00	*	1045	1124	*	*	*	*	1084
02:00	*	1050	1125	*	*	*	*	1088
03:00	*	1170	1255	*	*	*	*	1212
04:00	*	1157	1348	*	*	*	*	1252
05:00	*	1094	1202	*	*	*	*	1148
06:00	*	840	1010	*	*	*	*	925
07:00	*	622	769	*	*	*	*	696
08:00	*	393	517	*	*	*	*	455
09:00	*	296	306	*	*	*	*	301
10:00	*	187	196	*	*	*	*	192
11:00	*	83	93	*	*	*	*	88
Total	0	14558	15401	0	0	0	0	14981
Percentage	0.0%	97.2%	102.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		09:00 1081	11:00 1090					11:00 1084
PM Peak Vol.		15:00 1170	16:00 1348					16:00 1252

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Route 3A, south of Route 53

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
05/09/06	0	0	0	1	1	8	3	0	0	0	0	0	0	0	13
01:00	0	0	2	1	1	4	0	1	0	0	0	0	0	0	9
02:00	0	0	2	0	1	2	3	1	0	0	0	0	0	0	9
03:00	1	0	1	1	2	0	2	0	1	0	0	0	0	0	8
04:00	0	0	7	4	5	8	12	5	0	0	0	0	0	0	41
05:00	4	0	6	12	35	49	41	11	2	0	0	0	0	0	160
06:00	16	3	15	30	84	119	56	6	0	0	0	0	0	0	329
07:00	19	4	33	41	132	142	49	2	0	1	0	0	0	0	423
08:00	51	5	10	76	172	175	22	1	1	0	0	0	0	0	513
09:00	26	4	17	90	224	181	25	6	0	0	0	0	0	0	573
10:00	41	14	31	77	151	130	18	0	1	0	0	0	0	0	463
11:00	57	14	34	106	180	110	18	0	0	0	0	0	0	0	519
12 PM	37	10	26	78	204	152	27	0	0	0	0	0	0	0	534
13:00	55	12	23	76	173	137	21	2	1	0	0	0	0	0	500
14:00	40	17	24	108	174	116	13	1	0	0	0	0	0	0	493
15:00	61	14	31	113	179	106	8	3	0	0	0	0	0	0	515
16:00	47	11	15	46	179	179	22	0	1	0	0	0	0	0	500
17:00	51	13	21	50	151	137	28	2	0	0	0	0	0	0	453
18:00	23	7	16	34	105	111	44	3	1	0	0	0	0	0	344
19:00	16	8	10	16	80	110	31	3	0	1	0	0	0	0	275
20:00	9	6	7	11	51	62	21	4	0	0	0	0	0	0	171
21:00	2	6	3	10	30	41	22	5	0	0	0	0	0	0	119
22:00	0	0	5	8	26	34	17	2	0	0	0	0	0	0	92
23:00	0	0	1	0	9	10	8	2	0	0	0	0	0	0	30
Total	556	148	340	989	2349	2123	511	60	8	2	0	0	0	0	7086

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Route 3A, south of Route 53

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75			
05/10/06	2	0	3	1	7	5	2	0	1	0	0	0	0	0	0	21
01:00	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	4
02:00	0	0	1	1	2	2	0	0	1	0	0	0	0	0	0	7
03:00	1	0	1	2	0	5	0	0	0	0	0	0	0	0	0	9
04:00	0	0	1	3	9	18	11	1	0	0	0	0	0	0	0	43
05:00	6	2	4	11	28	51	46	14	1	0	0	0	0	0	0	163
06:00	12	2	15	27	67	115	55	3	1	0	0	0	0	0	0	297
07:00	25	4	27	41	138	133	46	6	0	0	0	0	0	0	0	420
08:00	48	8	29	78	190	126	20	2	0	0	0	0	0	0	0	501
09:00	39	10	31	56	172	147	34	1	2	0	0	0	0	0	0	492
10:00	37	7	21	74	182	154	27	1	0	0	0	0	0	0	0	503
11:00	35	10	23	85	160	183	33	3	1	0	0	0	0	0	0	533
12 PM	44	12	25	69	179	165	47	2	0	0	0	0	0	0	0	543
13:00	43	8	39	83	208	150	32	2	0	0	0	0	0	0	0	565
14:00	52	5	27	52	178	160	31	3	0	0	0	0	0	0	0	508
15:00	54	13	39	90	200	173	18	0	0	1	0	0	0	0	0	588
16:00	47	18	24	81	174	167	38	5	0	1	0	0	0	0	0	555
17:00	56	14	35	39	174	161	39	1	1	0	0	0	0	0	0	520
18:00	33	8	17	36	94	175	48	5	3	0	0	0	0	0	0	419
19:00	19	11	19	25	89	143	34	4	2	0	0	1	0	0	0	347
20:00	13	5	11	19	59	80	39	5	0	0	0	0	0	0	0	231
21:00	3	4	5	4	18	61	25	4	0	0	0	0	0	0	0	124
22:00	4	0	3	6	15	35	15	3	0	0	0	0	0	0	0	81
23:00	2	1	3	2	8	14	14	1	0	0	0	0	0	0	0	45
Total	575	143	403	885	2353	2424	654	66	13	2	0	1	0	0	0	7519
Grand Total	1131	291	743	1874	4702	4547	1165	126	21	4	0	1	0	0	0	14605

15th Percentile : 26 MPH
 50th Percentile : 34 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH

Stats
 Mean Speed(Average) : 32 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 9249
 Percent in Pace : 63.3%
 Number of Vehicles > 35 MPH : 5864
 Percent of Vehicles > 35 MPH : 40.2%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Route 3A, south of Route 53

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/09/06	0	0	1	0	4	11	1	2	0	0	0	0	0	0	19
01:00	0	0	2	1	5	3	2	0	0	0	0	0	0	0	13
02:00	0	0	0	1	0	3	1	0	0	0	0	0	0	0	5
03:00	3	0	0	0	1	2	0	0	0	0	0	0	0	0	6
04:00	0	1	1	1	4	2	2	0	0	0	0	0	0	0	11
05:00	0	2	2	5	19	14	8	1	0	0	0	0	0	0	51
06:00	11	1	7	15	30	63	23	7	1	0	0	0	0	0	158
07:00	9	3	4	12	66	116	36	3	0	0	0	0	0	0	249
08:00	34	5	8	26	116	150	35	3	0	0	1	0	0	0	378
09:00	35	6	15	53	184	161	46	8	0	0	0	0	0	0	508
10:00	30	9	12	69	155	184	46	3	0	0	0	0	0	0	508
11:00	31	9	24	69	217	177	29	4	0	0	0	0	0	0	560
12 PM	46	5	17	75	230	154	32	1	0	1	0	0	0	0	561
13:00	29	5	17	76	226	163	29	0	0	0	0	0	0	0	545
14:00	36	12	25	77	232	146	25	4	0	0	0	0	0	0	557
15:00	56	17	26	111	265	151	27	2	0	0	0	0	0	0	655
16:00	47	18	28	73	284	187	18	1	0	1	0	0	0	0	657
17:00	34	9	22	58	251	225	38	3	1	0	0	0	0	0	641
18:00	20	11	14	33	165	210	42	1	0	0	0	0	0	0	496
19:00	13	4	18	19	104	159	23	7	0	0	0	0	0	0	347
20:00	6	4	16	18	69	82	23	4	0	0	0	0	0	0	222
21:00	3	2	7	9	59	70	27	0	0	0	0	0	0	0	177
22:00	0	0	3	3	30	40	18	1	0	0	0	0	0	0	95
23:00	0	3	1	3	14	20	7	3	2	0	0	0	0	0	53
Total	443	126	270	807	2730	2493	538	58	4	2	1	0	0	0	7472

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Route 3A, south of Route 53

Start Time	15	16	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/10/06	1	0	2	3	8	11	5	0	0	0	0	0	0	0	0	30
01:00	0	0	2	0	3	2	1	0	1	0	0	0	0	0	0	9
02:00	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	1	2	0	2	0	0	0	0	0	0	0	0	7
05:00	0	1	3	8	14	13	8	2	0	0	0	0	0	0	0	49
06:00	6	0	6	12	39	57	10	2	0	0	0	0	0	0	0	132
07:00	16	2	7	26	72	91	27	1	2	0	0	0	0	0	0	244
08:00	37	6	13	41	126	133	24	2	0	0	0	0	0	0	0	382
09:00	22	6	14	58	148	162	27	0	1	0	0	0	0	0	0	438
10:00	45	5	15	43	175	149	40	1	0	0	0	0	0	0	0	473
11:00	33	8	13	60	197	204	35	6	1	0	0	0	0	0	0	557
12 PM	33	7	25	72	223	193	37	2	0	0	0	0	0	0	0	592
13:00	32	3	16	79	203	188	33	4	1	0	0	0	0	0	0	559
14:00	42	5	21	69	209	220	47	4	0	0	0	0	0	0	0	617
15:00	46	14	28	70	225	234	43	5	1	0	1	0	0	0	0	667
16:00	59	9	38	86	265	275	56	4	1	0	0	0	0	0	0	793
17:00	88	33	43	58	215	191	46	6	2	0	0	0	0	0	0	682
18:00	19	13	34	49	193	213	59	9	1	1	0	0	0	0	0	591
19:00	24	1	30	20	101	189	52	5	0	0	0	0	0	0	0	422
20:00	11	7	10	15	78	116	45	3	1	0	0	0	0	0	0	286
21:00	2	0	12	3	42	91	24	7	1	0	0	0	0	0	0	182
22:00	1	0	4	6	35	48	19	2	0	0	0	0	0	0	0	115
23:00	1	1	2	0	15	24	4	1	0	0	0	0	0	0	0	48
Total	518	123	341	780	2589	2806	644	66	13	1	1	0	0	0	0	7882
Grand Total	961	249	611	1587	5319	5299	1182	124	17	3	2	0	0	0	0	15354

15th Percentile : 27 MPH
 50th Percentile : 35 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 10618
 Percent in Pace : 69.2%
 Number of Vehicles > 35 MPH : 6627
 Percent of Vehicles > 35 MPH : 43.2%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Route 3A, south of Route 53

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/09/06	0	0	1	1	5	19	4	2	0	0	0	0	0	0	32
01:00	0	0	4	2	6	7	2	1	0	0	0	0	0	0	22
02:00	0	0	2	1	1	5	4	1	0	0	0	0	0	0	14
03:00	4	0	1	1	3	2	2	0	1	0	0	0	0	0	14
04:00	0	1	8	5	9	10	14	5	0	0	0	0	0	0	52
05:00	4	2	8	17	54	63	49	12	2	0	0	0	0	0	211
06:00	27	4	22	45	114	182	79	13	1	0	0	0	0	0	487
07:00	28	7	37	53	198	258	85	5	0	1	0	0	0	0	672
08:00	85	10	18	102	288	325	57	4	1	0	1	0	0	0	891
09:00	61	10	32	143	408	342	71	14	0	0	0	0	0	0	1081
10:00	71	23	43	146	306	314	64	3	1	0	0	0	0	0	971
11:00	88	23	58	175	397	287	47	4	0	0	0	0	0	0	1079
12 PM	83	15	43	153	434	306	59	1	0	1	0	0	0	0	1095
13:00	84	17	40	152	399	300	50	2	1	0	0	0	0	0	1045
14:00	76	29	49	185	406	262	38	5	0	0	0	0	0	0	1050
15:00	117	31	57	224	444	257	35	5	0	0	0	0	0	0	1170
16:00	94	29	43	119	463	366	40	1	1	1	0	0	0	0	1157
17:00	85	22	43	108	402	362	66	5	1	0	0	0	0	0	1094
18:00	43	18	30	67	270	321	86	4	1	0	0	0	0	0	840
19:00	29	12	28	35	184	269	54	10	0	1	0	0	0	0	622
20:00	15	10	23	29	120	144	44	8	0	0	0	0	0	0	393
21:00	5	8	10	19	89	111	49	5	0	0	0	0	0	0	296
22:00	0	0	8	11	56	74	35	3	0	0	0	0	0	0	187
23:00	0	3	2	3	23	30	15	5	2	0	0	0	0	0	83
Total	999	274	610	1796	5079	4616	1049	118	12	4	1	0	0	0	14558

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Route 3A, south of Route 53

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/10/06	3	0	5	4	15	16	7	0	1	0	0	0	0	0	51
01:00	0	1	2	0	5	3	1	0	1	0	0	0	0	0	13
02:00	0	0	3	2	3	3	0	0	1	0	0	0	0	0	12
03:00	1	1	1	2	0	6	0	0	0	0	0	0	0	0	11
04:00	0	1	2	4	11	18	13	1	0	0	0	0	0	0	50
05:00	6	3	7	19	42	64	54	16	1	0	0	0	0	0	212
06:00	18	2	21	39	106	172	65	5	1	0	0	0	0	0	429
07:00	41	6	34	67	210	224	73	7	2	0	0	0	0	0	664
08:00	85	14	42	119	316	259	44	4	0	0	0	0	0	0	883
09:00	61	16	45	114	320	309	61	1	3	0	0	0	0	0	930
10:00	82	12	36	117	357	303	67	2	0	0	0	0	0	0	976
11:00	68	18	36	145	357	387	68	9	2	0	0	0	0	0	1090
12 PM	77	19	50	141	402	358	84	4	0	0	0	0	0	0	1135
13:00	75	11	55	162	411	338	65	6	1	0	0	0	0	0	1124
14:00	94	10	48	121	387	380	78	7	0	0	0	0	0	0	1125
15:00	100	27	67	160	425	407	61	5	1	1	1	0	0	0	1255
16:00	106	27	62	167	439	442	94	9	1	1	0	0	0	0	1348
17:00	144	47	78	97	389	352	85	7	3	0	0	0	0	0	1202
18:00	52	21	51	85	287	388	107	14	4	1	0	0	0	0	1010
19:00	43	12	49	45	190	332	86	9	2	0	0	1	0	0	769
20:00	24	12	21	34	137	196	84	8	1	0	0	0	0	0	517
21:00	5	4	17	7	60	152	49	11	1	0	0	0	0	0	306
22:00	5	0	7	12	50	83	34	5	0	0	0	0	0	0	196
23:00	3	2	5	2	23	38	18	2	0	0	0	0	0	0	93
Total	1093	266	744	1665	4942	5230	1298	132	26	3	1	1	0	0	15401
Grand Total	2092	540	1354	3461	10021	9846	2347	250	38	7	2	1	0	0	29959

15th Percentile : 26 MPH
 50th Percentile : 34 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 19867
 Percent in Pace : 66.3%
 Number of Vehicles > 35 MPH : 12491
 Percent of Vehicles > 35 MPH : 41.7%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Route 3A, south of Route 53

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	0	10	2	0	0	0	0	0	1	0	0	0	0	13
01:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
02:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
03:00	0	2	4	0	1	0	0	0	1	0	0	0	0	8
04:00	0	25	13	0	1	1	0	0	1	0	0	0	0	41
05:00	0	101	52	0	6	0	1	0	0	0	0	0	0	160
06:00	8	216	89	4	11	2	0	0	0	0	0	0	0	330
07:00	11	282	91	3	17	10	1	6	2	0	0	0	0	423
08:00	13	327	138	3	20	9	0	3	0	0	0	1	0	514
09:00	12	385	137	4	22	10	0	0	1	1	0	0	0	572
10:00	11	320	103	4	11	8	0	2	3	0	0	0	0	462
11:00	16	343	124	2	23	9	1	1	0	0	0	0	0	519
12 PM	20	358	123	2	17	8	1	2	0	2	0	0	0	533
13:00	17	345	104	1	21	12	0	1	0	0	0	0	0	501
14:00	21	356	92	1	10	10	0	0	1	0	0	0	0	491
15:00	28	363	101	0	11	10	1	1	0	0	0	0	0	515
16:00	19	360	99	1	11	11	0	0	0	0	0	0	0	501
17:00	18	321	93	0	9	12	0	0	0	0	0	0	0	453
18:00	16	246	70	0	4	7	0	0	0	1	0	0	0	344
19:00	8	217	43	0	4	3	0	0	0	0	0	0	0	275
20:00	4	136	27	0	3	0	0	0	0	0	0	0	0	170
21:00	1	92	22	0	2	1	0	0	0	0	0	0	0	118
22:00	0	73	16	0	3	0	0	0	0	0	0	0	0	92
23:00	0	28	2	0	0	0	0	0	0	0	0	0	0	30
Total	223	4917	1551	25	208	123	5	16	10	4	0	1	0	7083
Percent	3.1%	69.4%	21.9%	0.4%	2.9%	1.7%	0.1%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	09:00	08:00	06:00	11:00	07:00	05:00	07:00	10:00	09:00		08:00		09:00
Vol.	16	385	138	4	23	10	1	6	3	1		1		572
PM Peak	15:00	15:00	12:00	12:00	13:00	13:00	12:00	12:00	14:00	12:00				12:00
Vol.	28	363	123	2	21	12	1	2	1	2				533

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Route 3A, south of Route 53

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	15	5	0	0	0	0	0	0	0	0	0	0	20
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
03:00	1	3	3	0	0	1	0	0	1	0	0	0	0	9
04:00	0	29	12	0	2	0	0	0	0	0	0	0	0	43
05:00	1	102	53	0	7	0	0	0	0	0	0	0	0	163
06:00	2	195	85	2	7	2	0	2	1	0	0	0	0	296
07:00	8	275	104	2	16	9	0	3	2	0	0	1	0	420
08:00	16	318	121	2	20	16	0	4	3	1	0	0	0	501
09:00	17	315	129	3	17	8	1	0	1	0	0	0	0	491
10:00	22	316	138	2	8	14	0	0	1	1	0	0	0	502
11:00	19	349	126	4	17	14	0	2	0	1	0	0	0	532
12 PM	20	377	124	2	13	5	1	2	1	0	0	0	0	545
13:00	17	379	142	1	16	4	0	4	1	0	0	0	0	564
14:00	16	358	107	2	15	7	0	4	0	0	0	0	0	509
15:00	16	419	119	2	15	13	0	2	2	1	0	0	0	589
16:00	13	396	113	2	15	15	0	2	1	0	0	0	0	557
17:00	27	367	98	0	15	10	1	1	2	0	0	0	0	521
18:00	12	320	73	0	6	7	0	1	0	0	0	0	0	419
19:00	16	254	66	1	6	5	0	0	0	0	0	0	0	348
20:00	7	172	47	0	1	3	0	0	0	0	0	0	0	230
21:00	3	86	35	0	0	0	0	0	0	0	0	0	0	124
22:00	2	64	13	0	2	0	0	0	0	0	0	0	0	81
23:00	1	35	6	0	2	0	0	0	0	0	0	0	0	44
Total	236	5153	1720	25	201	133	3	27	16	4	0	1	0	7519
Percent	3.1%	68.5%	22.9%	0.3%	2.7%	1.8%	0.0%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	11:00	08:00	08:00	09:00	08:00	08:00	08:00		07:00		11:00
Vol.	22	349	138	4	20	16	1	4	3	1		1		532
PM Peak	17:00	15:00	13:00	12:00	13:00	16:00	12:00	13:00	15:00	15:00				15:00
Vol.	27	419	142	2	16	15	1	4	2	1				589
Grand Total	459	10070	3271	50	409	256	8	43	26	8	0	2	0	14602
Percent	3.1%	69.0%	22.4%	0.3%	2.8%	1.8%	0.1%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Route 3A, south of Route 53

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	0	13	6	0	0	0	0	0	0	0	0	0	0	19
01:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
02:00	0	1	2	0	2	0	0	0	0	0	0	0	0	5
03:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
05:00	1	33	12	1	3	0	0	0	1	0	0	0	0	51
06:00	3	105	43	0	2	1	0	0	2	0	0	0	1	157
07:00	5	183	44	3	9	2	0	2	0	0	0	0	0	248
08:00	9	243	100	4	12	5	0	2	3	0	0	0	0	378
09:00	13	334	134	4	14	6	0	0	2	1	0	0	0	508
10:00	14	370	107	0	13	1	0	2	0	0	0	0	0	507
11:00	11	360	150	1	26	5	0	6	0	0	0	0	0	559
12 PM	16	397	125	3	11	6	0	2	0	0	0	0	0	560
13:00	14	387	111	4	19	7	0	0	2	0	0	0	0	544
14:00	11	416	100	0	21	8	0	0	0	0	0	0	0	556
15:00	14	461	146	1	16	10	0	2	4	0	0	0	0	654
16:00	19	446	159	0	23	7	0	1	0	0	0	0	0	655
17:00	12	493	117	2	8	4	0	2	1	0	1	0	0	640
18:00	8	389	84	0	7	6	0	2	0	0	0	0	0	496
19:00	6	285	49	0	3	3	0	0	0	0	0	0	0	346
20:00	0	188	30	0	4	0	0	0	0	0	0	0	0	222
21:00	1	136	36	0	4	0	0	0	0	0	0	0	0	177
22:00	0	81	13	0	1	0	0	0	0	0	0	0	0	95
23:00	0	46	7	0	0	0	0	0	0	0	0	0	0	53
Total	158	5386	1583	23	199	71	0	21	15	1	1	0	1	7459
Percent	2.1%	72.2%	21.2%	0.3%	2.7%	1.0%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	11:00	08:00	11:00	09:00		11:00	08:00	09:00			06:00	11:00
Vol.	14	370	150	4	26	6		6	3	1			1	559
PM Peak	16:00	17:00	16:00	13:00	16:00	15:00		12:00	15:00		17:00			16:00
Vol.	19	493	159	4	23	10		2	4		1			655

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Route 3A, south of Route 53

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	21	8	0	0	0	0	0	1	0	0	0	0	30
01:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	4	0	1	0	0	0	0	0	0	0	0	7
05:00	0	33	12	1	2	0	0	0	1	0	0	0	0	49
06:00	2	84	38	0	6	1	0	0	0	0	0	0	0	131
07:00	7	160	63	2	6	3	1	0	2	0	0	0	0	244
08:00	12	258	87	7	12	4	0	0	0	1	0	0	0	381
09:00	11	289	108	2	18	5	0	2	3	0	0	0	0	438
10:00	18	315	115	1	15	6	0	1	1	0	0	0	0	472
11:00	16	383	140	1	10	4	1	0	1	0	0	0	0	556
12 PM	7	429	120	3	18	9	0	3	2	0	0	0	0	591
13:00	9	402	120	2	14	6	1	3	1	0	0	0	0	558
14:00	13	449	133	1	11	5	0	3	1	0	0	0	0	616
15:00	22	474	146	0	16	6	0	3	0	0	0	0	1	668
16:00	18	573	177	1	18	4	0	2	0	0	1	0	0	794
17:00	17	496	143	0	13	9	0	4	1	0	0	0	0	683
18:00	10	470	96	0	8	4	0	3	0	0	0	0	0	591
19:00	11	319	79	0	8	4	0	1	1	0	0	0	0	423
20:00	4	226	52	0	2	1	0	1	0	0	0	0	0	286
21:00	1	152	28	0	0	0	0	0	0	0	0	0	0	181
22:00	1	94	18	0	1	1	0	0	0	0	0	0	0	115
23:00	0	36	11	0	1	0	0	0	0	0	0	0	0	48
Total	179	5675	1704	21	180	72	3	26	15	1	1	0	1	7878
Percent	2.3%	72.0%	21.6%	0.3%	2.3%	0.9%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	09:00	10:00	07:00	09:00	09:00	08:00				11:00
Vol.	18	383	140	7	18	6	1	2	3	1				556
PM Peak	15:00	16:00	16:00	12:00	12:00	12:00	13:00	17:00	12:00		16:00		15:00	16:00
Vol.	22	573	177	3	18	9	1	4	2		1		1	794
Grand Total	337	11061	3287	44	379	143	3	47	30	2	2	0	2	15337
Percent	2.2%	72.1%	21.4%	0.3%	2.5%	0.9%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Route 3A, south of Route 53

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	0	23	8	0	0	0	0	0	1	0	0	0	0	32
01:00	0	15	6	0	1	0	0	0	0	0	0	0	0	22
02:00	0	6	5	0	3	0	0	0	0	0	0	0	0	14
03:00	1	6	4	0	1	0	0	0	1	0	0	0	0	13
04:00	0	31	18	0	1	1	0	0	1	0	0	0	0	52
05:00	1	134	64	1	9	0	1	0	1	0	0	0	0	211
06:00	11	321	132	4	13	3	0	0	2	0	0	0	1	487
07:00	16	465	135	6	26	12	1	8	2	0	0	0	0	671
08:00	22	570	238	7	32	14	0	5	3	0	0	1	0	892
09:00	25	719	271	8	36	16	0	0	3	2	0	0	0	1080
10:00	25	690	210	4	24	9	0	4	3	0	0	0	0	969
11:00	27	703	274	3	49	14	1	7	0	0	0	0	0	1078
12 PM	36	755	248	5	28	14	1	4	0	2	0	0	0	1093
13:00	31	732	215	5	40	19	0	1	2	0	0	0	0	1045
14:00	32	772	192	1	31	18	0	0	1	0	0	0	0	1047
15:00	42	824	247	1	27	20	1	3	4	0	0	0	0	1169
16:00	38	806	258	1	34	18	0	1	0	0	0	0	0	1156
17:00	30	814	210	2	17	16	0	2	1	0	1	0	0	1093
18:00	24	635	154	0	11	13	0	2	0	1	0	0	0	840
19:00	14	502	92	0	7	6	0	0	0	0	0	0	0	621
20:00	4	324	57	0	7	0	0	0	0	0	0	0	0	392
21:00	2	228	58	0	6	1	0	0	0	0	0	0	0	295
22:00	0	154	29	0	4	0	0	0	0	0	0	0	0	187
23:00	0	74	9	0	0	0	0	0	0	0	0	0	0	83
Total	381	10303	3134	48	407	194	5	37	25	5	1	1	1	14542
Percent	2.6%	70.8%	21.6%	0.3%	2.8%	1.3%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	09:00	11:00	09:00	11:00	09:00	05:00	07:00	08:00	09:00		08:00	06:00	09:00
Vol.	27	719	274	8	49	16	1	8	3	2		1	1	1080
PM Peak	15:00	15:00	16:00	12:00	13:00	15:00	12:00	12:00	15:00	12:00	17:00			15:00
Vol.	42	824	258	5	40	20	1	4	4	2	1			1169

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Route 3A, south of Route 53

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	36	13	0	0	0	0	0	1	0	0	0	0	50
01:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
02:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
03:00	1	5	3	0	0	1	0	0	1	0	0	0	0	11
04:00	0	31	16	0	3	0	0	0	0	0	0	0	0	50
05:00	1	135	65	1	9	0	0	0	1	0	0	0	0	212
06:00	4	279	123	2	13	3	0	2	1	0	0	0	0	427
07:00	15	435	167	4	22	12	1	3	4	0	0	1	0	664
08:00	28	576	208	9	32	20	0	4	3	2	0	0	0	882
09:00	28	604	237	5	35	13	1	2	4	0	0	0	0	929
10:00	40	631	253	3	23	20	0	1	2	1	0	0	0	974
11:00	35	732	266	5	27	18	1	2	1	1	0	0	0	1088
12 PM	27	806	244	5	31	14	1	5	3	0	0	0	0	1136
13:00	26	781	262	3	30	10	1	7	2	0	0	0	0	1122
14:00	29	807	240	3	26	12	0	7	1	0	0	0	0	1125
15:00	38	893	265	2	31	19	0	5	2	1	0	0	1	1257
16:00	31	969	290	3	33	19	0	4	1	0	1	0	0	1351
17:00	44	863	241	0	28	19	1	5	3	0	0	0	0	1204
18:00	22	790	169	0	14	11	0	4	0	0	0	0	0	1010
19:00	27	573	145	1	14	9	0	1	1	0	0	0	0	771
20:00	11	398	99	0	3	4	0	1	0	0	0	0	0	516
21:00	4	238	63	0	0	0	0	0	0	0	0	0	0	305
22:00	3	158	31	0	3	1	0	0	0	0	0	0	0	196
23:00	1	71	17	0	3	0	0	0	0	0	0	0	0	92
Total	415	10828	3424	46	381	205	6	53	31	5	1	1	1	15397
Percent	2.7%	70.3%	22.2%	0.3%	2.5%	1.3%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	09:00	08:00	07:00	08:00	07:00	08:00		07:00		11:00
Vol.	40	732	266	9	35	20	1	4	4	2		1		1088
PM Peak	17:00	16:00	16:00	12:00	16:00	15:00	12:00	13:00	12:00	15:00	16:00		15:00	16:00
Vol.	44	969	290	5	33	19	1	7	3	1	1		1	1351
Grand Total	796	21131	6558	94	788	399	11	90	56	10	2	2	2	29939
Percent	2.7%	70.6%	21.9%	0.3%	2.6%	1.3%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

*Summer Street,
North of Maple Street – Kingston*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Maple St

Start Time	08-May-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	10	27	15	38	*	*	*	*	*	*	*	*	12	32
01:00	*	*	5	21	3	15	*	*	*	*	*	*	*	*	4	18
02:00	*	*	3	6	5	5	*	*	*	*	*	*	*	*	4	6
03:00	*	*	9	3	8	2	*	*	*	*	*	*	*	*	8	2
04:00	*	*	26	7	34	6	*	*	*	*	*	*	*	*	30	6
05:00	*	*	125	39	118	35	*	*	*	*	*	*	*	*	122	37
06:00	*	*	270	144	261	125	*	*	*	*	*	*	*	*	266	134
07:00	*	*	355	222	345	197	*	*	*	*	*	*	*	*	350	210
08:00	*	*	488	304	479	311	*	*	*	*	*	*	*	*	484	308
09:00	*	*	539	413	422	379	*	*	*	*	*	*	*	*	480	396
10:00	*	*	424	472	455	399	*	*	*	*	*	*	*	*	440	436
11:00	*	*	442	464	469	469	*	*	*	*	*	*	*	*	456	466
12:00 PM	*	*	474	472	482	506	*	*	*	*	*	*	*	*	478	489
01:00	*	*	328	383	470	499	*	*	*	*	*	*	*	*	399	441
02:00	*	*	412	514	455	515	*	*	*	*	*	*	*	*	434	514
03:00	*	*	460	587	466	547	*	*	*	*	*	*	*	*	463	567
04:00	*	*	409	543	499	673	*	*	*	*	*	*	*	*	454	608
05:00	*	*	353	558	432	633	*	*	*	*	*	*	*	*	392	596
06:00	*	*	298	480	359	531	*	*	*	*	*	*	*	*	328	506
07:00	*	*	209	339	277	406	*	*	*	*	*	*	*	*	243	372
08:00	*	*	153	196	201	262	*	*	*	*	*	*	*	*	177	229
09:00	*	*	105	138	115	194	*	*	*	*	*	*	*	*	110	166
10:00	*	*	70	83	75	101	*	*	*	*	*	*	*	*	72	92
11:00	*	*	41	52	33	54	*	*	*	*	*	*	*	*	37	53
Lane Day	0	0	6008	6467	6478	6902	0	0	0	0	0	0	0	0	6243	6684
AM Peak Vol.			12475		13380										12927	
PM Peak Vol.			539	472	479	469									484	466
AM Peak			09:00	10:00	08:00	11:00									08:00	11:00
PM Peak			12:00	15:00	16:00	16:00									12:00	16:00

Comb. Total 0 12475 13380 0 0 0 0 12927

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Maple St

Start Time	08-May-06 Mon	09-May-06 Tue	10-May-06 Wed	11-May-06 Thu	12-May-06 Fri	13-May-06 Sat	14-May-06 Sun	Week Average
12:00 AM	*	37	53	*	*	*	*	45
01:00	*	26	18	*	*	*	*	22
02:00	*	9	10	*	*	*	*	10
03:00	*	12	10	*	*	*	*	11
04:00	*	33	40	*	*	*	*	36
05:00	*	164	153	*	*	*	*	158
06:00	*	414	386	*	*	*	*	400
07:00	*	577	542	*	*	*	*	560
08:00	*	792	790	*	*	*	*	791
09:00	*	952	801	*	*	*	*	876
10:00	*	896	854	*	*	*	*	875
11:00	*	906	938	*	*	*	*	922
12:00 PM	*	946	988	*	*	*	*	967
01:00	*	711	969	*	*	*	*	840
02:00	*	926	970	*	*	*	*	948
03:00	*	1047	1013	*	*	*	*	1030
04:00	*	952	1172	*	*	*	*	1062
05:00	*	911	1065	*	*	*	*	988
06:00	*	778	890	*	*	*	*	834
07:00	*	548	683	*	*	*	*	616
08:00	*	349	463	*	*	*	*	406
09:00	*	243	309	*	*	*	*	276
10:00	*	153	176	*	*	*	*	164
11:00	*	93	87	*	*	*	*	90
Total	0	12475	13380	0	0	0	0	12927
Percentage	0.0%	96.5%	103.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		09:00 952	11:00 938					11:00 922
PM Peak Vol.		15:00 1047	16:00 1172					16:00 1062

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Maple St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
05/09/06	0	0	0	3	3	3	1	0	0	0	0	0	0	0	10
01:00	0	0	1	0	1	2	0	1	0	0	0	0	0	0	5
02:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
03:00	0	0	0	2	2	3	2	0	0	0	0	0	0	0	9
04:00	0	1	0	2	4	11	4	3	1	0	0	0	0	0	26
05:00	1	0	1	7	23	64	23	5	1	0	0	0	0	0	125
06:00	3	0	2	29	100	109	26	1	0	0	0	0	0	0	270
07:00	4	1	7	52	142	121	27	1	0	0	0	0	0	0	355
08:00	19	0	11	88	235	122	12	1	0	0	0	0	0	0	488
09:00	27	1	16	112	242	128	12	0	1	0	0	0	0	0	539
10:00	28	0	4	103	195	84	8	1	0	1	0	0	0	0	424
11:00	22	3	11	97	227	76	5	0	1	0	0	0	0	0	442
12 PM	28	1	15	94	225	95	12	2	2	0	0	0	0	0	474
13:00	29	3	20	87	132	52	5	0	0	0	0	0	0	0	328
14:00	23	5	17	91	172	89	12	1	1	0	0	1	0	0	412
15:00	29	6	14	109	213	82	7	0	0	0	0	0	0	0	460
16:00	34	2	5	60	189	106	11	2	0	0	0	0	0	0	409
17:00	11	1	9	42	156	107	27	0	0	0	0	0	0	0	353
18:00	9	0	3	32	122	113	16	1	1	1	0	0	0	0	298
19:00	11	2	4	23	85	68	13	3	0	0	0	0	0	0	209
20:00	5	0	3	14	61	54	15	1	0	0	0	0	0	0	153
21:00	3	0	1	15	39	38	9	0	0	0	0	0	0	0	105
22:00	0	0	1	9	26	19	14	1	0	0	0	0	0	0	70
23:00	0	0	0	4	16	13	4	3	0	1	0	0	0	0	41
Total	286	26	145	1075	2612	1559	266	27	8	3	0	1	0	0	6008

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Maple St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75			
05/10/06	0	0	0	3	5	3	3	1	0	0	0	0	0	0	0	15
01:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	5
03:00	0	0	0	1	3	3	0	0	0	1	0	0	0	0	0	8
04:00	0	0	1	3	8	12	7	3	0	0	0	0	0	0	0	34
05:00	2	0	2	4	25	58	24	3	0	0	0	0	0	0	0	118
06:00	1	0	1	32	93	100	32	2	0	0	0	0	0	0	0	261
07:00	14	1	1	40	127	142	18	2	0	0	0	0	0	0	0	345
08:00	16	0	9	78	214	145	15	2	0	0	0	0	0	0	0	479
09:00	16	4	13	60	201	113	14	1	0	0	0	0	0	0	0	422
10:00	17	1	6	80	234	100	17	0	0	0	0	0	0	0	0	455
11:00	18	3	13	114	211	103	7	0	0	0	0	0	0	0	0	469
12 PM	28	2	11	108	219	102	11	1	0	0	0	0	0	0	0	482
13:00	43	4	10	91	190	118	13	1	0	0	0	0	0	0	0	470
14:00	40	3	12	73	198	117	10	1	1	0	0	0	0	0	0	455
15:00	25	1	7	93	233	83	23	1	0	0	0	0	0	0	0	466
16:00	44	1	9	91	213	122	17	1	1	0	0	0	0	0	0	499
17:00	29	1	4	61	209	105	19	3	0	0	1	0	0	0	0	432
18:00	27	1	10	49	146	104	19	3	0	0	0	0	0	0	0	359
19:00	10	0	2	35	119	95	16	0	0	0	0	0	0	0	0	277
20:00	7	0	3	29	84	61	15	1	0	1	0	0	0	0	0	201
21:00	5	0	2	12	42	44	9	1	0	0	0	0	0	0	0	115
22:00	3	0	0	4	22	33	12	0	1	0	0	0	0	0	0	75
23:00	0	0	0	5	9	14	4	1	0	0	0	0	0	0	0	33
Total	345	22	117	1066	2808	1780	305	29	3	2	1	1	0	0	0	6478
Grand Total	631	48	262	2141	5420	3339	571	56	11	5	1	1	0	0	0	12486

15th Percentile : 28 MPH
 50th Percentile : 33 MPH
 85th Percentile : 39 MPH
 95th Percentile : 41 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 8759
 Percent in Pace : 70.2%
 Number of Vehicles > 35 MPH : 3984
 Percent of Vehicles > 35 MPH : 31.9%

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Maple St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/09/06	0	0	0	1	10	7	8	1	0	0	0	0	0	0	27
01:00	0	0	0	0	8	10	3	0	0	0	0	0	0	0	21
02:00	0	0	0	0	2	2	0	2	0	0	0	0	0	0	6
03:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
04:00	0	0	0	1	3	3	0	0	0	0	0	0	0	0	7
05:00	1	0	0	1	8	18	11	0	0	0	0	0	0	0	39
06:00	6	0	5	15	49	47	20	2	0	0	0	0	0	0	144
07:00	4	2	0	30	74	89	20	3	0	0	0	0	0	0	222
08:00	19	2	6	41	116	103	13	4	0	0	0	0	0	0	304
09:00	29	5	17	124	154	71	11	2	0	0	0	0	0	0	413
10:00	23	4	25	117	202	91	7	1	0	0	2	0	0	0	472
11:00	26	18	35	111	167	95	11	1	0	0	0	0	0	0	464
12 PM	17	6	33	120	197	95	0	2	1	0	0	0	1	0	472
13:00	112	15	16	77	113	45	5	0	0	0	0	0	0	0	383
14:00	37	9	33	129	199	94	11	0	2	0	0	0	0	0	514
15:00	50	23	80	173	206	48	6	0	0	1	0	0	0	0	587
16:00	27	10	43	138	209	104	12	0	0	0	0	0	0	0	543
17:00	19	2	29	107	224	159	18	0	0	0	0	0	0	0	558
18:00	12	3	22	67	227	132	15	1	1	0	0	0	0	0	480
19:00	6	2	5	54	137	118	16	1	0	0	0	0	0	0	339
20:00	1	0	3	25	70	79	17	1	0	0	0	0	0	0	196
21:00	3	0	0	5	48	63	16	3	0	0	0	0	0	0	138
22:00	0	0	0	9	30	34	9	1	0	0	0	0	0	0	83
23:00	0	0	0	3	19	19	8	2	0	0	1	0	0	0	52
Total	392	101	352	1348	2473	1527	238	27	4	1	3	0	1	0	6467

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Maple St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75			
05/10/06	0	0	0	4	6	20	7	1	0	0	0	0	0	0	0	38
01:00	0	0	0	2	5	5	2	0	1	0	0	0	0	0	0	15
02:00	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	6
05:00	1	0	0	1	6	18	8	1	0	0	0	0	0	0	0	35
06:00	1	0	6	6	48	48	14	2	0	0	0	0	0	0	0	125
07:00	7	0	6	26	66	74	16	2	0	0	0	0	0	0	0	197
08:00	13	3	7	51	126	93	17	1	0	0	0	0	0	0	0	311
09:00	20	0	24	83	152	88	10	2	0	0	0	0	0	0	0	379
10:00	21	3	16	67	181	98	12	1	0	0	0	0	0	0	0	399
11:00	20	8	13	87	207	120	12	2	0	0	0	0	0	0	0	469
12 PM	25	10	31	106	193	128	12	1	0	0	0	0	0	0	0	506
13:00	77	15	21	90	192	93	10	1	0	0	0	0	0	0	0	499
14:00	51	4	23	93	228	108	7	0	1	0	0	0	0	0	0	515
15:00	39	9	44	131	205	107	12	0	0	0	0	0	0	0	0	547
16:00	91	30	63	198	194	83	12	2	0	0	0	0	0	0	0	673
17:00	33	14	27	122	239	174	20	2	0	1	1	0	0	0	0	633
18:00	40	7	29	71	216	136	29	3	0	0	0	0	0	0	0	531
19:00	4	2	9	32	152	162	44	0	1	0	0	0	0	0	0	406
20:00	6	0	0	14	90	123	26	3	0	0	0	0	0	0	0	262
21:00	6	1	8	16	63	79	18	3	0	0	0	0	0	0	0	194
22:00	1	0	0	6	27	55	11	1	0	0	0	0	0	0	0	101
23:00	0	1	1	5	15	23	9	0	0	0	0	0	0	0	0	54
Total	456	107	328	1212	2612	1844	310	28	3	1	1	0	0	0	0	6902
Grand Total	848	208	680	2560	5085	3371	548	55	7	2	4	0	1	0	0	13369

15th Percentile : 26 MPH
 50th Percentile : 33 MPH
 85th Percentile : 38 MPH
 95th Percentile : 40 MPH

Stats
 Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 8456
 Percent in Pace : 63.3%
 Number of Vehicles > 35 MPH : 3988
 Percent of Vehicles > 35 MPH : 29.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Maple St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/09/06	0	0	0	4	13	10	9	1	0	0	0	0	0	0	37
01:00	0	0	1	0	9	12	3	1	0	0	0	0	0	0	26
02:00	0	0	0	0	4	2	1	2	0	0	0	0	0	0	9
03:00	0	0	0	2	3	4	3	0	0	0	0	0	0	0	12
04:00	0	1	0	3	7	14	4	3	1	0	0	0	0	0	33
05:00	2	0	1	8	31	82	34	5	1	0	0	0	0	0	164
06:00	9	0	7	44	149	156	46	3	0	0	0	0	0	0	414
07:00	8	3	7	82	216	210	47	4	0	0	0	0	0	0	577
08:00	38	2	17	129	351	225	25	5	0	0	0	0	0	0	792
09:00	56	6	33	236	396	199	23	2	1	0	0	0	0	0	952
10:00	51	4	29	220	397	175	15	2	0	1	2	0	0	0	896
11:00	48	21	46	208	394	171	16	1	1	0	0	0	0	0	906
12 PM	45	7	48	214	422	190	12	4	3	0	0	0	1	0	946
13:00	141	18	36	164	245	97	10	0	0	0	0	0	0	0	711
14:00	60	14	50	220	371	183	23	1	3	0	0	1	0	0	926
15:00	79	29	94	282	419	130	13	0	0	1	0	0	0	0	1047
16:00	61	12	48	198	398	210	23	2	0	0	0	0	0	0	952
17:00	30	3	38	149	380	266	45	0	0	0	0	0	0	0	911
18:00	21	3	25	99	349	245	31	2	2	1	0	0	0	0	778
19:00	17	4	9	77	222	186	29	4	0	0	0	0	0	0	548
20:00	6	0	6	39	131	133	32	2	0	0	0	0	0	0	349
21:00	6	0	1	20	87	101	25	3	0	0	0	0	0	0	243
22:00	0	0	1	18	56	53	23	2	0	0	0	0	0	0	153
23:00	0	0	0	7	35	32	12	5	0	1	1	0	0	0	93
Total	678	127	497	2423	5085	3086	504	54	12	4	3	1	1	0	12475

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Maple St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/10/06	0	0	0	7	11	23	10	2	0	0	0	0	0	0	53
01:00	0	0	1	2	6	6	2	0	1	0	0	0	0	0	18
02:00	0	0	0	0	2	6	1	1	0	0	0	0	0	0	10
03:00	0	0	0	1	4	4	0	0	1	0	0	0	0	0	10
04:00	0	0	1	4	8	16	8	3	0	0	0	0	0	0	40
05:00	3	0	2	5	31	76	32	4	0	0	0	0	0	0	153
06:00	2	0	7	38	141	148	46	4	0	0	0	0	0	0	386
07:00	21	1	7	66	193	216	34	4	0	0	0	0	0	0	542
08:00	29	3	16	129	340	238	32	3	0	0	0	0	0	0	790
09:00	36	4	37	143	353	201	24	3	0	0	0	0	0	0	801
10:00	38	4	22	147	415	198	29	1	0	0	0	0	0	0	854
11:00	38	11	26	201	418	223	19	2	0	0	0	0	0	0	938
12 PM	53	12	42	214	412	230	23	2	0	0	0	0	0	0	988
13:00	120	19	31	181	382	211	23	2	0	0	0	0	0	0	969
14:00	91	7	35	166	426	225	17	1	2	0	0	0	0	0	970
15:00	64	10	51	224	438	190	35	1	0	0	0	0	0	0	1013
16:00	135	31	72	289	407	205	29	3	1	0	0	0	0	0	1172
17:00	62	15	31	183	448	279	39	5	0	1	2	0	0	0	1065
18:00	67	8	39	120	362	240	48	6	0	0	0	0	0	0	890
19:00	14	2	11	67	271	257	60	0	1	0	0	0	0	0	683
20:00	13	0	3	43	174	184	41	4	0	1	0	0	0	0	463
21:00	11	1	10	28	105	123	27	4	0	0	0	0	0	0	309
22:00	4	0	0	10	49	88	23	1	1	0	0	0	0	0	176
23:00	0	1	1	10	24	37	13	1	0	0	0	0	0	0	87
Total	801	129	445	2278	5420	3624	615	57	6	3	2	0	0	0	13380
Grand Total	1479	256	942	4701	10505	6710	1119	111	18	7	5	1	1	0	25855

15th Percentile : 27 MPH
 50th Percentile : 33 MPH
 85th Percentile : 39 MPH
 95th Percentile : 40 MPH

Stats
 Mean Speed(Average) : 32 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 17215
 Percent in Pace : 66.6%
 Number of Vehicles > 35 MPH : 7972
 Percent of Vehicles > 35 MPH : 30.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Maple St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	4	0	1	0	0	0	1	0	0	0	0	9
04:00	0	21	4	0	0	0	0	0	1	0	0	0	0	26
05:00	0	76	46	0	2	0	1	0	0	0	0	0	0	125
06:00	3	184	74	2	4	3	0	0	0	0	0	0	0	270
07:00	4	245	89	1	11	3	0	2	0	0	0	0	0	355
08:00	6	338	116	2	21	5	0	0	0	0	0	0	0	488
09:00	14	370	135	2	12	5	0	1	0	0	0	0	0	539
10:00	5	292	105	2	11	5	1	1	2	0	0	0	0	424
11:00	11	295	112	2	14	8	0	0	0	0	0	0	0	442
12 PM	11	325	109	2	20	3	1	1	2	0	0	0	0	474
13:00	8	246	52	0	11	9	0	0	2	0	0	0	0	328
14:00	12	291	90	3	14	2	0	0	0	0	0	0	0	412
15:00	8	337	94	0	10	5	0	3	3	0	0	0	0	460
16:00	10	293	86	2	11	7	0	0	0	0	0	0	0	409
17:00	4	260	81	0	8	0	0	0	0	0	0	0	0	353
18:00	3	233	58	0	2	1	0	0	0	0	0	0	0	297
19:00	1	170	35	1	1	1	0	0	0	0	0	0	0	209
20:00	2	124	21	0	5	1	0	0	0	0	0	0	0	153
21:00	3	80	21	0	1	0	0	0	0	0	0	0	0	105
22:00	0	58	11	0	1	0	0	0	0	0	0	0	0	70
23:00	0	36	5	0	0	0	0	0	0	0	0	0	0	41
Total	105	4294	1349	19	160	58	3	8	11	0	0	0	0	6007
Percent	1.7%	71.5%	22.5%	0.3%	2.7%	1.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	09:00	09:00	06:00	08:00	11:00	05:00	07:00	10:00					09:00
Vol.	14	370	135	2	21	8	1	2	2					539
PM Peak	14:00	15:00	12:00	14:00	12:00	13:00	12:00	15:00	15:00					12:00
Vol.	12	337	109	3	20	9	1	3	3					474

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Maple St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	12	3	0	0	0	0	0	0	0	0	0	0	15
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
03:00	0	4	3	0	0	1	0	0	0	0	0	0	0	8
04:00	0	23	8	0	2	0	0	0	1	0	0	0	0	34
05:00	0	77	37	0	2	1	0	0	0	0	0	0	0	117
06:00	0	180	72	0	6	2	0	0	0	0	0	0	0	260
07:00	5	242	85	3	8	0	0	0	2	0	0	0	0	345
08:00	4	330	113	1	17	8	0	1	3	0	0	1	0	478
09:00	5	289	110	1	9	7	0	0	1	0	0	0	0	422
10:00	7	320	112	1	10	3	0	0	2	0	0	0	0	455
11:00	6	328	105	4	17	7	0	1	1	0	0	0	0	469
12 PM	9	339	116	1	10	6	0	2	0	0	0	0	0	483
13:00	10	336	97	0	17	7	0	2	0	0	0	0	0	469
14:00	13	331	86	4	9	8	0	2	1	0	0	0	0	454
15:00	8	333	106	0	15	3	0	1	0	0	0	0	0	466
16:00	19	359	92	2	15	11	0	2	0	0	0	0	0	500
17:00	10	332	72	0	10	7	1	0	0	0	0	0	0	432
18:00	17	270	63	0	7	2	0	0	0	0	0	0	0	359
19:00	2	207	59	1	5	1	0	1	0	0	0	0	0	276
20:00	5	165	31	0	0	0	0	0	0	0	0	0	0	201
21:00	1	91	20	0	1	1	0	0	0	0	0	0	0	114
22:00	1	61	10	0	2	1	0	0	0	0	0	0	0	75
23:00	0	27	5	0	1	0	0	0	0	0	0	0	0	33
Total	122	4662	1406	18	164	76	1	12	11	0	0	1	0	6473
Percent	1.9%	72.0%	21.7%	0.3%	2.5%	1.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	08:00	11:00	08:00	08:00		08:00	08:00			08:00		08:00
Vol.	7	330	113	4	17	8		1	3			1		478
PM Peak	16:00	16:00	12:00	14:00	13:00	16:00	17:00	12:00	14:00					16:00
Vol.	19	359	116	4	17	11	1	2	1					500
Grand Total	227	8956	2755	37	324	134	4	20	22	0	0	1	0	12480
Percent	1.8%	71.8%	22.1%	0.3%	2.6%	1.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Maple St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	0	18	9	0	0	0	0	0	0	0	0	0	0	27
01:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
02:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:00	0	26	12	0	1	0	0	0	0	0	0	0	0	39
06:00	1	90	43	2	3	2	0	0	3	0	0	0	0	144
07:00	4	145	62	1	8	1	0	0	1	0	0	0	0	222
08:00	11	183	96	4	6	1	0	2	1	0	0	0	0	304
09:00	16	254	118	3	13	7	0	0	2	0	0	0	0	413
10:00	11	318	119	1	16	5	1	1	0	0	0	0	0	472
11:00	12	284	136	3	18	6	0	4	0	0	0	0	0	463
12 PM	5	326	110	3	14	11	0	2	0	0	0	0	0	471
13:00	11	252	98	3	14	4	0	0	1	0	0	0	0	383
14:00	13	354	116	5	25	1	0	0	0	0	0	0	0	514
15:00	9	392	162	0	15	5	0	0	2	0	0	0	1	586
16:00	12	374	136	0	17	3	0	1	0	0	0	0	0	543
17:00	5	412	127	1	12	0	0	1	0	0	0	0	0	558
18:00	4	372	96	0	5	1	0	1	0	0	0	0	0	479
19:00	2	271	61	0	4	1	0	0	0	0	0	0	0	339
20:00	1	161	28	0	4	2	0	0	0	0	0	0	0	196
21:00	2	106	26	0	4	0	0	0	0	0	0	0	0	138
22:00	0	67	14	0	2	0	0	0	0	0	0	0	0	83
23:00	0	43	9	0	0	0	0	0	0	0	0	0	0	52
Total	119	4476	1585	26	183	50	1	12	10	0	0	0	1	6463
Percent	1.8%	69.3%	24.5%	0.4%	2.8%	0.8%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	11:00	08:00	11:00	09:00	10:00	11:00	06:00					10:00
Vol.	16	318	136	4	18	7	1	4	3					472
PM Peak	14:00	17:00	15:00	14:00	14:00	12:00		12:00	15:00				15:00	15:00
Vol.	13	412	162	5	25	11		2	2				1	586

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Maple St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	29	9	0	0	0	0	0	0	0	0	0	0	38
01:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6
05:00	0	27	6	0	1	1	0	0	0	0	0	0	0	35
06:00	0	80	35	2	6	0	0	1	1	0	0	0	0	125
07:00	0	131	56	0	5	5	0	0	0	0	0	0	0	197
08:00	5	197	91	2	10	4	0	1	1	0	0	0	0	311
09:00	7	241	104	3	18	3	0	0	2	0	1	0	0	379
10:00	5	265	112	1	13	2	0	1	0	0	0	0	0	399
11:00	13	312	125	4	11	3	1	0	0	0	0	0	0	469
12 PM	11	354	122	2	14	3	0	0	0	0	0	0	0	506
13:00	7	346	116	2	13	7	1	4	2	0	0	0	0	498
14:00	15	376	102	2	11	6	0	1	1	0	0	0	1	515
15:00	12	379	140	1	11	3	0	0	1	0	0	0	0	547
16:00	20	456	166	0	16	11	0	3	1	0	0	0	0	673
17:00	13	467	138	0	10	4	0	0	1	0	0	0	0	633
18:00	11	396	109	0	6	7	0	3	0	0	0	0	0	532
19:00	4	307	85	1	7	1	0	0	1	0	0	0	0	406
20:00	3	208	48	0	1	1	0	1	0	0	0	0	0	262
21:00	3	150	36	0	4	0	0	0	0	0	0	0	0	193
22:00	1	84	14	0	1	0	0	0	0	0	0	0	0	100
23:00	0	43	8	0	3	0	0	0	0	0	0	0	0	54
Total	130	4864	1633	20	162	61	2	15	11	0	1	0	1	6900
Percent	1.9%	70.5%	23.7%	0.3%	2.3%	0.9%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	09:00	07:00	11:00	06:00	09:00		09:00			11:00
Vol.	13	312	125	4	18	5	1	1	2		1			469
PM Peak	16:00	17:00	16:00	12:00	16:00	16:00	13:00	13:00	13:00				14:00	16:00
Vol.	20	467	166	2	16	11	1	4	2				1	673
Grand Total	249	9340	3218	46	345	111	3	27	21	0	1	0	2	13363
Percent	1.9%	69.9%	24.1%	0.3%	2.6%	0.8%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Maple St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	0	28	9	0	0	0	0	0	0	0	0	0	0	37
01:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
02:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
03:00	0	5	4	0	2	0	0	0	1	0	0	0	0	12
04:00	0	26	6	0	0	0	0	0	1	0	0	0	0	33
05:00	0	102	58	0	3	0	1	0	0	0	0	0	0	164
06:00	4	274	117	4	7	5	0	0	3	0	0	0	0	414
07:00	8	390	151	2	19	4	0	2	1	0	0	0	0	577
08:00	17	521	212	6	27	6	0	2	1	0	0	0	0	792
09:00	30	624	253	5	25	12	0	1	2	0	0	0	0	952
10:00	16	610	224	3	27	10	2	2	2	0	0	0	0	896
11:00	23	579	248	5	32	14	0	4	0	0	0	0	0	905
12 PM	16	651	219	5	34	14	1	3	2	0	0	0	0	945
13:00	19	498	150	3	25	13	0	0	3	0	0	0	0	711
14:00	25	645	206	8	39	3	0	0	0	0	0	0	0	926
15:00	17	729	256	0	25	10	0	3	5	0	0	0	1	1046
16:00	22	667	222	2	28	10	0	1	0	0	0	0	0	952
17:00	9	672	208	1	20	0	0	1	0	0	0	0	0	911
18:00	7	605	154	0	7	2	0	1	0	0	0	0	0	776
19:00	3	441	96	1	5	2	0	0	0	0	0	0	0	548
20:00	3	285	49	0	9	3	0	0	0	0	0	0	0	349
21:00	5	186	47	0	5	0	0	0	0	0	0	0	0	243
22:00	0	125	25	0	3	0	0	0	0	0	0	0	0	153
23:00	0	79	14	0	0	0	0	0	0	0	0	0	0	93
Total	224	8770	2934	45	343	108	4	20	21	0	0	0	1	12470
Percent	1.8%	70.3%	23.5%	0.4%	2.8%	0.9%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	09:00	09:00	08:00	11:00	11:00	10:00	11:00	06:00					09:00
Vol.	30	624	253	6	32	14	2	4	3					952
PM Peak	14:00	15:00	15:00	14:00	14:00	12:00	12:00	12:00	15:00				15:00	15:00
Vol.	25	729	256	8	39	14	1	3	5				1	1046

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Maple St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	41	12	0	0	0	0	0	0	0	0	0	0	53
01:00	0	12	6	0	0	0	0	0	0	0	0	0	0	18
02:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
03:00	0	6	3	0	0	1	0	0	0	0	0	0	0	10
04:00	0	25	11	0	3	0	0	0	1	0	0	0	0	40
05:00	0	104	43	0	3	2	0	0	0	0	0	0	0	152
06:00	0	260	107	2	12	2	0	1	1	0	0	0	0	385
07:00	5	373	141	3	13	5	0	0	2	0	0	0	0	542
08:00	9	527	204	3	27	12	0	2	4	0	0	1	0	789
09:00	12	530	214	4	27	10	0	0	3	0	1	0	0	801
10:00	12	585	224	2	23	5	0	1	2	0	0	0	0	854
11:00	19	640	230	8	28	10	1	1	1	0	0	0	0	938
12 PM	20	693	238	3	24	9	0	2	0	0	0	0	0	989
13:00	17	682	213	2	30	14	1	6	2	0	0	0	0	967
14:00	28	707	188	6	20	14	0	3	2	0	0	0	1	969
15:00	20	712	246	1	26	6	0	1	1	0	0	0	0	1013
16:00	39	815	258	2	31	22	0	5	1	0	0	0	0	1173
17:00	23	799	210	0	20	11	1	0	1	0	0	0	0	1065
18:00	28	666	172	0	13	9	0	3	0	0	0	0	0	891
19:00	6	514	144	2	12	2	0	1	1	0	0	0	0	682
20:00	8	373	79	0	1	1	0	1	0	0	0	0	0	463
21:00	4	241	56	0	5	1	0	0	0	0	0	0	0	307
22:00	2	145	24	0	3	1	0	0	0	0	0	0	0	175
23:00	0	70	13	0	4	0	0	0	0	0	0	0	0	87
Total	252	9526	3039	38	326	137	3	27	22	0	1	1	1	13373
Percent	1.9%	71.2%	22.7%	0.3%	2.4%	1.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	08:00	11:00	08:00	08:00		09:00	08:00		11:00
Vol.	19	640	230	8	28	12	1	2	4		1	1		938
PM Peak	16:00	16:00	16:00	14:00	16:00	16:00	13:00	13:00	13:00				14:00	16:00
Vol.	39	815	258	6	31	22	1	6	2				1	1173
Grand Total	476	18296	5973	83	669	245	7	47	43	0	1	1	2	25843
Percent	1.8%	70.8%	23.1%	0.3%	2.6%	0.9%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

*Summer Street,
North of Pottle Street – Kingston*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Pottle St

Start Time	08-May-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	25	13	41	16	*	*	*	*	*	*	*	*	33	14
01:00	*	*	21	5	13	5	*	*	*	*	*	*	*	*	17	5
02:00	*	*	6	4	6	5	*	*	*	*	*	*	*	*	6	4
03:00	*	*	3	9	2	7	*	*	*	*	*	*	*	*	2	8
04:00	*	*	8	26	9	32	*	*	*	*	*	*	*	*	8	29
05:00	*	*	41	125	36	118	*	*	*	*	*	*	*	*	38	122
06:00	*	*	166	276	144	274	*	*	*	*	*	*	*	*	155	275
07:00	*	*	258	366	243	368	*	*	*	*	*	*	*	*	250	367
08:00	*	*	328	499	338	496	*	*	*	*	*	*	*	*	333	498
09:00	*	*	422	518	394	425	*	*	*	*	*	*	*	*	408	472
10:00	*	*	480	384	416	442	*	*	*	*	*	*	*	*	448	413
11:00	*	*	464	400	477	446	*	*	*	*	*	*	*	*	470	423
12:00 PM	*	*	501	472	539	445	*	*	*	*	*	*	*	*	520	458
01:00	*	*	392	313	504	446	*	*	*	*	*	*	*	*	448	380
02:00	*	*	537	390	549	425	*	*	*	*	*	*	*	*	543	408
03:00	*	*	575	419	552	446	*	*	*	*	*	*	*	*	564	432
04:00	*	*	558	341	613	440	*	*	*	*	*	*	*	*	586	390
05:00	*	*	589	362	596	415	*	*	*	*	*	*	*	*	592	388
06:00	*	*	499	299	514	337	*	*	*	*	*	*	*	*	506	318
07:00	*	*	351	248	412	294	*	*	*	*	*	*	*	*	382	271
08:00	*	*	210	174	273	212	*	*	*	*	*	*	*	*	242	193
09:00	*	*	147	123	199	110	*	*	*	*	*	*	*	*	173	116
10:00	*	*	88	82	109	78	*	*	*	*	*	*	*	*	98	80
11:00	*	*	50	45	54	33	*	*	*	*	*	*	*	*	52	39
Lane Day	0	0	6719	5893	7033	6315	0	0	0	0	0	0	0	0	6874	6103
AM Peak Vol.			12612		13348										12977	
PM Peak Vol.			480	518	477	496									470	498
Comb. Total	0		12612		13348		0		0		0		0		12977	
ADT	Not Calculated															

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Pottle St

Start Time	08-May-06 Mon	09-May-06 Tue	10-May-06 Wed	11-May-06 Thu	12-May-06 Fri	13-May-06 Sat	14-May-06 Sun	Week Average
12:00 AM	*	38	57	*	*	*	*	48
01:00	*	26	18	*	*	*	*	22
02:00	*	10	11	*	*	*	*	10
03:00	*	12	9	*	*	*	*	10
04:00	*	34	41	*	*	*	*	38
05:00	*	166	154	*	*	*	*	160
06:00	*	442	418	*	*	*	*	430
07:00	*	624	611	*	*	*	*	618
08:00	*	827	834	*	*	*	*	830
09:00	*	940	819	*	*	*	*	880
10:00	*	864	858	*	*	*	*	861
11:00	*	864	923	*	*	*	*	894
12:00 PM	*	973	984	*	*	*	*	978
01:00	*	705	950	*	*	*	*	828
02:00	*	927	974	*	*	*	*	950
03:00	*	994	998	*	*	*	*	996
04:00	*	899	1053	*	*	*	*	976
05:00	*	951	1011	*	*	*	*	981
06:00	*	798	851	*	*	*	*	824
07:00	*	599	706	*	*	*	*	652
08:00	*	384	485	*	*	*	*	434
09:00	*	270	309	*	*	*	*	290
10:00	*	170	187	*	*	*	*	178
11:00	*	95	87	*	*	*	*	91
Total	0	12612	13348	0	0	0	0	12979
Percentage	0.0%	97.2%	102.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		09:00 940	11:00 923					11:00 894
PM Peak Vol.		15:00 994	16:00 1053					15:00 996

*Summer Street,
South of Evergreen Street – Kingston*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, south of Evergreen St

Start Time	08-May-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	9	20	10	22	*	*	*	*	*	*	*	*	10	21
01:00	*	*	4	20	3	12	*	*	*	*	*	*	*	*	4	16
02:00	*	*	2	4	1	3	*	*	*	*	*	*	*	*	2	4
03:00	*	*	6	3	5	2	*	*	*	*	*	*	*	*	6	2
04:00	*	*	13	6	15	10	*	*	*	*	*	*	*	*	14	8
05:00	*	*	59	36	56	30	*	*	*	*	*	*	*	*	58	33
06:00	*	*	165	95	146	98	*	*	*	*	*	*	*	*	156	96
07:00	*	*	200	179	199	172	*	*	*	*	*	*	*	*	200	176
08:00	*	*	321	235	305	224	*	*	*	*	*	*	*	*	313	230
09:00	*	*	353	290	286	288	*	*	*	*	*	*	*	*	320	289
10:00	*	*	271	313	278	287	*	*	*	*	*	*	*	*	274	300
11:00	*	*	327	375	320	343	*	*	*	*	*	*	*	*	324	359
12:00 PM	*	*	313	358	315	348	*	*	*	*	*	*	*	*	314	353
01:00	*	*	207	263	318	354	*	*	*	*	*	*	*	*	262	308
02:00	*	*	312	371	353	386	*	*	*	*	*	*	*	*	332	378
03:00	*	*	349	406	315	355	*	*	*	*	*	*	*	*	332	380
04:00	*	*	280	394	369	442	*	*	*	*	*	*	*	*	324	418
05:00	*	*	267	390	298	397	*	*	*	*	*	*	*	*	282	394
06:00	*	*	208	315	250	367	*	*	*	*	*	*	*	*	229	341
07:00	*	*	152	219	215	286	*	*	*	*	*	*	*	*	184	252
08:00	*	*	124	149	135	183	*	*	*	*	*	*	*	*	130	166
09:00	*	*	83	108	76	141	*	*	*	*	*	*	*	*	80	124
10:00	*	*	54	57	44	86	*	*	*	*	*	*	*	*	49	72
11:00	*	*	26	36	26	28	*	*	*	*	*	*	*	*	26	32
Lane Day	0	0	4105	4642	4338	4864	0	0	0	0	0	0	0	0	4225	4752
AM Peak Vol.				8747		9202										8977
PM Peak Vol.			09:00	11:00	11:00	11:00									11:00	11:00
AM Peak Vol.			353	375	320	343									324	359
PM Peak Vol.			15:00	15:00	16:00	16:00									14:00	16:00
PM Peak Vol.			349	406	369	442									332	418

Comb. Total 0 8747 9202 0 0 0 0 8977

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, south of Evergreen St

Start Time	08-May-06 Mon	09-May-06 Tue	10-May-06 Wed	11-May-06 Thu	12-May-06 Fri	13-May-06 Sat	14-May-06 Sun	Week Average
12:00 AM	*	29	32	*	*	*	*	30
01:00	*	24	15	*	*	*	*	20
02:00	*	6	4	*	*	*	*	5
03:00	*	9	7	*	*	*	*	8
04:00	*	19	25	*	*	*	*	22
05:00	*	95	86	*	*	*	*	90
06:00	*	260	244	*	*	*	*	252
07:00	*	379	371	*	*	*	*	375
08:00	*	556	529	*	*	*	*	542
09:00	*	643	574	*	*	*	*	608
10:00	*	584	565	*	*	*	*	574
11:00	*	702	663	*	*	*	*	682
12:00 PM	*	671	663	*	*	*	*	667
01:00	*	470	672	*	*	*	*	571
02:00	*	683	739	*	*	*	*	711
03:00	*	755	670	*	*	*	*	712
04:00	*	674	811	*	*	*	*	742
05:00	*	657	695	*	*	*	*	676
06:00	*	523	617	*	*	*	*	570
07:00	*	371	501	*	*	*	*	436
08:00	*	273	318	*	*	*	*	296
09:00	*	191	217	*	*	*	*	204
10:00	*	111	130	*	*	*	*	120
11:00	*	62	54	*	*	*	*	58
Total	0	8747	9202	0	0	0	0	8971
Percentage	0.0%	97.5%	102.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		11:00 702	11:00 663					11:00 682
PM Peak Vol.		15:00 755	16:00 811					16:00 742

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, south of Evergreen St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/09/06	0	0	0	4	5	0	0	0	0	0	0	0	0	0	9
01:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	2	1	1	2	0	0	0	0	0	0	0	0	6
04:00	0	0	1	4	6	1	1	0	0	0	0	0	0	0	13
05:00	7	7	6	13	16	8	1	1	0	0	0	0	0	0	59
06:00	51	29	33	28	17	4	3	0	0	0	0	0	0	0	165
07:00	55	45	31	33	26	8	2	0	0	0	0	0	0	0	200
08:00	126	55	56	55	24	5	0	0	0	0	0	0	0	0	321
09:00	164	81	59	28	18	3	0	0	0	0	0	0	0	0	353
10:00	108	50	40	45	25	3	0	0	0	0	0	0	0	0	271
11:00	126	48	59	61	31	2	0	0	0	0	0	0	0	0	327
12 PM	133	57	50	52	18	3	0	0	0	0	0	0	0	0	313
13:00	85	47	40	27	7	1	0	0	0	0	0	0	0	0	207
14:00	139	57	46	43	21	5	0	0	1	0	0	0	0	0	312
15:00	136	83	50	59	20	1	0	0	0	0	0	0	0	0	349
16:00	81	48	47	67	36	1	0	0	0	0	0	0	0	0	280
17:00	68	47	57	50	37	7	1	0	0	0	0	0	0	0	267
18:00	44	32	35	52	33	11	1	0	0	0	0	0	0	0	208
19:00	20	24	22	37	43	5	1	0	0	0	0	0	0	0	152
20:00	18	15	22	27	39	1	2	0	0	0	0	0	0	0	124
21:00	5	9	10	24	29	5	1	0	0	0	0	0	0	0	83
22:00	1	9	7	13	15	8	1	0	0	0	0	0	0	0	54
23:00	1	2	3	10	8	1	1	0	0	0	0	0	0	0	26
Total	1368	745	676	734	477	87	16	1	1	0	0	0	0	0	4105

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, south of Evergreen St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/10/06	0	1	0	3	2	2	2	0	0	0	0	0	0	0	10
01:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	2	1	1	0	0	0	0	0	0	0	5
04:00	1	2	0	4	5	3	0	0	0	0	0	0	0	0	15
05:00	4	7	6	9	21	6	3	0	0	0	0	0	0	0	56
06:00	22	36	23	28	28	8	1	0	0	0	0	0	0	0	146
07:00	56	31	32	35	38	3	4	0	0	0	0	0	0	0	199
08:00	118	56	54	43	29	4	1	0	0	0	0	0	0	0	305
09:00	110	53	41	43	33	6	0	0	0	0	0	0	0	0	286
10:00	101	49	35	54	32	6	1	0	0	0	0	0	0	0	278
11:00	122	63	57	52	25	1	0	0	0	0	0	0	0	0	320
12 PM	116	55	52	63	27	2	0	0	0	0	0	0	0	0	315
13:00	113	70	49	53	28	4	1	0	0	0	0	0	0	0	318
14:00	122	48	67	63	49	4	0	0	0	0	0	0	0	0	353
15:00	120	51	58	42	37	7	0	0	0	0	0	0	0	0	315
16:00	152	53	56	65	36	7	0	0	0	0	0	0	0	0	369
17:00	96	52	44	59	44	3	0	0	0	0	0	0	0	0	298
18:00	79	35	46	42	35	12	1	0	0	0	0	0	0	0	250
19:00	61	38	28	37	43	6	2	0	0	0	0	0	0	0	215
20:00	12	17	30	28	37	10	1	0	0	0	0	0	0	0	135
21:00	4	6	13	19	26	7	1	0	0	0	0	0	0	0	76
22:00	1	1	9	7	18	7	1	0	0	0	0	0	0	0	44
23:00	0	1	5	3	15	2	0	0	0	0	0	0	0	0	26
Total	1410	725	705	753	612	113	20	0	0	0	0	0	0	0	4338
Grand Total	2778	1470	1381	1487	1089	200	36	1	1	0	0	0	0	0	8443

15th Percentile : 7 MPH
 50th Percentile : 20 MPH
 85th Percentile : 31 MPH
 95th Percentile : 35 MPH

Stats
 Mean Speed(Average) : 20 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 2868
 Percent in Pace : 34.0%
 Number of Vehicles > 25 MPH : 2814
 Percent of Vehicles > 25 MPH : 33.3%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Start Time	Summer St, south of Evergreen St														Total
	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	
05/09/06	0	0	0	3	11	5	1	0	0	0	0	0	0	0	20
01:00	0	1	2	5	9	3	0	0	0	0	0	0	0	0	20
02:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
03:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
04:00	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6
05:00	1	0	6	7	20	1	1	0	0	0	0	0	0	0	36
06:00	3	2	16	36	29	8	1	0	0	0	0	0	0	0	95
07:00	9	3	26	100	36	5	0	0	0	0	0	0	0	0	179
08:00	20	5	31	123	49	6	1	0	0	0	0	0	0	0	235
09:00	18	9	88	141	31	3	0	0	0	0	0	0	0	0	290
10:00	26	13	69	142	57	6	0	0	0	0	0	0	0	0	313
11:00	23	5	98	200	46	3	0	0	0	0	0	0	0	0	375
12 PM	30	8	80	164	70	6	0	0	0	0	0	0	0	0	358
13:00	16	10	86	128	22	1	0	0	0	0	0	0	0	0	263
14:00	20	10	81	191	63	6	0	0	0	0	0	0	0	0	371
15:00	22	6	88	214	71	5	0	0	0	0	0	0	0	0	406
16:00	27	11	81	175	94	4	2	0	0	0	0	0	0	0	394
17:00	26	9	54	189	101	11	0	0	0	0	0	0	0	0	390
18:00	20	0	31	152	102	9	1	0	0	0	0	0	0	0	315
19:00	7	2	15	100	85	8	2	0	0	0	0	0	0	0	219
20:00	0	6	19	68	49	6	1	0	0	0	0	0	0	0	149
21:00	0	3	19	39	31	16	0	0	0	0	0	0	0	0	108
22:00	0	0	7	24	19	7	0	0	0	0	0	0	0	0	57
23:00	2	0	5	10	12	5	1	0	0	1	0	0	0	0	36
Total	270	103	902	2216	1012	127	11	0	0	1	0	0	0	0	4642

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, south of Evergreen St

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
05/10/06	0	1	3	4	11	2	1	0	0	0	0	0	0	0	22
01:00	0	0	1	6	5	0	0	0	0	0	0	0	0	0	12
02:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00	0	0	2	3	3	2	0	0	0	0	0	0	0	0	10
05:00	1	1	8	8	8	2	2	0	0	0	0	0	0	0	30
06:00	2	0	18	42	32	4	0	0	0	0	0	0	0	0	98
07:00	16	5	19	82	44	6	0	0	0	0	0	0	0	0	172
08:00	20	7	37	112	40	7	1	0	0	0	0	0	0	0	224
09:00	25	4	57	142	53	7	0	0	0	0	0	0	0	0	288
10:00	10	4	55	150	64	4	0	0	0	0	0	0	0	0	287
11:00	42	13	58	163	64	3	0	0	0	0	0	0	0	0	343
12 PM	15	6	63	178	83	2	1	0	0	0	0	0	0	0	348
13:00	32	6	63	180	67	5	1	0	0	0	0	0	0	0	354
14:00	24	9	89	175	86	2	1	0	0	0	0	0	0	0	386
15:00	29	11	101	151	58	4	1	0	0	0	0	0	0	0	355
16:00	28	6	65	246	90	6	1	0	0	0	0	0	0	0	442
17:00	23	4	67	203	94	6	0	0	0	0	0	0	0	0	397
18:00	18	8	50	181	100	10	0	0	0	0	0	0	0	0	367
19:00	6	3	50	134	80	13	0	0	0	0	0	0	0	0	286
20:00	7	1	13	84	65	11	2	0	0	0	0	0	0	0	183
21:00	2	3	17	57	50	9	2	1	0	0	0	0	0	0	141
22:00	1	1	6	32	36	10	0	0	0	0	0	0	0	0	86
23:00	0	0	5	8	9	4	2	0	0	0	0	0	0	0	28
Total	301	93	848	2341	1146	119	15	1	0	0	0	0	0	0	4864
Grand Total	571	196	1750	4557	2158	246	26	1	0	1	0	0	0	0	9506

15th Percentile : 22 MPH
 50th Percentile : 28 MPH
 85th Percentile : 33 MPH
 95th Percentile : 35 MPH

Stats
 Mean Speed(Average) : 27 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 6715
 Percent in Pace : 70.6%
 Number of Vehicles > 25 MPH : 6989
 Percent of Vehicles > 25 MPH : 73.5%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, south of Evergreen St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/09/06	0	0	0	7	16	5	1	0	0	0	0	0	0	0	29
01:00	0	1	2	6	10	4	1	0	0	0	0	0	0	0	24
02:00	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6
03:00	0	0	2	2	2	3	0	0	0	0	0	0	0	0	9
04:00	0	0	1	8	8	1	1	0	0	0	0	0	0	0	19
05:00	8	7	12	20	36	9	2	1	0	0	0	0	0	0	95
06:00	54	31	49	64	46	12	4	0	0	0	0	0	0	0	260
07:00	64	48	57	133	62	13	2	0	0	0	0	0	0	0	379
08:00	146	60	87	178	73	11	1	0	0	0	0	0	0	0	556
09:00	182	90	147	169	49	6	0	0	0	0	0	0	0	0	643
10:00	134	63	109	187	82	9	0	0	0	0	0	0	0	0	584
11:00	149	53	157	261	77	5	0	0	0	0	0	0	0	0	702
12 PM	163	65	130	216	88	9	0	0	0	0	0	0	0	0	671
13:00	101	57	126	155	29	2	0	0	0	0	0	0	0	0	470
14:00	159	67	127	234	84	11	0	0	1	0	0	0	0	0	683
15:00	158	89	138	273	91	6	0	0	0	0	0	0	0	0	755
16:00	108	59	128	242	130	5	2	0	0	0	0	0	0	0	674
17:00	94	56	111	239	138	18	1	0	0	0	0	0	0	0	657
18:00	64	32	66	204	135	20	2	0	0	0	0	0	0	0	523
19:00	27	26	37	137	128	13	3	0	0	0	0	0	0	0	371
20:00	18	21	41	95	88	7	3	0	0	0	0	0	0	0	273
21:00	5	12	29	63	60	21	1	0	0	0	0	0	0	0	191
22:00	1	9	14	37	34	15	1	0	0	0	0	0	0	0	111
23:00	3	2	8	20	20	6	2	0	0	1	0	0	0	0	62
Total	1638	848	1578	2950	1489	214	27	1	1	1	0	0	0	0	8747

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, south of Evergreen St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/10/06	0	2	3	7	13	4	3	0	0	0	0	0	0	0	32
01:00	0	0	1	6	7	1	0	0	0	0	0	0	0	0	15
02:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
03:00	0	0	0	1	4	1	1	0	0	0	0	0	0	0	7
04:00	1	2	2	7	8	5	0	0	0	0	0	0	0	0	25
05:00	5	8	14	17	29	8	5	0	0	0	0	0	0	0	86
06:00	24	36	41	70	60	12	1	0	0	0	0	0	0	0	244
07:00	72	36	51	117	82	9	4	0	0	0	0	0	0	0	371
08:00	138	63	91	155	69	11	2	0	0	0	0	0	0	0	529
09:00	135	57	98	185	86	13	0	0	0	0	0	0	0	0	574
10:00	111	53	90	204	96	10	1	0	0	0	0	0	0	0	565
11:00	164	76	115	215	89	4	0	0	0	0	0	0	0	0	663
12 PM	131	61	115	241	110	4	1	0	0	0	0	0	0	0	663
13:00	145	76	112	233	95	9	2	0	0	0	0	0	0	0	672
14:00	146	57	156	238	135	6	1	0	0	0	0	0	0	0	739
15:00	149	62	159	193	95	11	1	0	0	0	0	0	0	0	670
16:00	180	59	121	311	126	13	1	0	0	0	0	0	0	0	811
17:00	119	56	111	262	138	9	0	0	0	0	0	0	0	0	695
18:00	97	43	96	223	135	22	1	0	0	0	0	0	0	0	617
19:00	67	41	78	171	123	19	2	0	0	0	0	0	0	0	501
20:00	19	18	43	112	102	21	3	0	0	0	0	0	0	0	318
21:00	6	9	30	76	76	16	3	1	0	0	0	0	0	0	217
22:00	2	2	15	39	54	17	1	0	0	0	0	0	0	0	130
23:00	0	1	10	11	24	6	2	0	0	0	0	0	0	0	54
Total	1711	818	1553	3094	1758	232	35	1	0	0	0	0	0	0	9202
Grand Total	3349	1666	3131	6044	3247	446	62	2	1	1	0	0	0	0	17949

15th Percentile : 13 MPH
 50th Percentile : 26 MPH
 85th Percentile : 32 MPH
 95th Percentile : 35 MPH

Stats
 Mean Speed(Average) : 24 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 9291
 Percent in Pace : 51.8%
 Number of Vehicles > 25 MPH : 9803
 Percent of Vehicles > 25 MPH : 54.6%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, south of Evergreen St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	1	8	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	3	0	1	0	0	0	1	0	0	0	0	6
04:00	0	8	4	0	0	0	0	0	1	0	0	0	0	13
05:00	0	38	17	0	3	0	1	0	0	0	0	0	0	59
06:00	2	108	49	2	3	0	0	0	0	0	0	0	0	164
07:00	1	128	57	1	11	1	0	1	0	0	0	0	0	200
08:00	0	208	94	0	15	1	0	1	0	0	0	0	0	319
09:00	5	241	97	0	6	0	0	2	0	0	0	0	0	351
10:00	3	174	74	0	13	5	0	1	0	0	0	0	0	270
11:00	2	225	81	1	13	1	0	2	0	0	0	0	0	325
12 PM	7	206	77	1	14	5	1	0	0	0	0	0	0	311
13:00	3	153	44	0	6	0	0	0	0	0	0	0	0	206
14:00	3	217	69	2	15	3	1	0	0	0	0	0	0	310
15:00	4	253	80	1	8	3	0	1	0	0	0	0	0	350
16:00	4	202	55	0	15	3	0	0	0	0	0	0	0	279
17:00	4	200	54	0	6	2	0	0	0	0	0	0	0	266
18:00	1	153	47	0	7	0	0	0	0	0	0	0	0	208
19:00	0	113	36	1	2	0	0	0	0	0	0	0	0	152
20:00	1	91	27	0	3	0	0	1	0	0	0	0	0	123
21:00	0	63	17	0	3	0	0	0	0	0	0	0	0	83
22:00	0	45	9	0	0	0	0	0	0	0	0	0	0	54
23:00	0	22	3	0	1	0	0	0	0	0	0	0	0	26
Total	41	2862	995	9	145	24	3	9	2	0	0	0	0	4090
Percent	1.0%	70.0%	24.3%	0.2%	3.5%	0.6%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	09:00	09:00	06:00	08:00	10:00	05:00	09:00	03:00					09:00
Vol.	5	241	97	2	15	5	1	2	1					351
PM Peak	12:00	15:00	15:00	14:00	14:00	12:00	12:00	15:00						15:00
Vol.	7	253	80	2	15	5	1	1						350

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, south of Evergreen St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	7	3	0	0	0	0	0	0	0	0	0	0	10
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
04:00	0	10	4	0	1	0	0	0	0	0	0	0	0	15
05:00	0	33	17	2	3	1	0	0	0	0	0	0	0	56
06:00	0	92	42	1	8	2	0	0	0	0	0	0	0	145
07:00	2	133	50	2	10	0	0	2	0	0	0	0	0	199
08:00	1	204	76	0	17	3	0	2	0	0	0	0	0	303
09:00	3	185	83	1	9	4	0	0	0	0	0	0	0	285
10:00	4	187	71	1	12	2	0	0	0	0	0	0	0	277
11:00	2	214	86	0	8	8	0	1	0	0	0	0	0	319
12 PM	1	223	78	1	9	1	0	1	0	0	0	0	0	314
13:00	1	227	73	0	11	3	0	1	0	0	0	0	0	316
14:00	4	252	80	3	9	4	0	1	0	0	0	0	0	353
15:00	2	220	73	1	15	2	0	0	0	0	0	0	0	313
16:00	5	256	89	0	13	6	0	1	0	0	0	0	0	370
17:00	1	221	65	0	9	0	0	1	0	0	0	0	0	297
18:00	1	180	60	0	9	0	0	0	0	0	0	0	0	250
19:00	2	154	47	0	10	0	1	0	0	0	0	0	0	214
20:00	0	106	23	0	6	0	0	0	0	0	0	0	0	135
21:00	0	58	16	0	2	0	0	0	0	0	0	0	0	76
22:00	0	33	10	0	1	0	0	0	0	0	0	0	0	44
23:00	0	20	5	0	1	0	0	0	0	0	0	0	0	26
Total	29	3019	1056	12	163	36	1	10	0	0	0	0	0	4326
Percent	0.7%	69.8%	24.4%	0.3%	3.8%	0.8%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	05:00	08:00	11:00		07:00						11:00
Vol.	4	214	86	2	17	8		2						319
PM Peak	16:00	16:00	16:00	14:00	15:00	16:00	19:00	12:00						16:00
Vol.	5	256	89	3	15	6	1	1						370
Grand Total	70	5881	2051	21	308	60	4	19	2	0	0	0	0	8416
Percent	0.8%	69.9%	24.4%	0.2%	3.7%	0.7%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, south of Evergreen St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	0	14	6	0	0	0	0	0	0	0	0	0	0	20
01:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	26	9	0	1	0	0	0	0	0	0	0	0	36
06:00	2	59	26	1	2	2	0	1	2	0	0	0	0	95
07:00	2	122	47	1	6	1	0	0	0	0	0	0	0	179
08:00	0	150	69	4	11	0	0	0	1	0	0	0	0	235
09:00	2	186	84	1	9	3	1	2	2	0	0	0	0	290
10:00	2	219	78	0	9	2	0	2	0	0	0	0	0	312
11:00	2	254	95	1	14	2	0	6	0	0	0	0	0	374
12 PM	6	241	96	1	7	3	0	2	1	0	0	0	0	357
13:00	2	180	67	0	10	3	0	0	0	0	0	0	0	262
14:00	4	262	81	4	17	1	0	1	1	0	0	0	0	371
15:00	2	278	108	1	13	2	0	2	0	0	0	0	0	406
16:00	2	282	98	0	10	1	0	0	0	0	0	0	0	393
17:00	4	282	89	0	13	1	0	1	0	0	0	0	0	390
18:00	1	244	65	0	4	0	0	0	0	0	0	0	0	314
19:00	1	178	37	0	2	0	0	0	0	0	0	0	0	218
20:00	0	124	20	0	5	0	0	0	0	0	0	0	0	149
21:00	0	85	19	0	4	0	0	0	0	0	0	0	0	108
22:00	0	46	10	0	1	0	0	0	0	0	0	0	0	57
23:00	1	28	7	0	0	0	0	0	0	0	0	0	0	36
Total	33	3285	1118	14	139	21	1	17	7	0	0	0	0	4635
Percent	0.7%	70.9%	24.1%	0.3%	3.0%	0.5%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	11:00	08:00	11:00	09:00	09:00	11:00	06:00					11:00
Vol.	2	254	95	4	14	3	1	6	2					374
PM Peak	12:00	16:00	15:00	14:00	14:00	12:00		12:00	12:00					15:00
Vol.	6	282	108	4	17	3		2	1					406

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, south of Evergreen St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	19	3	0	0	0	0	0	0	0	0	0	0	22
01:00	0	6	6	0	0	0	0	0	0	0	0	0	0	12
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
05:00	0	20	5	2	1	1	1	0	0	0	0	0	0	30
06:00	1	59	29	1	6	1	0	0	0	0	0	0	0	97
07:00	2	110	51	0	6	3	0	0	0	0	0	0	0	172
08:00	1	145	68	3	7	0	0	0	0	0	0	0	0	224
09:00	2	176	86	2	15	6	1	0	0	0	0	0	0	288
10:00	0	198	78	1	6	2	0	0	0	1	0	0	0	286
11:00	3	230	93	2	8	4	0	2	0	0	0	0	0	342
12 PM	2	251	81	2	10	1	0	0	0	0	0	0	0	347
13:00	3	247	90	0	10	1	0	1	1	0	0	0	0	353
14:00	2	284	86	2	11	1	0	0	0	0	0	0	0	386
15:00	0	254	91	1	4	3	0	0	1	0	0	0	0	354
16:00	4	322	101	0	12	1	0	1	0	0	0	0	0	441
17:00	4	300	82	0	9	1	0	0	0	0	0	0	0	396
18:00	1	270	85	0	10	0	0	1	0	0	0	0	0	367
19:00	1	218	58	0	7	0	0	1	1	0	0	0	0	286
20:00	0	136	43	0	1	0	0	2	0	0	0	0	0	182
21:00	0	106	35	0	0	0	0	0	0	0	0	0	0	141
22:00	0	73	12	0	1	0	0	0	0	0	0	0	0	86
23:00	0	26	1	0	1	0	0	0	0	0	0	0	0	28
Total	26	3461	1187	16	126	25	2	8	3	1	0	0	0	4855
Percent	0.5%	71.3%	24.4%	0.3%	2.6%	0.5%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	09:00	09:00	05:00	11:00		10:00				11:00
Vol.	3	230	93	3	15	6	1	2		1				342
PM Peak	16:00	16:00	16:00	12:00	16:00	15:00		20:00	13:00					16:00
Vol.	4	322	101	2	12	3		2	1					441
Grand Total	59	6746	2305	30	265	46	3	25	10	1	0	0	0	9490
Percent	0.6%	71.1%	24.3%	0.3%	2.8%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, south of Evergreen St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	1	22	6	0	0	0	0	0	0	0	0	0	0	29
01:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	3	3	0	2	0	0	0	1	0	0	0	0	9
04:00	0	12	6	0	0	0	0	0	1	0	0	0	0	19
05:00	0	64	26	0	4	0	1	0	0	0	0	0	0	95
06:00	4	167	75	3	5	2	0	1	2	0	0	0	0	259
07:00	3	250	104	2	17	2	0	1	0	0	0	0	0	379
08:00	0	358	163	4	26	1	0	1	1	0	0	0	0	554
09:00	7	427	181	1	15	3	1	4	2	0	0	0	0	641
10:00	5	393	152	0	22	7	0	3	0	0	0	0	0	582
11:00	4	479	176	2	27	3	0	8	0	0	0	0	0	699
12 PM	13	447	173	2	21	8	1	2	1	0	0	0	0	668
13:00	5	333	111	0	16	3	0	0	0	0	0	0	0	468
14:00	7	479	150	6	32	4	1	1	1	0	0	0	0	681
15:00	6	531	188	2	21	5	0	3	0	0	0	0	0	756
16:00	6	484	153	0	25	4	0	0	0	0	0	0	0	672
17:00	8	482	143	0	19	3	0	1	0	0	0	0	0	656
18:00	2	397	112	0	11	0	0	0	0	0	0	0	0	522
19:00	1	291	73	1	4	0	0	0	0	0	0	0	0	370
20:00	1	215	47	0	8	0	0	1	0	0	0	0	0	272
21:00	0	148	36	0	7	0	0	0	0	0	0	0	0	191
22:00	0	91	19	0	1	0	0	0	0	0	0	0	0	111
23:00	1	50	10	0	1	0	0	0	0	0	0	0	0	62
Total	74	6147	2113	23	284	45	4	26	9	0	0	0	0	8725
Percent	0.8%	70.5%	24.2%	0.3%	3.3%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	09:00	08:00	11:00	10:00	05:00	11:00	06:00					11:00
Vol.	7	479	181	4	27	7	1	8	2					699
PM Peak	12:00	15:00	15:00	14:00	14:00	12:00	12:00	15:00	12:00					15:00
Vol.	13	531	188	6	32	8	1	3	1					756

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, south of Evergreen St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	26	6	0	0	0	0	0	0	0	0	0	0	32
01:00	0	8	7	0	0	0	0	0	0	0	0	0	0	15
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
04:00	0	16	7	0	2	0	0	0	0	0	0	0	0	25
05:00	0	53	22	4	4	2	1	0	0	0	0	0	0	86
06:00	1	151	71	2	14	3	0	0	0	0	0	0	0	242
07:00	4	243	101	2	16	3	0	2	0	0	0	0	0	371
08:00	2	349	144	3	24	3	0	2	0	0	0	0	0	527
09:00	5	361	169	3	24	10	1	0	0	0	0	0	0	573
10:00	4	385	149	2	18	4	0	0	0	1	0	0	0	563
11:00	5	444	179	2	16	12	0	3	0	0	0	0	0	661
12 PM	3	474	159	3	19	2	0	1	0	0	0	0	0	661
13:00	4	474	163	0	21	4	0	2	1	0	0	0	0	669
14:00	6	536	166	5	20	5	0	1	0	0	0	0	0	739
15:00	2	474	164	2	19	5	0	0	1	0	0	0	0	667
16:00	9	578	190	0	25	7	0	2	0	0	0	0	0	811
17:00	5	521	147	0	18	1	0	1	0	0	0	0	0	693
18:00	2	450	145	0	19	0	0	1	0	0	0	0	0	617
19:00	3	372	105	0	17	0	1	1	1	0	0	0	0	500
20:00	0	242	66	0	7	0	0	2	0	0	0	0	0	317
21:00	0	164	51	0	2	0	0	0	0	0	0	0	0	217
22:00	0	106	22	0	2	0	0	0	0	0	0	0	0	130
23:00	0	46	6	0	2	0	0	0	0	0	0	0	0	54
Total	55	6480	2243	28	289	61	3	18	3	1	0	0	0	9181
Percent	0.6%	70.6%	24.4%	0.3%	3.1%	0.7%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	05:00	08:00	11:00	05:00	11:00		10:00				11:00
Vol.	5	444	179	4	24	12	1	3		1				661
PM Peak	16:00	16:00	16:00	14:00	16:00	16:00	19:00	13:00	13:00					16:00
Vol.	9	578	190	5	25	7	1	2	1					811
Grand Total	129	12627	4356	51	573	106	7	44	12	1	0	0	0	17906
Percent	0.7%	70.5%	24.3%	0.3%	3.2%	0.6%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

*Summer Street,
North of Route 106 – Kingston*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Main St

Start Time	08-May-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	10	14	6	12	*	*	*	*	*	*	*	*	8	13
01:00	*	*	5	11	3	9	*	*	*	*	*	*	*	*	4	10
02:00	*	*	1	3	1	3	*	*	*	*	*	*	*	*	1	3
03:00	*	*	3	3	2	2	*	*	*	*	*	*	*	*	2	2
04:00	*	*	6	6	10	11	*	*	*	*	*	*	*	*	8	8
05:00	*	*	29	28	34	27	*	*	*	*	*	*	*	*	32	28
06:00	*	*	105	93	85	82	*	*	*	*	*	*	*	*	95	88
07:00	*	*	131	143	139	134	*	*	*	*	*	*	*	*	135	138
08:00	*	*	226	191	228	192	*	*	*	*	*	*	*	*	227	192
09:00	*	*	234	246	196	218	*	*	*	*	*	*	*	*	215	232
10:00	*	*	238	275	231	246	*	*	*	*	*	*	*	*	234	260
11:00	*	*	264	322	258	289	*	*	*	*	*	*	*	*	261	306
12:00 PM	*	*	268	316	279	283	*	*	*	*	*	*	*	*	274	300
01:00	*	*	224	273	248	301	*	*	*	*	*	*	*	*	236	287
02:00	*	*	254	290	276	323	*	*	*	*	*	*	*	*	265	306
03:00	*	*	310	327	270	280	*	*	*	*	*	*	*	*	290	304
04:00	*	*	233	280	272	332	*	*	*	*	*	*	*	*	252	306
05:00	*	*	221	259	237	261	*	*	*	*	*	*	*	*	229	260
06:00	*	*	184	250	210	275	*	*	*	*	*	*	*	*	197	262
07:00	*	*	109	136	161	221	*	*	*	*	*	*	*	*	135	178
08:00	*	*	103	109	107	134	*	*	*	*	*	*	*	*	105	122
09:00	*	*	53	84	58	91	*	*	*	*	*	*	*	*	56	88
10:00	*	*	44	39	32	66	*	*	*	*	*	*	*	*	38	52
11:00	*	*	16	23	23	19	*	*	*	*	*	*	*	*	20	21
Lane Day	0	0	3271	3721	3366	3811	0	0	0	0	0	0	0	0	3319	3766
AM Peak Vol.			6992		7177										7085	
PM Peak Vol.																
Comb. Total	0		6992		7177		0		0		0		0		7085	
ADT	Not Calculated															

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Main St

Start Time	08-May-06 Mon	09-May-06 Tue	10-May-06 Wed	11-May-06 Thu	12-May-06 Fri	13-May-06 Sat	14-May-06 Sun	Week Average
12:00 AM	*	24	18	*	*	*	*	21
01:00	*	16	12	*	*	*	*	14
02:00	*	4	4	*	*	*	*	4
03:00	*	6	4	*	*	*	*	5
04:00	*	12	21	*	*	*	*	16
05:00	*	57	61	*	*	*	*	59
06:00	*	198	167	*	*	*	*	182
07:00	*	274	273	*	*	*	*	274
08:00	*	417	420	*	*	*	*	418
09:00	*	480	414	*	*	*	*	447
10:00	*	513	477	*	*	*	*	495
11:00	*	586	547	*	*	*	*	566
12:00 PM	*	584	562	*	*	*	*	573
01:00	*	497	549	*	*	*	*	523
02:00	*	544	599	*	*	*	*	572
03:00	*	637	550	*	*	*	*	594
04:00	*	513	604	*	*	*	*	558
05:00	*	480	498	*	*	*	*	489
06:00	*	434	485	*	*	*	*	460
07:00	*	245	382	*	*	*	*	314
08:00	*	212	241	*	*	*	*	226
09:00	*	137	149	*	*	*	*	143
10:00	*	83	98	*	*	*	*	90
11:00	*	39	42	*	*	*	*	40
Total	0	6992	7177	0	0	0	0	7083
Percentage	0.0%	98.7%	101.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		11:00 586	11:00 547					11:00 566
PM Peak Vol.		15:00 637	16:00 604					15:00 594

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Main St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/09/06	1	0	0	1	2	4	1	0	1	0	0	0	0	0	10
01:00	0	0	0	1	1	1	1	1	0	0	0	0	0	0	5
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	1	4	0	0	1	0	0	0	0	0	6
05:00	1	0	0	0	5	13	6	3	0	0	1	0	0	0	29
06:00	0	2	5	2	29	37	23	5	2	0	0	0	0	0	105
07:00	2	0	1	4	32	69	19	4	0	0	0	0	0	0	131
08:00	7	0	4	7	42	116	43	6	1	0	0	0	0	0	226
09:00	4	1	1	5	70	117	30	6	0	0	0	0	0	0	234
10:00	4	2	2	13	73	108	35	0	1	0	0	0	0	0	238
11:00	9	0	1	14	102	110	23	4	1	0	0	0	0	0	264
12 PM	8	0	3	14	89	114	33	6	0	1	0	0	0	0	268
13:00	10	2	6	23	78	78	25	2	0	0	0	0	0	0	224
14:00	17	3	8	14	97	94	19	2	0	0	0	0	0	0	254
15:00	20	0	7	22	125	107	26	3	0	0	0	0	0	0	310
16:00	10	1	0	3	75	106	36	2	0	0	0	0	0	0	233
17:00	4	0	4	9	52	108	41	3	0	0	0	0	0	0	221
18:00	5	1	0	5	75	72	25	1	0	0	0	0	0	0	184
19:00	1	1	0	6	41	39	17	2	1	0	1	0	0	0	109
20:00	1	0	0	8	51	37	5	0	1	0	0	0	0	0	103
21:00	0	0	1	1	21	21	7	2	0	0	0	0	0	0	53
22:00	0	0	0	5	13	19	7	0	0	0	0	0	0	0	44
23:00	0	0	0	3	5	5	2	0	0	0	0	1	0	0	16
Total	104	13	43	160	1081	1381	424	52	9	1	2	1	0	0	3271

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Main St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75			
05/10/06	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:00	0	1	0	1	2	5	0	1	0	0	0	0	0	0	0	10
05:00	2	0	1	2	7	15	4	2	1	0	0	0	0	0	0	34
06:00	0	1	1	2	29	35	11	6	0	0	0	0	0	0	0	85
07:00	0	0	5	9	33	56	30	6	0	0	0	0	0	0	0	139
08:00	1	0	2	10	64	115	34	0	2	0	0	0	0	0	0	228
09:00	3	0	3	7	50	91	38	4	0	0	0	0	0	0	0	196
10:00	4	1	1	6	80	111	26	2	0	0	0	0	0	0	0	231
11:00	6	0	2	12	100	95	35	8	0	0	0	0	0	0	0	258
12 PM	10	1	7	26	67	121	38	7	1	1	0	0	0	0	0	279
13:00	9	0	1	9	79	117	29	4	0	0	0	0	0	0	0	248
14:00	10	0	1	14	71	128	48	3	1	0	0	0	0	0	0	276
15:00	10	1	0	8	82	126	35	5	1	0	2	0	0	0	0	270
16:00	7	1	0	14	79	117	46	7	1	0	0	0	0	0	0	272
17:00	7	0	3	16	79	104	24	3	1	0	0	0	0	0	0	237
18:00	6	1	2	11	48	96	45	1	0	0	0	0	0	0	0	210
19:00	5	0	0	12	37	82	23	1	0	0	1	0	0	0	0	161
20:00	2	0	1	4	37	46	16	1	0	0	0	0	0	0	0	107
21:00	1	0	1	2	8	38	7	1	0	0	0	0	0	0	0	58
22:00	1	0	2	2	7	16	3	1	0	0	0	0	0	0	0	32
23:00	0	0	1	1	5	10	5	1	0	0	0	0	0	0	0	23
Total	84	7	35	168	969	1527	500	64	8	1	3	0	0	0	0	3366
Grand Total	188	20	78	328	2050	2908	924	116	17	2	5	1	0	0	0	6637

15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 41 MPH
 95th Percentile : 44 MPH

Stats
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 4958
 Percent in Pace : 74.7%
 Number of Vehicles > 30 MPH : 6023
 Percent of Vehicles > 30 MPH : 90.7%

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Community#_FC: 145_U5
Recorder #: Jamar #8
Tube Layout: L6 Basic
SB

Station ID:
Site Code: 145
Date Start: 09-May-06
Date End: 10-May-06
Summer St, north of Main St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/09/06	0	0	0	0	5	4	5	0	0	0	0	0	0	0	14
01:00	0	0	0	1	3	5	1	1	0	0	0	0	0	0	11
02:00	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
04:00	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6
05:00	1	0	0	0	7	12	7	1	0	0	0	0	0	0	28
06:00	1	0	3	4	24	37	19	4	1	0	0	0	0	0	93
07:00	0	0	0	1	36	80	22	3	1	0	0	0	0	0	143
08:00	7	0	0	6	49	89	34	5	1	0	0	0	0	0	191
09:00	6	3	6	16	93	104	13	5	0	0	0	0	0	0	246
10:00	7	3	1	17	103	114	28	2	0	0	0	0	0	0	275
11:00	8	0	2	24	132	136	19	1	0	0	0	0	0	0	322
12 PM	9	0	2	7	102	150	43	2	0	1	0	0	0	0	316
13:00	11	1	5	26	111	95	21	1	2	0	0	0	0	0	273
14:00	9	0	3	14	113	115	35	1	0	0	0	0	0	0	290
15:00	10	1	8	35	130	117	24	2	0	0	0	0	0	0	327
16:00	6	0	2	14	86	126	45	1	0	0	0	0	0	0	280
17:00	3	0	2	11	86	119	38	0	0	0	0	0	0	0	259
18:00	10	0	3	12	64	119	38	2	2	0	0	0	0	0	250
19:00	2	0	1	6	33	67	25	2	0	0	0	0	0	0	136
20:00	1	0	2	2	38	51	13	2	0	0	0	0	0	0	109
21:00	0	1	1	9	18	39	16	0	0	0	0	0	0	0	84
22:00	0	0	1	5	15	13	4	0	1	0	0	0	0	0	39
23:00	0	0	0	1	5	12	4	0	1	0	0	0	0	0	23
Total	91	9	42	213	1256	1607	458	35	9	1	0	0	0	0	3721

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Main St

Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	999	Total
05/10/06	0	0	0	0	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
05:00	3	0	0	0	1	9	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
06:00	2	0	0	0	6	17	39	16	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	82
07:00	1	0	2	13	36	55	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134
08:00	3	0	5	14	58	82	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192
09:00	4	1	1	12	59	102	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	218
10:00	2	0	0	17	69	116	38	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246
11:00	6	1	3	26	80	126	43	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	289
12 PM	5	0	0	10	96	128	33	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	283
13:00	10	2	2	17	79	144	42	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	301
14:00	8	0	2	25	103	140	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	323
15:00	5	1	1	15	72	136	46	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	280
16:00	7	0	5	20	108	147	42	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332
17:00	6	1	2	10	74	117	46	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261
18:00	6	0	3	24	70	118	40	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275
19:00	4	0	1	11	59	99	37	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221
20:00	1	1	1	2	43	59	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134
21:00	1	0	0	6	22	41	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
22:00	1	0	0	3	13	33	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
23:00	0	0	0	1	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Total	75	7	28	239	1089	1712	581	72	1	5	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3811
Grand Total	166	16	70	452	2345	3319	1039	107	10	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7532

15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 41 MPH
 95th Percentile : 44 MPH

Stats
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 5664
 Percent in Pace : 75.2%
 Number of Vehicles > 30 MPH : 6828
 Percent of Vehicles > 30 MPH : 90.7%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Main St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/09/06	1	0	0	1	7	8	6	0	1	0	0	0	0	0	24
01:00	0	0	0	2	4	6	2	2	0	0	0	0	0	0	16
02:00	0	0	0	1	1	0	2	0	0	0	0	0	0	0	4
03:00	0	0	0	0	1	4	1	0	0	0	0	0	0	0	6
04:00	0	0	0	1	4	5	1	0	1	0	0	0	0	0	12
05:00	2	0	0	0	12	25	13	4	0	0	1	0	0	0	57
06:00	1	2	8	6	53	74	42	9	3	0	0	0	0	0	198
07:00	2	0	1	5	68	149	41	7	1	0	0	0	0	0	274
08:00	14	0	4	13	91	205	77	11	2	0	0	0	0	0	417
09:00	10	4	7	21	163	221	43	11	0	0	0	0	0	0	480
10:00	11	5	3	30	176	222	63	2	1	0	0	0	0	0	513
11:00	17	0	3	38	234	246	42	5	1	0	0	0	0	0	586
12 PM	17	0	5	21	191	264	76	8	0	2	0	0	0	0	584
13:00	21	3	11	49	189	173	46	3	2	0	0	0	0	0	497
14:00	26	3	11	28	210	209	54	3	0	0	0	0	0	0	544
15:00	30	1	15	57	255	224	50	5	0	0	0	0	0	0	637
16:00	16	1	2	17	161	232	81	3	0	0	0	0	0	0	513
17:00	7	0	6	20	138	227	79	3	0	0	0	0	0	0	480
18:00	15	1	3	17	139	191	63	3	2	0	0	0	0	0	434
19:00	3	1	1	12	74	106	42	4	1	0	1	0	0	0	245
20:00	2	0	2	10	89	88	18	2	1	0	0	0	0	0	212
21:00	0	1	2	10	39	60	23	2	0	0	0	0	0	0	137
22:00	0	0	1	10	28	32	11	0	1	0	0	0	0	0	83
23:00	0	0	0	4	10	17	6	0	1	0	0	1	0	0	39
Total	195	22	85	373	2337	2988	882	87	18	2	2	1	0	0	6992

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06
 Summer St, north of Main St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/10/06	0	0	1	4	6	6	1	0	0	0	0	0	0	0	18
01:00	0	0	0	1	4	5	2	0	0	0	0	0	0	0	12
02:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
03:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
04:00	0	1	0	2	7	9	1	1	0	0	0	0	0	0	21
05:00	5	0	1	3	16	23	9	3	1	0	0	0	0	0	61
06:00	2	1	1	8	46	74	27	7	0	1	0	0	0	0	167
07:00	1	0	7	22	69	111	55	8	0	0	0	0	0	0	273
08:00	4	0	7	24	122	197	61	3	2	0	0	0	0	0	420
09:00	7	1	4	19	109	193	74	7	0	0	0	0	0	0	414
10:00	6	1	1	23	149	227	64	6	0	0	0	0	0	0	477
11:00	12	1	5	38	180	221	78	11	0	1	0	0	0	0	547
12 PM	15	1	7	36	163	249	71	17	1	2	0	0	0	0	562
13:00	19	2	3	26	158	261	71	9	0	0	0	0	0	0	549
14:00	18	0	3	39	174	268	88	8	1	0	0	0	0	0	599
15:00	15	2	1	23	154	262	81	6	2	1	2	1	0	0	550
16:00	14	1	5	34	187	264	88	10	1	0	0	0	0	0	604
17:00	13	1	5	26	153	221	70	7	1	0	0	1	0	0	498
18:00	12	1	5	35	118	214	85	15	0	0	0	0	0	0	485
19:00	9	0	1	23	96	181	60	10	0	1	1	0	0	0	382
20:00	3	1	2	6	80	105	41	3	0	0	0	0	0	0	241
21:00	2	0	1	8	30	79	26	3	0	0	0	0	0	0	149
22:00	2	0	2	5	20	49	19	1	0	0	0	0	0	0	98
23:00	0	0	1	2	13	18	7	1	0	0	0	0	0	0	42
Total	159	14	63	407	2058	3239	1081	136	9	6	3	2	0	0	7177
Grand Total	354	36	148	780	4395	6227	1963	223	27	8	5	3	0	0	14169

15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 41 MPH
 95th Percentile : 44 MPH

Stats
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 10622
 Percent in Pace : 75.0%
 Number of Vehicles > 30 MPH : 12851
 Percent of Vehicles > 30 MPH : 90.7%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Main St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	1	9	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	1	0	0	0	1	0	0	0	0	3
04:00	0	2	3	0	0	0	0	0	1	0	0	0	0	6
05:00	0	20	6	0	1	1	1	0	0	0	0	0	0	29
06:00	0	69	32	2	0	2	0	0	0	0	0	0	0	105
07:00	0	87	32	3	7	0	0	1	0	0	0	0	0	130
08:00	0	148	68	1	8	1	0	0	0	0	0	0	0	226
09:00	1	158	66	1	5	2	0	0	1	0	0	0	0	234
10:00	2	149	69	1	12	4	0	0	1	0	0	0	0	238
11:00	5	178	68	1	8	3	0	0	0	0	0	0	0	263
12 PM	2	181	71	1	8	1	1	0	3	0	0	0	0	268
13:00	7	156	50	1	7	1	0	1	0	0	0	0	0	223
14:00	5	175	58	3	11	0	0	1	0	0	0	0	0	253
15:00	8	222	71	1	5	2	0	0	1	0	0	0	0	310
16:00	3	170	54	0	4	2	0	0	0	0	0	0	0	233
17:00	0	166	49	0	4	2	0	0	0	0	0	0	0	221
18:00	2	134	44	0	3	1	0	0	0	0	0	0	0	184
19:00	0	88	18	1	2	0	0	0	0	0	0	0	0	109
20:00	0	81	20	0	1	1	0	0	0	0	0	0	0	103
21:00	0	35	18	0	0	0	0	0	0	0	0	0	0	53
22:00	0	35	9	0	0	0	0	0	0	0	0	0	0	44
23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Total	36	2282	810	16	87	23	2	3	8	0	0	0	0	3267
Percent	1.1%	69.9%	24.8%	0.5%	2.7%	0.7%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	07:00	10:00	10:00	05:00	07:00	03:00					11:00
Vol.	5	178	69	3	12	4	1	1	1					263
PM Peak	15:00	15:00	12:00	14:00	14:00	15:00	12:00	13:00	12:00					15:00
Vol.	8	222	71	3	11	2	1	1	3					310

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Main St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
05:00	0	21	8	1	2	2	0	0	0	0	0	0	0	34
06:00	0	54	25	1	3	2	0	0	0	0	0	0	0	85
07:00	0	90	40	4	3	1	0	1	0	0	0	0	0	139
08:00	0	144	65	0	12	5	0	1	1	0	0	0	0	228
09:00	1	127	59	1	5	3	0	0	0	0	0	0	0	196
10:00	2	155	63	2	6	2	0	0	1	0	0	0	0	231
11:00	3	173	65	0	11	4	0	1	1	0	0	0	0	258
12 PM	1	195	74	2	5	1	0	1	0	0	0	0	0	279
13:00	3	172	60	0	7	6	0	0	0	0	0	0	0	248
14:00	2	192	74	4	1	2	0	1	0	0	0	0	0	276
15:00	6	189	64	0	9	1	0	1	0	0	0	0	0	270
16:00	4	192	62	1	6	4	0	1	1	0	0	0	0	271
17:00	4	179	48	0	5	1	0	0	0	0	0	0	0	237
18:00	2	155	48	0	4	1	0	0	0	0	0	0	0	210
19:00	1	118	38	1	2	0	0	1	0	0	0	0	0	161
20:00	1	88	16	0	0	1	0	0	0	0	0	0	0	106
21:00	0	47	10	0	1	0	0	0	0	0	0	0	0	58
22:00	0	26	5	0	1	0	0	0	0	0	0	0	0	32
23:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
Total	30	2354	832	17	83	36	0	8	4	0	0	0	0	3364
Percent	0.9%	70.0%	24.7%	0.5%	2.5%	1.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	08:00	07:00	08:00	08:00		07:00	08:00					11:00
Vol.	3	173	65	4	12	5		1	1					258
PM Peak	15:00	12:00	12:00	14:00	15:00	13:00		12:00	16:00					12:00
Vol.	6	195	74	4	9	6		1	1					279
Grand Total	66	4636	1642	33	170	59	2	11	12	0	0	0	0	6631
Percent	1.0%	69.9%	24.8%	0.5%	2.6%	0.9%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Main St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	1	9	4	0	0	0	0	0	0	0	0	0	0	14
01:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	17	9	0	1	1	0	0	0	0	0	0	0	28
06:00	0	56	28	2	3	1	0	0	3	0	0	0	0	93
07:00	0	99	36	0	6	1	0	0	1	0	0	0	0	143
08:00	1	121	53	5	10	0	0	0	1	0	0	0	0	191
09:00	2	151	76	2	8	5	0	0	2	0	0	0	0	246
10:00	4	187	72	0	9	1	0	2	0	0	0	0	0	275
11:00	3	223	84	1	6	1	0	3	0	0	0	0	0	321
12 PM	1	216	86	0	11	0	0	0	1	0	0	0	0	315
13:00	5	182	71	1	11	3	0	0	0	0	0	0	0	273
14:00	0	204	68	5	11	1	0	1	0	0	0	0	0	290
15:00	4	233	82	0	4	2	0	1	1	0	0	0	0	327
16:00	2	202	70	1	5	0	0	0	0	0	0	0	0	280
17:00	0	186	66	0	4	2	0	1	0	0	0	0	0	259
18:00	2	187	58	0	2	0	0	0	0	0	0	0	0	249
19:00	0	106	26	0	3	0	0	0	0	0	0	0	0	135
20:00	1	89	17	0	2	0	0	0	0	0	0	0	0	109
21:00	0	64	18	0	2	0	0	0	0	0	0	0	0	84
22:00	0	29	10	0	0	0	0	0	0	0	0	0	0	39
23:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23
Total	26	2595	945	17	99	18	0	8	9	0	0	0	0	3717
Percent	0.7%	69.8%	25.4%	0.5%	2.7%	0.5%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	08:00	09:00		11:00	06:00					11:00
Vol.	4	223	84	5	10	5		3	3					321
PM Peak	13:00	15:00	12:00	14:00	12:00	13:00		14:00	12:00					15:00
Vol.	5	233	86	5	11	3		1	1					327

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Main St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	10	2	0	0	0	0	0	0	0	0	0	0	12
01:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
05:00	1	15	6	2	1	2	0	0	0	0	0	0	0	27
06:00	0	49	26	2	4	1	0	0	0	0	0	0	0	82
07:00	1	90	36	0	5	2	0	0	0	0	0	0	0	134
08:00	2	119	61	4	6	0	0	0	0	0	0	0	0	192
09:00	0	137	62	3	11	4	0	0	1	0	0	0	0	218
10:00	2	169	66	1	5	1	0	1	0	0	0	0	0	245
11:00	3	203	72	2	6	2	0	1	0	0	0	0	0	289
12 PM	1	196	72	2	11	1	0	0	0	0	0	0	0	283
13:00	1	208	75	1	10	3	0	1	1	0	0	0	0	300
14:00	2	226	75	4	12	2	0	1	0	0	0	0	0	322
15:00	2	189	79	0	4	6	0	0	0	0	0	0	0	280
16:00	2	242	77	0	9	2	0	0	0	0	0	0	0	332
17:00	6	193	58	0	4	0	0	0	0	0	0	0	0	261
18:00	4	202	62	0	5	1	0	1	0	0	0	0	0	275
19:00	1	166	49	0	4	0	0	0	1	0	0	0	0	221
20:00	2	101	29	0	1	0	0	1	0	0	0	0	0	134
21:00	0	71	20	0	0	0	0	0	0	0	0	0	0	91
22:00	0	58	8	0	0	0	0	0	0	0	0	0	0	66
23:00	0	17	1	0	1	0	0	0	0	0	0	0	0	19
Total	30	2678	943	21	100	27	0	6	3	0	0	0	0	3808
Percent	0.8%	70.3%	24.8%	0.6%	2.6%	0.7%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	09:00	09:00		10:00	09:00					11:00
Vol.	3	203	72	4	11	4		1	1					289
PM Peak	17:00	16:00	15:00	14:00	14:00	15:00		13:00	13:00					16:00
Vol.	6	242	79	4	12	6		1	1					332
Grand Total	56	5273	1888	38	199	45	0	14	12	0	0	0	0	7525
Percent	0.7%	70.1%	25.1%	0.5%	2.6%	0.6%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Main St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/09/06	2	18	4	0	0	0	0	0	0	0	0	0	0	24
01:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	0	0	2	0	0	0	1	0	0	0	0	6
04:00	0	6	5	0	0	0	0	0	1	0	0	0	0	12
05:00	0	37	15	0	2	2	1	0	0	0	0	0	0	57
06:00	0	125	60	4	3	3	0	0	3	0	0	0	0	198
07:00	0	186	68	3	13	1	0	1	1	0	0	0	0	273
08:00	1	269	121	6	18	1	0	0	1	0	0	0	0	417
09:00	3	309	142	3	13	7	0	0	3	0	0	0	0	480
10:00	6	336	141	1	21	5	0	2	1	0	0	0	0	513
11:00	8	401	152	2	14	4	0	3	0	0	0	0	0	584
12 PM	3	397	157	1	19	1	1	0	4	0	0	0	0	583
13:00	12	338	121	2	18	4	0	1	0	0	0	0	0	496
14:00	5	379	126	8	22	1	0	2	0	0	0	0	0	543
15:00	12	455	153	1	9	4	0	1	2	0	0	0	0	637
16:00	5	372	124	1	9	2	0	0	0	0	0	0	0	513
17:00	0	352	115	0	8	4	0	1	0	0	0	0	0	480
18:00	4	321	102	0	5	1	0	0	0	0	0	0	0	433
19:00	0	194	44	1	5	0	0	0	0	0	0	0	0	244
20:00	1	170	37	0	3	1	0	0	0	0	0	0	0	212
21:00	0	99	36	0	2	0	0	0	0	0	0	0	0	137
22:00	0	64	19	0	0	0	0	0	0	0	0	0	0	83
23:00	0	31	8	0	0	0	0	0	0	0	0	0	0	39
Total	62	4877	1755	33	186	41	2	11	17	0	0	0	0	6984
Percent	0.9%	69.8%	25.1%	0.5%	2.7%	0.6%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	10:00	09:00	05:00	11:00	06:00					11:00
Vol.	8	401	152	6	21	7	1	3	3					584
PM Peak	13:00	15:00	12:00	14:00	14:00	13:00	12:00	14:00	12:00					15:00
Vol.	12	455	157	8	22	4	1	2	4					637

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 09-May-06
 Date End: 10-May-06

Summer St, north of Main St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/10/06	0	16	2	0	0	0	0	0	0	0	0	0	0	18
01:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	16	4	0	1	0	0	0	0	0	0	0	0	21
05:00	1	36	14	3	3	4	0	0	0	0	0	0	0	61
06:00	0	103	51	3	7	3	0	0	0	0	0	0	0	167
07:00	1	180	76	4	8	3	0	1	0	0	0	0	0	273
08:00	2	263	126	4	18	5	0	1	1	0	0	0	0	420
09:00	1	264	121	4	16	7	0	0	1	0	0	0	0	414
10:00	4	324	129	3	11	3	0	1	1	0	0	0	0	476
11:00	6	376	137	2	17	6	0	2	1	0	0	0	0	547
12 PM	2	391	146	4	16	2	0	1	0	0	0	0	0	562
13:00	4	380	135	1	17	9	0	1	1	0	0	0	0	548
14:00	4	418	149	8	13	4	0	2	0	0	0	0	0	598
15:00	8	378	143	0	13	7	0	1	0	0	0	0	0	550
16:00	6	434	139	1	15	6	0	1	1	0	0	0	0	603
17:00	10	372	106	0	9	1	0	0	0	0	0	0	0	498
18:00	6	357	110	0	9	2	0	1	0	0	0	0	0	485
19:00	2	284	87	1	6	0	0	1	1	0	0	0	0	382
20:00	3	189	45	0	1	1	0	1	0	0	0	0	0	240
21:00	0	118	30	0	1	0	0	0	0	0	0	0	0	149
22:00	0	84	13	0	1	0	0	0	0	0	0	0	0	98
23:00	0	35	6	0	1	0	0	0	0	0	0	0	0	42
Total	60	5032	1775	38	183	63	0	14	7	0	0	0	0	7172
Percent	0.8%	70.2%	24.7%	0.5%	2.6%	0.9%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	07:00	08:00	09:00		11:00	08:00					11:00
Vol.	6	376	137	4	18	7		2	1					547
PM Peak	17:00	16:00	14:00	14:00	13:00	13:00		14:00	13:00					16:00
Vol.	10	434	149	8	17	9		2	1					603
Grand Total	122	9909	3530	71	369	104	2	25	24	0	0	0	0	14156
Percent	0.9%	70.0%	24.9%	0.5%	2.6%	0.7%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

*Main Street,
North of Brook Street (Route 80) – Kingston*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	25-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	65	28	59	35	*	*	*	*	*	*	62	32
01:00	*	*	*	*	28	33	21	25	*	*	*	*	*	*	24	29
02:00	*	*	*	*	15	10	11	17	*	*	*	*	*	*	13	14
03:00	*	*	*	*	8	18	10	21	*	*	*	*	*	*	9	20
04:00	*	*	*	*	26	28	27	25	*	*	*	*	*	*	26	26
05:00	*	*	*	*	97	160	101	155	*	*	*	*	*	*	99	158
06:00	*	*	*	*	380	407	368	408	*	*	*	*	*	*	374	408
07:00	*	*	*	*	570	646	589	685	*	*	*	*	*	*	580	666
08:00	*	*	*	*	620	728	592	751	*	*	*	*	*	*	606	740
09:00	*	*	*	*	571	653	502	642	*	*	*	*	*	*	536	648
10:00	*	*	*	*	493	680	518	654	*	*	*	*	*	*	506	667
11:00	*	*	*	*	602	675	498	544	*	*	*	*	*	*	550	610
12:00 PM	*	*	*	*	552	744	462	660	*	*	*	*	*	*	507	702
01:00	*	*	*	*	611	726	599	722	*	*	*	*	*	*	605	724
02:00	*	*	*	*	551	743	663	780	*	*	*	*	*	*	607	762
03:00	*	*	*	*	770	744	751	752	*	*	*	*	*	*	760	748
04:00	*	*	*	*	754	829	745	835	*	*	*	*	*	*	750	832
05:00	*	*	*	*	745	848	719	884	*	*	*	*	*	*	732	866
06:00	*	*	*	*	624	696	607	771	*	*	*	*	*	*	616	734
07:00	*	*	*	*	535	471	517	519	*	*	*	*	*	*	526	495
08:00	*	*	*	*	348	328	385	357	*	*	*	*	*	*	366	342
09:00	*	*	*	*	292	282	288	231	*	*	*	*	*	*	290	256
10:00	*	*	*	*	170	140	160	134	*	*	*	*	*	*	165	137
11:00	*	*	*	*	95	82	96	77	*	*	*	*	*	*	96	80
Lane Day	0	0	0	0	9522	10699	9288	10684	0	0	0	0	0	0	9405	10696
AM Peak Vol.	0	0	0	0	20221	20221	19972	19972	0	0	0	0	0	0	20101	20101
PM Peak Vol.					08:00	08:00	08:00	08:00							08:00	08:00
Vol.					620	728	592	751							606	740
PM Peak Vol.					15:00	17:00	15:00	17:00							15:00	17:00
Vol.					770	848	751	884							760	866

Comb. Total 0 0 20221 19972 0 0 0 20101

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	25-Sep-06 Mon	26-Sep-06 Tue	27-Sep-06 Wed	28-Sep-06 Thu	29-Sep-06 Fri	30-Sep-06 Sat	01-Oct-06 Sun	Week Average
12:00 AM	*	*	93	94	*	*	*	94
01:00	*	*	61	46	*	*	*	54
02:00	*	*	25	28	*	*	*	26
03:00	*	*	26	31	*	*	*	28
04:00	*	*	54	52	*	*	*	53
05:00	*	*	257	256	*	*	*	256
06:00	*	*	787	776	*	*	*	782
07:00	*	*	1216	1274	*	*	*	1245
08:00	*	*	1348	1343	*	*	*	1346
09:00	*	*	1224	1144	*	*	*	1184
10:00	*	*	1173	1172	*	*	*	1172
11:00	*	*	1277	1042	*	*	*	1160
12:00 PM	*	*	1296	1122	*	*	*	1209
01:00	*	*	1337	1321	*	*	*	1329
02:00	*	*	1294	1443	*	*	*	1368
03:00	*	*	1514	1503	*	*	*	1508
04:00	*	*	1583	1580	*	*	*	1582
05:00	*	*	1593	1603	*	*	*	1598
06:00	*	*	1320	1378	*	*	*	1349
07:00	*	*	1006	1036	*	*	*	1021
08:00	*	*	676	742	*	*	*	709
09:00	*	*	574	519	*	*	*	546
10:00	*	*	310	294	*	*	*	302
11:00	*	*	177	173	*	*	*	175
Total	0	0	20221	19972	0	0	0	20096
Percentage	0.0%	0.0%	100.6%	99.4%	0.0%	0.0%	0.0%	
AM Peak			08:00	08:00				08:00
Vol.			1348	1343				1346
PM Peak			17:00	17:00				17:00
Vol.			1593	1603				1598

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/27/06	4	0	1	3	17	28	11	1	0	0	0	0	0	0	65
01:00	0	0	0	1	8	15	4	0	0	0	0	0	0	0	28
02:00	1	0	0	1	3	6	4	0	0	0	0	0	0	0	15
03:00	0	0	0	0	3	3	2	0	0	0	0	0	0	0	8
04:00	2	0	1	0	7	8	8	0	0	0	0	0	0	0	26
05:00	2	0	0	7	28	37	21	2	0	0	0	0	0	0	97
06:00	21	1	0	46	190	104	17	0	1	0	0	0	0	0	380
07:00	53	0	14	97	270	118	16	2	0	0	0	0	0	0	570
08:00	73	2	9	139	283	104	10	0	0	0	0	0	0	0	620
09:00	40	3	11	144	264	94	14	0	0	0	0	0	0	1	571
10:00	37	1	11	72	259	100	13	0	0	0	0	0	0	0	493
11:00	64	9	8	102	295	115	7	1	0	0	0	0	1	0	602
12 PM	57	1	16	117	264	90	7	0	0	0	0	0	0	0	552
13:00	55	2	5	109	297	133	10	0	0	0	0	0	0	0	611
14:00	82	5	22	155	243	40	3	1	0	0	0	0	0	0	551
15:00	105	2	40	147	365	101	10	0	0	0	0	0	0	0	770
16:00	77	1	16	136	384	125	15	0	0	0	0	0	0	0	754
17:00	75	0	12	103	389	153	13	0	0	0	0	0	0	0	745
18:00	48	0	7	95	338	118	18	0	0	0	0	0	0	0	624
19:00	31	2	10	111	266	103	11	1	0	0	0	0	0	0	535
20:00	9	1	5	38	183	96	16	0	0	0	0	0	0	0	348
21:00	12	0	3	35	138	87	17	0	0	0	0	0	0	0	292
22:00	7	0	0	17	64	52	26	4	0	0	0	0	0	0	170
23:00	2	0	0	5	27	47	12	2	0	0	0	0	0	0	95
Total	857	30	191	1680	4585	1877	285	14	1	0	0	0	1	1	9522

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/28/06	2	0	1	3	17	27	7	2	0	0	0	0	0	0	59
01:00	0	0	0	1	5	6	7	2	0	0	0	0	0	0	21
02:00	1	0	0	0	3	6	1	0	0	0	0	0	0	0	11
03:00	0	0	0	0	2	3	2	1	1	0	1	0	0	0	10
04:00	0	0	0	6	5	10	5	1	0	0	0	0	0	0	27
05:00	5	0	0	5	32	37	20	2	0	0	0	0	0	0	101
06:00	22	0	4	34	179	107	21	1	0	0	0	0	0	0	368
07:00	49	2	11	90	277	140	19	0	1	0	0	0	0	0	589
08:00	63	9	23	126	271	89	11	0	0	0	0	0	0	0	592
09:00	37	0	12	100	261	84	8	0	0	0	0	0	0	0	502
10:00	52	5	11	79	269	91	11	0	0	0	0	0	0	0	518
11:00	54	4	31	102	222	76	9	0	0	0	0	0	0	0	498
12 PM	63	10	12	133	199	41	3	1	0	0	0	0	0	0	462
13:00	61	8	4	83	319	117	7	0	0	0	0	0	0	0	599
14:00	63	0	16	136	322	115	11	0	0	0	0	0	0	0	663
15:00	94	5	34	154	342	112	10	0	0	0	0	0	0	0	751
16:00	93	9	12	113	379	125	13	1	0	0	0	0	0	0	745
17:00	83	0	4	140	336	134	22	0	0	0	0	0	0	0	719
18:00	50	2	8	86	338	114	9	0	0	0	0	0	0	0	607
19:00	21	1	11	123	275	80	6	0	0	0	0	0	0	0	517
20:00	13	0	3	49	198	104	18	0	0	0	0	0	0	0	385
21:00	12	1	0	23	150	83	16	2	1	0	0	0	0	0	288
22:00	3	1	4	7	65	68	12	0	0	0	0	0	0	0	160
23:00	3	0	0	4	34	37	15	2	1	0	0	0	0	0	96
Total	844	57	201	1597	4500	1806	263	15	4	0	1	0	0	0	9288

Grand Total	1701	87	392	3277	9085	3683	548	29	5	0	1	0	1	1	18810
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15th Percentile : 26 MPH
 50th Percentile : 33 MPH
 85th Percentile : 37 MPH
 95th Percentile : 40 MPH

Stats
 Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 12768
 Percent in Pace : 67.9%
 Number of Vehicles > 30 MPH : 13353
 Percent of Vehicles > 30 MPH : 71.0%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
09/27/06	2	0	0	2	9	10	5	0	0	0	0	0	0	0	28
01:00	0	0	0	3	9	17	3	1	0	0	0	0	0	0	33
02:00	0	0	0	0	3	6	0	1	0	0	0	0	0	0	10
03:00	0	0	0	1	9	5	3	0	0	0	0	0	0	0	18
04:00	0	0	0	0	4	21	3	0	0	0	0	0	0	0	28
05:00	0	0	3	15	68	60	13	1	0	0	0	0	0	0	160
06:00	24	0	14	59	159	139	12	0	0	0	0	0	0	0	407
07:00	74	19	53	124	262	106	8	0	0	0	0	0	0	0	646
08:00	87	31	76	137	283	111	3	0	0	0	0	0	0	0	728
09:00	44	15	67	141	266	113	7	0	0	0	0	0	0	0	653
10:00	51	21	56	152	289	100	10	0	1	0	0	0	0	0	680
11:00	77	22	49	166	251	102	7	1	0	0	0	0	0	0	675
12 PM	60	20	84	200	283	90	6	1	0	0	0	0	0	0	744
13:00	63	13	75	164	296	108	7	0	0	0	0	0	0	0	726
14:00	194	79	111	140	166	50	3	0	0	0	0	0	0	0	743
15:00	120	23	100	156	247	87	10	1	0	0	0	0	0	0	744
16:00	112	39	108	204	246	112	8	0	0	0	0	0	0	0	829
17:00	119	30	97	214	271	112	5	0	0	0	0	0	0	0	848
18:00	75	16	72	148	263	118	4	0	0	0	0	0	0	0	696
19:00	24	4	18	71	223	124	7	0	0	0	0	0	0	0	471
20:00	12	1	1	37	128	135	14	0	0	0	0	0	0	0	328
21:00	10	0	2	30	130	87	20	3	0	0	0	0	0	0	282
22:00	5	0	2	8	46	70	9	0	0	0	0	0	0	0	140
23:00	0	0	1	12	30	28	9	0	2	0	0	0	0	0	82
Total	1153	333	989	2184	3941	1911	176	9	3	0	0	0	0	0	10699

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/28/06	0	0	1	4	6	17	6	0	1	0	0	0	0	0	35
01:00	0	0	0	0	8	11	3	2	0	1	0	0	0	0	25
02:00	0	0	0	0	7	7	2	0	0	0	1	0	0	0	17
03:00	0	0	0	1	8	10	2	0	0	0	0	0	0	0	21
04:00	0	0	1	1	10	11	1	1	0	0	0	0	0	0	25
05:00	3	0	4	15	43	66	21	2	1	0	0	0	0	0	155
06:00	26	3	13	50	150	147	18	1	0	0	0	0	0	0	408
07:00	57	15	67	144	249	140	13	0	0	0	0	0	0	0	685
08:00	96	34	94	157	254	108	7	1	0	0	0	0	0	0	751
09:00	65	32	43	151	236	106	9	0	0	0	0	0	0	0	642
10:00	62	12	36	153	273	108	9	1	0	0	0	0	0	0	654
11:00	96	19	37	106	192	87	6	1	0	0	0	0	0	0	544
12 PM	245	65	83	100	112	52	3	0	0	0	0	0	0	0	660
13:00	65	16	61	186	286	102	6	0	0	0	0	0	0	0	722
14:00	103	33	66	159	321	93	5	0	0	0	0	0	0	0	780
15:00	117	43	101	175	231	76	9	0	0	0	0	0	0	0	752
16:00	144	56	112	179	256	85	3	0	0	0	0	0	0	0	835
17:00	133	54	78	210	301	104	4	0	0	0	0	0	0	0	884
18:00	104	30	58	157	309	108	5	0	0	0	0	0	0	0	771
19:00	24	2	28	93	245	122	5	0	0	0	0	0	0	0	519
20:00	11	1	13	44	159	115	13	1	0	0	0	0	0	0	357
21:00	7	0	2	19	95	99	8	1	0	0	0	0	0	0	231
22:00	1	0	3	16	57	48	8	0	1	0	0	0	0	0	134
23:00	0	0	1	2	33	37	2	2	0	0	0	0	0	0	77
Total	1359	415	902	2122	3841	1859	168	13	3	1	1	0	0	0	10684
Grand Total	2512	748	1891	4306	7782	3770	344	22	6	1	1	0	0	0	21383

15th Percentile : 20 MPH
 50th Percentile : 31 MPH
 85th Percentile : 37 MPH
 95th Percentile : 40 MPH

Stats
 Mean Speed(Average) : 29 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 12088
 Percent in Pace : 56.5%
 Number of Vehicles > 30 MPH : 11926
 Percent of Vehicles > 30 MPH : 55.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/27/06	6	0	1	5	26	38	16	1	0	0	0	0	0	0	93
01:00	0	0	0	4	17	32	7	1	0	0	0	0	0	0	61
02:00	1	0	0	1	6	12	4	1	0	0	0	0	0	0	25
03:00	0	0	0	1	12	8	5	0	0	0	0	0	0	0	26
04:00	2	0	1	0	11	29	11	0	0	0	0	0	0	0	54
05:00	2	0	3	22	96	97	34	3	0	0	0	0	0	0	257
06:00	45	1	14	105	349	243	29	0	1	0	0	0	0	0	787
07:00	127	19	67	221	532	224	24	2	0	0	0	0	0	0	1216
08:00	160	33	85	276	566	215	13	0	0	0	0	0	0	0	1348
09:00	84	18	78	285	530	207	21	0	0	0	0	0	0	1	1224
10:00	88	22	67	224	548	200	23	0	1	0	0	0	0	0	1173
11:00	141	31	57	268	546	217	14	2	0	0	0	0	1	0	1277
12 PM	117	21	100	317	547	180	13	1	0	0	0	0	0	0	1296
13:00	118	15	80	273	593	241	17	0	0	0	0	0	0	0	1337
14:00	276	84	133	295	409	90	6	1	0	0	0	0	0	0	1294
15:00	225	25	140	303	612	188	20	1	0	0	0	0	0	0	1514
16:00	189	40	124	340	630	237	23	0	0	0	0	0	0	0	1583
17:00	194	30	109	317	660	265	18	0	0	0	0	0	0	0	1593
18:00	123	16	79	243	601	236	22	0	0	0	0	0	0	0	1320
19:00	55	6	28	182	489	227	18	1	0	0	0	0	0	0	1006
20:00	21	2	6	75	311	231	30	0	0	0	0	0	0	0	676
21:00	22	0	5	65	268	174	37	3	0	0	0	0	0	0	574
22:00	12	0	2	25	110	122	35	4	0	0	0	0	0	0	310
23:00	2	0	1	17	57	75	21	2	2	0	0	0	0	0	177
Total	2010	363	1180	3864	8526	3788	461	23	4	0	0	0	1	1	20221

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/28/06	2	0	2	7	23	44	13	2	1	0	0	0	0	0	94
01:00	0	0	0	1	13	17	10	4	0	1	0	0	0	0	46
02:00	1	0	0	0	10	13	3	0	0	0	1	0	0	0	28
03:00	0	0	0	1	10	13	4	1	1	0	1	0	0	0	31
04:00	0	0	1	7	15	21	6	2	0	0	0	0	0	0	52
05:00	8	0	4	20	75	103	41	4	1	0	0	0	0	0	256
06:00	48	3	17	84	329	254	39	2	0	0	0	0	0	0	776
07:00	106	17	78	234	526	280	32	0	1	0	0	0	0	0	1274
08:00	159	43	117	283	525	197	18	1	0	0	0	0	0	0	1343
09:00	102	32	55	251	497	190	17	0	0	0	0	0	0	0	1144
10:00	114	17	47	232	542	199	20	1	0	0	0	0	0	0	1172
11:00	150	23	68	208	414	163	15	1	0	0	0	0	0	0	1042
12 PM	308	75	95	233	311	93	6	1	0	0	0	0	0	0	1122
13:00	126	24	65	269	605	219	13	0	0	0	0	0	0	0	1321
14:00	166	33	82	295	643	208	16	0	0	0	0	0	0	0	1443
15:00	211	48	135	329	573	188	19	0	0	0	0	0	0	0	1503
16:00	237	65	124	292	635	210	16	1	0	0	0	0	0	0	1580
17:00	216	54	82	350	637	238	26	0	0	0	0	0	0	0	1603
18:00	154	32	66	243	647	222	14	0	0	0	0	0	0	0	1378
19:00	45	3	39	216	520	202	11	0	0	0	0	0	0	0	1036
20:00	24	1	16	93	357	219	31	1	0	0	0	0	0	0	742
21:00	19	1	2	42	245	182	24	3	1	0	0	0	0	0	519
22:00	4	1	7	23	122	116	20	0	1	0	0	0	0	0	294
23:00	3	0	1	6	67	74	17	4	1	0	0	0	0	0	173
Total	2203	472	1103	3719	8341	3665	431	28	7	1	2	0	1	1	19972
Grand Total	4213	835	2283	7583	16867	7453	892	51	11	1	2	0	1	1	40193

15th Percentile : 23 MPH
 50th Percentile : 32 MPH
 85th Percentile : 37 MPH
 95th Percentile : 40 MPH

Stats
 Mean Speed(Average) : 30 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 24450
 Percent in Pace : 60.8%
 Number of Vehicles > 30 MPH : 25279
 Percent of Vehicles > 30 MPH : 62.9%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/06	0	49	15	0	1	0	0	0	0	0	0	0	0	65
01:00	0	17	7	0	4	0	0	0	0	0	0	0	0	28
02:00	0	8	5	0	1	0	0	0	1	0	0	0	0	15
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:00	0	17	5	2	2	0	0	0	0	0	0	0	0	26
05:00	0	63	25	0	8	1	0	0	0	0	0	0	0	97
06:00	3	241	113	0	16	4	1	1	0	0	0	0	0	379
07:00	8	360	140	8	42	6	1	5	2	1	0	0	0	573
08:00	6	374	172	17	38	8	0	5	1	0	0	0	0	621
09:00	5	356	157	5	27	11	0	4	4	0	0	0	0	569
10:00	6	321	116	9	30	4	1	4	0	1	0	0	0	492
11:00	7	368	169	8	38	8	1	4	0	0	0	0	0	603
12 PM	10	377	125	8	20	10	0	4	0	0	0	0	0	554
13:00	7	403	158	7	25	6	1	6	0	0	0	0	0	613
14:00	10	338	157	10	19	8	1	8	1	0	0	0	0	552
15:00	16	491	207	11	26	15	0	2	3	0	0	0	0	771
16:00	11	484	205	2	33	12	1	5	1	0	0	1	0	755
17:00	11	505	185	2	27	10	0	6	0	0	0	0	0	746
18:00	6	442	145	1	17	7	0	2	1	0	0	0	0	621
19:00	5	377	122	0	25	4	0	1	0	0	0	0	0	534
20:00	3	251	79	0	12	1	0	1	0	0	0	0	0	347
21:00	1	223	56	0	11	1	0	0	0	0	0	0	0	292
22:00	0	122	40	0	7	0	0	0	1	0	0	0	0	170
23:00	0	68	26	0	1	0	0	0	0	0	0	0	0	95
Total	115	6261	2431	90	430	116	7	58	15	2	0	1	0	9526
Percent	1.2%	65.7%	25.5%	0.9%	4.5%	1.2%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	08:00	07:00	09:00	06:00	07:00	09:00	07:00				08:00
Vol.	8	374	172	17	42	11	1	5	4	1				621
PM Peak	15:00	17:00	15:00	15:00	16:00	15:00	13:00	14:00	15:00			16:00		15:00
Vol.	16	505	207	11	33	15	1	8	3			1		771

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/06	0	41	16	0	2	0	0	0	0	0	0	0	0	59
01:00	0	13	7	0	1	0	0	0	0	0	0	0	0	21
02:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
03:00	0	6	3	0	0	0	0	0	1	0	0	0	0	10
04:00	0	17	6	2	1	1	0	0	0	0	0	0	0	27
05:00	1	61	28	1	7	1	0	0	1	0	0	0	0	100
06:00	2	220	110	4	26	4	0	1	0	0	0	0	0	367
07:00	3	370	164	6	33	6	1	8	0	0	0	0	0	591
08:00	12	350	147	18	45	10	2	6	3	0	0	0	0	593
09:00	3	287	165	3	25	8	5	4	0	1	0	0	0	501
10:00	2	325	141	5	33	9	1	3	1	0	0	0	1	521
11:00	5	311	125	8	29	10	2	7	2	0	0	1	0	500
12 PM	11	301	103	4	27	10	2	4	2	0	0	0	0	464
13:00	6	383	164	9	23	11	0	4	1	0	0	0	0	601
14:00	11	431	165	11	28	9	2	7	0	0	0	0	0	664
15:00	8	496	192	11	21	11	0	8	3	1	0	0	0	751
16:00	9	483	191	2	44	10	0	4	0	1	0	0	0	744
17:00	11	484	178	2	33	7	0	4	0	0	0	0	0	719
18:00	13	404	161	2	23	3	0	3	0	0	0	0	0	609
19:00	4	366	124	2	16	3	0	0	1	0	0	0	0	516
20:00	6	271	90	0	13	3	0	0	1	0	0	0	0	384
21:00	1	212	62	1	12	0	0	0	0	0	0	0	0	288
22:00	1	120	34	0	4	0	0	1	0	0	0	0	0	160
23:00	0	77	16	0	2	0	0	0	0	1	0	0	0	96
Total	109	6036	2395	91	449	116	15	64	16	4	0	1	1	9297
Percent	1.2%	64.9%	25.8%	1.0%	4.8%	1.2%	0.2%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	09:00	08:00	08:00	08:00	09:00	07:00	08:00	09:00		11:00	10:00	08:00
Vol.	12	370	165	18	45	10	5	8	3	1		1	1	593
PM Peak	18:00	15:00	15:00	14:00	16:00	13:00	12:00	15:00	15:00	15:00				15:00
Vol.	13	496	192	11	44	11	2	8	3	1				751
Grand Total	224	12297	4826	181	879	232	22	122	31	6	0	2	1	18823
Percent	1.2%	65.3%	25.6%	1.0%	4.7%	1.2%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/06	0	18	9	0	1	0	0	0	0	0	0	0	0	28
01:00	0	21	11	0	1	0	0	0	0	0	0	0	0	33
02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
03:00	0	9	6	2	0	0	0	0	1	0	0	0	0	18
04:00	0	17	6	1	4	0	0	0	0	0	0	0	0	28
05:00	3	92	49	3	11	1	0	0	1	0	0	0	0	160
06:00	5	234	125	11	23	2	0	6	0	0	0	0	0	406
07:00	1	407	168	15	41	9	1	4	1	0	0	0	0	647
08:00	8	448	194	19	40	10	0	7	3	0	0	0	0	729
09:00	4	434	157	7	32	10	1	6	0	1	0	0	0	652
10:00	7	413	203	9	35	5	0	5	1	0	0	0	0	678
11:00	6	432	185	6	29	11	1	6	0	0	0	0	0	676
12 PM	8	494	182	9	38	6	1	5	1	0	1	0	0	745
13:00	8	473	183	7	41	10	1	3	1	0	0	0	0	727
14:00	11	476	193	13	28	9	1	9	2	1	0	0	0	743
15:00	18	474	203	2	34	8	0	5	0	0	0	0	0	744
16:00	7	546	217	3	42	4	0	10	0	0	0	0	0	829
17:00	10	606	180	1	42	6	0	3	0	0	0	0	0	848
18:00	9	459	187	1	32	6	0	3	0	0	0	0	0	697
19:00	3	316	124	0	23	2	0	1	0	0	0	0	0	469
20:00	2	237	71	0	14	1	0	3	0	0	0	0	0	328
21:00	1	214	54	0	11	1	0	1	0	0	0	0	0	282
22:00	2	104	29	0	4	0	0	0	0	0	0	0	0	139
23:00	0	64	14	1	1	1	0	0	1	0	0	0	0	82
Total	113	6996	2752	110	527	102	6	77	12	2	1	0	0	10698
Percent	1.1%	65.4%	25.7%	1.0%	4.9%	1.0%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	10:00	08:00	07:00	11:00	07:00	08:00	08:00	09:00				08:00
Vol.	8	448	203	19	41	11	1	7	3	1				729
PM Peak	15:00	17:00	16:00	14:00	16:00	13:00	12:00	16:00	14:00	14:00	12:00			17:00
Vol.	18	606	217	13	42	10	1	10	2	1	1			848

Old Colony Planning Council
 70 School Street
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 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/06	0	22	13	0	0	0	0	0	0	0	0	0	0	35
01:00	0	15	8	0	2	0	0	0	0	0	0	0	0	25
02:00	0	11	4	0	2	0	0	0	0	0	0	0	0	17
03:00	0	11	7	1	1	0	0	0	1	0	0	0	0	21
04:00	0	15	3	1	4	0	0	1	1	0	0	0	0	25
05:00	1	89	52	3	9	0	0	1	0	0	0	0	0	155
06:00	2	252	118	6	23	2	0	4	0	0	0	0	0	407
07:00	6	426	191	8	33	12	0	6	1	0	0	0	0	683
08:00	8	466	197	19	41	9	0	10	2	0	0	0	0	752
09:00	4	378	212	4	33	6	1	4	2	0	0	0	0	644
10:00	3	429	163	4	40	12	0	3	2	0	0	0	0	656
11:00	8	317	160	11	28	12	0	6	3	0	0	0	0	545
12 PM	11	399	197	6	23	13	0	9	1	0	0	0	0	659
13:00	5	462	212	5	25	11	1	3	0	0	0	0	0	724
14:00	10	498	209	21	26	10	0	4	3	0	0	0	0	781
15:00	12	496	184	7	40	5	0	7	0	0	1	0	0	752
16:00	13	544	224	1	39	6	0	7	1	0	0	0	0	835
17:00	8	600	226	3	37	4	0	5	1	0	0	0	0	884
18:00	12	521	190	2	35	6	0	6	0	0	0	0	0	772
19:00	5	369	113	0	26	3	0	2	0	0	0	0	0	518
20:00	2	257	87	1	8	0	0	2	0	0	0	0	0	357
21:00	1	176	47	0	5	0	0	1	1	0	0	0	0	231
22:00	4	96	26	0	8	0	0	0	0	0	0	0	0	134
23:00	0	51	22	1	2	1	0	0	0	0	0	0	0	77
Total	115	6900	2865	104	490	112	2	81	19	0	1	0	0	10689
Percent	1.1%	64.6%	26.8%	1.0%	4.6%	1.0%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	09:00	08:00	08:00	07:00	09:00	08:00	11:00					08:00
Vol.	8	466	212	19	41	12	1	10	3					752
PM Peak	16:00	17:00	17:00	14:00	15:00	12:00	13:00	12:00	14:00		15:00			17:00
Vol.	13	600	226	21	40	13	1	9	3		1			884
Grand Total	228	13896	5617	214	1017	214	8	158	31	2	2	0	0	21387
Percent	1.1%	65.0%	26.3%	1.0%	4.8%	1.0%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/06	0	67	24	0	2	0	0	0	0	0	0	0	0	93
01:00	0	38	18	0	5	0	0	0	0	0	0	0	0	61
02:00	0	16	7	0	1	0	0	0	1	0	0	0	0	25
03:00	0	15	8	2	0	0	0	0	1	0	0	0	0	26
04:00	0	34	11	3	6	0	0	0	0	0	0	0	0	54
05:00	3	155	74	3	19	2	0	0	1	0	0	0	0	257
06:00	8	475	238	11	39	6	1	7	0	0	0	0	0	785
07:00	9	767	308	23	83	15	2	9	3	1	0	0	0	1220
08:00	14	822	366	36	78	18	0	12	4	0	0	0	0	1350
09:00	9	790	314	12	59	21	1	10	4	1	0	0	0	1221
10:00	13	734	319	18	65	9	1	9	1	1	0	0	0	1170
11:00	13	800	354	14	67	19	2	10	0	0	0	0	0	1279
12 PM	18	871	307	17	58	16	1	9	1	0	1	0	0	1299
13:00	15	876	341	14	66	16	2	9	1	0	0	0	0	1340
14:00	21	814	350	23	47	17	2	17	3	1	0	0	0	1295
15:00	34	965	410	13	60	23	0	7	3	0	0	0	0	1515
16:00	18	1030	422	5	75	16	1	15	1	0	0	1	0	1584
17:00	21	1111	365	3	69	16	0	9	0	0	0	0	0	1594
18:00	15	901	332	2	49	13	0	5	1	0	0	0	0	1318
19:00	8	693	246	0	48	6	0	2	0	0	0	0	0	1003
20:00	5	488	150	0	26	2	0	4	0	0	0	0	0	675
21:00	2	437	110	0	22	2	0	1	0	0	0	0	0	574
22:00	2	226	69	0	11	0	0	0	1	0	0	0	0	309
23:00	0	132	40	1	2	1	0	0	1	0	0	0	0	177
Total	228	13257	5183	200	957	218	13	135	27	4	1	1	0	20224
Percent	1.1%	65.6%	25.6%	1.0%	4.7%	1.1%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	07:00	09:00	07:00	08:00	08:00	07:00				08:00
Vol.	14	822	366	36	83	21	2	12	4	1				1350
PM Peak	15:00	17:00	16:00	14:00	16:00	15:00	13:00	14:00	14:00	14:00	12:00	16:00		17:00
Vol.	34	1111	422	23	75	23	2	17	3	1	1	1		1594

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Brook St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/06	0	63	29	0	2	0	0	0	0	0	0	0	0	94
01:00	0	28	15	0	3	0	0	0	0	0	0	0	0	46
02:00	0	18	7	0	3	0	0	0	0	0	0	0	0	28
03:00	0	17	10	1	1	0	0	0	2	0	0	0	0	31
04:00	0	32	9	3	5	1	0	1	1	0	0	0	0	52
05:00	2	150	80	4	16	1	0	1	1	0	0	0	0	255
06:00	4	472	228	10	49	6	0	5	0	0	0	0	0	774
07:00	9	796	355	14	66	18	1	14	1	0	0	0	0	1274
08:00	20	816	344	37	86	19	2	16	5	0	0	0	0	1345
09:00	7	665	377	7	58	14	6	8	2	1	0	0	0	1145
10:00	5	754	304	9	73	21	1	6	3	0	0	0	1	1177
11:00	13	628	285	19	57	22	2	13	5	0	0	1	0	1045
12 PM	22	700	300	10	50	23	2	13	3	0	0	0	0	1123
13:00	11	845	376	14	48	22	1	7	1	0	0	0	0	1325
14:00	21	929	374	32	54	19	2	11	3	0	0	0	0	1445
15:00	20	992	376	18	61	16	0	15	3	1	1	0	0	1503
16:00	22	1027	415	3	83	16	0	11	1	1	0	0	0	1579
17:00	19	1084	404	5	70	11	0	9	1	0	0	0	0	1603
18:00	25	925	351	4	58	9	0	9	0	0	0	0	0	1381
19:00	9	735	237	2	42	6	0	2	1	0	0	0	0	1034
20:00	8	528	177	1	21	3	0	2	1	0	0	0	0	741
21:00	2	388	109	1	17	0	0	1	1	0	0	0	0	519
22:00	5	216	60	0	12	0	0	1	0	0	0	0	0	294
23:00	0	128	38	1	4	1	0	0	0	1	0	0	0	173
Total	224	12936	5260	195	939	228	17	145	35	4	1	1	1	19986
Percent	1.1%	64.7%	26.3%	1.0%	4.7%	1.1%	0.1%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	09:00	08:00	08:00	11:00	09:00	08:00	08:00	09:00		11:00	10:00	08:00
Vol.	20	816	377	37	86	22	6	16	5	1		1	1	1345
PM Peak	18:00	17:00	16:00	14:00	16:00	12:00	12:00	15:00	12:00	15:00	15:00			17:00
Vol.	25	1084	415	32	83	23	2	15	3	1	1			1603
Grand Total	452	26193	10443	395	1896	446	30	280	62	8	2	2	1	40210
Percent	1.1%	65.1%	26.0%	1.0%	4.7%	1.1%	0.1%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	

*Main Street,
North of Route 3 – Kingston*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #11
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Pilgrim Hwy

Start Time	25-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	84	29	76	40	*	*	*	*	*	*	80	34
01:00	*	*	*	*	34	31	27	24	*	*	*	*	*	*	30	28
02:00	*	*	*	*	18	14	13	20	*	*	*	*	*	*	16	17
03:00	*	*	*	*	9	20	13	24	*	*	*	*	*	*	11	22
04:00	*	*	*	*	27	50	27	47	*	*	*	*	*	*	27	48
05:00	*	*	*	*	106	223	108	208	*	*	*	*	*	*	107	216
06:00	*	*	*	*	369	508	366	524	*	*	*	*	*	*	368	516
07:00	*	*	*	*	599	713	581	744	*	*	*	*	*	*	590	728
08:00	*	*	*	*	457	680	476	733	*	*	*	*	*	*	466	706
09:00	*	*	*	*	542	722	500	689	*	*	*	*	*	*	521	706
10:00	*	*	*	*	514	707	534	711	*	*	*	*	*	*	524	709
11:00	*	*	*	*	635	686	543	572	*	*	*	*	*	*	589	629
12:00 PM	*	*	*	*	596	733	496	692	*	*	*	*	*	*	546	712
01:00	*	*	*	*	641	729	573	718	*	*	*	*	*	*	607	724
02:00	*	*	*	*	600	726	676	730	*	*	*	*	*	*	638	728
03:00	*	*	*	*	761	721	739	715	*	*	*	*	*	*	750	718
04:00	*	*	*	*	751	797	774	826	*	*	*	*	*	*	762	812
05:00	*	*	*	*	834	806	742	800	*	*	*	*	*	*	788	803
06:00	*	*	*	*	713	705	669	770	*	*	*	*	*	*	691	738
07:00	*	*	*	*	599	490	604	536	*	*	*	*	*	*	602	513
08:00	*	*	*	*	414	353	467	386	*	*	*	*	*	*	440	370
09:00	*	*	*	*	320	313	330	259	*	*	*	*	*	*	325	286
10:00	*	*	*	*	209	159	203	155	*	*	*	*	*	*	206	157
11:00	*	*	*	*	122	87	123	84	*	*	*	*	*	*	122	86
Lane Day	0	0	0	0	9954	11002	9660	11007	0	0	0	0	0	0	9806	11006
AM Peak Vol.	0	0	0	0	20956	20956	20667	20667	0	0	0	0	0	0	20812	20812
PM Peak Vol.					11:00	09:00	07:00	07:00							07:00	07:00
Vol.					635	722	581	744							590	728
PM Peak Vol.					17:00	17:00	16:00	16:00							17:00	16:00
Vol.					834	806	774	826							788	812

Comb. Total 0 0 20956 20667 0 0 0 20812

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U3
 Recorder #: Jamar #11
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, north of Pilgrim Hwy

Start Time	25-Sep-06 Mon	26-Sep-06 Tue	27-Sep-06 Wed	28-Sep-06 Thu	29-Sep-06 Fri	30-Sep-06 Sat	01-Oct-06 Sun	Week Average
12:00 AM	*	*	113	116	*	*	*	114
01:00	*	*	65	51	*	*	*	58
02:00	*	*	32	33	*	*	*	32
03:00	*	*	29	37	*	*	*	33
04:00	*	*	77	74	*	*	*	76
05:00	*	*	329	316	*	*	*	322
06:00	*	*	877	890	*	*	*	884
07:00	*	*	1312	1325	*	*	*	1318
08:00	*	*	1137	1209	*	*	*	1173
09:00	*	*	1264	1189	*	*	*	1226
10:00	*	*	1221	1245	*	*	*	1233
11:00	*	*	1321	1115	*	*	*	1218
12:00 PM	*	*	1329	1188	*	*	*	1258
01:00	*	*	1370	1291	*	*	*	1330
02:00	*	*	1326	1406	*	*	*	1366
03:00	*	*	1482	1454	*	*	*	1468
04:00	*	*	1548	1600	*	*	*	1574
05:00	*	*	1640	1542	*	*	*	1591
06:00	*	*	1418	1439	*	*	*	1428
07:00	*	*	1089	1140	*	*	*	1114
08:00	*	*	767	853	*	*	*	810
09:00	*	*	633	589	*	*	*	611
10:00	*	*	368	358	*	*	*	363
11:00	*	*	209	207	*	*	*	208
Total	0	0	20956	20667	0	0	0	20808
Percentage	0.0%	0.0%	100.7%	99.3%	0.0%	0.0%	0.0%	
AM Peak			11:00	07:00				07:00
Vol.			1321	1325				1318
PM Peak			17:00	16:00				17:00
Vol.			1640	1600				1591

*Main Street,
South of Route 3 – Kingston*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, south of Pilgrim Hwy

Start Time	25-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	44	35	41	32	*	*	*	*	*	*	42	34
01:00	*	*	*	*	24	20	26	24	*	*	*	*	*	*	25	22
02:00	*	*	*	*	12	6	10	10	*	*	*	*	*	*	11	8
03:00	*	*	*	*	11	7	18	6	*	*	*	*	*	*	14	6
04:00	*	*	*	*	46	30	37	26	*	*	*	*	*	*	42	28
05:00	*	*	*	*	172	105	172	93	*	*	*	*	*	*	172	99
06:00	*	*	*	*	401	261	408	256	*	*	*	*	*	*	404	258
07:00	*	*	*	*	543	398	536	391	*	*	*	*	*	*	540	394
08:00	*	*	*	*	534	511	515	548	*	*	*	*	*	*	524	530
09:00	*	*	*	*	474	500	453	489	*	*	*	*	*	*	464	494
10:00	*	*	*	*	447	452	514	449	*	*	*	*	*	*	480	450
11:00	*	*	*	*	533	484	488	429	*	*	*	*	*	*	510	456
12:00 PM	*	*	*	*	516	553	507	478	*	*	*	*	*	*	512	516
01:00	*	*	*	*	588	498	561	544	*	*	*	*	*	*	574	521
02:00	*	*	*	*	587	534	615	547	*	*	*	*	*	*	601	540
03:00	*	*	*	*	692	581	647	623	*	*	*	*	*	*	670	602
04:00	*	*	*	*	620	657	674	702	*	*	*	*	*	*	647	680
05:00	*	*	*	*	610	631	661	696	*	*	*	*	*	*	636	664
06:00	*	*	*	*	574	570	560	612	*	*	*	*	*	*	567	591
07:00	*	*	*	*	449	413	461	447	*	*	*	*	*	*	455	430
08:00	*	*	*	*	306	263	319	303	*	*	*	*	*	*	312	283
09:00	*	*	*	*	228	242	259	238	*	*	*	*	*	*	244	240
10:00	*	*	*	*	140	133	178	156	*	*	*	*	*	*	159	144
11:00	*	*	*	*	64	81	83	69	*	*	*	*	*	*	74	75
Lane Day	0	0	0	0	8615	7965	8743	8168	0	0	0	0	0	0	8679	8065
AM Peak Vol.	0	0	0	0	16580	16911	16911	16911	0	0	0	0	0	0	16744	16744
PM Peak Vol.					692	657	674	702							670	680

Comb. Total 0 0 16580 16911 0 0 0 16744

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Main St, south of Pilgrim Hwy

Start Time	25-Sep-06 Mon	26-Sep-06 Tue	27-Sep-06 Wed	28-Sep-06 Thu	29-Sep-06 Fri	30-Sep-06 Sat	01-Oct-06 Sun	Week Average
12:00 AM	*	*	79	73	*	*	*	76
01:00	*	*	44	50	*	*	*	47
02:00	*	*	18	20	*	*	*	19
03:00	*	*	18	24	*	*	*	21
04:00	*	*	76	63	*	*	*	70
05:00	*	*	277	265	*	*	*	271
06:00	*	*	662	664	*	*	*	663
07:00	*	*	941	927	*	*	*	934
08:00	*	*	1045	1063	*	*	*	1054
09:00	*	*	974	942	*	*	*	958
10:00	*	*	899	963	*	*	*	931
11:00	*	*	1017	917	*	*	*	967
12:00 PM	*	*	1069	985	*	*	*	1027
01:00	*	*	1086	1105	*	*	*	1096
02:00	*	*	1121	1162	*	*	*	1142
03:00	*	*	1273	1270	*	*	*	1272
04:00	*	*	1277	1376	*	*	*	1326
05:00	*	*	1241	1357	*	*	*	1299
06:00	*	*	1144	1172	*	*	*	1158
07:00	*	*	862	908	*	*	*	885
08:00	*	*	569	622	*	*	*	596
09:00	*	*	470	497	*	*	*	484
10:00	*	*	273	334	*	*	*	304
11:00	*	*	145	152	*	*	*	148
Total	0	0	16580	16911	0	0	0	16748
Percentage	0.0%	0.0%	99.0%	101.0%	0.0%	0.0%	0.0%	
AM Peak			08:00	08:00				08:00
Vol.			1045	1063				1054
PM Peak			16:00	16:00				16:00
Vol.			1277	1376				1326

*Main Street,
North of Howlands Lane – Kingston*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06
 Main St, north of Howlands Ln

Start Time	22-May-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	36	35	30	46	*	*	*	*	*	*	*	*	33	40
01:00	*	*	12	22	19	19	*	*	*	*	*	*	*	*	16	20
02:00	*	*	6	11	7	9	*	*	*	*	*	*	*	*	6	10
03:00	*	*	14	5	15	10	*	*	*	*	*	*	*	*	14	8
04:00	*	*	18	14	32	9	*	*	*	*	*	*	*	*	25	12
05:00	*	*	126	47	126	60	*	*	*	*	*	*	*	*	126	54
06:00	*	*	334	151	319	165	*	*	*	*	*	*	*	*	326	158
07:00	*	*	446	275	457	270	*	*	*	*	*	*	*	*	452	272
08:00	*	*	444	435	448	414	*	*	*	*	*	*	*	*	446	424
09:00	*	*	453	434	454	454	*	*	*	*	*	*	*	*	454	444
10:00	*	*	480	388	447	516	*	*	*	*	*	*	*	*	464	452
11:00	*	*	473	396	519	441	*	*	*	*	*	*	*	*	496	418
12:00 PM	*	*	516	459	634	471	*	*	*	*	*	*	*	*	575	465
01:00	*	*	522	483	555	473	*	*	*	*	*	*	*	*	538	478
02:00	*	*	542	438	568	497	*	*	*	*	*	*	*	*	555	468
03:00	*	*	611	564	581	565	*	*	*	*	*	*	*	*	596	564
04:00	*	*	662	614	664	595	*	*	*	*	*	*	*	*	663	604
05:00	*	*	586	590	593	574	*	*	*	*	*	*	*	*	590	582
06:00	*	*	500	477	482	527	*	*	*	*	*	*	*	*	491	502
07:00	*	*	401	339	414	351	*	*	*	*	*	*	*	*	408	345
08:00	*	*	274	257	309	277	*	*	*	*	*	*	*	*	292	267
09:00	*	*	191	174	206	197	*	*	*	*	*	*	*	*	198	186
10:00	*	*	154	136	132	143	*	*	*	*	*	*	*	*	143	140
11:00	*	*	48	63	64	76	*	*	*	*	*	*	*	*	56	70
Lane Day	0	0	7849	6807	8075	7159	0	0	0	0	0	0	0	0	7963	6983
AM Peak Vol.			14656		15234										14946	
PM Peak Vol.																
Comb. Total	0		14656		15234		0		0		0		0		14946	
ADT	Not Calculated															

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06
 Main St, north of Howlands Ln

Start Time	22-May-06 Mon	23-May-06 Tue	24-May-06 Wed	25-May-06 Thu	26-May-06 Fri	27-May-06 Sat	28-May-06 Sun	Week Average
12:00 AM	*	71	76	*	*	*	*	74
01:00	*	34	38	*	*	*	*	36
02:00	*	17	16	*	*	*	*	16
03:00	*	19	25	*	*	*	*	22
04:00	*	32	41	*	*	*	*	36
05:00	*	173	186	*	*	*	*	180
06:00	*	485	484	*	*	*	*	484
07:00	*	721	727	*	*	*	*	724
08:00	*	879	862	*	*	*	*	870
09:00	*	887	908	*	*	*	*	898
10:00	*	868	963	*	*	*	*	916
11:00	*	869	960	*	*	*	*	914
12:00 PM	*	975	1105	*	*	*	*	1040
01:00	*	1005	1028	*	*	*	*	1016
02:00	*	980	1065	*	*	*	*	1022
03:00	*	1175	1146	*	*	*	*	1160
04:00	*	1276	1259	*	*	*	*	1268
05:00	*	1176	1167	*	*	*	*	1172
06:00	*	977	1009	*	*	*	*	993
07:00	*	740	765	*	*	*	*	752
08:00	*	531	586	*	*	*	*	558
09:00	*	365	403	*	*	*	*	384
10:00	*	290	275	*	*	*	*	282
11:00	*	111	140	*	*	*	*	126
Total	0	14656	15234	0	0	0	0	14943
Percentage	0.0%	98.1%	101.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		09:00 887	10:00 963					10:00 916
PM Peak Vol.		16:00 1276	16:00 1259					16:00 1268

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Howlands Ln

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
05/23/06	0	1	0	0	2	15	9	6	3	0	0	0	0	0	36
01:00	0	0	0	0	5	2	3	2	0	0	0	0	0	0	12
02:00	0	0	0	0	1	2	3	0	0	0	0	0	0	0	6
03:00	0	0	0	0	3	7	2	2	0	0	0	0	0	0	14
04:00	0	0	0	1	4	7	3	3	0	0	0	0	0	0	18
05:00	2	0	1	5	22	50	32	14	0	0	0	0	0	0	126
06:00	13	2	1	10	102	129	68	8	0	1	0	0	0	0	334
07:00	19	1	4	28	140	172	77	4	1	0	0	0	0	0	446
08:00	34	7	10	49	140	145	53	4	2	0	0	0	0	0	444
09:00	24	5	8	29	154	175	52	4	2	0	0	0	0	0	453
10:00	19	1	3	26	165	186	68	10	2	0	0	0	0	0	480
11:00	31	5	12	31	147	188	56	3	0	0	0	0	0	0	473
12 PM	21	3	4	23	190	215	54	6	0	0	0	0	0	0	516
13:00	28	5	12	30	190	192	61	4	0	0	0	0	0	0	522
14:00	31	7	8	50	187	197	59	3	0	0	0	0	0	0	542
15:00	39	3	23	64	239	196	44	3	0	0	0	0	0	0	611
16:00	40	4	8	43	267	231	66	1	2	0	0	0	0	0	662
17:00	30	4	22	49	202	212	59	8	0	0	0	0	0	0	586
18:00	29	4	1	26	130	212	87	10	0	1	0	0	0	0	500
19:00	24	2	1	18	141	163	47	5	0	0	0	0	0	0	401
20:00	10	0	0	21	94	111	31	5	2	0	0	0	0	0	274
21:00	1	1	0	7	46	83	36	13	4	0	0	0	0	0	191
22:00	1	0	1	0	34	56	45	14	1	1	1	0	0	0	154
23:00	2	0	0	0	11	13	9	12	0	1	0	0	0	0	48
Total	398	55	119	510	2616	2959	1024	144	19	4	1	0	0	0	7849

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Howlands Ln

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/24/06	0	0	0	2	9	9	5	5	0	0	0	0	0	0	30
01:00	0	0	0	0	5	6	5	3	0	0	0	0	0	0	19
02:00	0	0	0	0	1	1	4	1	0	0	0	0	0	0	7
03:00	0	0	0	1	4	5	2	2	1	0	0	0	0	0	15
04:00	0	0	0	1	10	12	8	1	0	0	0	0	0	0	32
05:00	2	0	0	1	16	48	43	13	2	1	0	0	0	0	126
06:00	5	2	1	6	75	148	75	7	0	0	0	0	0	0	319
07:00	22	4	3	26	140	190	67	5	0	0	0	0	0	0	457
08:00	22	0	1	30	143	160	85	5	2	0	0	0	0	0	448
09:00	29	1	6	23	141	175	67	11	0	1	0	0	0	0	454
10:00	34	5	5	23	183	151	44	2	0	0	0	0	0	0	447
11:00	29	4	3	40	212	182	44	4	1	0	0	0	0	0	519
12 PM	31	1	15	56	268	205	50	7	1	0	0	0	0	0	634
13:00	29	1	1	42	229	202	49	1	1	0	0	0	0	0	555
14:00	30	5	15	35	229	194	55	5	0	0	0	0	0	0	568
15:00	31	4	15	55	214	194	61	5	2	0	0	0	0	0	581
16:00	49	2	9	51	289	196	61	7	0	0	0	0	0	0	664
17:00	49	9	13	23	181	201	97	16	3	1	0	0	0	0	593
18:00	25	1	3	17	165	192	68	11	0	0	0	0	0	0	482
19:00	17	1	2	18	130	179	59	7	1	0	0	0	0	0	414
20:00	11	1	5	19	94	136	37	5	0	0	0	0	1	0	309
21:00	7	1	6	7	65	81	33	5	1	0	0	0	0	0	206
22:00	2	0	0	2	37	44	38	8	1	0	0	0	0	0	132
23:00	0	0	0	1	14	30	15	2	1	1	0	0	0	0	64
Total	424	42	103	479	2854	2941	1072	138	17	4	0	0	1	0	8075
Grand Total	822	97	222	989	5470	5900	2096	282	36	8	1	0	1	0	15924

15th Percentile : 31 MPH
 50th Percentile : 36 MPH
 85th Percentile : 41 MPH
 95th Percentile : 44 MPH

Stats
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 11370
 Percent in Pace : 71.4%
 Number of Vehicles > 30 MPH : 13794
 Percent of Vehicles > 30 MPH : 86.6%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Howlands Ln

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/23/06	1	0	1	5	11	14	2	1	0	0	0	0	0	0	35
01:00	0	0	0	0	12	8	2	0	0	0	0	0	0	0	22
02:00	0	0	0	3	3	5	0	0	0	0	0	0	0	0	11
03:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
04:00	0	0	1	2	6	5	0	0	0	0	0	0	0	0	14
05:00	2	0	0	3	21	16	5	0	0	0	0	0	0	0	47
06:00	14	1	3	20	62	45	6	0	0	0	0	0	0	0	151
07:00	24	10	4	21	142	67	5	2	0	0	0	0	0	0	275
08:00	26	6	19	77	209	89	9	0	0	0	0	0	0	0	435
09:00	26	5	14	59	241	81	8	0	0	0	0	0	0	0	434
10:00	26	3	7	92	185	71	3	1	0	0	0	0	0	0	388
11:00	29	2	6	80	213	61	5	0	0	0	0	0	0	0	396
12 PM	23	3	10	104	224	83	11	1	0	0	0	0	0	0	459
13:00	50	6	4	93	244	83	3	0	0	0	0	0	0	0	483
14:00	31	5	11	72	229	86	4	0	0	0	0	0	0	0	438
15:00	53	21	11	108	258	103	10	0	0	0	0	0	0	0	564
16:00	42	2	21	161	295	89	4	0	0	0	0	0	0	0	614
17:00	39	8	42	117	295	78	11	0	0	0	0	0	0	0	590
18:00	27	6	3	56	259	111	15	0	0	0	0	0	0	0	477
19:00	15	1	9	55	184	66	8	0	1	0	0	0	0	0	339
20:00	10	1	6	37	136	62	5	0	0	0	0	0	0	0	257
21:00	2	0	3	29	91	39	10	0	0	0	0	0	0	0	174
22:00	3	1	0	27	66	36	3	0	0	0	0	0	0	0	136
23:00	2	0	0	9	29	15	8	0	0	0	0	0	0	0	63
Total	445	81	175	1230	3419	1314	137	5	1	0	0	0	0	0	6807

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06
 Main St, north of Howlands Ln

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
05/24/06	0	0	1	10	16	14	5	0	0	0	0	0	0	0	46
01:00	0	0	0	3	3	12	1	0	0	0	0	0	0	0	19
02:00	0	0	0	0	3	4	2	0	0	0	0	0	0	0	9
03:00	0	0	1	3	3	2	0	0	0	1	0	0	0	0	10
04:00	0	0	1	1	4	2	1	0	0	0	0	0	0	0	9
05:00	2	1	0	5	27	18	4	2	1	0	0	0	0	0	60
06:00	11	2	10	18	82	32	10	0	0	0	0	0	0	0	165
07:00	21	9	8	57	116	55	4	0	0	0	0	0	0	0	270
08:00	23	6	8	83	198	87	9	0	0	0	0	0	0	0	414
09:00	20	3	12	49	254	105	11	0	0	0	0	0	0	0	454
10:00	36	1	23	157	247	48	4	0	0	0	0	0	0	0	516
11:00	26	3	33	92	209	72	6	0	0	0	0	0	0	0	441
12 PM	30	4	14	118	224	76	5	0	0	0	0	0	0	0	471
13:00	24	5	10	104	253	71	5	1	0	0	0	0	0	0	473
14:00	46	7	11	81	259	88	5	0	0	0	0	0	0	0	497
15:00	32	5	18	117	302	88	3	0	0	0	0	0	0	0	565
16:00	56	4	9	143	303	76	4	0	0	0	0	0	0	0	595
17:00	32	0	11	95	306	120	9	1	0	0	0	0	0	0	574
18:00	31	8	15	110	252	106	5	0	0	0	0	0	0	0	527
19:00	21	0	1	54	174	88	12	1	0	0	0	0	0	0	351
20:00	25	1	10	66	121	52	2	0	0	0	0	0	0	0	277
21:00	5	2	10	42	95	38	5	0	0	0	0	0	0	0	197
22:00	3	0	4	23	71	37	4	1	0	0	0	0	0	0	143
23:00	1	1	1	8	43	12	10	0	0	0	0	0	0	0	76
Total	445	62	211	1439	3565	1303	126	6	1	1	0	0	0	0	7159
Grand Total	890	143	386	2669	6984	2617	263	11	2	1	0	0	0	0	13966

15th Percentile : 27 MPH
 50th Percentile : 33 MPH
 85th Percentile : 37 MPH
 95th Percentile : 40 MPH

Stats
 Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 9653
 Percent in Pace : 69.1%
 Number of Vehicles > 30 MPH : 9878
 Percent of Vehicles > 30 MPH : 70.7%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06
 Main St, north of Howlands Ln

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/23/06	1	1	1	5	13	29	11	7	3	0	0	0	0	0	71
01:00	0	0	0	0	17	10	5	2	0	0	0	0	0	0	34
02:00	0	0	0	3	4	7	3	0	0	0	0	0	0	0	17
03:00	0	0	0	0	7	8	2	2	0	0	0	0	0	0	19
04:00	0	0	1	3	10	12	3	3	0	0	0	0	0	0	32
05:00	4	0	1	8	43	66	37	14	0	0	0	0	0	0	173
06:00	27	3	4	30	164	174	74	8	0	1	0	0	0	0	485
07:00	43	11	8	49	282	239	82	6	1	0	0	0	0	0	721
08:00	60	13	29	126	349	234	62	4	2	0	0	0	0	0	879
09:00	50	10	22	88	395	256	60	4	2	0	0	0	0	0	887
10:00	45	4	10	118	350	257	71	11	2	0	0	0	0	0	868
11:00	60	7	18	111	360	249	61	3	0	0	0	0	0	0	869
12 PM	44	6	14	127	414	298	65	7	0	0	0	0	0	0	975
13:00	78	11	16	123	434	275	64	4	0	0	0	0	0	0	1005
14:00	62	12	19	122	416	283	63	3	0	0	0	0	0	0	980
15:00	92	24	34	172	497	299	54	3	0	0	0	0	0	0	1175
16:00	82	6	29	204	562	320	70	1	2	0	0	0	0	0	1276
17:00	69	12	64	166	497	290	70	8	0	0	0	0	0	0	1176
18:00	56	10	4	82	389	323	102	10	0	1	0	0	0	0	977
19:00	39	3	10	73	325	229	55	5	1	0	0	0	0	0	740
20:00	20	1	6	58	230	173	36	5	2	0	0	0	0	0	531
21:00	3	1	3	36	137	122	46	13	4	0	0	0	0	0	365
22:00	4	1	1	27	100	92	48	14	1	1	1	0	0	0	290
23:00	4	0	0	9	40	28	17	12	0	1	0	0	0	0	111
Total	843	136	294	1740	6035	4273	1161	149	20	4	1	0	0	0	14656

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06
 Main St, north of Howlands Ln

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/24/06	0	0	1	12	25	23	10	5	0	0	0	0	0	0	76
01:00	0	0	0	3	8	18	6	3	0	0	0	0	0	0	38
02:00	0	0	0	0	4	5	6	1	0	0	0	0	0	0	16
03:00	0	0	1	4	7	7	2	2	1	1	0	0	0	0	25
04:00	0	0	1	2	14	14	9	1	0	0	0	0	0	0	41
05:00	4	1	0	6	43	66	47	15	3	1	0	0	0	0	186
06:00	16	4	11	24	157	180	85	7	0	0	0	0	0	0	484
07:00	43	13	11	83	256	245	71	5	0	0	0	0	0	0	727
08:00	45	6	9	113	341	247	94	5	2	0	0	0	0	0	862
09:00	49	4	18	72	395	280	78	11	0	1	0	0	0	0	908
10:00	70	6	28	180	430	199	48	2	0	0	0	0	0	0	963
11:00	55	7	36	132	421	254	50	4	1	0	0	0	0	0	960
12 PM	61	5	29	174	492	281	55	7	1	0	0	0	0	0	1105
13:00	53	6	11	146	482	273	54	2	1	0	0	0	0	0	1028
14:00	76	12	26	116	488	282	60	5	0	0	0	0	0	0	1065
15:00	63	9	33	172	516	282	64	5	2	0	0	0	0	0	1146
16:00	105	6	18	194	592	272	65	7	0	0	0	0	0	0	1259
17:00	81	9	24	118	487	321	106	17	3	1	0	0	0	0	1167
18:00	56	9	18	127	417	298	73	11	0	0	0	0	0	0	1009
19:00	38	1	3	72	304	267	71	8	1	0	0	0	0	0	765
20:00	36	2	15	85	215	188	39	5	0	0	0	0	1	0	586
21:00	12	3	16	49	160	119	38	5	1	0	0	0	0	0	403
22:00	5	0	4	25	108	81	42	9	1	0	0	0	0	0	275
23:00	1	1	1	9	57	42	25	2	1	1	0	0	0	0	140
Total	869	104	314	1918	6419	4244	1198	144	18	5	0	0	1	0	15234
Grand Total	1712	240	608	3658	12454	8517	2359	293	38	9	1	0	1	0	29890

15th Percentile : 28 MPH
 50th Percentile : 34 MPH
 85th Percentile : 39 MPH
 95th Percentile : 43 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 20971
 Percent in Pace : 70.2%
 Number of Vehicles > 30 MPH : 23672
 Percent of Vehicles > 30 MPH : 79.2%

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Howlands Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/23/06	1	27	7	0	1	0	0	0	0	0	0	0	0	36
01:00	0	2	9	0	1	0	0	0	0	0	0	0	0	12
02:00	0	4	0	0	1	0	0	0	1	0	0	0	0	6
03:00	0	8	4	0	2	0	0	0	0	0	0	0	0	14
04:00	0	10	7	0	1	0	0	0	0	0	0	0	0	18
05:00	1	65	46	0	12	2	0	0	0	0	0	0	0	126
06:00	4	205	91	1	28	1	0	3	1	0	0	0	0	334
07:00	2	265	128	2	45	2	0	1	1	0	0	0	0	446
08:00	5	265	112	6	49	3	0	2	1	0	0	0	0	443
09:00	9	264	124	3	44	4	0	2	2	0	0	0	0	452
10:00	4	268	154	4	41	6	0	3	0	0	0	0	0	480
11:00	2	280	151	3	32	4	0	0	0	0	0	0	0	472
12 PM	1	321	152	4	29	5	0	3	0	0	0	0	0	515
13:00	4	299	167	4	38	4	0	3	1	0	0	0	0	520
14:00	8	328	157	4	34	4	0	4	2	0	0	0	0	541
15:00	6	374	177	6	43	3	0	1	0	0	0	0	0	610
16:00	5	437	175	2	37	2	0	2	1	0	0	0	0	661
17:00	15	385	150	0	31	2	0	2	0	0	0	0	0	585
18:00	11	318	139	0	27	3	0	0	1	0	0	0	0	499
19:00	3	273	99	0	22	1	0	2	0	0	0	0	0	400
20:00	5	166	75	1	22	1	0	3	0	0	0	0	0	273
21:00	2	134	47	0	6	2	0	0	0	0	0	0	0	191
22:00	2	116	29	0	7	0	0	0	0	0	0	0	0	154
23:00	1	32	9	0	5	0	0	0	0	0	0	0	0	47
Total	91	4846	2209	40	558	49	0	31	11	0	0	0	0	7835
Percent	1.2%	61.9%	28.2%	0.5%	7.1%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	10:00	08:00	08:00	10:00		06:00	09:00					10:00
Vol.	9	280	154	6	49	6		3	2					480
PM Peak	17:00	16:00	15:00	15:00	15:00	12:00		14:00	14:00					16:00
Vol.	15	437	177	6	43	5		4	2					661

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Howlands Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/06	1	24	5	0	0	0	0	0	0	0	0	0	0	30
01:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
02:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
03:00	1	11	3	0	0	0	0	0	0	0	0	0	0	15
04:00	0	15	11	0	5	0	0	0	1	0	0	0	0	32
05:00	2	68	42	0	12	0	0	1	0	0	0	0	0	125
06:00	1	196	92	2	24	0	1	3	0	0	0	0	0	319
07:00	3	288	119	5	37	1	0	3	0	0	0	0	0	456
08:00	3	262	120	9	47	3	0	1	2	0	0	0	0	447
09:00	2	274	119	4	44	4	0	4	2	0	0	0	0	453
10:00	7	251	134	7	43	2	0	2	0	0	0	0	0	446
11:00	8	310	152	3	40	2	0	2	1	0	0	0	0	518
12 PM	5	380	199	2	42	3	0	1	1	0	0	0	0	633
13:00	7	341	161	3	37	3	0	1	1	0	0	0	0	554
14:00	9	350	167	7	27	5	0	2	0	0	0	0	0	567
15:00	5	338	185	3	42	2	0	2	2	0	0	0	0	579
16:00	6	420	187	1	40	5	0	3	0	0	0	0	0	662
17:00	5	390	159	1	28	4	0	4	1	0	0	0	0	592
18:00	10	294	141	0	32	4	0	1	0	0	0	0	0	482
19:00	7	279	105	0	20	0	0	3	0	0	0	0	0	414
20:00	5	189	91	0	19	2	0	3	0	0	0	0	0	309
21:00	4	144	47	1	8	1	0	1	0	0	0	0	0	206
22:00	1	92	33	0	5	0	0	0	0	0	0	0	0	131
23:00	1	44	17	0	1	0	0	1	0	0	0	0	0	64
Total	93	4979	2295	48	554	41	1	38	11	0	0	0	0	8060
Percent	1.2%	61.8%	28.5%	0.6%	6.9%	0.5%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	08:00	09:00	06:00	09:00	08:00					11:00
Vol.	8	310	152	9	47	4	1	4	2					518
PM Peak	18:00	16:00	12:00	14:00	12:00	14:00		17:00	15:00					16:00
Vol.	10	420	199	7	42	5		4	2					662
Grand Total	184	9825	4504	88	1112	90	1	69	22	0	0	0	0	15895
Percent	1.2%	61.8%	28.3%	0.6%	7.0%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Howlands Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/23/06	0	28	6	0	1	0	0	0	0	0	0	0	0	35
01:00	0	16	3	0	1	0	0	0	2	0	0	0	0	22
02:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
03:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
04:00	0	9	3	0	1	0	0	0	1	0	0	0	0	14
05:00	1	29	11	0	2	1	0	2	0	0	0	0	0	46
06:00	2	105	31	2	8	1	0	2	0	0	0	0	0	151
07:00	5	189	66	1	7	3	0	2	1	0	0	0	0	274
08:00	2	311	92	5	16	3	0	1	4	0	0	0	0	434
09:00	5	317	85	3	17	2	0	4	0	0	0	0	0	433
10:00	3	299	67	2	11	2	0	1	2	0	0	0	0	387
11:00	6	274	87	2	14	6	0	3	3	0	0	0	0	395
12 PM	1	341	87	4	17	6	0	2	1	0	0	0	0	459
13:00	2	341	118	0	13	2	0	5	1	0	0	0	0	482
14:00	3	329	82	6	15	1	0	1	0	0	0	0	0	437
15:00	4	418	123	4	8	4	0	2	0	0	0	0	0	563
16:00	10	450	125	5	14	5	0	2	1	0	0	0	0	612
17:00	6	461	95	1	19	4	0	3	0	0	0	0	0	589
18:00	4	384	79	1	7	0	0	0	0	0	0	0	0	475
19:00	8	265	58	0	7	0	0	1	0	0	0	0	0	339
20:00	2	206	41	1	3	1	0	2	0	0	0	0	0	256
21:00	0	143	25	0	4	0	0	1	0	0	0	0	0	173
22:00	3	111	20	0	1	0	0	0	0	0	0	0	0	135
23:00	0	54	7	0	1	0	0	0	0	0	0	0	0	62
Total	67	5091	1314	37	189	41	0	34	16	0	0	0	0	6789
Percent	1.0%	75.0%	19.4%	0.5%	2.8%	0.6%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	09:00	08:00	08:00	09:00	11:00		09:00	08:00					08:00
Vol.	6	317	92	5	17	6		4	4					434
PM Peak	16:00	17:00	16:00	14:00	17:00	12:00		13:00	12:00					16:00
Vol.	10	461	125	6	19	6		5	1					612

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Howlands Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/06	0	40	6	0	0	0	0	0	0	0	0	0	0	46
01:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
02:00	0	7	0	0	2	0	0	0	0	0	0	0	0	9
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
05:00	0	37	17	0	2	0	0	3	0	0	0	0	0	59
06:00	0	116	35	4	5	2	0	0	3	0	0	0	0	165
07:00	5	191	52	4	9	3	0	3	3	0	0	0	0	270
08:00	6	289	92	3	18	1	1	2	1	0	0	0	0	413
09:00	1	351	78	4	14	3	0	1	2	0	0	0	0	454
10:00	4	410	83	2	14	1	0	1	0	0	0	0	0	515
11:00	6	331	77	3	17	3	0	2	1	0	0	0	0	440
12 PM	5	359	80	3	16	3	0	3	1	0	0	0	0	470
13:00	9	354	90	1	13	2	0	1	2	0	0	0	0	472
14:00	4	372	95	4	17	1	0	2	1	0	0	0	0	496
15:00	8	415	110	2	23	1	0	4	1	0	0	0	0	564
16:00	8	439	123	4	19	4	0	0	0	0	0	0	0	597
17:00	5	448	100	0	18	2	0	0	0	0	0	0	0	573
18:00	3	414	91	1	14	0	0	2	0	0	0	0	0	525
19:00	5	265	70	0	5	0	0	5	0	0	0	0	0	350
20:00	3	215	52	0	6	0	0	1	0	0	0	0	0	277
21:00	4	157	35	0	1	0	0	0	0	0	0	0	0	197
22:00	1	124	16	0	1	1	0	0	0	0	0	0	0	143
23:00	1	57	14	0	3	0	0	1	0	0	0	0	0	76
Total	78	5425	1320	35	217	27	1	31	15	0	0	0	0	7149
Percent	1.1%	75.9%	18.5%	0.5%	3.0%	0.4%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	08:00	06:00	08:00	07:00	08:00	05:00	06:00					10:00
Vol.	6	410	92	4	18	3	1	3	3					515
PM Peak	13:00	17:00	16:00	14:00	15:00	16:00		19:00	13:00					16:00
Vol.	9	448	123	4	23	4		5	2					597
Grand Total	145	10516	2634	72	406	68	1	65	31	0	0	0	0	13938
Percent	1.0%	75.4%	18.9%	0.5%	2.9%	0.5%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Howlands Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/23/06	1	55	13	0	2	0	0	0	0	0	0	0	0	71
01:00	0	18	12	0	2	0	0	0	2	0	0	0	0	34
02:00	0	12	2	0	2	0	0	0	1	0	0	0	0	17
03:00	0	11	5	0	3	0	0	0	0	0	0	0	0	19
04:00	0	19	10	0	2	0	0	0	1	0	0	0	0	32
05:00	2	94	57	0	14	3	0	2	0	0	0	0	0	172
06:00	6	310	122	3	36	2	0	5	1	0	0	0	0	485
07:00	7	454	194	3	52	5	0	3	2	0	0	0	0	720
08:00	7	576	204	11	65	6	0	3	5	0	0	0	0	877
09:00	14	581	209	6	61	6	0	6	2	0	0	0	0	885
10:00	7	567	221	6	52	8	0	4	2	0	0	0	0	867
11:00	8	554	238	5	46	10	0	3	3	0	0	0	0	867
12 PM	2	662	239	8	46	11	0	5	1	0	0	0	0	974
13:00	6	640	285	4	51	6	0	8	2	0	0	0	0	1002
14:00	11	657	239	10	49	5	0	5	2	0	0	0	0	978
15:00	10	792	300	10	51	7	0	3	0	0	0	0	0	1173
16:00	15	887	300	7	51	7	0	4	2	0	0	0	0	1273
17:00	21	846	245	1	50	6	0	5	0	0	0	0	0	1174
18:00	15	702	218	1	34	3	0	0	1	0	0	0	0	974
19:00	11	538	157	0	29	1	0	3	0	0	0	0	0	739
20:00	7	372	116	2	25	2	0	5	0	0	0	0	0	529
21:00	2	277	72	0	10	2	0	1	0	0	0	0	0	364
22:00	5	227	49	0	8	0	0	0	0	0	0	0	0	289
23:00	1	86	16	0	6	0	0	0	0	0	0	0	0	109
Total	158	9937	3523	77	747	90	0	65	27	0	0	0	0	14624
Percent	1.1%	67.9%	24.1%	0.5%	5.1%	0.6%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	09:00	11:00	08:00	08:00	11:00		09:00	08:00					09:00
Vol.	14	581	238	11	65	10		6	5					885
PM Peak	17:00	16:00	15:00	14:00	13:00	12:00		13:00	13:00					16:00
Vol.	21	887	300	10	51	11		8	2					1273

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Howlands Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/06	1	64	11	0	0	0	0	0	0	0	0	0	0	76
01:00	0	31	7	0	0	0	0	0	0	0	0	0	0	38
02:00	0	12	1	0	3	0	0	0	0	0	0	0	0	16
03:00	1	20	4	0	0	0	0	0	0	0	0	0	0	25
04:00	0	23	12	0	5	0	0	0	1	0	0	0	0	41
05:00	2	105	59	0	14	0	0	4	0	0	0	0	0	184
06:00	1	312	127	6	29	2	1	3	3	0	0	0	0	484
07:00	8	479	171	9	46	4	0	6	3	0	0	0	0	726
08:00	9	551	212	12	65	4	1	3	3	0	0	0	0	860
09:00	3	625	197	8	58	7	0	5	4	0	0	0	0	907
10:00	11	661	217	9	57	3	0	3	0	0	0	0	0	961
11:00	14	641	229	6	57	5	0	4	2	0	0	0	0	958
12 PM	10	739	279	5	58	6	0	4	2	0	0	0	0	1103
13:00	16	695	251	4	50	5	0	2	3	0	0	0	0	1026
14:00	13	722	262	11	44	6	0	4	1	0	0	0	0	1063
15:00	13	753	295	5	65	3	0	6	3	0	0	0	0	1143
16:00	14	859	310	5	59	9	0	3	0	0	0	0	0	1259
17:00	10	838	259	1	46	6	0	4	1	0	0	0	0	1165
18:00	13	708	232	1	46	4	0	3	0	0	0	0	0	1007
19:00	12	544	175	0	25	0	0	8	0	0	0	0	0	764
20:00	8	404	143	0	25	2	0	4	0	0	0	0	0	586
21:00	8	301	82	1	9	1	0	1	0	0	0	0	0	403
22:00	2	216	49	0	6	1	0	0	0	0	0	0	0	274
23:00	2	101	31	0	4	0	0	2	0	0	0	0	0	140
Total	171	10404	3615	83	771	68	2	69	26	0	0	0	0	15209
Percent	1.1%	68.4%	23.8%	0.5%	5.1%	0.4%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	11:00	08:00	08:00	09:00	06:00	07:00	09:00					10:00
Vol.	14	661	229	12	65	7	1	6	4					961
PM Peak	13:00	16:00	16:00	14:00	15:00	16:00		19:00	13:00					16:00
Vol.	16	859	310	11	65	9		8	3					1259
Grand Total	329	20341	7138	160	1518	158	2	134	53	0	0	0	0	29833
Percent	1.1%	68.2%	23.9%	0.5%	5.1%	0.5%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

*Main Street,
North of Old Orchard Lane – Kingston*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06
 Main St, north of Old Orchard Ln

Start Time	22-May-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	29	29	30	36	*	*	*	*	*	*	*	*	30	32
01:00	*	*	13	14	23	16	*	*	*	*	*	*	*	*	18	15
02:00	*	*	4	8	7	10	*	*	*	*	*	*	*	*	6	9
03:00	*	*	10	5	12	8	*	*	*	*	*	*	*	*	11	6
04:00	*	*	8	7	24	7	*	*	*	*	*	*	*	*	16	7
05:00	*	*	87	50	88	57	*	*	*	*	*	*	*	*	88	54
06:00	*	*	225	126	227	132	*	*	*	*	*	*	*	*	226	129
07:00	*	*	313	228	314	237	*	*	*	*	*	*	*	*	314	232
08:00	*	*	325	390	326	360	*	*	*	*	*	*	*	*	326	375
09:00	*	*	379	387	356	408	*	*	*	*	*	*	*	*	368	398
10:00	*	*	375	338	355	450	*	*	*	*	*	*	*	*	365	394
11:00	*	*	399	356	426	380	*	*	*	*	*	*	*	*	412	368
12:00 PM	*	*	439	381	567	411	*	*	*	*	*	*	*	*	503	396
01:00	*	*	431	392	465	417	*	*	*	*	*	*	*	*	448	404
02:00	*	*	470	380	495	384	*	*	*	*	*	*	*	*	482	382
03:00	*	*	528	451	494	467	*	*	*	*	*	*	*	*	511	459
04:00	*	*	551	488	551	481	*	*	*	*	*	*	*	*	551	484
05:00	*	*	484	491	479	469	*	*	*	*	*	*	*	*	482	480
06:00	*	*	388	368	382	396	*	*	*	*	*	*	*	*	385	382
07:00	*	*	306	246	339	287	*	*	*	*	*	*	*	*	322	266
08:00	*	*	236	209	289	193	*	*	*	*	*	*	*	*	262	201
09:00	*	*	173	145	170	146	*	*	*	*	*	*	*	*	172	146
10:00	*	*	106	92	108	105	*	*	*	*	*	*	*	*	107	98
11:00	*	*	35	51	47	49	*	*	*	*	*	*	*	*	41	50
Lane Day	0	0	6314	5632	6574	5906	0	0	0	0	0	0	0	0	6446	5767
AM Peak Vol.			11946		12480										12213	
PM Peak Vol.																
AM Peak			11:00	08:00	11:00	10:00									11:00	09:00
PM Peak			16:00	17:00	12:00	16:00									16:00	16:00
Vol.			399	390	426	450									412	398
Vol.			551	491	567	481									551	484

Comb. Total 0 11946 12480 0 0 0 0 12213

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06
 Main St, north of Old Orchard Ln

Start Time	22-May-06 Mon	23-May-06 Tue	24-May-06 Wed	25-May-06 Thu	26-May-06 Fri	27-May-06 Sat	28-May-06 Sun	Week Average
12:00 AM	*	58	66	*	*	*	*	62
01:00	*	27	39	*	*	*	*	33
02:00	*	12	17	*	*	*	*	14
03:00	*	15	20	*	*	*	*	18
04:00	*	15	31	*	*	*	*	23
05:00	*	137	145	*	*	*	*	141
06:00	*	351	359	*	*	*	*	355
07:00	*	541	551	*	*	*	*	546
08:00	*	715	686	*	*	*	*	700
09:00	*	766	764	*	*	*	*	765
10:00	*	713	805	*	*	*	*	759
11:00	*	755	806	*	*	*	*	780
12:00 PM	*	820	978	*	*	*	*	899
01:00	*	823	882	*	*	*	*	852
02:00	*	850	879	*	*	*	*	864
03:00	*	979	961	*	*	*	*	970
04:00	*	1039	1032	*	*	*	*	1036
05:00	*	975	948	*	*	*	*	962
06:00	*	756	778	*	*	*	*	767
07:00	*	552	626	*	*	*	*	589
08:00	*	445	482	*	*	*	*	464
09:00	*	318	316	*	*	*	*	317
10:00	*	198	213	*	*	*	*	206
11:00	*	86	96	*	*	*	*	91
Total	0	11946	12480	0	0	0	0	12213
Percentage	0.0%	97.8%	102.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		09:00 766	11:00 806					11:00 780
PM Peak Vol.		16:00 1039	16:00 1032					16:00 1036

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

	Main St, north of Old Orchard Ln														
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/23/06	0	0	0	1	5	14	3	6	0	0	0	0	0	0	29
01:00	1	0	0	3	2	4	3	0	0	0	0	0	0	0	13
02:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
03:00	0	0	0	0	3	4	3	0	0	0	0	0	0	0	10
04:00	0	0	0	0	2	3	1	1	1	0	0	0	0	0	8
05:00	2	4	0	5	15	27	23	11	0	0	0	0	0	0	87
06:00	1	1	1	10	80	90	36	5	0	1	0	0	0	0	225
07:00	14	4	3	26	114	106	44	2	0	0	0	0	0	0	313
08:00	14	6	16	34	100	113	33	9	0	0	0	0	0	0	325
09:00	27	7	23	50	132	97	41	2	0	0	0	0	0	0	379
10:00	17	3	14	57	137	111	32	4	0	0	0	0	0	0	375
11:00	18	11	27	46	144	122	28	2	1	0	0	0	0	0	399
12 PM	14	3	11	57	174	150	27	3	0	0	0	0	0	0	439
13:00	25	13	21	55	175	114	26	2	0	0	0	0	0	0	431
14:00	27	2	17	68	202	128	24	2	0	0	0	0	0	0	470
15:00	41	8	22	57	229	130	40	1	0	0	0	0	0	0	528
16:00	29	4	18	68	203	178	47	4	0	0	0	0	0	0	551
17:00	37	11	20	41	174	160	36	5	0	0	0	0	0	0	484
18:00	16	3	7	36	103	174	46	3	0	0	0	0	0	0	388
19:00	11	2	13	35	116	98	25	5	1	0	0	0	0	0	306
20:00	5	1	2	17	110	73	25	3	0	0	0	0	0	0	236
21:00	3	1	0	15	59	66	21	6	2	0	0	0	0	0	173
22:00	2	0	1	11	17	48	19	7	1	0	0	0	0	0	106
23:00	0	1	0	3	8	14	7	1	0	1	0	0	0	0	35
Total	304	85	216	695	2305	2025	592	84	6	2	0	0	0	0	6314

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Start Time	Main St, north of Old Orchard Ln														Total
	15	16	21	26	31	36	41	46	51	56	61	66	71	76	
05/24/06	0	0	0	1	9	9	7	3	1	0	0	0	0	0	30
01:00	1	0	0	0	4	7	10	1	0	0	0	0	0	0	23
02:00	0	0	0	0	2	2	2	1	0	0	0	0	0	0	7
03:00	1	0	0	1	0	6	3	0	1	0	0	0	0	0	12
04:00	3	0	0	1	7	6	4	3	0	0	0	0	0	0	24
05:00	0	2	2	4	20	26	26	7	1	0	0	0	0	0	88
06:00	3	0	4	11	62	106	37	3	1	0	0	0	0	0	227
07:00	12	1	5	14	103	130	48	1	0	0	0	0	0	0	314
08:00	15	5	6	28	123	105	42	2	0	0	0	0	0	0	326
09:00	17	6	17	35	136	107	35	2	1	0	0	0	0	0	356
10:00	26	7	11	39	145	98	28	1	0	0	0	0	0	0	355
11:00	19	6	14	56	196	108	25	2	0	0	0	0	0	0	426
12 PM	29	13	51	92	222	122	30	7	0	1	0	0	0	0	567
13:00	30	7	25	67	179	115	40	2	0	0	0	0	0	0	465
14:00	29	6	22	55	184	169	27	3	0	0	0	0	0	0	495
15:00	30	2	18	73	192	146	30	3	0	0	0	0	0	0	494
16:00	31	18	29	108	175	151	36	3	0	0	0	0	0	0	551
17:00	21	5	12	49	159	153	68	11	1	0	0	0	0	0	479
18:00	26	2	11	19	113	151	45	13	1	1	0	0	0	0	382
19:00	10	4	6	33	126	115	40	4	1	0	0	0	0	0	339
20:00	15	6	6	24	95	102	37	3	0	0	0	0	1	0	289
21:00	2	0	0	10	52	67	28	9	2	0	0	0	0	0	170
22:00	2	0	2	9	25	44	24	2	0	0	0	0	0	0	108
23:00	1	0	1	2	8	25	10	0	0	0	0	0	0	0	47
Total	323	90	242	731	2337	2070	682	86	10	2	0	0	1	0	6574
Grand Total	627	175	458	1426	4642	4095	1274	170	16	4	0	0	1	0	12888

15th Percentile : 28 MPH
 50th Percentile : 35 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 8737
 Percent in Pace : 67.8%
 Number of Vehicles > 30 MPH : 10202
 Percent of Vehicles > 30 MPH : 79.2%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Start Time	Main St, north of Old Orchard Ln														Total
	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	
05/23/06	0	0	0	3	7	8	11	0	0	0	0	0	0	0	29
01:00	1	0	1	1	4	3	3	1	0	0	0	0	0	0	14
02:00	0	0	1	0	1	3	3	0	0	0	0	0	0	0	8
03:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
04:00	0	0	0	0	2	4	1	0	0	0	0	0	0	0	7
05:00	1	0	1	4	12	21	8	2	1	0	0	0	0	0	50
06:00	3	0	10	5	33	54	18	3	0	0	0	0	0	0	126
07:00	11	6	5	25	74	82	23	2	0	0	0	0	0	0	228
08:00	20	10	18	57	117	126	35	7	0	0	0	0	0	0	390
09:00	27	11	13	45	126	132	30	2	1	0	0	0	0	0	387
10:00	21	5	19	43	135	97	16	2	0	0	0	0	0	0	338
11:00	22	5	15	44	138	109	20	3	0	0	0	0	0	0	356
12 PM	21	6	16	42	137	123	31	4	1	0	0	0	0	0	381
13:00	29	9	18	51	133	127	25	0	0	0	0	0	0	0	392
14:00	23	1	25	50	143	114	24	0	0	0	0	0	0	0	380
15:00	33	4	23	69	171	119	28	3	0	0	0	1	0	0	451
16:00	48	10	12	56	193	139	27	2	1	0	0	0	0	0	488
17:00	46	6	23	48	212	130	24	2	0	0	0	0	0	0	491
18:00	26	5	9	14	138	127	44	5	0	0	0	0	0	0	368
19:00	10	0	6	18	79	99	26	6	2	0	0	0	0	0	246
20:00	7	2	7	17	80	63	30	3	0	0	0	0	0	0	209
21:00	3	1	1	10	47	62	18	3	0	0	0	0	0	0	145
22:00	3	1	1	13	34	29	8	3	0	0	0	0	0	0	92
23:00	0	0	0	5	16	21	7	1	0	1	0	0	0	0	51
Total	355	82	224	620	2033	1794	462	54	6	1	0	1	0	0	5632

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Start Time	Main St, north of Old Orchard Ln														
	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/24/06	0	0	0	3	13	8	9	3	0	0	0	0	0	0	36
01:00	1	0	0	3	4	4	2	2	0	0	0	0	0	0	16
02:00	0	0	0	0	4	4	2	0	0	0	0	0	0	0	10
03:00	0	0	0	2	3	3	0	0	0	0	0	0	0	0	8
04:00	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7
05:00	0	0	0	10	12	18	14	3	0	0	0	0	0	0	57
06:00	9	0	7	7	40	51	16	1	1	0	0	0	0	0	132
07:00	16	4	9	14	61	103	26	4	0	0	0	0	0	0	237
08:00	20	3	7	36	133	108	46	6	1	0	0	0	0	0	360
09:00	25	11	28	43	136	132	30	3	0	0	0	0	0	0	408
10:00	28	8	19	69	195	115	16	0	0	0	0	0	0	0	450
11:00	30	3	15	56	153	106	15	2	0	0	0	0	0	0	380
12 PM	27	4	21	76	160	97	24	2	0	0	0	0	0	0	411
13:00	36	14	13	80	132	121	20	1	0	0	0	0	0	0	417
14:00	36	8	18	58	129	115	19	1	0	0	0	0	0	0	384
15:00	31	5	23	60	168	143	33	3	1	0	0	0	0	0	467
16:00	57	25	38	73	175	96	15	2	0	0	0	0	0	0	481
17:00	35	2	20	41	147	179	42	2	1	0	0	0	0	0	469
18:00	21	1	5	26	119	160	60	4	0	0	0	0	0	0	396
19:00	12	3	11	14	94	106	40	6	0	1	0	0	0	0	287
20:00	7	1	8	26	73	52	23	3	0	0	0	0	0	0	193
21:00	4	2	1	10	69	41	16	2	0	1	0	0	0	0	146
22:00	3	0	4	8	32	42	13	2	1	0	0	0	0	0	105
23:00	0	0	1	3	16	18	8	3	0	0	0	0	0	0	49
Total	398	94	248	719	2071	1824	490	55	5	2	0	0	0	0	5906
Grand Total	753	176	472	1339	4104	3618	952	109	11	3	0	1	0	0	11538

15th Percentile : 27 MPH
 50th Percentile : 34 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 7722
 Percent in Pace : 66.9%
 Number of Vehicles > 30 MPH : 8798
 Percent of Vehicles > 30 MPH : 76.3%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Start Time	Main St, north of Old Orchard Ln														Total
	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	
05/23/06	0	0	0	4	12	22	14	6	0	0	0	0	0	0	58
01:00	2	0	1	4	6	7	6	1	0	0	0	0	0	0	27
02:00	0	0	1	0	2	4	5	0	0	0	0	0	0	0	12
03:00	0	0	0	0	4	6	5	0	0	0	0	0	0	0	15
04:00	0	0	0	0	4	7	2	1	1	0	0	0	0	0	15
05:00	3	4	1	9	27	48	31	13	1	0	0	0	0	0	137
06:00	4	1	11	15	113	144	54	8	0	1	0	0	0	0	351
07:00	25	10	8	51	188	188	67	4	0	0	0	0	0	0	541
08:00	34	16	34	91	217	239	68	16	0	0	0	0	0	0	715
09:00	54	18	36	95	258	229	71	4	1	0	0	0	0	0	766
10:00	38	8	33	100	272	208	48	6	0	0	0	0	0	0	713
11:00	40	16	42	90	282	231	48	5	1	0	0	0	0	0	755
12 PM	35	9	27	99	311	273	58	7	1	0	0	0	0	0	820
13:00	54	22	39	106	308	241	51	2	0	0	0	0	0	0	823
14:00	50	3	42	118	345	242	48	2	0	0	0	0	0	0	850
15:00	74	12	45	126	400	249	68	4	0	0	0	1	0	0	979
16:00	77	14	30	124	396	317	74	6	1	0	0	0	0	0	1039
17:00	83	17	43	89	386	290	60	7	0	0	0	0	0	0	975
18:00	42	8	16	50	241	301	90	8	0	0	0	0	0	0	756
19:00	21	2	19	53	195	197	51	11	3	0	0	0	0	0	552
20:00	12	3	9	34	190	136	55	6	0	0	0	0	0	0	445
21:00	6	2	1	25	106	128	39	9	2	0	0	0	0	0	318
22:00	5	1	2	24	51	77	27	10	1	0	0	0	0	0	198
23:00	0	1	0	8	24	35	14	2	0	2	0	0	0	0	86
Total	659	167	440	1315	4338	3819	1054	138	12	3	0	1	0	0	11946

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Start Time	Main St, north of Old Orchard Ln														Total
	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	
05/24/06	0	0	0	4	22	17	16	6	1	0	0	0	0	0	66
01:00	2	0	0	3	8	11	12	3	0	0	0	0	0	0	39
02:00	0	0	0	0	6	6	4	1	0	0	0	0	0	0	17
03:00	1	0	0	3	3	9	3	0	1	0	0	0	0	0	20
04:00	3	0	0	2	10	8	5	3	0	0	0	0	0	0	31
05:00	0	2	2	14	32	44	40	10	1	0	0	0	0	0	145
06:00	12	0	11	18	102	157	53	4	2	0	0	0	0	0	359
07:00	28	5	14	28	164	233	74	5	0	0	0	0	0	0	551
08:00	35	8	13	64	256	213	88	8	1	0	0	0	0	0	686
09:00	42	17	45	78	272	239	65	5	1	0	0	0	0	0	764
10:00	54	15	30	108	340	213	44	1	0	0	0	0	0	0	805
11:00	49	9	29	112	349	214	40	4	0	0	0	0	0	0	806
12 PM	56	17	72	168	382	219	54	9	0	1	0	0	0	0	978
13:00	66	21	38	147	311	236	60	3	0	0	0	0	0	0	882
14:00	65	14	40	113	313	284	46	4	0	0	0	0	0	0	879
15:00	61	7	41	133	360	289	63	6	1	0	0	0	0	0	961
16:00	88	43	67	181	350	247	51	5	0	0	0	0	0	0	1032
17:00	56	7	32	90	306	332	110	13	2	0	0	0	0	0	948
18:00	47	3	16	45	232	311	105	17	1	1	0	0	0	0	778
19:00	22	7	17	47	220	221	80	10	1	1	0	0	0	0	626
20:00	22	7	14	50	168	154	60	6	0	0	0	0	1	0	482
21:00	6	2	1	20	121	108	44	11	2	1	0	0	0	0	316
22:00	5	0	6	17	57	86	37	4	1	0	0	0	0	0	213
23:00	1	0	2	5	24	43	18	3	0	0	0	0	0	0	96
Total	721	184	490	1450	4408	3894	1172	141	15	4	0	0	1	0	12480
Grand Total	1380	351	930	2765	8746	7713	2226	279	27	7	0	1	1	0	24426

15th Percentile : 27 MPH
 50th Percentile : 34 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 16459
 Percent in Pace : 67.4%
 Number of Vehicles > 30 MPH : 19000
 Percent of Vehicles > 30 MPH : 77.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Old Orchard Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/23/06	1	22	6	0	0	0	0	0	0	0	0	0	0	29
01:00	0	7	5	0	1	0	0	0	0	0	0	0	0	13
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
04:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
05:00	0	54	28	0	3	1	0	0	0	0	0	0	0	86
06:00	4	149	57	1	11	1	0	2	0	0	0	0	0	225
07:00	3	198	90	0	17	1	1	3	0	0	0	0	0	313
08:00	3	210	82	2	22	5	0	1	0	0	0	0	0	325
09:00	2	249	99	2	18	3	0	3	2	0	0	0	0	378
10:00	2	265	84	0	18	3	0	3	0	0	0	0	0	375
11:00	3	270	106	3	14	2	0	0	1	0	0	0	0	399
12 PM	3	315	97	2	16	5	0	1	0	0	0	0	0	439
13:00	3	303	104	3	12	4	0	1	1	0	0	0	0	431
14:00	7	331	101	1	22	3	0	3	1	0	0	0	0	469
15:00	6	375	125	2	17	0	0	2	0	0	0	0	0	527
16:00	3	412	109	1	20	3	0	1	1	0	0	0	0	550
17:00	12	353	102	0	10	4	0	3	0	0	0	0	0	484
18:00	9	279	87	0	10	2	0	1	0	0	0	0	0	388
19:00	2	240	57	0	6	0	0	1	0	0	0	0	0	306
20:00	4	168	51	2	8	1	0	1	0	0	0	0	0	235
21:00	3	132	33	0	3	2	0	0	0	0	0	0	0	173
22:00	1	88	13	0	3	0	0	0	0	0	0	0	0	105
23:00	1	26	6	0	2	0	0	0	0	0	0	0	0	35
Total	72	4461	1448	19	234	40	1	26	6	0	0	0	0	6307
Percent	1.1%	70.7%	23.0%	0.3%	3.7%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	11:00	11:00	08:00	08:00	07:00	07:00	09:00					11:00
Vol.	4	270	106	3	22	5	1	3	2					399
PM Peak	17:00	16:00	15:00	13:00	14:00	12:00		14:00	13:00					16:00
Vol.	12	412	125	3	22	5		3	1					550

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Old Orchard Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/06	1	24	5	0	0	0	0	0	0	0	0	0	0	30
01:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23
02:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
03:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
04:00	2	14	7	0	1	0	0	0	0	0	0	0	0	24
05:00	1	59	23	0	4	0	0	1	0	0	0	0	0	88
06:00	3	152	54	1	13	1	1	2	0	0	0	0	0	227
07:00	3	218	67	1	20	1	0	2	1	0	0	0	0	313
08:00	6	208	75	4	25	5	0	2	1	0	0	0	0	326
09:00	6	239	83	2	19	2	0	4	1	0	0	0	0	356
10:00	3	233	88	1	23	4	0	3	0	0	0	0	0	355
11:00	7	293	95	1	24	4	0	1	1	0	0	0	0	426
12 PM	4	395	145	3	18	0	0	1	1	0	0	0	0	567
13:00	5	333	104	2	20	1	0	0	0	0	0	0	0	465
14:00	5	342	127	3	12	4	0	2	0	0	0	0	0	495
15:00	4	331	127	1	25	2	0	1	2	0	0	0	0	493
16:00	4	413	111	0	19	1	0	2	0	0	0	0	0	550
17:00	5	351	102	1	14	2	0	3	1	0	0	0	0	479
18:00	7	282	76	0	15	1	0	0	0	0	0	0	0	381
19:00	3	261	62	0	8	1	0	3	0	0	0	0	0	338
20:00	6	211	60	0	7	2	0	3	0	0	0	0	0	289
21:00	3	132	28	0	6	1	0	0	0	0	0	0	0	170
22:00	0	84	21	0	2	0	0	0	0	0	0	0	0	107
23:00	1	38	6	0	1	0	0	1	0	0	0	0	0	47
Total	79	4650	1470	20	277	32	1	31	8	0	0	0	0	6568
Percent	1.2%	70.8%	22.4%	0.3%	4.2%	0.5%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	08:00	08:00	06:00	09:00	07:00					11:00
Vol.	7	293	95	4	25	5	1	4	1					426
PM Peak	18:00	16:00	12:00	12:00	15:00	14:00		17:00	15:00					12:00
Vol.	7	413	145	3	25	4		3	2					567
Grand Total	151	9111	2918	39	511	72	2	57	14	0	0	0	0	12875
Percent	1.2%	70.8%	22.7%	0.3%	4.0%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Old Orchard Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/23/06	0	21	7	1	0	0	0	0	0	0	0	0	0	29
01:00	0	9	2	0	2	0	0	0	1	0	0	0	0	14
02:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
05:00	1	28	14	0	4	1	0	2	0	0	0	0	0	50
06:00	0	85	31	0	8	0	0	2	0	0	0	0	0	126
07:00	2	152	60	0	8	4	0	1	1	0	0	0	0	228
08:00	1	272	97	3	11	4	0	1	1	0	0	0	0	390
09:00	7	261	95	1	20	1	0	2	0	0	0	0	0	387
10:00	2	234	88	0	12	0	0	0	2	0	0	0	0	338
11:00	4	236	91	1	17	3	0	2	2	0	0	0	0	356
12 PM	2	261	94	3	17	3	0	0	1	0	0	0	0	381
13:00	5	275	90	1	14	1	0	3	3	0	0	0	0	392
14:00	8	264	87	5	11	3	0	2	0	0	0	0	0	380
15:00	3	300	129	2	14	1	0	1	0	0	0	0	0	450
16:00	4	343	118	1	19	3	0	0	0	0	0	0	0	488
17:00	9	362	96	0	19	4	0	1	0	0	0	0	0	491
18:00	6	271	79	1	10	0	0	0	0	0	0	0	0	367
19:00	4	193	38	0	9	1	0	0	0	0	0	0	0	245
20:00	1	161	39	1	6	0	0	1	0	0	0	0	0	209
21:00	0	116	21	0	5	2	0	0	0	0	0	0	0	144
22:00	2	74	13	0	3	0	0	0	0	0	0	0	0	92
23:00	0	45	5	1	0	0	0	0	0	0	0	0	0	51
Total	61	3976	1299	21	211	31	0	18	11	0	0	0	0	5628
Percent	1.1%	70.6%	23.1%	0.4%	3.7%	0.6%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	08:00	09:00	07:00		05:00	10:00					08:00
Vol.	7	272	97	3	20	4		2	2					390
PM Peak	17:00	17:00	15:00	14:00	16:00	17:00		13:00	13:00					17:00
Vol.	9	362	129	5	19	4		3	3					491

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Old Orchard Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/06	0	30	6	0	0	0	0	0	0	0	0	0	0	36
01:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
02:00	0	8	0	0	2	0	0	0	0	0	0	0	0	10
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:00	0	36	13	0	5	0	0	3	0	0	0	0	0	57
06:00	0	90	30	0	7	2	0	0	2	0	0	0	0	131
07:00	3	163	52	2	9	4	0	2	2	0	0	0	0	237
08:00	7	246	86	2	14	2	0	1	1	0	0	0	0	359
09:00	3	291	86	4	18	2	1	2	1	0	0	0	0	408
10:00	2	340	93	1	11	2	0	0	0	0	0	0	0	449
11:00	3	268	78	3	20	3	0	3	1	0	0	0	0	379
12 PM	6	285	93	2	22	0	0	1	2	0	0	0	0	411
13:00	6	283	104	2	18	2	0	0	1	0	0	0	0	416
14:00	0	263	100	0	17	1	0	1	1	0	0	0	0	383
15:00	6	313	116	1	23	3	0	3	1	0	0	0	0	466
16:00	5	314	131	2	22	4	0	3	0	0	0	0	0	481
17:00	6	337	107	0	16	1	0	2	0	0	0	0	0	469
18:00	6	293	80	1	15	0	0	1	0	0	0	0	0	396
19:00	4	208	68	0	6	0	0	1	0	0	0	0	0	287
20:00	3	144	42	0	1	1	0	1	0	0	0	0	0	192
21:00	1	117	27	0	1	0	0	0	0	0	0	0	0	146
22:00	1	86	16	1	1	0	0	0	0	0	0	0	0	105
23:00	0	36	10	0	2	0	0	1	0	0	0	0	0	49
Total	62	4177	1343	21	230	27	1	25	12	0	0	0	0	5898
Percent	1.1%	70.8%	22.8%	0.4%	3.9%	0.5%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	10:00	09:00	11:00	07:00	09:00	05:00	06:00					10:00
Vol.	7	340	93	4	20	4	1	3	2					449
PM Peak	12:00	17:00	16:00	12:00	15:00	16:00		15:00	12:00					16:00
Vol.	6	337	131	2	23	4		3	2					481
Grand Total	123	8153	2642	42	441	58	1	43	23	0	0	0	0	11526
Percent	1.1%	70.7%	22.9%	0.4%	3.8%	0.5%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Old Orchard Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/23/06	1	43	13	1	0	0	0	0	0	0	0	0	0	58
01:00	0	16	7	0	3	0	0	0	1	0	0	0	0	27
02:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
03:00	0	10	4	0	1	0	0	0	0	0	0	0	0	15
04:00	0	9	5	0	1	0	0	0	0	0	0	0	0	15
05:00	1	82	42	0	7	2	0	2	0	0	0	0	0	136
06:00	4	234	88	1	19	1	0	4	0	0	0	0	0	351
07:00	5	350	150	0	25	5	1	4	1	0	0	0	0	541
08:00	4	482	179	5	33	9	0	2	1	0	0	0	0	715
09:00	9	510	194	3	38	4	0	5	2	0	0	0	0	765
10:00	4	499	172	0	30	3	0	3	2	0	0	0	0	713
11:00	7	506	197	4	31	5	0	2	3	0	0	0	0	755
12 PM	5	576	191	5	33	8	0	1	1	0	0	0	0	820
13:00	8	578	194	4	26	5	0	4	4	0	0	0	0	823
14:00	15	595	188	6	33	6	0	5	1	0	0	0	0	849
15:00	9	675	254	4	31	1	0	3	0	0	0	0	0	977
16:00	7	755	227	2	39	6	0	1	1	0	0	0	0	1038
17:00	21	715	198	0	29	8	0	4	0	0	0	0	0	975
18:00	15	550	166	1	20	2	0	1	0	0	0	0	0	755
19:00	6	433	95	0	15	1	0	1	0	0	0	0	0	551
20:00	5	329	90	3	14	1	0	2	0	0	0	0	0	444
21:00	3	248	54	0	8	4	0	0	0	0	0	0	0	317
22:00	3	162	26	0	6	0	0	0	0	0	0	0	0	197
23:00	1	71	11	1	2	0	0	0	0	0	0	0	0	86
Total	133	8437	2747	40	445	71	1	44	17	0	0	0	0	11935
Percent	1.1%	70.7%	23.0%	0.3%	3.7%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	09:00	11:00	08:00	09:00	08:00	07:00	09:00	11:00					09:00
Vol.	9	510	197	5	38	9	1	5	3					765
PM Peak	17:00	16:00	15:00	14:00	16:00	12:00		14:00	13:00					16:00
Vol.	21	755	254	6	39	8		5	4					1038

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Kingston
 Community#_FC: 145_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 145
 Date Start: 23-May-06
 Date End: 24-May-06

Main St, north of Old Orchard Ln

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/24/06	1	54	11	0	0	0	0	0	0	0	0	0	0	66
01:00	0	36	3	0	0	0	0	0	0	0	0	0	0	39
02:00	0	14	0	0	3	0	0	0	0	0	0	0	0	17
03:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
04:00	2	19	9	0	1	0	0	0	0	0	0	0	0	31
05:00	1	95	36	0	9	0	0	4	0	0	0	0	0	145
06:00	3	242	84	1	20	3	1	2	2	0	0	0	0	358
07:00	6	381	119	3	29	5	0	4	3	0	0	0	0	550
08:00	13	454	161	6	39	7	0	3	2	0	0	0	0	685
09:00	9	530	169	6	37	4	1	6	2	0	0	0	0	764
10:00	5	573	181	2	34	6	0	3	0	0	0	0	0	804
11:00	10	561	173	4	44	7	0	4	2	0	0	0	0	805
12 PM	10	680	238	5	40	0	0	2	3	0	0	0	0	978
13:00	11	616	208	4	38	3	0	0	1	0	0	0	0	881
14:00	5	605	227	3	29	5	0	3	1	0	0	0	0	878
15:00	10	644	243	2	48	5	0	4	3	0	0	0	0	959
16:00	9	727	242	2	41	5	0	5	0	0	0	0	0	1031
17:00	11	688	209	1	30	3	0	5	1	0	0	0	0	948
18:00	13	575	156	1	30	1	0	1	0	0	0	0	0	777
19:00	7	469	130	0	14	1	0	4	0	0	0	0	0	625
20:00	9	355	102	0	8	3	0	4	0	0	0	0	0	481
21:00	4	249	55	0	7	1	0	0	0	0	0	0	0	316
22:00	1	170	37	1	3	0	0	0	0	0	0	0	0	212
23:00	1	74	16	0	3	0	0	2	0	0	0	0	0	96
Total	141	8827	2813	41	507	59	2	56	20	0	0	0	0	12466
Percent	1.1%	70.8%	22.6%	0.3%	4.1%	0.5%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	10:00	08:00	11:00	08:00	06:00	09:00	07:00					11:00
Vol.	13	573	181	6	44	7	1	6	3					805
PM Peak	18:00	16:00	15:00	12:00	15:00	14:00		16:00	12:00					16:00
Vol.	13	727	243	5	48	5		5	3					1031
Grand Total	274	17264	5560	81	952	130	3	100	37	0	0	0	0	24401
Percent	1.1%	70.8%	22.8%	0.3%	3.9%	0.5%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

*Court Street,
North of Cherry Street – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	05-Jun-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	35	49	39	58	34	39	*	*	*	*	*	*	36	49
01:00	*	*	11	20	19	13	21	19	*	*	*	*	*	*	17	17
02:00	*	*	15	11	8	7	10	7	*	*	*	*	*	*	11	8
03:00	*	*	11	9	17	14	16	12	*	*	*	*	*	*	15	12
04:00	*	*	13	7	20	13	22	8	*	*	*	*	*	*	18	9
05:00	*	*	74	41	72	33	74	39	*	*	*	*	*	*	73	38
06:00	*	*	212	157	179	136	212	136	*	*	*	*	*	*	201	143
07:00	*	*	357	240	298	214	313	201	*	*	*	*	*	*	323	218
08:00	*	*	458	336	461	307	455	320	*	*	*	*	*	*	458	321
09:00	*	*	475	421	438	347	446	363	*	*	*	*	*	*	453	377
10:00	*	*	476	457	413	405	477	397	*	*	*	*	*	*	455	420
11:00	*	*	498	447	418	383	480	493	*	*	*	*	*	*	465	441
12:00 PM	*	*	519	548	428	472	497	512	*	*	*	*	*	*	481	511
01:00	*	*	566	510	427	410	524	472	*	*	*	*	*	*	506	464
02:00	*	*	528	531	434	431	498	480	*	*	*	*	*	*	487	481
03:00	*	*	559	589	472	487	569	576	*	*	*	*	*	*	533	551
04:00	*	*	582	623	509	494	451	518	*	*	*	*	*	*	514	545
05:00	*	*	514	626	404	497	465	570	*	*	*	*	*	*	461	564
06:00	*	*	437	516	320	382	382	438	*	*	*	*	*	*	380	445
07:00	*	*	375	394	257	272	296	345	*	*	*	*	*	*	309	337
08:00	*	*	308	272	184	206	257	249	*	*	*	*	*	*	250	242
09:00	*	*	186	207	150	167	176	218	*	*	*	*	*	*	171	197
10:00	*	*	146	157	95	115	145	148	*	*	*	*	*	*	129	140
11:00	*	*	72	74	79	87	87	100	*	*	*	*	*	*	79	87
Lane Day	0	0	7427	7242	6141	5950	6907	6660	0	0	0	0	0	0	6825	6617
AM Peak Vol.			14669		12091		13567		0		0		0		13442	
PM Peak Vol.																
Comb. Total	0		14669		12091		13567		0		0		0		13442	
ADT	Not Calculated															

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	05-Jun-06 Mon	06-Jun-06 Tue	07-Jun-06 Wed	08-Jun-06 Thu	09-Jun-06 Fri	10-Jun-06 Sat	11-Jun-06 Sun	Week Average
12:00 AM	*	84	97	73	*	*	*	85
01:00	*	31	32	40	*	*	*	34
02:00	*	26	15	17	*	*	*	19
03:00	*	20	31	28	*	*	*	26
04:00	*	20	33	30	*	*	*	28
05:00	*	115	105	113	*	*	*	111
06:00	*	369	315	348	*	*	*	344
07:00	*	597	512	514	*	*	*	541
08:00	*	794	768	775	*	*	*	779
09:00	*	896	785	809	*	*	*	830
10:00	*	933	818	874	*	*	*	875
11:00	*	945	801	973	*	*	*	906
12:00 PM	*	1067	900	1009	*	*	*	992
01:00	*	1076	837	996	*	*	*	970
02:00	*	1059	865	978	*	*	*	967
03:00	*	1148	959	1145	*	*	*	1084
04:00	*	1205	1003	969	*	*	*	1059
05:00	*	1140	901	1035	*	*	*	1025
06:00	*	953	702	820	*	*	*	825
07:00	*	769	529	641	*	*	*	646
08:00	*	580	390	506	*	*	*	492
09:00	*	393	317	394	*	*	*	368
10:00	*	303	210	293	*	*	*	269
11:00	*	146	166	187	*	*	*	166
Total	0	14669	12091	13567	0	0	0	13441
Percentage	0.0%	109.1%	90.0%	100.9%	0.0%	0.0%	0.0%	
AM Peak Vol.		11:00 945	10:00 818	11:00 973				11:00 906
PM Peak Vol.		16:00 1205	16:00 1003	15:00 1145				15:00 1084

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/06/06	0	0	0	1	12	11	9	2	0	0	0	0	0	0	35
01:00	0	0	0	1	2	5	1	2	0	0	0	0	0	0	11
02:00	0	0	0	0	3	6	6	0	0	0	0	0	0	0	15
03:00	0	0	1	0	4	3	2	1	0	0	0	0	0	0	11
04:00	0	0	1	1	4	2	4	1	0	0	0	0	0	0	13
05:00	0	0	0	1	13	23	23	11	3	0	0	0	0	0	74
06:00	3	0	4	11	63	92	35	4	0	0	0	0	0	0	212
07:00	11	4	13	25	107	143	43	11	0	0	0	0	0	0	357
08:00	18	5	18	59	196	133	27	2	0	0	0	0	0	0	458
09:00	32	10	29	94	178	111	20	1	0	0	0	0	0	0	475
10:00	46	10	59	119	163	70	8	1	0	0	0	0	0	0	476
11:00	58	18	75	160	147	36	4	0	0	0	0	0	0	0	498
12 PM	74	21	64	158	162	37	3	0	0	0	0	0	0	0	519
13:00	36	10	50	130	239	87	13	1	0	0	0	0	0	0	566
14:00	39	13	33	110	215	97	18	3	0	0	0	0	0	0	528
15:00	51	16	48	97	202	110	32	3	0	0	0	0	0	0	559
16:00	40	6	22	90	278	123	19	4	0	0	0	0	0	0	582
17:00	29	3	29	94	205	113	37	4	0	0	0	0	0	0	514
18:00	26	1	7	47	132	172	48	4	0	0	0	0	0	0	437
19:00	14	1	8	54	141	122	34	1	0	0	0	0	0	0	375
20:00	5	0	4	28	128	106	37	0	0	0	0	0	0	0	308
21:00	2	0	2	9	70	75	26	1	1	0	0	0	0	0	186
22:00	3	0	0	7	61	60	12	3	0	0	0	0	0	0	146
23:00	1	0	0	6	20	33	11	1	0	0	0	0	0	0	72
Total	488	118	467	1302	2745	1770	472	61	4	0	0	0	0	0	7427

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
06/07/06	1	0	0	2	11	16	9	0	0	0	0	0	0	0	39
01:00	0	0	0	0	6	8	5	0	0	0	0	0	0	0	19
02:00	0	0	0	1	4	1	2	0	0	0	0	0	0	0	8
03:00	0	0	0	1	5	7	4	0	0	0	0	0	0	0	17
04:00	0	0	0	2	5	8	5	0	0	0	0	0	0	0	20
05:00	0	0	0	3	19	29	17	2	1	1	0	0	0	0	72
06:00	2	0	3	5	72	72	20	5	0	0	0	0	0	0	179
07:00	9	0	8	21	106	114	34	6	0	0	0	0	0	0	298
08:00	18	10	32	77	189	102	30	3	0	0	0	0	0	0	461
09:00	24	9	31	75	196	91	11	1	0	0	0	0	0	0	438
10:00	32	5	35	75	162	81	21	2	0	0	0	0	0	0	413
11:00	21	4	20	86	166	111	9	1	0	0	0	0	0	0	418
12 PM	21	6	25	76	197	85	16	2	0	0	0	0	0	0	428
13:00	22	8	9	65	184	112	26	1	0	0	0	0	0	0	427
14:00	26	10	23	100	177	81	14	3	0	0	0	0	0	0	434
15:00	32	5	16	88	206	103	19	3	0	0	0	0	0	0	472
16:00	33	2	18	99	222	109	25	0	1	0	0	0	0	0	509
17:00	22	3	14	40	158	122	43	2	0	0	0	0	0	0	404
18:00	18	2	11	19	118	116	29	5	2	0	0	0	0	0	320
19:00	10	2	8	21	102	79	30	4	1	0	0	0	0	0	257
20:00	8	1	0	8	75	66	19	7	0	0	0	0	0	0	184
21:00	1	0	1	6	65	58	18	1	0	0	0	0	0	0	150
22:00	1	0	2	3	31	40	16	2	0	0	0	0	0	0	95
23:00	0	0	0	7	24	32	14	2	0	0	0	0	0	0	79
Total	301	67	256	880	2500	1643	436	52	5	1	0	0	0	0	6141

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
06/08/06	0	0	0	2	9	14	8	0	0	1	0	0	0	0	34
01:00	2	0	0	1	6	7	3	2	0	0	0	0	0	0	21
02:00	0	0	0	0	3	3	2	0	0	0	0	0	0	0	10
03:00	0	0	0	1	5	5	3	2	0	0	0	0	0	0	16
04:00	0	0	0	1	8	4	8	0	1	0	0	0	0	0	22
05:00	0	1	2	3	12	26	22	5	1	1	1	0	0	0	74
06:00	7	1	4	10	61	87	36	5	1	0	0	0	0	0	212
07:00	10	1	1	18	110	128	41	4	0	0	0	0	0	0	313
08:00	19	10	30	87	163	120	26	0	0	0	0	0	0	0	455
09:00	18	6	11	78	184	113	35	1	0	0	0	0	0	0	446
10:00	25	3	24	63	228	120	12	2	0	0	0	0	0	0	477
11:00	29	19	43	108	190	76	12	3	0	0	0	0	0	0	480
12 PM	33	8	24	91	190	126	25	0	0	0	0	0	0	0	497
13:00	34	4	27	90	210	131	25	3	0	0	0	0	0	0	524
14:00	60	12	12	84	225	84	18	2	0	1	0	0	0	0	498
15:00	59	19	73	128	174	102	13	1	0	0	0	0	0	0	569
16:00	25	20	51	69	170	100	15	1	0	0	0	0	0	0	451
17:00	22	1	7	67	181	145	38	4	0	0	0	0	0	0	465
18:00	17	1	6	33	152	135	31	5	1	0	1	0	0	0	382
19:00	12	1	7	38	99	93	38	5	3	0	0	0	0	0	296
20:00	13	2	5	16	105	95	19	2	0	0	0	0	0	0	257
21:00	4	0	1	6	62	72	26	5	0	0	0	0	0	0	176
22:00	0	0	2	12	37	58	31	4	1	0	0	0	0	0	145
23:00	0	0	0	6	26	40	12	3	0	0	0	0	0	0	87
Total	389	109	330	1012	2610	1884	499	61	8	3	2	0	0	0	6907
Grand Total	1178	294	1053	3194	7855	5297	1407	174	17	4	2	0	0	0	20475

15th Percentile : 26 MPH
 50th Percentile : 33 MPH
 85th Percentile : 39 MPH
 95th Percentile : 43 MPH

Stats
 Mean Speed(Average) : 32 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 13152
 Percent in Pace : 64.2%
 Number of Vehicles > 30 MPH : 14756
 Percent of Vehicles > 30 MPH : 72.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/06/06	0	0	2	8	19	15	4	1	0	0	0	0	0	0	49
01:00	0	0	0	2	7	10	1	0	0	0	0	0	0	0	20
02:00	0	0	0	3	5	1	2	0	0	0	0	0	0	0	11
03:00	0	0	0	2	4	2	1	0	0	0	0	0	0	0	9
04:00	0	0	0	2	0	4	0	1	0	0	0	0	0	0	7
05:00	2	0	0	0	14	21	3	1	0	0	0	0	0	0	41
06:00	6	1	5	11	65	49	19	1	0	0	0	0	0	0	157
07:00	7	1	7	20	120	73	12	0	0	0	0	0	0	0	240
08:00	19	9	22	69	135	69	12	0	1	0	0	0	0	0	336
09:00	31	17	51	100	163	53	6	0	0	0	0	0	0	0	421
10:00	39	8	49	126	192	34	9	0	0	0	0	0	0	0	457
11:00	42	16	57	123	168	39	2	0	0	0	0	0	0	0	447
12 PM	56	31	103	222	116	20	0	0	0	0	0	0	0	0	548
13:00	49	31	62	168	155	39	5	1	0	0	0	0	0	0	510
14:00	40	18	46	145	208	71	3	0	0	0	0	0	0	0	531
15:00	37	19	67	206	207	49	4	0	0	0	0	0	0	0	589
16:00	50	10	60	146	275	79	3	0	0	0	0	0	0	0	623
17:00	60	25	90	160	217	70	4	0	0	0	0	0	0	0	626
18:00	36	2	10	76	248	127	15	2	0	0	0	0	0	0	516
19:00	17	1	7	92	192	79	6	0	0	0	0	0	0	0	394
20:00	8	1	9	54	131	61	8	0	0	0	0	0	0	0	272
21:00	8	1	3	30	113	43	7	1	0	0	1	0	0	0	207
22:00	3	0	2	22	90	37	3	0	0	0	0	0	0	0	157
23:00	0	0	2	9	39	18	5	1	0	0	0	0	0	0	74
Total	510	191	654	1796	2883	1063	134	9	1	0	1	0	0	0	7242

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/08/06	0	0	0	1	18	19	1	0	0	0	0	0	0	0	39
01:00	0	0	0	5	4	7	3	0	0	0	0	0	0	0	19
02:00	0	0	0	0	4	2	1	0	0	0	0	0	0	0	7
03:00	0	0	2	3	2	4	1	0	0	0	0	0	0	0	12
04:00	0	0	0	1	1	5	1	0	0	0	0	0	0	0	8
05:00	0	0	1	1	20	12	4	1	0	0	0	0	0	0	39
06:00	9	1	4	11	48	46	14	2	1	0	0	0	0	0	136
07:00	10	0	5	28	76	70	10	2	0	0	0	0	0	0	201
08:00	17	8	25	47	149	55	18	1	0	0	0	0	0	0	320
09:00	16	8	22	65	157	87	8	0	0	0	0	0	0	0	363
10:00	36	6	24	97	169	58	7	0	0	0	0	0	0	0	397
11:00	34	9	40	131	193	82	4	0	0	0	0	0	0	0	493
12 PM	42	11	27	137	220	72	3	0	0	0	0	0	0	0	512
13:00	43	6	34	106	193	78	11	1	0	0	0	0	0	0	472
14:00	42	20	37	124	199	47	9	2	0	0	0	0	0	0	480
15:00	70	39	90	136	177	59	5	0	0	0	0	0	0	0	576
16:00	57	19	30	117	226	61	8	0	0	0	0	0	0	0	518
17:00	31	3	28	126	273	99	10	0	0	0	0	0	0	0	570
18:00	14	1	14	59	216	113	20	1	0	0	0	0	0	0	438
19:00	12	3	15	50	167	85	13	0	0	0	0	0	0	0	345
20:00	9	0	5	43	118	64	8	1	1	0	0	0	0	0	249
21:00	4	0	1	33	99	68	13	0	0	0	0	0	0	0	218
22:00	0	1	4	27	64	42	10	0	0	0	0	0	0	0	148
23:00	0	0	1	8	43	36	8	1	2	1	0	0	0	0	100
Total	446	135	409	1356	2836	1271	190	12	4	1	0	0	0	0	6660
Grand Total	1268	437	1440	4388	8302	3481	499	30	5	1	1	0	0	0	19852

15th Percentile : 25 MPH
 50th Percentile : 32 MPH
 85th Percentile : 37 MPH
 95th Percentile : 40 MPH

Stats
 Mean Speed(Average) : 30 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 12690
 Percent in Pace : 63.9%
 Number of Vehicles > 30 MPH : 12319
 Percent of Vehicles > 30 MPH : 62.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/06/06	0	0	2	9	31	26	13	3	0	0	0	0	0	0	84
01:00	0	0	0	3	9	15	2	2	0	0	0	0	0	0	31
02:00	0	0	0	3	8	7	8	0	0	0	0	0	0	0	26
03:00	0	0	1	2	8	5	3	1	0	0	0	0	0	0	20
04:00	0	0	1	3	4	6	4	2	0	0	0	0	0	0	20
05:00	2	0	0	1	27	44	26	12	3	0	0	0	0	0	115
06:00	9	1	9	22	128	141	54	5	0	0	0	0	0	0	369
07:00	18	5	20	45	227	216	55	11	0	0	0	0	0	0	597
08:00	37	14	40	128	331	202	39	2	1	0	0	0	0	0	794
09:00	63	27	80	194	341	164	26	1	0	0	0	0	0	0	896
10:00	85	18	108	245	355	104	17	1	0	0	0	0	0	0	933
11:00	100	34	132	283	315	75	6	0	0	0	0	0	0	0	945
12 PM	130	52	167	380	278	57	3	0	0	0	0	0	0	0	1067
13:00	85	41	112	298	394	126	18	2	0	0	0	0	0	0	1076
14:00	79	31	79	255	423	168	21	3	0	0	0	0	0	0	1059
15:00	88	35	115	303	409	159	36	3	0	0	0	0	0	0	1148
16:00	90	16	82	236	553	202	22	4	0	0	0	0	0	0	1205
17:00	89	28	119	254	422	183	41	4	0	0	0	0	0	0	1140
18:00	62	3	17	123	380	299	63	6	0	0	0	0	0	0	953
19:00	31	2	15	146	333	201	40	1	0	0	0	0	0	0	769
20:00	13	1	13	82	259	167	45	0	0	0	0	0	0	0	580
21:00	10	1	5	39	183	118	33	2	1	0	1	0	0	0	393
22:00	6	0	2	29	151	97	15	3	0	0	0	0	0	0	303
23:00	1	0	2	15	59	51	16	2	0	0	0	0	0	0	146
Total	998	309	1121	3098	5628	2833	606	70	5	0	1	0	0	0	14669

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/07/06	1	0	2	6	33	40	15	0	0	0	0	0	0	0	97
01:00	0	0	0	3	10	13	6	0	0	0	0	0	0	0	32
02:00	0	0	0	2	7	2	4	0	0	0	0	0	0	0	15
03:00	0	0	2	3	10	11	5	0	0	0	0	0	0	0	31
04:00	0	0	0	5	9	14	5	0	0	0	0	0	0	0	33
05:00	0	0	0	6	31	43	20	3	1	1	0	0	0	0	105
06:00	5	3	5	25	135	110	27	5	0	0	0	0	0	0	315
07:00	13	3	12	48	202	179	49	6	0	0	0	0	0	0	512
08:00	38	15	65	139	297	173	37	4	0	0	0	0	0	0	768
09:00	46	17	67	149	339	147	19	1	0	0	0	0	0	0	785
10:00	67	22	81	184	296	138	28	2	0	0	0	0	0	0	818
11:00	39	11	53	181	313	182	20	2	0	0	0	0	0	0	801
12 PM	57	20	66	192	393	141	27	4	0	0	0	0	0	0	900
13:00	52	25	36	162	365	164	32	1	0	0	0	0	0	0	837
14:00	49	19	57	214	358	144	21	3	0	0	0	0	0	0	865
15:00	63	9	50	217	412	180	25	3	0	0	0	0	0	0	959
16:00	56	13	49	210	459	181	33	1	1	0	0	0	0	0	1003
17:00	55	7	33	120	400	231	53	2	0	0	0	0	0	0	901
18:00	34	3	21	78	307	210	41	6	2	0	0	0	0	0	702
19:00	18	7	20	68	237	135	39	4	1	0	0	0	0	0	529
20:00	14	3	7	33	184	112	28	9	0	0	0	0	0	0	390
21:00	3	0	3	33	147	106	24	1	0	0	0	0	0	0	317
22:00	2	0	3	18	79	79	27	2	0	0	0	0	0	0	210
23:00	1	1	1	20	60	55	26	2	0	0	0	0	0	0	166
Total	613	178	633	2116	5083	2790	611	61	5	1	0	0	0	0	12091

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/08/06	0	0	0	3	27	33	9	0	0	1	0	0	0	0	73
01:00	2	0	0	6	10	14	6	2	0	0	0	0	0	0	40
02:00	0	0	0	0	7	5	3	2	0	0	0	0	0	0	17
03:00	0	0	2	4	7	9	4	2	0	0	0	0	0	0	28
04:00	0	0	0	2	9	9	9	0	1	0	0	0	0	0	30
05:00	0	1	3	4	32	38	26	6	1	1	1	0	0	0	113
06:00	16	2	8	21	109	133	50	7	2	0	0	0	0	0	348
07:00	20	1	6	46	186	198	51	6	0	0	0	0	0	0	514
08:00	36	18	55	134	312	175	44	1	0	0	0	0	0	0	775
09:00	34	14	33	143	341	200	43	1	0	0	0	0	0	0	809
10:00	61	9	48	160	397	178	19	2	0	0	0	0	0	0	874
11:00	63	28	83	239	383	158	16	3	0	0	0	0	0	0	973
12 PM	75	19	51	228	410	198	28	0	0	0	0	0	0	0	1009
13:00	77	10	61	196	403	209	36	4	0	0	0	0	0	0	996
14:00	102	32	49	208	424	131	27	4	0	1	0	0	0	0	978
15:00	129	58	163	264	351	161	18	1	0	0	0	0	0	0	1145
16:00	82	39	81	186	396	161	23	1	0	0	0	0	0	0	969
17:00	53	4	35	193	454	244	48	4	0	0	0	0	0	0	1035
18:00	31	2	20	92	368	248	51	6	1	0	1	0	0	0	820
19:00	24	4	22	88	266	178	51	5	3	0	0	0	0	0	641
20:00	22	2	10	59	223	159	27	3	1	0	0	0	0	0	506
21:00	8	0	2	39	161	140	39	5	0	0	0	0	0	0	394
22:00	0	1	6	39	101	100	41	4	1	0	0	0	0	0	293
23:00	0	0	1	14	69	76	20	4	2	1	0	0	0	0	187
Total	835	244	739	2368	5446	3155	689	73	12	4	2	0	0	0	13567
Grand Total	2446	731	2493	7582	16157	8778	1906	204	22	5	3	0	0	0	40327

15th Percentile : 26 MPH
 50th Percentile : 33 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Stats
 Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 24935
 Percent in Pace : 61.8%
 Number of Vehicles > 30 MPH : 27075
 Percent of Vehicles > 30 MPH : 67.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	1	26	8	0	0	0	0	0	0	0	0	0	0	35
01:00	0	7	2	0	2	0	0	0	0	0	0	0	0	11
02:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
03:00	0	5	4	0	2	0	0	0	0	0	0	0	0	11
04:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
05:00	1	40	28	0	4	0	0	1	0	0	0	0	0	74
06:00	1	135	59	2	14	1	0	0	0	0	0	0	0	212
07:00	2	236	92	2	23	1	0	0	0	0	0	0	0	356
08:00	3	316	111	3	23	2	0	0	0	0	0	0	0	458
09:00	2	332	111	2	24	2	0	1	1	0	0	0	0	475
10:00	5	327	113	3	23	3	0	2	0	0	0	0	0	476
11:00	8	360	110	0	16	3	0	0	0	1	0	0	0	498
12 PM	9	356	121	3	20	5	0	4	0	1	0	0	0	519
13:00	6	387	136	5	26	3	0	2	0	0	0	0	0	565
14:00	7	368	125	3	20	2	0	1	1	0	0	0	0	527
15:00	9	390	130	1	23	3	0	2	1	0	0	0	0	559
16:00	7	418	124	0	28	2	0	3	0	0	0	0	0	582
17:00	12	371	111	0	15	3	0	1	0	0	0	0	0	513
18:00	9	316	99	0	10	3	0	0	0	0	0	0	0	437
19:00	7	290	66	0	12	0	0	0	0	0	0	0	0	375
20:00	11	210	72	0	12	1	0	1	0	0	0	0	0	307
21:00	0	132	45	0	6	1	0	2	0	0	0	0	0	186
22:00	2	107	32	0	5	0	0	0	0	0	0	0	0	146
23:00	0	54	14	0	3	0	0	0	1	0	0	0	0	72
Total	102	5204	1720	24	311	35	0	20	4	2	0	0	0	7422
Percent	1.4%	70.1%	23.2%	0.3%	4.2%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	08:00	09:00	10:00		10:00	09:00	11:00				11:00
Vol.	8	360	113	3	24	3		2	1	1				498
PM Peak	17:00	16:00	13:00	13:00	16:00	12:00		12:00	14:00	12:00				16:00
Vol.	12	418	136	5	28	5		4	1	1				582

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	0	31	8	0	0	0	0	0	0	0	0	0	0	39
01:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
02:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
03:00	0	9	7	0	1	0	0	0	0	0	0	0	0	17
04:00	0	14	4	1	1	0	0	0	0	0	0	0	0	20
05:00	0	41	28	1	1	0	1	0	0	0	0	0	0	72
06:00	0	115	52	0	10	1	0	0	0	0	0	0	0	178
07:00	1	214	68	0	13	2	0	0	0	0	0	0	0	298
08:00	1	327	107	3	20	2	0	1	0	0	0	0	0	461
09:00	1	294	111	2	27	1	0	1	1	0	0	0	0	438
10:00	5	252	110	1	37	4	0	2	1	0	0	0	0	412
11:00	1	275	115	0	24	1	0	2	0	0	0	0	0	418
12 PM	2	294	107	1	21	3	0	0	0	0	0	0	0	428
13:00	0	294	104	5	22	1	0	1	0	0	0	0	0	427
14:00	3	304	98	3	23	0	0	2	0	0	0	0	0	433
15:00	2	322	116	0	25	5	0	2	0	0	0	0	0	472
16:00	1	374	106	0	22	4	0	2	0	0	0	0	0	509
17:00	1	296	88	0	14	2	0	3	0	0	0	0	0	404
18:00	1	228	78	0	11	2	0	0	1	0	0	0	0	321
19:00	3	196	46	0	11	1	0	0	0	0	0	0	0	257
20:00	1	134	42	0	7	0	0	0	0	0	0	0	0	184
21:00	0	115	31	1	3	0	0	0	0	0	0	0	0	150
22:00	0	71	21	0	3	0	0	0	0	0	0	0	0	95
23:00	0	61	16	0	2	0	0	0	0	0	0	0	0	79
Total	23	4285	1465	18	299	29	1	16	3	0	0	0	0	6139
Percent	0.4%	69.8%	23.9%	0.3%	4.9%	0.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	11:00	08:00	10:00	10:00	05:00	10:00	09:00					08:00
Vol.	5	327	115	3	37	4	1	2	1					461
PM Peak	14:00	16:00	15:00	13:00	15:00	15:00		17:00	18:00					16:00
Vol.	3	374	116	5	25	5		3	1					509

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	28	6	0	0	0	0	0	0	0	0	0	0	34
01:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20
02:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10
03:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
04:00	0	15	6	1	0	0	0	0	0	0	0	0	0	22
05:00	1	40	29	1	3	0	0	0	0	0	0	0	0	74
06:00	0	135	56	1	16	3	0	0	0	0	0	0	0	211
07:00	0	208	79	1	19	4	0	2	0	0	0	0	0	313
08:00	6	313	104	4	26	1	0	0	1	0	0	0	0	455
09:00	0	314	94	2	32	3	0	1	0	0	0	0	0	446
10:00	2	329	113	3	27	2	0	1	0	0	0	0	0	477
11:00	1	323	122	4	24	2	0	4	0	0	0	0	0	480
12 PM	4	338	123	6	20	4	0	2	0	0	0	0	0	497
13:00	7	375	115	2	23	2	0	0	0	0	0	0	0	524
14:00	3	351	122	2	16	1	0	2	0	0	0	0	0	497
15:00	5	415	123	4	18	3	0	1	0	0	0	0	0	569
16:00	2	333	95	0	14	3	0	2	2	0	0	0	0	451
17:00	3	329	108	0	24	1	0	0	0	0	0	0	0	465
18:00	0	273	89	0	20	0	0	0	0	0	0	0	0	382
19:00	0	218	69	0	7	0	0	1	0	0	0	0	0	295
20:00	1	207	37	0	10	0	0	1	0	0	0	0	0	256
21:00	0	131	41	0	3	1	0	0	0	0	0	0	0	176
22:00	0	108	31	0	6	0	0	0	0	0	0	0	0	145
23:00	0	67	18	0	2	0	0	0	0	0	0	0	0	87
Total	35	4885	1588	31	313	30	0	17	3	0	0	0	0	6902
Percent	0.5%	70.8%	23.0%	0.4%	4.5%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	11:00	08:00	09:00	07:00		11:00	08:00					11:00
Vol.	6	329	122	4	32	4		4	1					480
PM Peak	13:00	15:00	12:00	12:00	17:00	12:00		12:00	16:00					15:00
Vol.	7	415	123	6	24	4		2	2					569
Grand Total	160	14374	4773	73	923	94	1	53	10	2	0	0	0	20463
Percent	0.8%	70.2%	23.3%	0.4%	4.5%	0.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	0	44	3	0	2	0	0	0	0	0	0	0	0	49
01:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20
02:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:00	0	5	2	0	2	0	0	0	0	0	0	0	0	9
04:00	0	2	4	0	1	0	0	0	0	0	0	0	0	7
05:00	0	28	10	0	1	1	0	0	0	0	0	0	0	40
06:00	3	117	27	2	5	1	0	2	0	0	0	0	0	157
07:00	3	171	52	3	9	0	0	1	0	0	0	0	0	239
08:00	1	249	74	1	11	0	0	1	0	0	0	0	0	337
09:00	0	323	79	1	14	2	0	1	1	0	0	0	0	421
10:00	0	354	80	1	17	4	0	1	0	0	0	0	0	457
11:00	8	345	74	1	18	0	0	0	0	0	0	0	0	446
12 PM	10	419	96	2	12	7	0	2	1	0	0	0	0	549
13:00	4	394	94	3	10	3	0	2	0	0	0	0	0	510
14:00	10	407	94	4	9	2	0	4	1	0	0	0	0	531
15:00	11	447	109	2	14	4	0	0	1	0	0	0	0	588
16:00	4	483	115	3	14	3	0	0	0	0	0	0	0	622
17:00	13	491	101	0	18	2	0	1	0	0	0	0	0	626
18:00	14	406	87	0	7	0	1	0	0	0	0	0	0	515
19:00	9	318	58	0	9	0	0	0	0	0	0	0	0	394
20:00	1	221	46	0	2	0	0	1	0	0	0	0	0	271
21:00	5	165	34	0	2	0	0	0	0	0	0	0	0	206
22:00	0	129	25	0	2	0	0	1	0	0	0	0	0	157
23:00	1	61	10	0	1	0	0	0	1	0	0	0	0	74
Total	97	5608	1276	23	180	29	1	17	5	0	0	0	0	7236
Percent	1.3%	77.5%	17.6%	0.3%	2.5%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	10:00	07:00	11:00	10:00		06:00	09:00					10:00
Vol.	8	354	80	3	18	4		2	1					457
PM Peak	18:00	17:00	16:00	14:00	17:00	12:00	18:00	14:00	12:00					17:00
Vol.	14	491	115	4	18	7	1	4	1					626

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	0	44	12	1	1	0	0	0	0	0	0	0	0	58
01:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
02:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
03:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
04:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
05:00	0	27	6	0	0	0	0	0	0	0	0	0	0	33
06:00	0	100	24	3	9	0	0	0	0	0	0	0	0	136
07:00	1	146	56	2	6	3	0	0	0	0	0	0	0	214
08:00	4	218	73	1	11	0	0	0	0	0	0	0	0	307
09:00	1	242	88	0	11	2	0	2	1	0	0	0	0	347
10:00	1	309	77	1	13	3	0	1	0	0	0	0	0	405
11:00	1	263	99	1	16	3	0	1	0	0	0	0	0	384
12 PM	2	346	107	2	11	3	0	1	0	0	0	0	0	472
13:00	2	286	101	3	12	1	0	4	1	0	0	0	0	410
14:00	4	341	71	1	13	2	0	0	0	0	0	0	0	432
15:00	3	364	95	2	19	2	0	2	0	0	0	0	0	487
16:00	2	381	89	2	17	2	0	1	0	0	0	0	0	494
17:00	4	415	66	0	11	0	0	1	0	0	0	0	0	497
18:00	2	316	56	0	6	1	0	1	0	0	0	0	0	382
19:00	0	224	42	1	4	0	0	1	0	0	0	0	0	272
20:00	0	162	40	0	2	1	0	0	0	0	0	0	0	205
21:00	0	141	23	0	3	0	0	0	0	0	0	0	0	167
22:00	0	94	19	0	2	0	0	0	0	0	0	0	0	115
23:00	0	75	11	0	0	0	0	0	0	0	0	0	0	86
Total	27	4531	1161	20	171	23	0	15	2	0	0	0	0	5950
Percent	0.5%	76.2%	19.5%	0.3%	2.9%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	11:00	06:00	11:00	07:00		09:00	09:00					10:00
Vol.	4	309	99	3	16	3		2	1					405
PM Peak	14:00	17:00	12:00	13:00	15:00	12:00		13:00	13:00					17:00
Vol.	4	415	107	3	19	3		4	1					497

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	31	6	0	2	0	0	0	0	0	0	0	0	39
01:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	8	2	0	2	0	0	0	0	0	0	0	0	12
04:00	0	6	1	0	0	0	0	1	0	0	0	0	0	8
05:00	0	27	10	0	1	1	0	0	0	0	0	0	0	39
06:00	0	109	18	2	5	2	0	0	0	0	0	0	0	136
07:00	0	140	48	2	7	1	0	2	1	0	0	0	0	201
08:00	1	227	70	3	16	2	0	1	0	0	0	0	0	320
09:00	1	263	80	4	13	2	0	0	0	0	0	0	0	363
10:00	5	301	77	0	14	0	0	0	0	0	0	0	0	397
11:00	3	382	86	0	17	0	0	3	2	0	0	0	0	493
12 PM	3	388	96	2	12	5	0	4	1	0	0	0	0	511
13:00	3	365	83	3	9	6	0	2	1	0	0	0	0	472
14:00	2	369	84	3	16	3	0	3	0	0	0	0	0	480
15:00	3	446	102	4	14	4	0	2	1	0	0	0	0	576
16:00	2	418	84	1	11	2	0	0	0	0	0	0	0	518
17:00	2	448	107	1	12	0	0	0	0	0	0	0	0	570
18:00	1	357	73	0	8	0	0	0	0	0	0	0	0	439
19:00	1	280	59	0	5	0	0	1	0	0	0	0	0	346
20:00	1	201	40	0	6	0	0	0	0	0	0	0	0	248
21:00	0	189	28	0	1	0	0	0	0	0	0	0	0	218
22:00	0	132	15	0	1	0	0	0	0	0	0	0	0	148
23:00	0	87	13	0	0	0	0	0	0	0	0	0	0	100
Total	28	5197	1185	25	172	28	0	19	6	0	0	0	0	6660
Percent	0.4%	78.0%	17.8%	0.4%	2.6%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	09:00	11:00	06:00		11:00	11:00					11:00
Vol.	5	382	86	4	17	2		3	2					493
PM Peak	12:00	17:00	17:00	15:00	14:00	13:00		12:00	12:00					15:00
Vol.	3	448	107	4	16	6		4	1					576
Grand Total	152	15336	3622	68	523	80	1	51	13	0	0	0	0	19846
Percent	0.8%	77.3%	18.3%	0.3%	2.6%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	1	70	11	0	2	0	0	0	0	0	0	0	0	84
01:00	0	27	2	0	2	0	0	0	0	0	0	0	0	31
02:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
03:00	0	10	6	0	4	0	0	0	0	0	0	0	0	20
04:00	0	10	9	0	1	0	0	0	0	0	0	0	0	20
05:00	1	68	38	0	5	1	0	1	0	0	0	0	0	114
06:00	4	252	86	4	19	2	0	2	0	0	0	0	0	369
07:00	5	407	144	5	32	1	0	1	0	0	0	0	0	595
08:00	4	565	185	4	34	2	0	1	0	0	0	0	0	795
09:00	2	655	190	3	38	4	0	2	2	0	0	0	0	896
10:00	5	681	193	4	40	7	0	3	0	0	0	0	0	933
11:00	16	705	184	1	34	3	0	0	0	1	0	0	0	944
12 PM	19	775	217	5	32	12	0	6	1	1	0	0	0	1068
13:00	10	781	230	8	36	6	0	4	0	0	0	0	0	1075
14:00	17	775	219	7	29	4	0	5	2	0	0	0	0	1058
15:00	20	837	239	3	37	7	0	2	2	0	0	0	0	1147
16:00	11	901	239	3	42	5	0	3	0	0	0	0	0	1204
17:00	25	862	212	0	33	5	0	2	0	0	0	0	0	1139
18:00	23	722	186	0	17	3	1	0	0	0	0	0	0	952
19:00	16	608	124	0	21	0	0	0	0	0	0	0	0	769
20:00	12	431	118	0	14	1	0	2	0	0	0	0	0	578
21:00	5	297	79	0	8	1	0	2	0	0	0	0	0	392
22:00	2	236	57	0	7	0	0	1	0	0	0	0	0	303
23:00	1	115	24	0	4	0	0	0	2	0	0	0	0	146
Total	199	10812	2996	47	491	64	1	37	9	2	0	0	0	14658
Percent	1.4%	73.8%	20.4%	0.3%	3.3%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	07:00	10:00	10:00		10:00	09:00	11:00				11:00
Vol.	16	705	193	5	40	7		3	2	1				944
PM Peak	17:00	16:00	15:00	13:00	16:00	12:00	18:00	12:00	14:00	12:00				16:00
Vol.	25	901	239	8	42	12	1	6	2	1				1204

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	0	75	20	1	1	0	0	0	0	0	0	0	0	97
01:00	0	29	2	0	1	0	0	0	0	0	0	0	0	32
02:00	0	12	1	0	2	0	0	0	0	0	0	0	0	15
03:00	0	20	9	0	2	0	0	0	0	0	0	0	0	31
04:00	0	23	7	1	2	0	0	0	0	0	0	0	0	33
05:00	0	68	34	1	1	0	1	0	0	0	0	0	0	105
06:00	0	215	76	3	19	1	0	0	0	0	0	0	0	314
07:00	2	360	124	2	19	5	0	0	0	0	0	0	0	512
08:00	5	545	180	4	31	2	0	1	0	0	0	0	0	768
09:00	2	536	199	2	38	3	0	3	2	0	0	0	0	785
10:00	6	561	187	2	50	7	0	3	1	0	0	0	0	817
11:00	2	538	214	1	40	4	0	3	0	0	0	0	0	802
12 PM	4	640	214	3	32	6	0	1	0	0	0	0	0	900
13:00	2	580	205	8	34	2	0	5	1	0	0	0	0	837
14:00	7	645	169	4	36	2	0	2	0	0	0	0	0	865
15:00	5	686	211	2	44	7	0	4	0	0	0	0	0	959
16:00	3	755	195	2	39	6	0	3	0	0	0	0	0	1003
17:00	5	711	154	0	25	2	0	4	0	0	0	0	0	901
18:00	3	544	134	0	17	3	0	1	1	0	0	0	0	703
19:00	3	420	88	1	15	1	0	1	0	0	0	0	0	529
20:00	1	296	82	0	9	1	0	0	0	0	0	0	0	389
21:00	0	256	54	1	6	0	0	0	0	0	0	0	0	317
22:00	0	165	40	0	5	0	0	0	0	0	0	0	0	210
23:00	0	136	27	0	2	0	0	0	0	0	0	0	0	165
Total	50	8816	2626	38	470	52	1	31	5	0	0	0	0	12089
Percent	0.4%	72.9%	21.7%	0.3%	3.9%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	11:00	08:00	10:00	10:00	05:00	09:00	09:00					10:00
Vol.	6	561	214	4	50	7	1	3	2					817
PM Peak	14:00	16:00	12:00	13:00	15:00	15:00		13:00	13:00					16:00
Vol.	7	755	214	8	44	7		5	1					1003

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	59	12	0	2	0	0	0	0	0	0	0	0	73
01:00	0	33	5	0	1	0	0	0	0	0	0	0	0	39
02:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
03:00	0	19	6	0	3	0	0	0	0	0	0	0	0	28
04:00	0	21	7	1	0	0	0	1	0	0	0	0	0	30
05:00	1	67	39	1	4	1	0	0	0	0	0	0	0	113
06:00	0	244	74	3	21	5	0	0	0	0	0	0	0	347
07:00	0	348	127	3	26	5	0	4	1	0	0	0	0	514
08:00	7	540	174	7	42	3	0	1	1	0	0	0	0	775
09:00	1	577	174	6	45	5	0	1	0	0	0	0	0	809
10:00	7	630	190	3	41	2	0	1	0	0	0	0	0	874
11:00	4	705	208	4	41	2	0	7	2	0	0	0	0	973
12 PM	7	726	219	8	32	9	0	6	1	0	0	0	0	1008
13:00	10	740	198	5	32	8	0	2	1	0	0	0	0	996
14:00	5	720	206	5	32	4	0	5	0	0	0	0	0	977
15:00	8	861	225	8	32	7	0	3	1	0	0	0	0	1145
16:00	4	751	179	1	25	5	0	2	2	0	0	0	0	969
17:00	5	777	215	1	36	1	0	0	0	0	0	0	0	1035
18:00	1	630	162	0	28	0	0	0	0	0	0	0	0	821
19:00	1	498	128	0	12	0	0	2	0	0	0	0	0	641
20:00	2	408	77	0	16	0	0	1	0	0	0	0	0	504
21:00	0	320	69	0	4	1	0	0	0	0	0	0	0	394
22:00	0	240	46	0	7	0	0	0	0	0	0	0	0	293
23:00	0	154	31	0	2	0	0	0	0	0	0	0	0	187
Total	63	10082	2773	56	485	58	0	36	9	0	0	0	0	13562
Percent	0.5%	74.3%	20.4%	0.4%	3.6%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	08:00	09:00	06:00		11:00	11:00					11:00
Vol.	7	705	208	7	45	5		7	2					973
PM Peak	13:00	15:00	15:00	12:00	17:00	12:00		12:00	16:00					15:00
Vol.	10	861	225	8	36	9		6	2					1145
Grand Total	312	29710	8395	141	1446	174	2	104	23	2	0	0	0	40309
Percent	0.8%	73.7%	20.8%	0.3%	3.6%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

*Court Street,
South of Cherry Street – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Cherry St

Start Time	05-Jun-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	43	59	48	62	36	36	*	*	*	*	*	*	42	52
01:00	*	*	16	16	22	14	24	17	*	*	*	*	*	*	21	16
02:00	*	*	18	8	10	6	19	6	*	*	*	*	*	*	16	7
03:00	*	*	12	8	12	11	17	14	*	*	*	*	*	*	14	11
04:00	*	*	14	4	20	10	20	8	*	*	*	*	*	*	18	7
05:00	*	*	86	40	78	30	79	34	*	*	*	*	*	*	81	35
06:00	*	*	231	141	202	154	220	140	*	*	*	*	*	*	218	145
07:00	*	*	338	247	300	212	311	185	*	*	*	*	*	*	316	215
08:00	*	*	433	335	429	308	416	291	*	*	*	*	*	*	426	311
09:00	*	*	441	383	429	343	444	359	*	*	*	*	*	*	438	362
10:00	*	*	472	464	434	397	487	406	*	*	*	*	*	*	464	422
11:00	*	*	495	443	459	388	497	457	*	*	*	*	*	*	484	429
12:00 PM	*	*	521	526	462	457	514	457	*	*	*	*	*	*	499	480
01:00	*	*	542	484	455	423	547	462	*	*	*	*	*	*	515	456
02:00	*	*	534	501	457	397	491	457	*	*	*	*	*	*	494	452
03:00	*	*	553	551	450	482	541	539	*	*	*	*	*	*	515	524
04:00	*	*	533	493	507	457	493	513	*	*	*	*	*	*	511	488
05:00	*	*	513	516	439	437	467	523	*	*	*	*	*	*	473	492
06:00	*	*	445	476	325	388	393	419	*	*	*	*	*	*	388	428
07:00	*	*	420	390	266	290	316	321	*	*	*	*	*	*	334	334
08:00	*	*	328	289	203	228	262	265	*	*	*	*	*	*	264	261
09:00	*	*	199	226	161	175	191	213	*	*	*	*	*	*	184	205
10:00	*	*	178	170	109	127	164	156	*	*	*	*	*	*	150	151
11:00	*	*	77	99	68	82	96	106	*	*	*	*	*	*	80	96
Lane Day	0	0	7442	6869	6345	5878	7045	6384	0	0	0	0	0	0	6945	6379
AM Peak Vol.			14311		12223		13429		0		0		0		13324	
PM Peak Vol.																
Comb. Total	0		14311		12223		13429		0		0		0		13324	
ADT	Not Calculated															

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Cherry St

Start Time	05-Jun-06 Mon	06-Jun-06 Tue	07-Jun-06 Wed	08-Jun-06 Thu	09-Jun-06 Fri	10-Jun-06 Sat	11-Jun-06 Sun	Week Average
12:00 AM	*	102	110	72	*	*	*	95
01:00	*	32	36	41	*	*	*	36
02:00	*	26	16	25	*	*	*	22
03:00	*	20	23	31	*	*	*	25
04:00	*	18	30	28	*	*	*	25
05:00	*	126	108	113	*	*	*	116
06:00	*	372	356	360	*	*	*	363
07:00	*	585	512	496	*	*	*	531
08:00	*	768	737	707	*	*	*	737
09:00	*	824	772	803	*	*	*	800
10:00	*	936	831	893	*	*	*	887
11:00	*	938	847	954	*	*	*	913
12:00 PM	*	1047	919	971	*	*	*	979
01:00	*	1026	878	1009	*	*	*	971
02:00	*	1035	854	948	*	*	*	946
03:00	*	1104	932	1080	*	*	*	1039
04:00	*	1026	964	1006	*	*	*	999
05:00	*	1029	876	990	*	*	*	965
06:00	*	921	713	812	*	*	*	815
07:00	*	810	556	637	*	*	*	668
08:00	*	617	431	527	*	*	*	525
09:00	*	425	336	404	*	*	*	388
10:00	*	348	236	320	*	*	*	301
11:00	*	176	150	202	*	*	*	176
Total	0	14311	12223	13429	0	0	0	13322
Percentage	0.0%	107.4%	91.8%	100.8%	0.0%	0.0%	0.0%	
AM Peak Vol.		11:00 938	11:00 847	11:00 954				11:00 913
PM Peak Vol.		15:00 1104	16:00 964	15:00 1080				15:00 1039

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Cherry St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/06/06	2	5	8	18	10	0	0	0	0	0	0	0	0	0	43
01:00	0	0	4	6	4	1	1	0	0	0	0	0	0	0	16
02:00	0	1	3	4	8	2	0	0	0	0	0	0	0	0	18
03:00	0	1	3	5	1	1	1	0	0	0	0	0	0	0	12
04:00	0	1	2	5	5	1	0	0	0	0	0	0	0	0	14
05:00	4	1	9	29	32	9	2	0	0	0	0	0	0	0	86
06:00	10	9	40	105	63	4	0	0	0	0	0	0	0	0	231
07:00	26	23	124	121	40	4	0	0	0	0	0	0	0	0	338
08:00	36	45	206	131	13	2	0	0	0	0	0	0	0	0	433
09:00	37	58	229	107	10	0	0	0	0	0	0	0	0	0	441
10:00	76	120	226	47	3	0	0	0	0	0	0	0	0	0	472
11:00	74	108	252	58	1	1	0	0	0	0	1	0	0	0	495
12 PM	113	186	196	25	1	0	0	0	0	0	0	0	0	0	521
13:00	104	136	224	76	2	0	0	0	0	0	0	0	0	0	542
14:00	103	104	264	59	3	1	0	0	0	0	0	0	0	0	534
15:00	94	163	248	42	6	0	0	0	0	0	0	0	0	0	553
16:00	129	113	223	66	2	0	0	0	0	0	0	0	0	0	533
17:00	67	72	260	103	11	0	0	0	0	0	0	0	0	0	513
18:00	48	37	215	130	14	1	0	0	0	0	0	0	0	0	445
19:00	54	57	178	119	12	0	0	0	0	0	0	0	0	0	420
20:00	18	23	156	116	14	1	0	0	0	0	0	0	0	0	328
21:00	8	3	59	100	27	2	0	0	0	0	0	0	0	0	199
22:00	7	5	51	89	24	2	0	0	0	0	0	0	0	0	178
23:00	1	2	15	38	19	2	0	0	0	0	0	0	0	0	77
Total	1011	1273	3195	1599	325	34	4	0	0	0	1	0	0	0	7442

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Cherry St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/08/06	0	4	7	14	8	2	1	0	0	0	0	0	0	0	36
01:00	0	0	3	12	7	1	1	0	0	0	0	0	0	0	24
02:00	0	0	3	5	9	1	1	0	0	0	0	0	0	0	19
03:00	2	0	4	5	4	2	0	0	0	0	0	0	0	0	17
04:00	0	0	2	10	5	3	0	0	0	0	0	0	0	0	20
05:00	4	1	7	26	29	4	7	0	1	0	0	0	0	0	79
06:00	7	8	47	96	52	10	0	0	0	0	0	0	0	0	220
07:00	19	19	99	127	44	3	0	0	0	0	0	0	0	0	311
08:00	56	41	179	128	12	0	0	0	0	0	0	0	0	0	416
09:00	56	63	203	103	17	2	0	0	0	0	0	0	0	0	444
10:00	44	71	254	105	13	0	0	0	0	0	0	0	0	0	487
11:00	100	102	202	86	7	0	0	0	0	0	0	0	0	0	497
12 PM	97	110	224	77	6	0	0	0	0	0	0	0	0	0	514
13:00	138	118	216	66	9	0	0	0	0	0	0	0	0	0	547
14:00	62	68	240	113	8	0	0	0	0	0	0	0	0	0	491
15:00	117	145	208	67	4	0	0	0	0	0	0	0	0	0	541
16:00	82	94	208	100	9	0	0	0	0	0	0	0	0	0	493
17:00	47	95	186	123	15	1	0	0	0	0	0	0	0	0	467
18:00	37	30	161	126	35	2	1	1	0	0	0	0	0	0	393
19:00	26	14	118	130	27	1	0	0	0	0	0	0	0	0	316
20:00	13	16	76	129	27	1	0	0	0	0	0	0	0	0	262
21:00	7	4	36	96	45	2	1	0	0	0	0	0	0	0	191
22:00	4	6	36	72	40	5	0	0	0	1	0	0	0	0	164
23:00	0	2	16	46	29	3	0	0	0	0	0	0	0	0	96
Total	918	1011	2735	1862	461	43	12	1	1	1	0	0	0	0	7045
Grand Total	2473	2902	8518	5493	1304	120	18	1	1	1	1	0	0	0	20832

15th Percentile : 17 MPH
 50th Percentile : 23 MPH
 85th Percentile : 29 MPH
 95th Percentile : 32 MPH

Stats
 Mean Speed(Average) : 23 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 14011
 Percent in Pace : 67.3%
 Number of Vehicles > 30 MPH : 1446
 Percent of Vehicles > 30 MPH : 6.9%

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Cherry St

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
06/08/06	0	1	4	11	17	2	1	0	0	0	0	0	0	0	0	36
01:00	0	1	4	4	6	2	0	0	0	0	0	0	0	0	0	17
02:00	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
03:00	0	0	5	3	3	3	0	0	0	0	0	0	0	0	0	14
04:00	1	0	1	2	4	0	0	0	0	0	0	0	0	0	0	8
05:00	1	1	8	12	10	1	1	0	0	0	0	0	0	0	0	34
06:00	10	4	33	56	28	8	1	0	0	0	0	0	0	0	0	140
07:00	11	15	61	73	25	0	0	0	0	0	0	0	0	0	0	185
08:00	49	39	123	71	9	0	0	0	0	0	0	0	0	0	0	291
09:00	59	58	140	85	16	1	0	0	0	0	0	0	0	0	0	359
10:00	73	103	147	71	12	0	0	0	0	0	0	0	0	0	0	406
11:00	75	114	196	69	3	0	0	0	0	0	0	0	0	0	0	457
12 PM	132	118	160	40	6	1	0	0	0	0	0	0	0	0	0	457
13:00	107	125	176	50	2	2	0	0	0	0	0	0	0	0	0	462
14:00	70	116	198	69	3	1	0	0	0	0	0	0	0	0	0	457
15:00	179	133	174	50	3	0	0	0	0	0	0	0	0	0	0	539
16:00	143	113	164	79	14	0	0	0	0	0	0	0	0	0	0	513
17:00	69	107	242	95	10	0	0	0	0	0	0	0	0	0	0	523
18:00	51	53	175	112	27	1	0	0	0	0	0	0	0	0	0	419
19:00	26	24	126	113	30	2	0	0	0	0	0	0	0	0	0	321
20:00	17	14	92	108	33	1	0	0	0	0	0	0	0	0	0	265
21:00	2	9	60	87	50	3	2	0	0	0	0	0	0	0	0	213
22:00	5	3	30	64	41	11	2	0	0	0	0	0	0	0	0	156
23:00	0	1	29	41	24	9	1	1	0	0	0	0	0	0	0	106
Total	1080	1152	2350	1367	377	49	8	1	0	0	0	0	0	0	0	6384
Grand Total	3019	3368	7062	4369	1160	132	20	1	0	0	0	0	0	0	0	19131

15th Percentile : 15 MPH
 50th Percentile : 23 MPH
 85th Percentile : 29 MPH
 95th Percentile : 32 MPH

Stats
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 11431
 Percent in Pace : 59.8%
 Number of Vehicles > 30 MPH : 1313
 Percent of Vehicles > 30 MPH : 6.9%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Cherry St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
06/06/06	3	7	25	40	23	3	1	0	0	0	0	0	0	0	102
01:00	0	0	6	12	11	2	1	0	0	0	0	0	0	0	32
02:00	0	1	5	6	11	3	0	0	0	0	0	0	0	0	26
03:00	1	2	4	8	3	1	1	0	0	0	0	0	0	0	20
04:00	0	1	3	6	6	2	0	0	0	0	0	0	0	0	18
05:00	4	2	16	43	46	12	3	0	0	0	0	0	0	0	126
06:00	20	10	80	168	84	8	2	0	0	0	0	0	0	0	372
07:00	47	48	222	206	58	4	0	0	0	0	0	0	0	0	585
08:00	74	99	351	218	23	3	0	0	0	0	0	0	0	0	768
09:00	102	143	374	182	21	2	0	0	0	0	0	0	0	0	824
10:00	180	244	396	106	9	1	0	0	0	0	0	0	0	0	936
11:00	192	230	399	112	3	1	0	0	0	0	1	0	0	0	938
12 PM	235	345	396	66	5	0	0	0	0	0	0	0	0	0	1047
13:00	223	275	416	109	3	0	0	0	0	0	0	0	0	0	1026
14:00	221	250	450	101	12	1	0	0	0	0	0	0	0	0	1035
15:00	233	345	441	77	8	0	0	0	0	0	0	0	0	0	1104
16:00	266	244	397	110	8	1	0	0	0	0	0	0	0	0	1026
17:00	151	185	472	199	22	0	0	0	0	0	0	0	0	0	1029
18:00	100	102	411	277	29	1	1	0	0	0	0	0	0	0	921
19:00	92	100	330	244	43	1	0	0	0	0	0	0	0	0	810
20:00	48	41	267	218	41	2	0	0	0	0	0	0	0	0	617
21:00	20	13	118	201	65	8	0	0	0	0	0	0	0	0	425
22:00	12	11	99	166	58	2	0	0	0	0	0	0	0	0	348
23:00	1	8	43	74	44	5	1	0	0	0	0	0	0	0	176
Total	2225	2706	5721	2949	636	63	10	0	0	0	1	0	0	0	14311

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Cherry St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/08/06	0	5	11	25	25	4	2	0	0	0	0	0	0	0	72
01:00	0	1	7	16	13	3	1	0	0	0	0	0	0	0	41
02:00	0	0	5	7	10	2	1	0	0	0	0	0	0	0	25
03:00	2	0	9	8	7	5	0	0	0	0	0	0	0	0	31
04:00	1	0	3	12	9	3	0	0	0	0	0	0	0	0	28
05:00	5	2	15	38	39	5	8	0	1	0	0	0	0	0	113
06:00	17	12	80	152	80	18	1	0	0	0	0	0	0	0	360
07:00	30	34	160	200	69	3	0	0	0	0	0	0	0	0	496
08:00	105	80	302	199	21	0	0	0	0	0	0	0	0	0	707
09:00	115	121	343	188	33	3	0	0	0	0	0	0	0	0	803
10:00	117	174	401	176	25	0	0	0	0	0	0	0	0	0	893
11:00	175	216	398	155	10	0	0	0	0	0	0	0	0	0	954
12 PM	229	228	384	117	12	1	0	0	0	0	0	0	0	0	971
13:00	245	243	392	116	11	2	0	0	0	0	0	0	0	0	1009
14:00	132	184	438	182	11	1	0	0	0	0	0	0	0	0	948
15:00	296	278	382	117	7	0	0	0	0	0	0	0	0	0	1080
16:00	225	207	372	179	23	0	0	0	0	0	0	0	0	0	1006
17:00	116	202	428	218	25	1	0	0	0	0	0	0	0	0	990
18:00	88	83	336	238	62	3	1	1	0	0	0	0	0	0	812
19:00	52	38	244	243	57	3	0	0	0	0	0	0	0	0	637
20:00	30	30	168	237	60	2	0	0	0	0	0	0	0	0	527
21:00	9	13	96	183	95	5	3	0	0	0	0	0	0	0	404
22:00	9	9	66	136	81	16	2	0	0	1	0	0	0	0	320
23:00	0	3	45	87	53	12	1	1	0	0	0	0	0	0	202
Total	1998	2163	5085	3229	838	92	20	2	1	1	0	0	0	0	13429
Grand Total	5492	6270	15580	9862	2464	252	38	2	1	1	1	0	0	0	39963

15th Percentile : 16 MPH
 50th Percentile : 23 MPH
 85th Percentile : 29 MPH
 95th Percentile : 32 MPH

Stats
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 25442
 Percent in Pace : 63.7%
 Number of Vehicles > 30 MPH : 2759
 Percent of Vehicles > 30 MPH : 6.9%

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #9
Tube Layout: L6 Basic
NB

Station ID:
Site Code: 239
Date Start: 06-Jun-06
Date End: 08-Jun-06
Court St, south of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	1	34	8	0	0	0	0	0	0	0	0	0	0	43
01:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
02:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
03:00	0	8	2	0	2	0	0	0	0	0	0	0	0	12
04:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14
05:00	2	48	28	0	3	3	0	1	1	0	0	0	0	86
06:00	0	173	49	1	7	0	0	1	0	0	0	0	0	231
07:00	6	232	84	1	10	3	0	1	0	0	0	0	0	337
08:00	5	310	97	2	13	2	0	4	0	0	0	0	0	433
09:00	3	319	96	0	15	4	0	1	2	0	0	0	0	440
10:00	10	346	87	2	20	5	0	3	0	0	0	0	0	473
11:00	10	375	94	2	8	6	0	1	0	0	0	0	0	496
12 PM	11	373	106	3	17	8	0	3	0	0	0	0	0	521
13:00	8	403	112	1	6	7	0	4	1	0	0	0	0	542
14:00	11	394	100	5	15	5	0	2	1	0	1	0	0	534
15:00	13	409	99	2	19	8	0	2	0	0	0	0	0	552
16:00	12	409	94	0	12	3	0	3	1	0	0	0	0	534
17:00	16	400	82	0	9	6	0	0	0	0	0	0	0	513
18:00	8	348	77	0	7	5	0	0	0	0	0	0	0	445
19:00	11	334	67	0	7	0	0	0	0	0	0	0	0	419
20:00	14	245	61	0	4	2	0	2	0	0	0	0	0	328
21:00	3	162	29	0	3	1	0	0	0	0	0	0	0	198
22:00	1	143	29	0	4	0	0	0	1	0	0	0	0	178
23:00	0	67	10	0	0	0	0	0	0	0	0	0	0	77
Total	145	5569	1421	19	182	68	0	28	7	0	1	0	0	7440
Percent	1.9%	74.9%	19.1%	0.3%	2.4%	0.9%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	08:00	08:00	10:00	11:00		08:00	09:00					11:00
Vol.	10	375	97	2	20	6		4	2					496
PM Peak	17:00	15:00	13:00	14:00	15:00	12:00		13:00	13:00		14:00			15:00
Vol.	16	409	112	5	19	8		4	1		1			552

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	0	42	6	0	0	0	0	0	0	0	0	0	0	48
01:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
03:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
04:00	0	13	4	1	2	0	0	0	0	0	0	0	0	20
05:00	0	48	23	1	2	1	2	0	0	0	0	0	0	77
06:00	1	155	38	0	7	1	0	0	0	0	0	0	0	202
07:00	3	222	62	0	12	1	0	0	0	0	0	0	0	300
08:00	3	318	92	1	11	3	0	1	0	0	0	0	0	429
09:00	7	295	104	1	14	5	0	2	1	0	0	0	0	429
10:00	2	271	114	1	41	2	0	2	0	0	0	0	0	433
11:00	2	287	134	1	28	4	0	2	0	0	0	0	0	458
12 PM	3	295	126	2	30	4	0	0	1	0	0	0	0	461
13:00	7	300	111	1	27	8	0	0	0	0	0	0	0	454
14:00	4	316	102	3	26	1	0	3	1	0	0	0	0	456
15:00	1	303	112	2	27	2	0	2	0	0	0	0	0	449
16:00	3	365	106	1	24	7	0	1	0	0	0	0	0	507
17:00	6	318	89	0	22	3	0	1	0	0	0	0	0	439
18:00	1	241	67	0	15	0	0	0	1	0	0	0	0	325
19:00	0	212	42	0	10	1	0	0	0	0	0	0	0	265
20:00	1	152	48	0	2	0	0	0	0	0	0	0	0	203
21:00	0	127	29	1	4	0	0	0	0	0	0	0	0	161
22:00	1	81	24	0	3	0	0	0	0	0	0	0	0	109
23:00	0	58	9	0	1	0	0	0	0	0	0	0	0	68
Total	45	4456	1448	16	309	43	2	14	4	0	0	0	0	6337
Percent	0.7%	70.3%	22.8%	0.3%	4.9%	0.7%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	11:00	04:00	10:00	09:00	05:00	09:00	09:00					11:00
Vol.	7	318	134	1	41	5	2	2	1					458
PM Peak	13:00	16:00	12:00	14:00	12:00	13:00		14:00	12:00					16:00
Vol.	7	365	126	3	30	8		3	1					507

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	28	8	0	0	0	0	0	0	0	0	0	0	36
01:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
02:00	0	16	1	0	2	0	0	0	0	0	0	0	0	19
03:00	0	11	5	0	1	0	0	0	0	0	0	0	0	17
04:00	0	15	3	1	1	0	0	0	0	0	0	0	0	20
05:00	0	42	32	0	4	1	0	0	0	0	0	0	0	79
06:00	1	152	53	1	10	2	0	0	0	0	0	0	0	219
07:00	1	219	72	1	16	2	0	0	0	0	0	0	0	311
08:00	6	300	76	3	25	3	0	0	2	0	0	0	0	415
09:00	0	313	93	3	28	3	0	3	0	0	0	0	0	443
10:00	8	318	125	1	28	5	0	1	0	0	0	0	0	486
11:00	2	352	108	4	22	4	0	6	0	0	0	0	0	498
12 PM	10	347	126	4	20	6	0	2	0	0	0	0	0	515
13:00	5	413	109	2	11	3	0	3	1	0	1	0	0	548
14:00	7	360	100	3	16	3	0	1	0	0	0	0	0	490
15:00	6	405	96	3	19	8	0	5	0	0	0	0	0	542
16:00	4	361	103	1	20	3	0	2	0	0	0	0	0	494
17:00	4	345	95	0	18	3	0	1	0	0	0	0	0	466
18:00	6	305	71	0	8	3	0	0	0	0	0	0	0	393
19:00	3	243	60	0	8	1	0	1	0	0	0	0	0	316
20:00	3	215	32	0	8	2	0	1	0	0	0	0	0	261
21:00	0	153	33	0	4	0	0	0	0	0	0	0	0	190
22:00	0	132	29	0	3	0	0	0	0	0	0	0	0	164
23:00	0	72	21	0	3	0	0	0	0	0	0	0	0	96
Total	66	5136	1456	27	275	52	0	26	3	0	1	0	0	7042
Percent	0.9%	72.9%	20.7%	0.4%	3.9%	0.7%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	11:00	09:00	10:00		11:00	08:00					11:00
Vol.	8	352	125	4	28	5		6	2					498
PM Peak	12:00	13:00	12:00	12:00	12:00	15:00		15:00	13:00		13:00			13:00
Vol.	10	413	126	4	20	8		5	1		1			548
Grand Total	256	15161	4325	62	766	163	2	68	14	0	2	0	0	20819
Percent	1.2%	72.8%	20.8%	0.3%	3.7%	0.8%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	0	47	11	1	0	0	0	0	0	0	0	0	0	59
01:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:00	0	5	1	0	2	0	0	0	0	0	0	0	0	8
04:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
05:00	1	25	11	0	1	1	0	0	1	0	0	0	0	40
06:00	2	105	21	2	5	3	0	3	0	0	0	0	0	141
07:00	2	169	59	3	11	3	0	0	0	0	0	0	0	247
08:00	1	246	72	0	11	3	0	1	0	0	0	0	0	334
09:00	5	279	80	2	12	4	0	1	0	0	0	0	1	384
10:00	7	347	77	1	17	11	0	3	0	0	0	0	1	464
11:00	15	322	80	0	16	4	0	5	2	0	0	0	0	444
12 PM	10	381	104	2	15	10	0	5	0	0	0	0	0	527
13:00	9	363	91	1	17	1	0	2	0	0	1	0	0	485
14:00	11	377	88	3	9	5	0	6	1	0	0	0	1	501
15:00	11	409	108	2	14	3	0	4	1	0	0	0	0	552
16:00	6	369	97	2	11	6	0	3	0	0	0	0	0	494
17:00	9	391	96	1	13	4	0	3	0	0	0	0	0	517
18:00	17	365	85	0	4	1	0	4	0	0	0	0	0	476
19:00	9	309	61	0	7	3	0	0	0	0	0	0	0	389
20:00	5	228	50	0	4	2	0	0	0	0	0	0	0	289
21:00	2	177	43	0	3	1	0	0	0	0	0	0	0	226
22:00	1	135	29	0	2	2	0	0	0	0	0	0	0	169
23:00	1	78	19	0	1	0	0	0	0	0	0	0	0	99
Total	124	5150	1287	20	176	67	0	40	5	0	1	0	3	6873
Percent	1.8%	74.9%	18.7%	0.3%	2.6%	1.0%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	09:00	07:00	10:00	10:00		11:00	11:00				09:00	10:00
Vol.	15	347	80	3	17	11		5	2				1	464
PM Peak	18:00	15:00	15:00	14:00	13:00	12:00		14:00	14:00		13:00		14:00	15:00
Vol.	17	409	108	3	17	10		6	1		1		1	552

Old Colony Planning Council
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 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	0	49	10	1	1	0	0	0	0	0	0	0	0	61
01:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
02:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
03:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11
04:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
05:00	1	21	6	0	1	0	0	0	0	0	0	0	0	29
06:00	1	103	35	3	10	2	0	0	0	0	0	0	0	154
07:00	3	137	55	1	15	1	0	0	0	0	0	0	0	212
08:00	2	217	68	0	14	2	1	3	0	0	0	0	0	307
09:00	9	219	91	0	20	0	0	3	0	0	0	0	0	342
10:00	6	261	103	0	21	4	0	1	0	0	0	0	0	396
11:00	2	245	111	1	25	2	0	1	0	0	0	0	0	387
12 PM	5	302	121	0	26	3	0	0	0	0	1	0	0	458
13:00	6	283	106	1	21	2	0	4	0	0	0	0	1	424
14:00	4	275	95	1	19	2	0	0	0	0	0	0	0	396
15:00	0	326	122	0	30	0	0	3	0	0	0	0	0	481
16:00	11	326	94	0	24	2	0	1	0	0	0	0	0	458
17:00	2	344	72	0	14	1	0	3	0	0	0	0	0	436
18:00	2	287	84	0	13	0	0	0	1	0	0	0	0	387
19:00	1	224	53	0	10	0	0	1	0	0	0	0	0	289
20:00	0	178	41	0	8	0	0	0	0	0	0	0	0	227
21:00	0	140	32	0	3	0	0	0	0	0	0	0	0	175
22:00	0	102	22	0	3	0	0	0	0	0	0	0	0	127
23:00	0	61	20	0	0	0	0	0	0	0	0	0	0	81
Total	55	4132	1347	8	281	21	1	20	1	0	1	0	1	5868
Percent	0.9%	70.4%	23.0%	0.1%	4.8%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	11:00	06:00	11:00	10:00	08:00	08:00						10:00
Vol.	9	261	111	3	25	4	1	3						396
PM Peak	16:00	17:00	15:00	13:00	15:00	12:00		13:00	18:00		12:00		13:00	15:00
Vol.	11	344	122	1	30	3		4	1		1		1	481

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

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 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	28	7	1	0	0	0	0	0	0	0	0	0	36
01:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	9	3	0	2	0	0	0	0	0	0	0	0	14
04:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
05:00	0	20	11	0	0	2	1	0	0	0	0	0	0	34
06:00	0	106	25	1	7	0	0	0	0	0	0	0	0	139
07:00	2	121	45	2	7	5	0	1	1	0	0	0	0	184
08:00	1	196	71	3	14	5	0	1	0	0	0	0	0	291
09:00	1	255	87	2	12	1	0	0	0	0	0	0	0	358
10:00	6	291	88	0	19	0	0	1	0	0	0	0	0	405
11:00	5	325	100	1	22	3	0	1	0	0	0	0	0	457
12 PM	12	298	116	1	16	10	0	3	1	0	0	0	0	457
13:00	11	333	97	0	11	8	0	1	1	0	0	0	0	462
14:00	5	330	93	1	18	4	0	4	1	0	0	0	0	456
15:00	10	395	117	1	10	4	0	2	1	0	0	0	0	540
16:00	7	358	124	0	17	2	0	5	1	0	0	0	0	514
17:00	2	405	97	2	16	1	0	0	0	0	0	0	0	523
18:00	4	316	81	0	13	3	0	0	1	0	0	0	0	418
19:00	2	244	70	0	4	1	0	0	0	0	0	0	0	321
20:00	0	208	45	0	12	0	0	0	0	0	0	0	0	265
21:00	0	177	32	0	3	0	0	0	0	0	0	0	0	212
22:00	0	135	18	0	2	0	0	0	0	0	0	0	0	155
23:00	0	84	21	0	1	0	0	0	0	0	0	0	0	106
Total	68	4659	1353	15	206	49	1	19	8	0	0	0	0	6378
Percent	1.1%	73.0%	21.2%	0.2%	3.2%	0.8%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	11:00	07:00	05:00	07:00	04:00					11:00
Vol.	6	325	100	3	22	5	1	1	1					457
PM Peak	12:00	17:00	16:00	17:00	14:00	12:00		16:00	12:00					15:00
Vol.	12	405	124	2	18	10		5	1					540
Grand Total	247	13941	3987	43	663	137	2	79	14	0	2	0	4	19119
Percent	1.3%	72.9%	20.9%	0.2%	3.5%	0.7%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	1	81	19	1	0	0	0	0	0	0	0	0	0	102
01:00	0	27	5	0	0	0	0	0	0	0	0	0	0	32
02:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
03:00	0	13	3	0	4	0	0	0	0	0	0	0	0	20
04:00	0	10	6	0	2	0	0	0	0	0	0	0	0	18
05:00	3	73	39	0	4	4	0	1	2	0	0	0	0	126
06:00	2	278	70	3	12	3	0	4	0	0	0	0	0	372
07:00	8	401	143	4	21	6	0	1	0	0	0	0	0	584
08:00	6	556	169	2	24	5	0	5	0	0	0	0	0	767
09:00	8	598	176	2	27	8	0	2	2	0	0	0	1	824
10:00	17	693	164	3	37	16	0	6	0	0	0	0	1	937
11:00	25	697	174	2	24	10	0	6	2	0	0	0	0	940
12 PM	21	754	210	5	32	18	0	8	0	0	0	0	0	1048
13:00	17	766	203	2	23	8	0	6	1	0	1	0	0	1027
14:00	22	771	188	8	24	10	0	8	2	0	1	0	1	1035
15:00	24	818	207	4	33	11	0	6	1	0	0	0	0	1104
16:00	18	778	191	2	23	9	0	6	1	0	0	0	0	1028
17:00	25	791	178	1	22	10	0	3	0	0	0	0	0	1030
18:00	25	713	162	0	11	6	0	4	0	0	0	0	0	921
19:00	20	643	128	0	14	3	0	0	0	0	0	0	0	808
20:00	19	473	111	0	8	4	0	2	0	0	0	0	0	617
21:00	5	339	72	0	6	2	0	0	0	0	0	0	0	424
22:00	2	278	58	0	6	2	0	0	1	0	0	0	0	347
23:00	1	145	29	0	1	0	0	0	0	0	0	0	0	176
Total	269	10719	2708	39	358	135	0	68	12	0	2	0	3	14313
Percent	1.9%	74.9%	18.9%	0.3%	2.5%	0.9%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	09:00	07:00	10:00	10:00		10:00	05:00				09:00	11:00
Vol.	25	697	176	4	37	16		6	2				1	940
PM Peak	17:00	15:00	12:00	14:00	15:00	12:00		12:00	14:00		13:00		14:00	15:00
Vol.	25	818	210	8	33	18		8	2		1		1	1104

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 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	0	91	16	1	1	0	0	0	0	0	0	0	0	109
01:00	0	33	3	0	0	0	0	0	0	0	0	0	0	36
02:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
03:00	0	18	3	0	2	0	0	0	0	0	0	0	0	23
04:00	0	19	7	1	3	0	0	0	0	0	0	0	0	30
05:00	1	69	29	1	3	1	2	0	0	0	0	0	0	106
06:00	2	258	73	3	17	3	0	0	0	0	0	0	0	356
07:00	6	359	117	1	27	2	0	0	0	0	0	0	0	512
08:00	5	535	160	1	25	5	1	4	0	0	0	0	0	736
09:00	16	514	195	1	34	5	0	5	1	0	0	0	0	771
10:00	8	532	217	1	62	6	0	3	0	0	0	0	0	829
11:00	4	532	245	2	53	6	0	3	0	0	0	0	0	845
12 PM	8	597	247	2	56	7	0	0	1	0	1	0	0	919
13:00	13	583	217	2	48	10	0	4	0	0	0	0	1	878
14:00	8	591	197	4	45	3	0	3	1	0	0	0	0	852
15:00	1	629	234	2	57	2	0	5	0	0	0	0	0	930
16:00	14	691	200	1	48	9	0	2	0	0	0	0	0	965
17:00	8	662	161	0	36	4	0	4	0	0	0	0	0	875
18:00	3	528	151	0	28	0	0	0	2	0	0	0	0	712
19:00	1	436	95	0	20	1	0	1	0	0	0	0	0	554
20:00	1	330	89	0	10	0	0	0	0	0	0	0	0	430
21:00	0	267	61	1	7	0	0	0	0	0	0	0	0	336
22:00	1	183	46	0	6	0	0	0	0	0	0	0	0	236
23:00	0	119	29	0	1	0	0	0	0	0	0	0	0	149
Total	100	8588	2795	24	590	64	3	34	5	0	1	0	1	12205
Percent	0.8%	70.4%	22.9%	0.2%	4.8%	0.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	11:00	06:00	10:00	10:00	05:00	09:00	09:00					11:00
Vol.	16	535	245	3	62	6	2	5	1					845
PM Peak	16:00	16:00	12:00	14:00	15:00	13:00		15:00	18:00		12:00		13:00	16:00
Vol.	14	691	247	4	57	10		5	2		1		1	965

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #9
Tube Layout: L6 Basic
NB, SB

Station ID:
Site Code: 239
Date Start: 06-Jun-06
Date End: 08-Jun-06

Court St, south of Cherry St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	56	15	1	0	0	0	0	0	0	0	0	0	72
01:00	0	33	8	0	0	0	0	0	0	0	0	0	0	41
02:00	0	22	1	0	2	0	0	0	0	0	0	0	0	25
03:00	0	20	8	0	3	0	0	0	0	0	0	0	0	31
04:00	0	20	5	1	1	0	0	0	1	0	0	0	0	28
05:00	0	62	43	0	4	3	1	0	0	0	0	0	0	113
06:00	1	258	78	2	17	2	0	0	0	0	0	0	0	358
07:00	3	340	117	3	23	7	0	1	1	0	0	0	0	495
08:00	7	496	147	6	39	8	0	1	2	0	0	0	0	706
09:00	1	568	180	5	40	4	0	3	0	0	0	0	0	801
10:00	14	609	213	1	47	5	0	2	0	0	0	0	0	891
11:00	7	677	208	5	44	7	0	7	0	0	0	0	0	955
12 PM	22	645	242	5	36	16	0	5	1	0	0	0	0	972
13:00	16	746	206	2	22	11	0	4	2	0	1	0	0	1010
14:00	12	690	193	4	34	7	0	5	1	0	0	0	0	946
15:00	16	800	213	4	29	12	0	7	1	0	0	0	0	1082
16:00	11	719	227	1	37	5	0	7	1	0	0	0	0	1008
17:00	6	750	192	2	34	4	0	1	0	0	0	0	0	989
18:00	10	621	152	0	21	6	0	0	1	0	0	0	0	811
19:00	5	487	130	0	12	2	0	1	0	0	0	0	0	637
20:00	3	423	77	0	20	2	0	1	0	0	0	0	0	526
21:00	0	330	65	0	7	0	0	0	0	0	0	0	0	402
22:00	0	267	47	0	5	0	0	0	0	0	0	0	0	319
23:00	0	156	42	0	4	0	0	0	0	0	0	0	0	202
Total	134	9795	2809	42	481	101	1	45	11	0	1	0	0	13420
Percent	1.0%	73.0%	20.9%	0.3%	3.6%	0.8%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	08:00	10:00	08:00	05:00	11:00	08:00					11:00
Vol.	14	677	213	6	47	8	1	7	2					955
PM Peak	12:00	15:00	12:00	12:00	16:00	12:00		15:00	13:00		13:00			15:00
Vol.	22	800	242	5	37	16		7	2		1			1082
Grand Total	503	29102	8312	105	1429	300	4	147	28	0	4	0	4	39938
Percent	1.3%	72.9%	20.8%	0.3%	3.6%	0.8%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

*Court Street,
North of Samoset Street (Route 44) – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Samoset St

Start Time	05-Jun-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	37	29	44	37	39	35	*	*	*	*	*	*	40	34
01:00	*	*	11	15	14	14	17	23	*	*	*	*	*	*	14	17
02:00	*	*	9	7	5	6	6	19	*	*	*	*	*	*	7	11
03:00	*	*	7	6	9	9	11	10	*	*	*	*	*	*	9	8
04:00	*	*	9	7	20	14	16	14	*	*	*	*	*	*	15	12
05:00	*	*	63	53	43	44	50	49	*	*	*	*	*	*	52	49
06:00	*	*	152	146	158	129	176	139	*	*	*	*	*	*	162	138
07:00	*	*	291	253	254	232	235	238	*	*	*	*	*	*	260	241
08:00	*	*	332	329	316	330	325	357	*	*	*	*	*	*	324	339
09:00	*	*	375	355	360	360	382	390	*	*	*	*	*	*	372	368
10:00	*	*	388	444	377	386	406	417	*	*	*	*	*	*	390	416
11:00	*	*	493	421	425	405	466	391	*	*	*	*	*	*	461	406
12:00 PM	*	*	513	440	456	374	512	434	*	*	*	*	*	*	494	416
01:00	*	*	498	438	440	386	449	422	*	*	*	*	*	*	462	415
02:00	*	*	498	441	397	357	449	405	*	*	*	*	*	*	448	401
03:00	*	*	519	454	483	385	481	461	*	*	*	*	*	*	494	433
04:00	*	*	563	434	426	413	478	416	*	*	*	*	*	*	489	421
05:00	*	*	518	426	445	379	518	358	*	*	*	*	*	*	494	388
06:00	*	*	452	361	393	285	416	305	*	*	*	*	*	*	420	317
07:00	*	*	373	363	307	236	341	257	*	*	*	*	*	*	340	285
08:00	*	*	290	247	202	168	265	229	*	*	*	*	*	*	252	215
09:00	*	*	229	140	173	179	179	154	*	*	*	*	*	*	194	158
10:00	*	*	137	134	117	81	118	131	*	*	*	*	*	*	124	115
11:00	*	*	82	64	67	64	94	73	*	*	*	*	*	*	81	67
Lane Day	0	0	6839	6007	5931	5273	6429	5727	0	0	0	0	0	0	6398	5670
AM Peak Vol.			12846		11204		12156		0		0		0		12068	
PM Peak Vol.			493	444	425	405	466	417							461	416
Comb. Total	0		12846		11204		12156		0		0		0		12068	
ADT	Not Calculated															

Old Colony Planning Council
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 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Samoset St

Start Time	05-Jun-06 Mon	06-Jun-06 Tue	07-Jun-06 Wed	08-Jun-06 Thu	09-Jun-06 Fri	10-Jun-06 Sat	11-Jun-06 Sun	Week Average
12:00 AM	*	66	81	74	*	*	*	74
01:00	*	26	28	40	*	*	*	31
02:00	*	16	11	25	*	*	*	17
03:00	*	13	18	21	*	*	*	17
04:00	*	16	34	30	*	*	*	27
05:00	*	116	87	99	*	*	*	101
06:00	*	298	287	315	*	*	*	300
07:00	*	544	486	473	*	*	*	501
08:00	*	661	646	682	*	*	*	663
09:00	*	730	720	772	*	*	*	741
10:00	*	832	763	823	*	*	*	806
11:00	*	914	830	857	*	*	*	867
12:00 PM	*	953	830	946	*	*	*	910
01:00	*	936	826	871	*	*	*	878
02:00	*	939	754	854	*	*	*	849
03:00	*	973	868	942	*	*	*	928
04:00	*	997	839	894	*	*	*	910
05:00	*	944	824	876	*	*	*	881
06:00	*	813	678	721	*	*	*	737
07:00	*	736	543	598	*	*	*	626
08:00	*	537	370	494	*	*	*	467
09:00	*	369	352	333	*	*	*	351
10:00	*	271	198	249	*	*	*	239
11:00	*	146	131	167	*	*	*	148
Total	0	12846	11204	12156	0	0	0	12069
Percentage	0.0%	106.4%	92.8%	100.7%	0.0%	0.0%	0.0%	
AM Peak Vol.		11:00 914	11:00 830	11:00 857				11:00 867
PM Peak Vol.		16:00 997	15:00 868	12:00 946				15:00 928

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Samoset St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/08/06	0	0	2	5	18	13	1	0	0	0	0	0	0	0	39
01:00	0	0	0	1	7	4	4	1	0	0	0	0	0	0	17
02:00	0	0	1	2	1	0	2	0	0	0	0	0	0	0	6
03:00	0	0	0	2	4	3	2	0	0	0	0	0	0	0	11
04:00	0	1	0	2	5	5	3	0	0	0	0	0	0	0	16
05:00	1	1	5	12	19	5	7	0	0	0	0	0	0	0	50
06:00	3	5	7	38	66	41	15	1	0	0	0	0	0	0	176
07:00	5	2	9	59	99	54	6	1	0	0	0	0	0	0	235
08:00	14	8	25	100	124	49	4	1	0	0	0	0	0	0	325
09:00	21	9	41	113	150	41	7	0	0	0	0	0	0	0	382
10:00	27	11	54	147	142	22	3	0	0	0	0	0	0	0	406
11:00	47	17	71	180	121	27	3	0	0	0	0	0	0	0	466
12 PM	20	10	73	203	185	19	2	0	0	0	0	0	0	0	512
13:00	40	13	50	135	174	32	4	1	0	0	0	0	0	0	449
14:00	23	14	48	142	170	46	6	0	0	0	0	0	0	0	449
15:00	44	22	99	158	131	25	2	0	0	0	0	0	0	0	481
16:00	47	16	81	193	127	14	0	0	0	0	0	0	0	0	478
17:00	25	11	71	192	179	36	4	0	0	0	0	0	0	0	518
18:00	21	10	43	148	160	32	2	0	0	0	0	0	0	0	416
19:00	16	5	23	114	154	23	6	0	0	0	0	0	0	0	341
20:00	4	1	10	67	124	54	5	0	0	0	0	0	0	0	265
21:00	1	2	8	52	83	27	5	0	1	0	0	0	0	0	179
22:00	3	0	2	18	47	37	8	3	0	0	0	0	0	0	118
23:00	0	0	3	14	58	14	4	1	0	0	0	0	0	0	94
Total	362	158	726	2097	2348	623	105	9	1	0	0	0	0	0	6429
Grand Total	1633	571	2473	6547	6170	1561	224	19	1	0	0	0	0	0	19199

15th Percentile : 22 MPH
 50th Percentile : 29 MPH
 85th Percentile : 35 MPH
 95th Percentile : 38 MPH

Stats
 Mean Speed(Average) : 28 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 12717
 Percent in Pace : 66.2%
 Number of Vehicles > 30 MPH : 7975
 Percent of Vehicles > 30 MPH : 41.5%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Samoset St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/06/06	1	1	0	4	11	12	0	0	0	0	0	0	0	0	29
01:00	0	0	0	4	5	3	1	0	2	0	0	0	0	0	15
02:00	0	0	0	0	4	3	0	0	0	0	0	0	0	0	7
03:00	0	0	0	1	1	4	0	0	0	0	0	0	0	0	6
04:00	0	0	0	2	2	3	0	0	0	0	0	0	0	0	7
05:00	0	0	0	4	24	19	6	0	0	0	0	0	0	0	53
06:00	2	2	6	24	65	38	6	1	1	0	0	0	1	0	146
07:00	13	5	9	46	111	55	13	0	1	0	0	0	0	0	253
08:00	13	3	18	100	138	49	7	1	0	0	0	0	0	0	329
09:00	25	3	31	135	125	27	8	1	0	0	0	0	0	0	355
10:00	17	8	53	175	157	30	4	0	0	0	0	0	0	0	444
11:00	23	11	80	149	120	34	3	1	0	0	0	0	0	0	421
12 PM	34	10	67	161	133	33	2	0	0	0	0	0	0	0	440
13:00	26	4	66	159	145	33	3	1	0	1	0	0	0	0	438
14:00	31	8	64	157	146	27	6	2	0	0	0	0	0	0	441
15:00	24	14	67	177	124	40	6	2	0	0	0	0	0	0	454
16:00	39	7	60	157	135	33	3	0	0	0	0	0	0	0	434
17:00	35	8	36	136	164	41	3	2	1	0	0	0	0	0	426
18:00	19	3	37	122	122	54	4	0	0	0	0	0	0	0	361
19:00	16	5	38	113	133	46	11	1	0	0	0	0	0	0	363
20:00	7	3	21	62	110	39	4	0	1	0	0	0	0	0	247
21:00	2	0	13	25	67	30	3	0	0	0	0	0	0	0	140
22:00	5	0	12	23	51	36	6	1	0	0	0	0	0	0	134
23:00	6	0	3	17	22	10	6	0	0	0	0	0	0	0	64
Total	338	95	681	1953	2115	699	105	13	6	1	0	0	1	0	6007

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Samoset St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/07/06	3	0	2	4	21	7	0	0	0	0	0	0	0	0	37
01:00	1	1	0	3	6	2	1	0	0	0	0	0	0	0	14
02:00	1	0	0	0	3	2	0	0	0	0	0	0	0	0	6
03:00	0	0	0	2	4	2	1	0	0	0	0	0	0	0	9
04:00	5	0	2	0	6	1	0	0	0	0	0	0	0	0	14
05:00	7	0	2	9	16	7	2	1	0	0	0	0	0	0	44
06:00	20	0	10	28	37	26	7	0	1	0	0	0	0	0	129
07:00	22	4	13	43	88	43	14	4	1	0	0	0	0	0	232
08:00	26	4	24	95	108	57	13	2	0	1	0	0	0	0	330
09:00	38	9	57	96	103	41	11	1	2	1	1	0	0	0	360
10:00	44	4	29	117	113	64	10	4	0	0	1	0	0	0	386
11:00	54	2	34	110	125	56	18	6	0	0	0	0	0	0	405
12 PM	31	6	35	98	129	56	11	5	1	0	0	0	2	0	374
13:00	39	8	39	97	138	52	12	0	0	1	0	0	0	0	386
14:00	19	3	50	116	128	34	6	1	0	0	0	0	0	0	357
15:00	41	6	36	97	131	60	11	3	0	0	0	0	0	0	385
16:00	37	7	49	131	134	51	4	0	0	0	0	0	0	0	413
17:00	32	3	19	101	136	69	16	3	0	0	0	0	0	0	379
18:00	40	3	13	49	109	62	7	2	0	0	0	0	0	0	285
19:00	31	1	15	53	97	30	8	0	0	1	0	0	0	0	236
20:00	1	2	6	32	67	45	12	2	1	0	0	0	0	0	168
21:00	3	3	12	33	86	32	10	0	0	0	0	0	0	0	179
22:00	2	1	3	10	40	23	2	0	0	0	0	0	0	0	81
23:00	0	0	3	10	32	16	3	0	0	0	0	0	0	0	64
Total	497	67	453	1334	1857	838	179	34	6	4	2	0	2	0	5273

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #12
Tube Layout: L6 Basic
NB

Station ID:
Site Code: 239
Date Start: 06-Jun-06
Date End: 08-Jun-06
Court St, north of Samoset St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/08/06	1	0	0	8	10	9	5	2	0	0	0	0	0	0	35
01:00	0	0	0	2	11	6	4	0	0	0	0	0	0	0	23
02:00	0	0	1	2	8	5	2	1	0	0	0	0	0	0	19
03:00	0	0	0	0	4	4	2	0	0	0	0	0	0	0	10
04:00	0	0	2	2	4	3	3	0	0	0	0	0	0	0	14
05:00	1	0	2	5	15	15	8	2	1	0	0	0	0	0	49
06:00	2	2	6	26	60	32	8	3	0	0	0	0	0	0	139
07:00	8	1	12	43	107	53	13	0	1	0	0	0	0	0	238
08:00	26	3	34	78	139	63	12	2	0	0	0	0	0	0	357
09:00	12	7	35	125	151	48	12	0	0	0	0	0	0	0	390
10:00	18	10	59	129	142	42	14	3	0	0	0	0	0	0	417
11:00	36	15	59	86	133	54	6	2	0	0	0	0	0	0	391
12 PM	14	11	37	137	173	57	5	0	0	0	0	0	0	0	434
13:00	29	6	33	131	161	55	6	1	0	0	0	0	0	0	422
14:00	26	2	21	127	166	59	3	1	0	0	0	0	0	0	405
15:00	36	10	60	144	158	49	4	0	0	0	0	0	0	0	461
16:00	30	10	50	130	143	47	6	0	0	0	0	0	0	0	416
17:00	24	2	20	105	149	50	8	0	0	0	0	0	0	0	358
18:00	16	3	19	61	138	55	10	2	1	0	0	0	0	0	305
19:00	15	1	9	71	100	47	13	1	0	0	0	0	0	0	257
20:00	0	3	17	68	96	39	4	1	1	0	0	0	0	0	229
21:00	1	1	7	28	74	39	4	0	0	0	0	0	0	0	154
22:00	2	3	6	15	70	25	7	3	0	0	0	0	0	0	131
23:00	0	1	2	9	33	26	1	1	0	0	0	0	0	0	73
Total	297	91	491	1532	2245	882	160	25	4	0	0	0	0	0	5727
Grand Total	1132	253	1625	4819	6217	2419	444	72	16	5	2	0	3	0	17007

15th Percentile : 24 MPH
50th Percentile : 31 MPH
85th Percentile : 36 MPH
95th Percentile : 40 MPH

Stats
Mean Speed(Average) : 30 MPH
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 11036
Percent in Pace : 64.9%
Number of Vehicles > 30 MPH : 9178
Percent of Vehicles > 30 MPH : 54.0%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Samoset St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76	999	Total
06/06/06	1	1	1	12	25	19	6	1	0	0	0	0	0	0	0	66
01:00	0	0	0	6	11	5	2	0	2	0	0	0	0	0	0	26
02:00	0	0	0	0	9	7	0	0	0	0	0	0	0	0	0	16
03:00	0	0	1	1	3	6	2	0	0	0	0	0	0	0	0	13
04:00	0	0	1	2	5	5	3	0	0	0	0	0	0	0	0	16
05:00	1	0	3	14	44	41	13	0	0	0	0	0	0	0	0	116
06:00	4	3	12	48	130	80	16	3	1	0	0	0	1	0	0	298
07:00	32	10	29	112	224	113	21	2	1	0	0	0	0	0	0	544
08:00	24	7	52	231	254	79	13	1	0	0	0	0	0	0	0	661
09:00	62	17	65	261	250	65	9	1	0	0	0	0	0	0	0	730
10:00	33	11	100	349	280	51	8	0	0	0	0	0	0	0	0	832
11:00	81	49	176	319	234	49	5	1	0	0	0	0	0	0	0	914
12 PM	95	35	161	355	250	54	3	0	0	0	0	0	0	0	0	953
13:00	78	37	155	321	282	55	6	1	0	1	0	0	0	0	0	936
14:00	67	34	159	349	266	55	7	2	0	0	0	0	0	0	0	939
15:00	62	50	166	367	254	66	6	2	0	0	0	0	0	0	0	973
16:00	87	35	149	388	273	57	8	0	0	0	0	0	0	0	0	997
17:00	62	19	101	345	340	66	8	2	1	0	0	0	0	0	0	944
18:00	32	8	78	292	309	89	5	0	0	0	0	0	0	0	0	813
19:00	31	7	69	210	306	96	16	1	0	0	0	0	0	0	0	736
20:00	12	7	63	163	221	64	6	0	1	0	0	0	0	0	0	537
21:00	7	2	25	92	178	59	6	0	0	0	0	0	0	0	0	369
22:00	9	3	15	59	114	62	8	1	0	0	0	0	0	0	0	271
23:00	15	0	8	36	57	23	7	0	0	0	0	0	0	0	0	146
Total	795	335	1589	4332	4319	1266	184	18	6	1	0	0	1	0	0	12846

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Samoset St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/07/06	7	0	2	18	39	15	0	0	0	0	0	0	0	0	81
01:00	2	1	0	6	8	9	2	0	0	0	0	0	0	0	28
02:00	1	0	0	0	5	4	1	0	0	0	0	0	0	0	11
03:00	0	0	0	4	4	9	1	0	0	0	0	0	0	0	18
04:00	11	0	3	3	11	6	0	0	0	0	0	0	0	0	34
05:00	16	1	4	18	30	12	5	1	0	0	0	0	0	0	87
06:00	44	2	22	80	84	46	8	0	1	0	0	0	0	0	287
07:00	54	10	43	118	171	67	18	4	1	0	0	0	0	0	486
08:00	74	13	62	201	207	71	15	2	0	1	0	0	0	0	646
09:00	86	30	136	235	165	52	11	1	2	1	1	0	0	0	720
10:00	94	17	98	272	193	72	12	4	0	0	1	0	0	0	763
11:00	116	18	121	277	202	67	23	6	0	0	0	0	0	0	830
12 PM	86	27	130	264	232	72	11	5	1	0	0	0	2	0	830
13:00	103	34	104	264	239	67	14	0	0	1	0	0	0	0	826
14:00	73	16	108	275	220	54	7	1	0	0	0	0	0	0	754
15:00	127	23	138	266	226	73	11	4	0	0	0	0	0	0	868
16:00	86	13	125	287	255	66	7	0	0	0	0	0	0	0	839
17:00	93	11	69	256	282	93	16	4	0	0	0	0	0	0	824
18:00	125	5	48	179	226	84	8	3	0	0	0	0	0	0	678
19:00	92	7	38	162	188	46	9	0	0	1	0	0	0	0	543
20:00	8	4	13	95	149	78	19	3	1	0	0	0	0	0	370
21:00	9	4	18	65	174	69	12	1	0	0	0	0	0	0	352
22:00	4	3	6	34	99	47	5	0	0	0	0	0	0	0	198
23:00	0	1	4	26	66	30	4	0	0	0	0	0	0	0	131
Total	1311	240	1292	3405	3475	1209	219	39	6	4	2	0	2	0	11204

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, north of Samoset St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/08/06	1	0	2	13	28	22	6	2	0	0	0	0	0	0	74
01:00	0	0	0	3	18	10	8	1	0	0	0	0	0	0	40
02:00	0	0	2	4	9	5	4	1	0	0	0	0	0	0	25
03:00	0	0	0	2	8	7	4	0	0	0	0	0	0	0	21
04:00	0	1	2	4	9	8	6	0	0	0	0	0	0	0	30
05:00	2	1	7	17	34	20	15	2	1	0	0	0	0	0	99
06:00	5	7	13	64	126	73	23	4	0	0	0	0	0	0	315
07:00	13	3	21	102	206	107	19	1	1	0	0	0	0	0	473
08:00	40	11	59	178	263	112	16	3	0	0	0	0	0	0	682
09:00	33	16	76	238	301	89	19	0	0	0	0	0	0	0	772
10:00	45	21	113	276	284	64	17	3	0	0	0	0	0	0	823
11:00	83	32	130	266	254	81	9	2	0	0	0	0	0	0	857
12 PM	34	21	110	340	358	76	7	0	0	0	0	0	0	0	946
13:00	69	19	83	266	335	87	10	2	0	0	0	0	0	0	871
14:00	49	16	69	269	336	105	9	1	0	0	0	0	0	0	854
15:00	80	32	159	302	289	74	6	0	0	0	0	0	0	0	942
16:00	77	26	131	323	270	61	6	0	0	0	0	0	0	0	894
17:00	49	13	91	297	328	86	12	0	0	0	0	0	0	0	876
18:00	37	13	62	209	298	87	12	2	1	0	0	0	0	0	721
19:00	31	6	32	185	254	70	19	1	0	0	0	0	0	0	598
20:00	4	4	27	135	220	93	9	1	1	0	0	0	0	0	494
21:00	2	3	15	80	157	66	9	0	1	0	0	0	0	0	333
22:00	5	3	8	33	117	62	15	6	0	0	0	0	0	0	249
23:00	0	1	5	23	91	40	5	2	0	0	0	0	0	0	167
Total	659	249	1217	3629	4593	1505	265	34	5	0	0	0	0	0	12156
Grand Total	2765	824	4098	11366	12387	3980	668	91	17	5	2	0	3	0	36206

15th Percentile : 23 MPH
 50th Percentile : 30 MPH
 85th Percentile : 35 MPH
 95th Percentile : 39 MPH

Stats
 Mean Speed(Average) : 29 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 23753
 Percent in Pace : 65.6%
 Number of Vehicles > 30 MPH : 17153
 Percent of Vehicles > 30 MPH : 47.4%

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	0	31	5	0	1	0	0	0	0	0	0	0	0	37
01:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:00	0	5	0	0	2	0	0	0	0	0	0	0	0	7
04:00	0	4	3	0	2	0	0	0	0	0	0	0	0	9
05:00	2	38	17	0	2	3	0	0	1	0	0	0	0	63
06:00	3	107	36	0	4	0	0	1	0	0	0	0	0	151
07:00	2	207	60	6	13	1	0	2	0	0	0	0	0	291
08:00	2	218	95	1	14	1	0	0	0	0	0	0	0	331
09:00	4	273	81	1	12	1	0	1	1	0	0	0	0	374
10:00	1	287	70	1	19	6	0	4	0	0	0	0	0	388
11:00	8	372	79	3	24	1	0	4	1	0	0	0	0	492
12 PM	6	379	108	3	11	2	0	3	0	0	0	0	0	512
13:00	8	376	82	5	19	3	0	3	1	0	0	0	0	497
14:00	12	376	81	2	17	4	0	4	1	0	0	0	0	497
15:00	11	388	100	2	12	1	0	3	1	0	0	0	0	518
16:00	8	422	111	2	12	5	0	2	0	0	0	0	0	562
17:00	8	385	103	0	19	2	0	0	0	0	0	0	0	517
18:00	15	348	80	0	7	0	0	1	0	0	0	0	0	451
19:00	7	282	76	0	6	1	0	0	0	0	0	0	0	372
20:00	5	231	47	0	6	1	0	0	0	0	0	0	0	290
21:00	1	183	39	0	5	0	0	1	0	0	0	0	0	229
22:00	1	108	25	0	1	1	0	1	0	0	0	0	0	137
23:00	1	68	12	0	1	0	0	0	0	0	0	0	0	82
Total	105	5106	1312	26	209	33	0	30	6	0	0	0	0	6827
Percent	1.5%	74.8%	19.2%	0.4%	3.1%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	08:00	07:00	11:00	10:00		10:00	05:00					11:00
Vol.	8	372	95	6	24	6		4	1					492
PM Peak	18:00	16:00	16:00	13:00	13:00	16:00		14:00	13:00					16:00
Vol.	15	422	111	5	19	5		4	1					562

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	0	36	6	1	0	1	0	0	0	0	0	0	0	44
01:00	0	11	2	1	0	0	0	0	0	0	0	0	0	14
02:00	0	3	0	0	1	1	0	0	0	0	0	0	0	5
03:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
04:00	0	13	5	0	1	0	0	0	0	0	0	0	0	19
05:00	2	32	9	0	0	0	0	0	0	0	0	0	0	43
06:00	6	110	32	2	6	2	0	0	0	0	0	0	0	158
07:00	6	177	51	3	13	3	0	0	0	0	0	0	0	253
08:00	12	218	66	1	13	4	0	1	0	0	0	0	0	315
09:00	8	261	79	0	9	3	0	0	0	0	0	0	0	360
10:00	7	249	97	0	21	3	0	0	0	0	0	0	0	377
11:00	11	281	113	0	16	3	0	1	0	0	0	0	0	425
12 PM	7	333	97	1	14	2	1	0	0	1	0	0	0	456
13:00	14	315	88	0	18	1	0	2	1	0	0	0	0	439
14:00	13	284	81	1	15	1	0	1	0	0	0	0	0	396
15:00	5	363	95	2	16	1	0	0	0	0	0	0	0	482
16:00	6	325	75	0	15	3	0	1	0	0	0	0	0	425
17:00	14	346	69	0	14	1	0	0	0	0	0	0	0	444
18:00	16	310	56	0	8	1	0	0	1	0	0	0	0	392
19:00	13	235	50	1	6	1	0	0	0	0	0	0	0	306
20:00	2	158	37	0	4	0	0	0	0	0	0	0	0	201
21:00	0	131	39	0	2	0	0	0	0	0	0	0	0	172
22:00	0	92	21	0	3	0	0	0	0	0	0	0	0	116
23:00	0	53	14	0	0	0	0	0	0	0	0	0	0	67
Total	142	4344	1182	13	196	31	1	6	2	1	0	0	0	5918
Percent	2.4%	73.4%	20.0%	0.2%	3.3%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	07:00	10:00	08:00		08:00						11:00
Vol.	12	281	113	3	21	4		1						425
PM Peak	18:00	15:00	12:00	15:00	13:00	16:00	12:00	13:00	13:00	12:00				15:00
Vol.	16	363	97	2	18	3	1	2	1	1				482

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	24	13	1	1	0	0	0	0	0	0	0	0	39
01:00	0	11	4	1	1	0	0	0	0	0	0	0	0	17
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	8	1	0	2	0	0	0	0	0	0	0	0	11
04:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
05:00	0	34	13	0	1	1	0	1	0	0	0	0	0	50
06:00	0	127	40	0	9	0	0	0	0	0	0	0	0	176
07:00	0	169	46	5	12	0	0	2	1	0	0	0	0	235
08:00	3	209	81	5	24	2	0	0	0	0	0	0	0	324
09:00	0	276	83	2	14	3	0	4	0	0	0	0	0	382
10:00	0	284	96	3	21	0	0	0	1	0	0	0	0	405
11:00	0	334	102	3	18	5	0	2	1	0	0	0	0	465
12 PM	0	386	104	2	18	1	0	0	1	0	0	0	0	512
13:00	4	332	94	2	15	0	0	1	1	0	0	0	0	449
14:00	2	329	93	1	19	3	0	2	0	0	0	0	0	449
15:00	2	347	104	3	20	4	0	0	0	0	0	0	0	480
16:00	7	385	71	0	11	2	0	1	0	0	0	0	0	477
17:00	6	385	109	1	17	0	0	0	0	0	0	0	0	518
18:00	1	334	70	0	10	0	0	1	0	0	0	0	0	416
19:00	2	266	65	0	6	1	0	1	0	0	0	0	0	341
20:00	1	210	49	0	5	0	0	0	0	0	0	0	0	265
21:00	0	144	29	0	6	0	0	0	0	0	0	0	0	179
22:00	0	95	20	0	2	1	0	0	0	0	0	0	0	118
23:00	0	72	20	0	2	0	0	0	0	0	0	0	0	94
Total	28	4777	1312	29	235	23	0	15	5	0	0	0	0	6424
Percent	0.4%	74.4%	20.4%	0.5%	3.7%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	07:00	08:00	11:00		09:00	07:00					11:00
Vol.	3	334	102	5	24	5		4	1					465
PM Peak	16:00	12:00	17:00	15:00	15:00	15:00		14:00	12:00					17:00
Vol.	7	386	109	3	20	4		2	1					518
Grand Total	275	14227	3806	68	640	87	1	51	13	1	0	0	0	19169
Percent	1.4%	74.2%	19.9%	0.4%	3.3%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	0	24	5	0	0	0	0	0	0	0	0	0	0	29
01:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
04:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
05:00	1	30	14	0	3	4	0	0	1	0	0	0	0	53
06:00	0	113	25	1	6	0	0	0	0	0	0	0	0	145
07:00	2	167	70	3	10	0	0	0	0	0	0	0	0	252
08:00	3	237	77	0	7	3	0	1	0	0	0	0	0	328
09:00	5	275	59	1	11	3	0	1	0	0	0	0	0	355
10:00	5	338	77	2	19	2	0	1	0	0	0	0	0	444
11:00	7	322	76	1	11	2	0	2	0	0	0	0	0	421
12 PM	5	323	89	3	17	2	0	0	0	0	0	0	0	439
13:00	4	332	75	5	15	3	0	2	0	0	0	1	0	437
14:00	10	320	87	4	16	2	0	1	0	0	0	0	0	440
15:00	5	345	80	3	18	0	0	3	0	0	0	0	0	454
16:00	11	334	72	0	12	4	0	1	0	0	0	0	0	434
17:00	10	319	84	0	7	5	0	0	0	0	0	0	0	425
18:00	8	284	59	0	7	3	0	0	0	0	0	0	0	361
19:00	11	290	52	0	10	0	0	0	0	0	0	0	0	363
20:00	5	188	44	0	8	0	0	1	0	0	0	0	0	246
21:00	2	112	21	0	3	0	0	1	0	0	0	0	0	139
22:00	3	102	26	0	2	0	0	0	1	0	0	0	0	134
23:00	0	58	6	0	0	0	0	0	0	0	0	0	0	64
Total	97	4537	1106	23	185	33	0	14	2	0	0	1	0	5998
Percent	1.6%	75.6%	18.4%	0.4%	3.1%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	08:00	07:00	10:00	05:00		11:00	05:00					10:00
Vol.	7	338	77	3	19	4		2	1					444
PM Peak	16:00	15:00	12:00	13:00	15:00	17:00		15:00	22:00			13:00		15:00
Vol.	11	345	89	5	18	5		3	1			1		454

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	0	29	8	0	0	0	0	0	0	0	0	0	0	37
01:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
04:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
05:00	1	31	9	1	0	1	0	0	0	0	0	0	0	43
06:00	2	100	23	0	3	1	0	0	0	0	0	0	0	129
07:00	0	169	52	1	8	1	0	1	0	0	0	0	0	232
08:00	0	240	76	0	12	2	0	0	0	0	0	0	0	330
09:00	8	251	76	1	21	1	0	0	0	0	0	0	0	358
10:00	2	246	101	1	34	1	0	0	0	0	0	0	0	385
11:00	2	227	135	2	36	2	0	0	0	0	0	0	0	404
12 PM	1	226	112	6	26	2	0	0	0	0	0	0	0	373
13:00	2	259	98	1	24	0	0	2	0	0	0	0	0	386
14:00	2	268	65	3	13	3	0	2	1	0	0	0	0	357
15:00	2	244	106	2	31	0	0	0	0	0	0	0	0	385
16:00	7	322	65	1	15	2	0	1	0	0	0	0	0	413
17:00	3	269	81	0	22	2	0	1	0	0	0	0	0	378
18:00	1	200	63	0	20	0	0	0	0	0	0	0	0	284
19:00	0	184	46	0	5	0	0	0	0	0	0	0	0	235
20:00	0	136	26	0	5	1	0	0	0	0	0	0	0	168
21:00	0	136	37	1	5	0	0	0	0	0	0	0	0	179
22:00	0	72	8	0	1	0	0	0	0	0	0	0	0	81
23:00	0	51	12	0	1	0	0	0	0	0	0	0	0	64
Total	33	3698	1203	20	282	19	0	7	1	0	0	0	0	5263
Percent	0.6%	70.3%	22.9%	0.4%	5.4%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	09:00	11:00	11:00	11:00	08:00		07:00						11:00
Vol.	8	251	135	2	36	2		1						404
PM Peak	16:00	16:00	12:00	12:00	15:00	14:00		13:00	14:00					16:00
Vol.	7	322	112	6	31	3		2	1					413

Old Colony Planning Council
 70 School Street
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 508-583-1833

Community: Plymouth
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 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	28	7	0	0	0	0	0	0	0	0	0	0	35
01:00	0	18	2	1	2	0	0	0	0	0	0	0	0	23
02:00	0	12	5	0	2	0	0	0	0	0	0	0	0	19
03:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
04:00	0	10	1	1	2	0	0	0	0	0	0	0	0	14
05:00	0	29	15	0	3	2	0	0	0	0	0	0	0	49
06:00	0	107	22	1	8	0	0	0	0	0	0	0	0	138
07:00	0	157	60	1	18	0	0	0	1	0	0	0	0	237
08:00	2	247	83	2	19	4	0	0	0	0	0	0	0	357
09:00	0	280	81	4	20	2	0	2	0	0	0	0	0	389
10:00	1	292	103	1	15	3	0	2	0	0	0	0	0	417
11:00	3	282	85	3	14	1	0	2	0	0	0	0	0	390
12 PM	3	322	81	5	20	1	0	1	1	0	0	0	0	434
13:00	7	324	75	0	9	3	0	3	0	0	0	0	0	421
14:00	1	298	87	2	10	2	0	3	1	0	0	0	0	404
15:00	3	339	97	2	17	2	0	0	0	0	0	0	0	460
16:00	1	323	76	1	12	1	0	1	0	0	0	0	0	415
17:00	3	278	64	0	13	0	0	0	0	0	0	0	0	358
18:00	1	230	62	0	11	1	0	0	0	0	0	0	0	305
19:00	1	203	46	0	7	0	0	0	0	0	0	0	0	257
20:00	1	191	31	0	5	1	0	0	0	0	0	0	0	229
21:00	0	128	21	0	5	0	0	0	0	0	0	0	0	154
22:00	1	96	31	0	1	1	0	0	0	0	0	0	0	130
23:00	0	53	18	0	2	0	0	0	0	0	0	0	0	73
Total	28	4253	1156	24	216	24	0	14	3	0	0	0	0	5718
Percent	0.5%	74.4%	20.2%	0.4%	3.8%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	10:00	09:00	09:00	08:00		09:00	07:00					10:00
Vol.	3	292	103	4	20	4		2	1					417
PM Peak	13:00	15:00	15:00	12:00	12:00	13:00		13:00	12:00					15:00
Vol.	7	339	97	5	20	3		3	1					460
Grand Total	158	12488	3465	67	683	76	0	35	6	0	0	1	0	16979
Percent	0.9%	73.5%	20.4%	0.4%	4.0%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
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 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	0	55	10	0	1	0	0	0	0	0	0	0	0	66
01:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
02:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
03:00	0	8	2	0	3	0	0	0	0	0	0	0	0	13
04:00	0	8	4	0	4	0	0	0	0	0	0	0	0	16
05:00	3	68	31	0	5	7	0	0	2	0	0	0	0	116
06:00	3	220	61	1	10	0	0	1	0	0	0	0	0	296
07:00	4	374	130	9	23	1	0	2	0	0	0	0	0	543
08:00	5	455	172	1	21	4	0	1	0	0	0	0	0	659
09:00	9	548	140	2	23	4	0	2	1	0	0	0	0	729
10:00	6	625	147	3	38	8	0	5	0	0	0	0	0	832
11:00	15	694	155	4	35	3	0	6	1	0	0	0	0	913
12 PM	11	702	197	6	28	4	0	3	0	0	0	0	0	951
13:00	12	708	157	10	34	6	0	5	1	0	0	1	0	934
14:00	22	696	168	6	33	6	0	5	1	0	0	0	0	937
15:00	16	733	180	5	30	1	0	6	1	0	0	0	0	972
16:00	19	756	183	2	24	9	0	3	0	0	0	0	0	996
17:00	18	704	187	0	26	7	0	0	0	0	0	0	0	942
18:00	23	632	139	0	14	3	0	1	0	0	0	0	0	812
19:00	18	572	128	0	16	1	0	0	0	0	0	0	0	735
20:00	10	419	91	0	14	1	0	1	0	0	0	0	0	536
21:00	3	295	60	0	8	0	0	2	0	0	0	0	0	368
22:00	4	210	51	0	3	1	0	1	1	0	0	0	0	271
23:00	1	126	18	0	1	0	0	0	0	0	0	0	0	146
Total	202	9643	2418	49	394	66	0	44	8	0	0	1	0	12825
Percent	1.6%	75.2%	18.9%	0.4%	3.1%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	08:00	07:00	10:00	10:00		11:00	05:00					11:00
Vol.	15	694	172	9	38	8		6	2					913
PM Peak	18:00	16:00	12:00	13:00	13:00	16:00		15:00	13:00			13:00		16:00
Vol.	23	756	197	10	34	9		6	1			1		996

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	0	65	14	1	0	1	0	0	0	0	0	0	0	81
01:00	0	25	2	1	0	0	0	0	0	0	0	0	0	28
02:00	0	8	1	0	1	1	0	0	0	0	0	0	0	11
03:00	0	16	1	0	1	0	0	0	0	0	0	0	0	18
04:00	0	24	7	0	1	0	0	0	0	0	0	0	0	32
05:00	3	63	18	1	0	1	0	0	0	0	0	0	0	86
06:00	8	210	55	2	9	3	0	0	0	0	0	0	0	287
07:00	6	346	103	4	21	4	0	1	0	0	0	0	0	485
08:00	12	458	142	1	25	6	0	1	0	0	0	0	0	645
09:00	16	512	155	1	30	4	0	0	0	0	0	0	0	718
10:00	9	495	198	1	55	4	0	0	0	0	0	0	0	762
11:00	13	508	248	2	52	5	0	1	0	0	0	0	0	829
12 PM	8	559	209	7	40	4	1	0	0	1	0	0	0	829
13:00	16	574	186	1	42	1	0	4	1	0	0	0	0	825
14:00	15	552	146	4	28	4	0	3	1	0	0	0	0	753
15:00	7	607	201	4	47	1	0	0	0	0	0	0	0	867
16:00	13	647	140	1	30	5	0	2	0	0	0	0	0	838
17:00	17	615	150	0	36	3	0	1	0	0	0	0	0	822
18:00	17	510	119	0	28	1	0	0	1	0	0	0	0	676
19:00	13	419	96	1	11	1	0	0	0	0	0	0	0	541
20:00	2	294	63	0	9	1	0	0	0	0	0	0	0	369
21:00	0	267	76	1	7	0	0	0	0	0	0	0	0	351
22:00	0	164	29	0	4	0	0	0	0	0	0	0	0	197
23:00	0	104	26	0	1	0	0	0	0	0	0	0	0	131
Total	175	8042	2385	33	478	50	1	13	3	1	0	0	0	11181
Percent	1.6%	71.9%	21.3%	0.3%	4.3%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	09:00	11:00	07:00	10:00	08:00		07:00						11:00
Vol.	16	512	248	4	55	6		1						829
PM Peak	17:00	16:00	12:00	12:00	15:00	16:00	12:00	13:00	13:00	12:00				15:00
Vol.	17	647	209	7	47	5	1	4	1	1				867

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, north of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	52	20	1	1	0	0	0	0	0	0	0	0	74
01:00	0	29	6	2	3	0	0	0	0	0	0	0	0	40
02:00	0	17	6	0	2	0	0	0	0	0	0	0	0	25
03:00	0	14	4	0	3	0	0	0	0	0	0	0	0	21
04:00	0	21	5	1	3	0	0	0	0	0	0	0	0	30
05:00	0	63	28	0	4	3	0	1	0	0	0	0	0	99
06:00	0	234	62	1	17	0	0	0	0	0	0	0	0	314
07:00	0	326	106	6	30	0	0	2	2	0	0	0	0	472
08:00	5	456	164	7	43	6	0	0	0	0	0	0	0	681
09:00	0	556	164	6	34	5	0	6	0	0	0	0	0	771
10:00	1	576	199	4	36	3	0	2	1	0	0	0	0	822
11:00	3	616	187	6	32	6	0	4	1	0	0	0	0	855
12 PM	3	708	185	7	38	2	0	1	2	0	0	0	0	946
13:00	11	656	169	2	24	3	0	4	1	0	0	0	0	870
14:00	3	627	180	3	29	5	0	5	1	0	0	0	0	853
15:00	5	686	201	5	37	6	0	0	0	0	0	0	0	940
16:00	8	708	147	1	23	3	0	2	0	0	0	0	0	892
17:00	9	663	173	1	30	0	0	0	0	0	0	0	0	876
18:00	2	564	132	0	21	1	0	1	0	0	0	0	0	721
19:00	3	469	111	0	13	1	0	1	0	0	0	0	0	598
20:00	2	401	80	0	10	1	0	0	0	0	0	0	0	494
21:00	0	272	50	0	11	0	0	0	0	0	0	0	0	333
22:00	1	191	51	0	3	2	0	0	0	0	0	0	0	248
23:00	0	125	38	0	4	0	0	0	0	0	0	0	0	167
Total	56	9030	2468	53	451	47	0	29	8	0	0	0	0	12142
Percent	0.5%	74.4%	20.3%	0.4%	3.7%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	10:00	08:00	08:00	08:00		09:00	07:00					11:00
Vol.	5	616	199	7	43	6		6	2					855
PM Peak	13:00	12:00	15:00	12:00	12:00	15:00		14:00	12:00					12:00
Vol.	11	708	201	7	38	6		5	2					946
Grand Total	433	26715	7271	135	1323	163	1	86	19	1	0	1	0	36148
Percent	1.2%	73.9%	20.1%	0.4%	3.7%	0.5%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

*Court Street,
South of Samoset Street (Route 44) – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Samoset St

Start Time	05-Jun-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	58	53	53	43	48	36	*	*	*	*	*	*	53	44
01:00	*	*	25	16	28	13	32	17	*	*	*	*	*	*	28	15
02:00	*	*	11	10	12	5	23	13	*	*	*	*	*	*	15	9
03:00	*	*	8	10	5	6	14	11	*	*	*	*	*	*	9	9
04:00	*	*	16	16	17	11	20	15	*	*	*	*	*	*	18	14
05:00	*	*	68	62	47	37	54	55	*	*	*	*	*	*	56	51
06:00	*	*	141	174	118	159	139	193	*	*	*	*	*	*	133	175
07:00	*	*	227	300	214	281	225	293	*	*	*	*	*	*	222	291
08:00	*	*	315	434	325	399	348	395	*	*	*	*	*	*	329	409
09:00	*	*	364	471	355	424	302	464	*	*	*	*	*	*	340	453
10:00	*	*	422	425	342	448	370	426	*	*	*	*	*	*	378	433
11:00	*	*	382	492	385	437	331	383	*	*	*	*	*	*	366	437
12:00 PM	*	*	415	474	381	433	408	529	*	*	*	*	*	*	401	479
01:00	*	*	395	464	357	421	379	472	*	*	*	*	*	*	377	452
02:00	*	*	436	486	371	432	423	458	*	*	*	*	*	*	410	459
03:00	*	*	422	509	350	461	407	506	*	*	*	*	*	*	393	492
04:00	*	*	455	537	401	429	390	478	*	*	*	*	*	*	415	481
05:00	*	*	425	476	313	472	355	563	*	*	*	*	*	*	364	504
06:00	*	*	333	440	261	394	283	475	*	*	*	*	*	*	292	436
07:00	*	*	331	366	233	316	269	374	*	*	*	*	*	*	278	352
08:00	*	*	281	302	203	209	258	274	*	*	*	*	*	*	247	262
09:00	*	*	164	222	181	185	187	192	*	*	*	*	*	*	177	200
10:00	*	*	148	157	90	128	129	132	*	*	*	*	*	*	122	139
11:00	*	*	62	88	92	83	80	86	*	*	*	*	*	*	78	86
Lane Day	0	0	5904	6984	5134	6226	5474	6840	0	0	0	0	0	0	5501	6682
AM Peak Vol.			422	492	385	448	370	464							378	453
PM Peak Vol.			455	537	401	472	423	563							415	504

Comb. Total 0 12888 11360 12314 0 0 0 12183

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Samoset St

Start Time	05-Jun-06 Mon	06-Jun-06 Tue	07-Jun-06 Wed	08-Jun-06 Thu	09-Jun-06 Fri	10-Jun-06 Sat	11-Jun-06 Sun	Week Average
12:00 AM	*	111	96	84	*	*	*	97
01:00	*	41	41	49	*	*	*	44
02:00	*	21	17	36	*	*	*	25
03:00	*	18	11	25	*	*	*	18
04:00	*	32	28	35	*	*	*	32
05:00	*	130	84	109	*	*	*	108
06:00	*	315	277	332	*	*	*	308
07:00	*	527	495	518	*	*	*	513
08:00	*	749	724	743	*	*	*	739
09:00	*	835	779	766	*	*	*	793
10:00	*	847	790	796	*	*	*	811
11:00	*	874	822	714	*	*	*	803
12:00 PM	*	889	814	937	*	*	*	880
01:00	*	859	778	851	*	*	*	829
02:00	*	922	803	881	*	*	*	869
03:00	*	931	811	913	*	*	*	885
04:00	*	992	830	868	*	*	*	897
05:00	*	901	785	918	*	*	*	868
06:00	*	773	655	758	*	*	*	729
07:00	*	697	549	643	*	*	*	630
08:00	*	583	412	532	*	*	*	509
09:00	*	386	366	379	*	*	*	377
10:00	*	305	218	261	*	*	*	261
11:00	*	150	175	166	*	*	*	164
Total	0	12888	11360	12314	0	0	0	12189
Percentage	0.0%	105.7%	93.2%	101.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		11:00 874	11:00 822	10:00 796				10:00 811
PM Peak Vol.		16:00 992	16:00 830	12:00 937				16:00 897

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Samoset St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/06/06	0	0	6	23	20	7	2	0	0	0	0	0	0	0	58
01:00	0	0	2	5	8	7	3	0	0	0	0	0	0	0	25
02:00	0	0	0	2	5	4	0	0	0	0	0	0	0	0	11
03:00	0	0	0	2	4	2	0	0	0	0	0	0	0	0	8
04:00	0	0	0	2	6	6	2	0	0	0	0	0	0	0	16
05:00	4	2	4	15	22	18	3	0	0	0	0	0	0	0	68
06:00	3	0	5	39	69	18	5	0	0	1	0	0	0	1	141
07:00	10	6	10	78	90	29	4	0	0	0	0	0	0	0	227
08:00	24	19	58	132	64	17	1	0	0	0	0	0	0	0	315
09:00	49	49	141	106	17	2	0	0	0	0	0	0	0	0	364
10:00	37	39	187	133	24	2	0	0	0	0	0	0	0	0	422
11:00	42	62	178	92	7	1	0	0	0	0	0	0	0	0	382
12 PM	52	42	215	96	8	1	1	0	0	0	0	0	0	0	415
13:00	35	58	183	97	20	2	0	0	0	0	0	0	0	0	395
14:00	50	56	203	107	20	0	0	0	0	0	0	0	0	0	436
15:00	40	42	179	133	26	2	0	0	0	0	0	0	0	0	422
16:00	45	57	209	114	30	0	0	0	0	0	0	0	0	0	455
17:00	32	43	168	137	39	5	1	0	0	0	0	0	0	0	425
18:00	31	13	100	129	56	4	0	0	0	0	0	0	0	0	333
19:00	25	10	107	145	42	2	0	0	0	0	0	0	0	0	331
20:00	13	2	77	141	43	5	0	0	0	0	0	0	0	0	281
21:00	10	1	21	82	42	8	0	0	0	0	0	0	0	0	164
22:00	4	0	13	62	58	8	2	1	0	0	0	0	0	0	148
23:00	2	0	2	19	31	6	2	0	0	0	0	0	0	0	62
Total	508	501	2068	1891	751	156	26	1	0	1	0	0	0	1	5904

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Samoset St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/08/06	1	1	2	14	16	11	3	0	0	0	0	0	0	0	48
01:00	1	0	0	9	14	7	1	0	0	0	0	0	0	0	32
02:00	3	0	0	4	8	5	2	1	0	0	0	0	0	0	23
03:00	0	0	0	1	6	7	0	0	0	0	0	0	0	0	14
04:00	2	0	1	1	7	7	2	0	0	0	0	0	0	0	20
05:00	2	0	2	10	22	12	4	2	0	0	0	0	0	0	54
06:00	5	1	4	41	54	29	5	0	0	0	0	0	0	0	139
07:00	3	4	17	70	100	27	4	0	0	0	0	0	0	0	225
08:00	32	19	71	144	69	9	4	0	0	0	0	0	0	0	348
09:00	90	51	89	52	20	0	0	0	0	0	0	0	0	0	302
10:00	40	57	140	108	24	1	0	0	0	0	0	0	0	0	370
11:00	146	76	72	26	10	1	0	0	0	0	0	0	0	0	331
12 PM	66	43	170	104	23	2	0	0	0	0	0	0	0	0	408
13:00	43	35	168	113	19	1	0	0	0	0	0	0	0	0	379
14:00	53	60	188	94	27	1	0	0	0	0	0	0	0	0	423
15:00	39	53	179	111	22	3	0	0	0	0	0	0	0	0	407
16:00	31	20	130	172	35	2	0	0	0	0	0	0	0	0	390
17:00	23	16	105	163	42	6	0	0	0	0	0	0	0	0	355
18:00	26	9	66	113	55	12	1	1	0	0	0	0	0	0	283
19:00	25	12	87	108	31	5	0	0	0	1	0	0	0	0	269
20:00	7	15	84	111	36	3	2	0	0	0	0	0	0	0	258
21:00	2	6	36	67	61	14	0	0	1	0	0	0	0	0	187
22:00	5	1	7	36	70	8	2	0	0	0	0	0	0	0	129
23:00	1	0	4	24	36	14	1	0	0	0	0	0	0	0	80
Total	646	479	1622	1696	807	187	31	4	1	1	0	0	0	0	5474
Grand Total	1474	1280	5292	5506	2381	497	71	7	1	2	0	0	0	1	16512

15th Percentile : 19 MPH
 50th Percentile : 26 MPH
 85th Percentile : 32 MPH
 95th Percentile : 35 MPH

Stats
 Mean Speed(Average) : 25 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 10798
 Percent in Pace : 65.4%
 Number of Vehicles > 30 MPH : 2960
 Percent of Vehicles > 30 MPH : 17.9%

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Samoset St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
06/08/06	1	0	5	18	9	2	1	0	0	0	0	0	0	0	36
01:00	0	0	2	6	8	0	0	1	0	0	0	0	0	0	17
02:00	0	0	4	3	4	1	1	0	0	0	0	0	0	0	13
03:00	0	1	0	6	4	0	0	0	0	0	0	0	0	0	11
04:00	0	1	2	7	4	1	0	0	0	0	0	0	0	0	15
05:00	3	0	9	15	21	7	0	0	0	0	0	0	0	0	55
06:00	4	2	28	100	54	5	0	0	0	0	0	0	0	0	193
07:00	16	11	52	124	76	13	1	0	0	0	0	0	0	0	293
08:00	40	38	156	122	33	6	0	0	0	0	0	0	0	0	395
09:00	209	121	84	40	10	0	0	0	0	0	0	0	0	0	464
10:00	116	117	130	51	8	4	0	0	0	0	0	0	0	0	426
11:00	230	62	69	21	1	0	0	0	0	0	0	0	0	0	383
12 PM	197	151	142	34	5	0	0	0	0	0	0	0	0	0	529
13:00	146	121	141	52	11	1	0	0	0	0	0	0	0	0	472
14:00	122	128	127	71	9	1	0	0	0	0	0	0	0	0	458
15:00	123	114	170	80	17	2	0	0	0	0	0	0	0	0	506
16:00	106	90	154	107	20	1	0	0	0	0	0	0	0	0	478
17:00	106	126	174	127	28	2	0	0	0	0	0	0	0	0	563
18:00	53	72	162	141	45	2	0	0	0	0	0	0	0	0	475
19:00	39	55	147	115	17	1	0	0	0	0	0	0	0	0	374
20:00	18	23	99	97	34	3	0	0	0	0	0	0	0	0	274
21:00	4	2	23	99	53	9	1	0	0	1	0	0	0	0	192
22:00	4	7	14	65	33	9	0	0	0	0	0	0	0	0	132
23:00	1	0	12	34	36	3	0	0	0	0	0	0	0	0	86
Total	1538	1242	1906	1535	540	73	4	1	0	1	0	0	0	0	6840
Grand Total	3664	3641	6241	4728	1572	184	18	1	0	1	0	0	0	0	20050

15th Percentile : 13 MPH
 50th Percentile : 23 MPH
 85th Percentile : 29 MPH
 95th Percentile : 33 MPH

Stats
 Mean Speed(Average) : 21 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 10969
 Percent in Pace : 54.7%
 Number of Vehicles > 30 MPH : 1776
 Percent of Vehicles > 30 MPH : 8.9%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Samoset St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/06/06	0	5	20	44	29	9	4	0	0	0	0	0	0	0	111
01:00	0	1	7	12	10	7	4	0	0	0	0	0	0	0	41
02:00	0	0	2	4	9	6	0	0	0	0	0	0	0	0	21
03:00	1	0	1	9	5	2	0	0	0	0	0	0	0	0	18
04:00	1	0	1	11	11	6	2	0	0	0	0	0	0	0	32
05:00	5	5	14	39	41	22	4	0	0	0	0	0	0	0	130
06:00	16	2	39	103	116	29	8	0	0	1	0	0	0	1	315
07:00	15	14	72	219	159	41	7	0	0	0	0	0	0	0	527
08:00	77	75	218	247	109	22	1	0	0	0	0	0	0	0	749
09:00	187	168	286	163	29	2	0	0	0	0	0	0	0	0	835
10:00	124	148	339	198	35	3	0	0	0	0	0	0	0	0	847
11:00	238	175	315	125	19	2	0	0	0	0	0	0	0	0	874
12 PM	195	164	353	157	18	1	1	0	0	0	0	0	0	0	889
13:00	168	176	324	162	26	3	0	0	0	0	0	0	0	0	859
14:00	199	179	357	160	27	0	0	0	0	0	0	0	0	0	922
15:00	139	180	345	218	45	4	0	0	0	0	0	0	0	0	931
16:00	144	202	397	204	44	1	0	0	0	0	0	0	0	0	992
17:00	117	149	333	227	67	7	1	0	0	0	0	0	0	0	901
18:00	78	84	276	241	87	7	0	0	0	0	0	0	0	0	773
19:00	61	71	245	249	67	4	0	0	0	0	0	0	0	0	697
20:00	33	35	181	250	76	8	0	0	0	0	0	0	0	0	583
21:00	19	11	73	181	90	12	0	0	0	0	0	0	0	0	386
22:00	5	7	45	141	95	9	2	1	0	0	0	0	0	0	305
23:00	4	2	20	56	57	9	2	0	0	0	0	0	0	0	150
Total	1826	1853	4263	3420	1271	216	36	1	0	1	0	0	0	1	12888

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06
 Court St, south of Samoset St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/08/06	2	1	7	32	25	13	4	0	0	0	0	0	0	0	84
01:00	1	0	2	15	22	7	1	1	0	0	0	0	0	0	49
02:00	3	0	4	7	12	6	3	1	0	0	0	0	0	0	36
03:00	0	1	0	7	10	7	0	0	0	0	0	0	0	0	25
04:00	2	1	3	8	11	8	2	0	0	0	0	0	0	0	35
05:00	5	0	11	25	43	19	4	2	0	0	0	0	0	0	109
06:00	9	3	32	141	108	34	5	0	0	0	0	0	0	0	332
07:00	19	15	69	194	176	40	5	0	0	0	0	0	0	0	518
08:00	72	57	227	266	102	15	4	0	0	0	0	0	0	0	743
09:00	299	172	173	92	30	0	0	0	0	0	0	0	0	0	766
10:00	156	174	270	159	32	5	0	0	0	0	0	0	0	0	796
11:00	376	138	141	47	11	1	0	0	0	0	0	0	0	0	714
12 PM	263	194	312	138	28	2	0	0	0	0	0	0	0	0	937
13:00	189	156	309	165	30	2	0	0	0	0	0	0	0	0	851
14:00	175	188	315	165	36	2	0	0	0	0	0	0	0	0	881
15:00	162	167	349	191	39	5	0	0	0	0	0	0	0	0	913
16:00	137	110	284	279	55	3	0	0	0	0	0	0	0	0	868
17:00	129	142	279	290	70	8	0	0	0	0	0	0	0	0	918
18:00	79	81	228	254	100	14	1	1	0	0	0	0	0	0	758
19:00	64	67	234	223	48	6	0	0	0	1	0	0	0	0	643
20:00	25	38	183	208	70	6	2	0	0	0	0	0	0	0	532
21:00	6	8	59	166	114	23	1	0	1	1	0	0	0	0	379
22:00	9	8	21	101	103	17	2	0	0	0	0	0	0	0	261
23:00	2	0	16	58	72	17	1	0	0	0	0	0	0	0	166
Total	2184	1721	3528	3231	1347	260	35	5	1	2	0	0	0	0	12314
Grand Total	5138	4921	11533	10234	3953	681	89	8	1	3	0	0	0	1	36562

15th Percentile : 16 MPH
 50th Percentile : 24 MPH
 85th Percentile : 30 MPH
 95th Percentile : 34 MPH

Stats
 Mean Speed(Average) : 23 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 21767
 Percent in Pace : 59.5%
 Number of Vehicles > 30 MPH : 4736
 Percent of Vehicles > 30 MPH : 13.0%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	0	44	12	0	2	0	0	0	0	0	0	0	0	58
01:00	0	16	7	0	2	0	0	0	0	0	0	0	0	25
02:00	0	7	1	0	2	0	0	1	0	0	0	0	0	11
03:00	0	3	4	0	1	0	0	0	0	0	0	0	0	8
04:00	0	9	4	1	2	0	0	0	0	0	0	0	0	16
05:00	1	34	22	0	7	2	0	1	0	0	0	0	0	67
06:00	2	79	49	1	10	0	0	0	0	0	0	0	0	141
07:00	3	140	54	3	24	0	0	2	0	0	0	0	0	226
08:00	2	183	96	1	30	1	0	2	0	0	0	0	0	315
09:00	9	237	99	2	15	1	0	0	0	0	0	0	0	363
10:00	5	270	113	0	32	1	0	1	0	0	0	0	0	422
11:00	7	228	112	0	28	4	0	2	0	0	0	0	0	381
12 PM	4	257	116	3	26	4	0	4	0	0	0	0	0	414
13:00	4	267	97	3	19	1	0	3	0	0	0	0	0	394
14:00	14	259	117	2	34	8	0	1	0	0	0	0	0	435
15:00	5	288	97	2	24	3	0	2	0	0	0	0	0	421
16:00	11	301	120	0	19	2	0	1	1	0	0	0	0	455
17:00	3	316	86	0	14	4	0	0	2	0	0	0	0	425
18:00	15	209	93	0	14	0	0	0	1	0	0	0	0	332
19:00	5	244	63	0	15	3	0	0	0	0	0	0	0	330
20:00	6	184	67	0	22	1	0	1	0	0	0	0	0	281
21:00	3	119	37	0	4	0	0	0	0	0	0	0	0	163
22:00	2	99	37	0	9	0	0	0	0	0	0	0	0	147
23:00	0	41	15	0	5	0	0	0	0	0	0	0	0	61
Total	101	3834	1518	18	360	35	0	21	4	0	0	0	0	5891
Percent	1.7%	65.1%	25.8%	0.3%	6.1%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	10:00	07:00	10:00	11:00		07:00						10:00
Vol.	9	270	113	3	32	4		2						422
PM Peak	18:00	17:00	16:00	12:00	14:00	14:00		12:00	17:00					16:00
Vol.	15	316	120	3	34	8		4	2					455

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	0	37	15	0	1	0	0	0	0	0	0	0	0	53
01:00	0	23	5	0	0	0	0	0	0	0	0	0	0	28
02:00	0	8	1	0	1	0	0	1	1	0	0	0	0	12
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	11	4	0	2	0	0	0	0	0	0	0	0	17
05:00	0	29	12	1	5	0	0	0	0	0	0	0	0	47
06:00	0	78	29	1	9	0	0	0	0	0	0	0	0	117
07:00	1	146	49	1	16	2	0	0	0	0	0	0	0	215
08:00	0	212	87	0	22	2	0	1	0	0	0	0	0	324
09:00	1	203	113	3	29	2	1	1	2	0	0	0	0	355
10:00	1	211	96	1	27	3	0	2	0	0	0	0	0	341
11:00	2	240	105	1	29	4	0	3	0	0	0	0	0	384
12 PM	2	247	86	8	32	3	0	1	0	0	0	0	0	379
13:00	4	219	99	0	30	0	1	3	0	0	0	0	0	356
14:00	3	252	87	2	25	1	0	1	0	0	0	0	0	371
15:00	3	226	91	3	24	2	0	1	0	0	0	0	0	350
16:00	4	291	79	1	25	1	0	0	0	0	0	0	0	401
17:00	2	224	62	0	23	1	0	0	0	0	0	0	0	312
18:00	1	188	55	0	17	1	0	0	0	0	0	0	0	262
19:00	0	180	40	0	13	1	0	0	0	0	0	0	0	234
20:00	0	139	45	0	18	1	0	0	0	0	0	0	0	203
21:00	0	129	42	1	9	0	0	0	0	0	0	0	0	181
22:00	0	64	21	0	4	1	0	0	0	0	0	0	0	90
23:00	0	70	20	0	2	0	0	0	0	0	0	0	0	92
Total	24	3432	1243	23	363	25	2	14	3	0	0	0	0	5129
Percent	0.5%	66.9%	24.2%	0.4%	7.1%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	09:00	09:00	09:00	11:00	09:00	11:00	09:00					11:00
Vol.	2	240	113	3	29	4	1	3	2					384
PM Peak	13:00	16:00	13:00	12:00	12:00	12:00	13:00	13:00						16:00
Vol.	4	291	99	8	32	3	1	3						401

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	34	10	1	3	0	0	0	0	0	0	0	0	48
01:00	0	23	6	0	3	0	0	0	0	0	0	0	0	32
02:00	0	10	8	0	3	1	0	1	0	0	0	0	0	23
03:00	0	8	4	0	2	0	0	0	0	0	0	0	0	14
04:00	0	12	4	0	3	0	0	0	0	0	0	0	0	19
05:00	0	30	19	0	4	1	0	0	0	0	0	0	0	54
06:00	0	85	45	1	8	0	0	0	0	0	0	0	0	139
07:00	1	137	58	1	26	1	0	0	1	0	0	0	0	225
08:00	1	219	94	0	29	3	0	1	0	0	0	0	0	347
09:00	4	193	75	2	26	0	0	0	0	0	0	0	0	300
10:00	2	220	112	1	27	4	0	2	0	0	0	0	0	368
11:00	8	195	97	3	22	5	0	1	0	0	0	0	0	331
12 PM	4	274	99	2	17	9	0	1	0	0	0	0	0	406
13:00	5	241	106	3	17	3	0	3	0	0	0	0	0	378
14:00	4	268	121	1	23	3	0	2	0	0	0	0	0	422
15:00	5	251	119	2	25	4	1	0	0	0	0	0	0	407
16:00	2	245	108	1	29	0	0	4	0	0	0	0	0	389
17:00	3	239	83	1	22	6	0	1	0	0	0	0	0	355
18:00	2	178	77	0	24	0	0	1	0	0	0	0	0	282
19:00	1	179	73	0	13	2	0	0	0	0	0	0	0	268
20:00	2	192	52	0	12	0	0	0	0	0	0	0	0	258
21:00	0	137	38	3	8	0	0	0	0	0	0	0	0	186
22:00	0	88	32	0	8	0	0	0	0	0	0	0	0	128
23:00	0	53	22	0	5	0	0	0	0	0	0	0	0	80
Total	44	3511	1462	22	359	42	1	17	1	0	0	0	0	5459
Percent	0.8%	64.3%	26.8%	0.4%	6.6%	0.8%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	10:00	11:00	08:00	11:00		10:00	07:00					10:00
Vol.	8	220	112	3	29	5		2	1					368
PM Peak	13:00	12:00	14:00	13:00	16:00	12:00	15:00	16:00						14:00
Vol.	5	274	121	3	29	9	1	4						422
Grand Total	169	10777	4223	63	1082	102	3	52	8	0	0	0	0	16479
Percent	1.0%	65.4%	25.6%	0.4%	6.6%	0.6%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	1	38	12	1	1	0	0	0	0	0	0	0	0	53
01:00	0	14	1	0	0	0	0	1	0	0	0	0	0	16
02:00	0	7	1	0	2	0	0	0	0	0	0	0	0	10
03:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10
04:00	0	9	4	0	2	0	1	0	0	0	0	0	0	16
05:00	1	34	22	1	1	3	0	0	0	0	0	0	0	62
06:00	4	116	41	1	9	1	0	1	1	0	0	0	0	174
07:00	1	202	68	7	14	4	0	3	0	0	0	0	0	299
08:00	5	291	102	1	27	3	0	4	1	0	0	0	0	434
09:00	9	319	111	1	25	5	0	1	1	0	0	0	0	472
10:00	6	293	92	1	25	4	1	4	0	0	0	0	0	426
11:00	5	355	100	0	19	6	0	6	1	0	0	0	0	492
12 PM	7	348	91	1	16	4	1	5	0	0	0	0	0	473
13:00	8	329	99	2	20	2	0	4	0	0	1	0	0	465
14:00	5	360	101	0	14	3	0	2	1	0	0	0	0	486
15:00	7	363	108	3	20	4	0	5	0	0	0	0	0	510
16:00	4	404	107	1	18	1	0	0	0	0	0	0	0	535
17:00	11	335	99	1	20	7	0	2	0	0	1	0	0	476
18:00	10	335	76	0	13	3	0	2	0	0	0	0	0	439
19:00	11	276	64	0	14	0	0	0	0	0	0	0	0	365
20:00	7	227	58	0	7	2	0	0	1	0	0	0	0	302
21:00	2	175	38	0	5	0	0	0	1	0	0	0	0	221
22:00	1	120	31	0	2	2	0	1	0	0	0	0	0	157
23:00	0	70	17	0	1	0	0	0	0	0	0	0	0	88
Total	105	5026	1445	21	277	54	3	41	7	0	2	0	0	6981
Percent	1.5%	72.0%	20.7%	0.3%	4.0%	0.8%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	09:00	07:00	08:00	11:00	04:00	11:00	06:00					11:00
Vol.	9	355	111	7	27	6	1	6	1					492
PM Peak	17:00	16:00	15:00	15:00	13:00	17:00	12:00	12:00	14:00		13:00			16:00
Vol.	11	404	108	3	20	7	1	5	1		1			535

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	1	32	9	1	0	0	0	0	0	0	0	0	0	43
01:00	0	10	2	0	0	0	0	0	1	0	0	0	0	13
02:00	0	2	1	0	1	0	0	1	0	0	0	0	0	5
03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
04:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
05:00	0	20	15	0	2	0	0	0	0	0	0	0	0	37
06:00	1	102	46	2	7	1	0	0	0	0	0	0	0	159
07:00	2	200	57	1	16	3	1	0	0	0	0	0	0	280
08:00	3	287	77	2	25	3	0	0	0	1	0	0	0	398
09:00	4	276	114	2	23	3	0	1	0	0	0	0	0	423
10:00	1	320	101	3	17	3	0	2	0	0	0	0	0	447
11:00	5	283	113	2	22	7	0	2	0	2	0	0	0	436
12 PM	1	281	115	3	26	3	0	1	1	0	0	0	0	431
13:00	2	304	83	1	22	2	0	7	0	0	0	0	0	421
14:00	5	304	98	1	19	1	0	2	0	0	0	0	0	430
15:00	6	334	93	2	19	4	0	0	0	1	0	0	0	459
16:00	3	320	86	0	16	2	0	1	0	0	0	0	0	428
17:00	6	354	88	1	18	3	0	1	1	0	0	0	0	472
18:00	2	300	70	0	13	6	0	2	0	0	0	0	0	393
19:00	2	253	50	0	8	2	0	0	0	0	0	0	0	315
20:00	0	160	42	0	5	2	0	0	0	0	0	0	0	209
21:00	0	150	34	0	1	0	0	0	0	0	0	0	0	185
22:00	0	98	25	0	4	1	0	0	0	0	0	0	0	128
23:00	0	62	18	0	1	1	0	0	0	0	0	0	0	82
Total	44	4466	1339	21	266	47	1	20	3	4	0	0	0	6211
Percent	0.7%	71.9%	21.6%	0.3%	4.3%	0.8%	0.0%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	09:00	10:00	08:00	11:00	07:00	10:00	01:00	11:00				10:00
Vol.	5	320	114	3	25	7	1	2	1	2				447
PM Peak	15:00	17:00	12:00	12:00	12:00	18:00		13:00	12:00	15:00				17:00
Vol.	6	354	115	3	26	6		7	1	1				472

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	26	8	1	1	0	0	0	0	0	0	0	0	36
01:00	0	11	4	0	1	1	0	0	0	0	0	0	0	17
02:00	0	8	3	0	0	1	0	1	0	0	0	0	0	13
03:00	0	7	1	0	3	0	0	0	0	0	0	0	0	11
04:00	0	11	2	0	1	1	0	0	0	0	0	0	0	15
05:00	0	36	15	0	3	0	0	1	0	0	0	0	0	55
06:00	1	127	50	1	13	0	0	0	1	0	0	0	0	193
07:00	2	203	69	4	12	0	0	2	1	0	0	0	0	293
08:00	3	276	90	3	20	1	0	1	0	0	0	0	0	394
09:00	7	316	112	3	16	9	0	1	0	0	0	0	0	464
10:00	10	281	105	3	21	5	0	2	0	0	0	0	0	427
11:00	10	249	93	5	18	7	0	1	0	0	0	0	0	383
12 PM	15	374	100	3	20	10	0	5	2	0	0	0	0	529
13:00	9	315	122	1	14	6	1	3	1	0	0	0	0	472
14:00	12	311	109	2	17	3	0	4	1	0	0	0	0	459
15:00	4	354	112	5	22	6	0	2	0	0	0	0	0	505
16:00	7	334	106	0	20	7	0	4	1	0	0	0	0	479
17:00	11	409	105	1	29	5	0	2	0	0	0	0	1	563
18:00	5	354	98	0	12	4	0	1	0	0	0	0	0	474
19:00	6	288	62	0	12	3	0	1	1	0	0	0	0	373
20:00	1	205	59	0	8	1	0	0	0	0	0	0	0	274
21:00	0	149	33	0	9	0	0	0	0	0	0	0	0	191
22:00	0	108	20	0	4	0	0	0	0	0	0	0	0	132
23:00	0	67	15	0	3	1	0	0	0	0	0	0	0	86
Total	103	4819	1493	32	279	71	1	31	8	0	0	0	1	6838
Percent	1.5%	70.5%	21.8%	0.5%	4.1%	1.0%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	09:00	09:00	11:00	10:00	09:00		07:00	06:00					09:00
Vol.	10	316	112	5	21	9		2	1					464
PM Peak	12:00	17:00	13:00	15:00	17:00	12:00	13:00	12:00	12:00				17:00	17:00
Vol.	15	409	122	5	29	10	1	5	2				1	563
Grand Total	252	14311	4277	74	822	172	5	92	18	4	2	0	1	20030
Percent	1.3%	71.4%	21.4%	0.4%	4.1%	0.9%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/06/06	1	82	24	1	3	0	0	0	0	0	0	0	0	111
01:00	0	30	8	0	2	0	0	1	0	0	0	0	0	41
02:00	0	14	2	0	4	0	0	1	0	0	0	0	0	21
03:00	0	9	6	0	3	0	0	0	0	0	0	0	0	18
04:00	0	18	8	1	4	0	1	0	0	0	0	0	0	32
05:00	2	68	44	1	8	5	0	1	0	0	0	0	0	129
06:00	6	195	90	2	19	1	0	1	1	0	0	0	0	315
07:00	4	342	122	10	38	4	0	5	0	0	0	0	0	525
08:00	7	474	198	2	57	4	0	6	1	0	0	0	0	749
09:00	18	556	210	3	40	6	0	1	1	0	0	0	0	835
10:00	11	563	205	1	57	5	1	5	0	0	0	0	0	848
11:00	12	583	212	0	47	10	0	8	1	0	0	0	0	873
12 PM	11	605	207	4	42	8	1	9	0	0	0	0	0	887
13:00	12	596	196	5	39	3	0	7	0	0	1	0	0	859
14:00	19	619	218	2	48	11	0	3	1	0	0	0	0	921
15:00	12	651	205	5	44	7	0	7	0	0	0	0	0	931
16:00	15	705	227	1	37	3	0	1	1	0	0	0	0	990
17:00	14	651	185	1	34	11	0	2	2	0	1	0	0	901
18:00	25	544	169	0	27	3	0	2	1	0	0	0	0	771
19:00	16	520	127	0	29	3	0	0	0	0	0	0	0	695
20:00	13	411	125	0	29	3	0	1	1	0	0	0	0	583
21:00	5	294	75	0	9	0	0	0	1	0	0	0	0	384
22:00	3	219	68	0	11	2	0	1	0	0	0	0	0	304
23:00	0	111	32	0	6	0	0	0	0	0	0	0	0	149
Total	206	8860	2963	39	637	89	3	62	11	0	2	0	0	12872
Percent	1.6%	68.8%	23.0%	0.3%	4.9%	0.7%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	07:00	08:00	11:00	04:00	11:00	06:00					11:00
Vol.	18	583	212	10	57	10	1	8	1					873
PM Peak	18:00	16:00	16:00	13:00	14:00	14:00	12:00	12:00	17:00		13:00			16:00
Vol.	25	705	227	5	48	11	1	9	2		1			990

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/07/06	1	69	24	1	1	0	0	0	0	0	0	0	0	96
01:00	0	33	7	0	0	0	0	0	1	0	0	0	0	41
02:00	0	10	2	0	2	0	0	2	1	0	0	0	0	17
03:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11
04:00	0	21	5	0	2	0	0	0	0	0	0	0	0	28
05:00	0	49	27	1	7	0	0	0	0	0	0	0	0	84
06:00	1	180	75	3	16	1	0	0	0	0	0	0	0	276
07:00	3	346	106	2	32	5	1	0	0	0	0	0	0	495
08:00	3	499	164	2	47	5	0	1	0	1	0	0	0	722
09:00	5	479	227	5	52	5	1	2	2	0	0	0	0	778
10:00	2	531	197	4	44	6	0	4	0	0	0	0	0	788
11:00	7	523	218	3	51	11	0	5	0	2	0	0	0	820
12 PM	3	528	201	11	58	6	0	2	1	0	0	0	0	810
13:00	6	523	182	1	52	2	1	10	0	0	0	0	0	777
14:00	8	556	185	3	44	2	0	3	0	0	0	0	0	801
15:00	9	560	184	5	43	6	0	1	0	1	0	0	0	809
16:00	7	611	165	1	41	3	0	1	0	0	0	0	0	829
17:00	8	578	150	1	41	4	0	1	1	0	0	0	0	784
18:00	3	488	125	0	30	7	0	2	0	0	0	0	0	655
19:00	2	433	90	0	21	3	0	0	0	0	0	0	0	549
20:00	0	299	87	0	23	3	0	0	0	0	0	0	0	412
21:00	0	279	76	1	10	0	0	0	0	0	0	0	0	366
22:00	0	162	46	0	8	2	0	0	0	0	0	0	0	218
23:00	0	132	38	0	3	1	0	0	0	0	0	0	0	174
Total	68	7898	2582	44	629	72	3	34	6	4	0	0	0	11340
Percent	0.6%	69.6%	22.8%	0.4%	5.5%	0.6%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	09:00	09:00	09:00	11:00	07:00	11:00	09:00	11:00				11:00
Vol.	7	531	227	5	52	11	1	5	2	2				820
PM Peak	15:00	16:00	12:00	12:00	12:00	18:00	13:00	13:00	12:00	15:00				16:00
Vol.	9	611	201	11	58	7	1	10	1	1				829

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 06-Jun-06
 Date End: 08-Jun-06

Court St, south of Samoset St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/08/06	0	60	18	2	4	0	0	0	0	0	0	0	0	84
01:00	0	34	10	0	4	1	0	0	0	0	0	0	0	49
02:00	0	18	11	0	3	2	0	2	0	0	0	0	0	36
03:00	0	15	5	0	5	0	0	0	0	0	0	0	0	25
04:00	0	23	6	0	4	1	0	0	0	0	0	0	0	34
05:00	0	66	34	0	7	1	0	1	0	0	0	0	0	109
06:00	1	212	95	2	21	0	0	0	1	0	0	0	0	332
07:00	3	340	127	5	38	1	0	2	2	0	0	0	0	518
08:00	4	495	184	3	49	4	0	2	0	0	0	0	0	741
09:00	11	509	187	5	42	9	0	1	0	0	0	0	0	764
10:00	12	501	217	4	48	9	0	4	0	0	0	0	0	795
11:00	18	444	190	8	40	12	0	2	0	0	0	0	0	714
12 PM	19	648	199	5	37	19	0	6	2	0	0	0	0	935
13:00	14	556	228	4	31	9	1	6	1	0	0	0	0	850
14:00	16	579	230	3	40	6	0	6	1	0	0	0	0	881
15:00	9	605	231	7	47	10	1	2	0	0	0	0	0	912
16:00	9	579	214	1	49	7	0	8	1	0	0	0	0	868
17:00	14	648	188	2	51	11	0	3	0	0	0	0	1	918
18:00	7	532	175	0	36	4	0	2	0	0	0	0	0	756
19:00	7	467	135	0	25	5	0	1	1	0	0	0	0	641
20:00	3	397	111	0	20	1	0	0	0	0	0	0	0	532
21:00	0	286	71	3	17	0	0	0	0	0	0	0	0	377
22:00	0	196	52	0	12	0	0	0	0	0	0	0	0	260
23:00	0	120	37	0	8	1	0	0	0	0	0	0	0	166
Total	147	8330	2955	54	638	113	2	48	9	0	0	0	1	12297
Percent	1.2%	67.7%	24.0%	0.4%	5.2%	0.9%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	09:00	10:00	11:00	08:00	11:00		10:00	07:00					10:00
Vol.	18	509	217	8	49	12		4	2					795
PM Peak	12:00	12:00	15:00	15:00	17:00	12:00	13:00	16:00	12:00				17:00	12:00
Vol.	19	648	231	7	51	19	1	8	2				1	935
Grand Total	421	25088	8500	137	1904	274	8	144	26	4	2	0	1	36509
Percent	1.2%	68.7%	23.3%	0.4%	5.2%	0.8%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

*Sandwich Street,
South of Water Street – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8 & #9
 Tube Layout: (2) L5 Combined

Station ID: 7091
 Site Code: 239
 Date Start: 27-Sep-06
 Date End: 28-Sep-06
 Sandwich St, south of Summer St

Start Time	25-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	38	47	9	63	*	*	*	*	*	*	24	55
01:00	*	*	*	*	13	24	16	27	*	*	*	*	*	*	14	26
02:00	*	*	*	*	9	10	16	6	*	*	*	*	*	*	12	8
03:00	*	*	*	*	9	8	37	11	*	*	*	*	*	*	23	10
04:00	*	*	*	*	27	13	136	22	*	*	*	*	*	*	82	18
05:00	*	*	*	*	111	71	349	52	*	*	*	*	*	*	230	62
06:00	*	*	*	*	369	249	526	254	*	*	*	*	*	*	448	252
07:00	*	*	*	*	654	427	679	391	*	*	*	*	*	*	666	409
08:00	*	*	*	*	614	430	623	425	*	*	*	*	*	*	618	428
09:00	*	*	*	*	601	462	610	482	*	*	*	*	*	*	606	472
10:00	*	*	*	*	662	506	677	504	*	*	*	*	*	*	670	505
11:00	*	*	*	*	659	544	661	552	*	*	*	*	*	*	660	548
12:00 PM	*	*	*	*	661	559	701	566	*	*	*	*	*	*	681	562
01:00	*	*	*	*	656	588	704	606	*	*	*	*	*	*	680	597
02:00	*	*	*	*	718	647	742	669	*	*	*	*	*	*	730	658
03:00	*	*	*	*	709	657	709	624	*	*	*	*	*	*	709	640
04:00	*	*	*	*	576	656	606	749	*	*	*	*	*	*	591	702
05:00	*	*	*	*	474	646	479	725	*	*	*	*	*	*	476	686
06:00	*	*	*	*	315	537	316	579	*	*	*	*	*	*	316	558
07:00	*	*	*	*	186	421	256	391	*	*	*	*	*	*	221	406
08:00	*	*	*	*	134	268	156	328	*	*	*	*	*	*	145	298
09:00	*	*	*	*	93	236	128	252	*	*	*	*	*	*	110	244
10:00	*	*	*	*	62	137	87	144	*	*	*	*	*	*	74	140
11:00	*	*	*	*	24	58	22	97	*	*	*	*	*	*	23	78
Lane Day	0	0	0	0	8374	8201	9245	8519	0	0	0	0	0	0	8809	8362
AM Peak Vol.					16575		17764		0		0		0		17171	
PM Peak Vol.																
AM Peak					10:00	11:00	07:00	11:00							10:00	11:00
PM Peak					14:00	15:00	14:00	16:00							14:00	16:00
Vol.					662	544	679	552							670	548
Vol.					718	657	742	749							730	702

Comb. Total 0 0 16575 17764 0 0 0 17171

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8 & #9
 Tube Layout: (2) L5 Combined

Station ID: 7091
 Site Code: 239
 Date Start: 27-Sep-06
 Date End: 28-Sep-06

Sandwich St, south of Summer St

Start Time	25-Sep-06 Mon	26-Sep-06 Tue	27-Sep-06 Wed	28-Sep-06 Thu	29-Sep-06 Fri	30-Sep-06 Sat	01-Oct-06 Sun	Week Average
12:00 AM	*	*	85	72	*	*	*	78
01:00	*	*	37	43	*	*	*	40
02:00	*	*	19	22	*	*	*	20
03:00	*	*	17	48	*	*	*	32
04:00	*	*	40	158	*	*	*	99
05:00	*	*	182	401	*	*	*	292
06:00	*	*	618	780	*	*	*	699
07:00	*	*	1081	1070	*	*	*	1076
08:00	*	*	1044	1048	*	*	*	1046
09:00	*	*	1063	1092	*	*	*	1078
10:00	*	*	1168	1181	*	*	*	1174
11:00	*	*	1203	1213	*	*	*	1208
12:00 PM	*	*	1220	1267	*	*	*	1244
01:00	*	*	1244	1310	*	*	*	1277
02:00	*	*	1365	1411	*	*	*	1388
03:00	*	*	1366	1333	*	*	*	1350
04:00	*	*	1232	1355	*	*	*	1294
05:00	*	*	1120	1204	*	*	*	1162
06:00	*	*	852	895	*	*	*	874
07:00	*	*	607	647	*	*	*	627
08:00	*	*	402	484	*	*	*	443
09:00	*	*	329	380	*	*	*	354
10:00	*	*	199	231	*	*	*	215
11:00	*	*	82	119	*	*	*	100
Total	0	0	16575	17764	0	0	0	17170
Percentage	0.0%	0.0%	96.5%	103.5%	0.0%	0.0%	0.0%	
AM Peak			11:00	11:00				11:00
Vol.			1203	1213				1208
PM Peak			15:00	14:00				14:00
Vol.			1366	1411				1388

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8 & #9
 Tube Layout: (2) L5 Combined
 NB

Station ID: 7091
 Site Code: 239
 Date Start: 27-Sep-06
 Date End: 28-Sep-06

Sandwich St, south of Summer St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
09/28/06	0	0	3	2	2	2	0	0	0	0	0	0	0	0	9
01:00	0	0	0	4	5	6	0	1	0	0	0	0	0	0	16
02:00	0	0	1	3	8	2	1	1	0	0	0	0	0	0	16
03:00	2	0	1	11	17	5	1	0	0	0	0	0	0	0	37
04:00	1	1	9	61	47	16	1	0	0	0	0	0	0	0	136
05:00	8	5	82	162	88	2	1	0	1	0	0	0	0	0	349
06:00	14	31	165	248	64	4	0	0	0	0	0	0	0	0	526
07:00	19	117	389	138	15	1	0	0	0	0	0	0	0	0	679
08:00	75	88	237	190	32	1	0	0	0	0	0	0	0	0	623
09:00	43	107	284	160	16	0	0	0	0	0	0	0	0	0	610
10:00	53	111	328	167	17	1	0	0	0	0	0	0	0	0	677
11:00	83	131	319	114	14	0	0	0	0	0	0	0	0	0	661
12 PM	48	128	322	186	17	0	0	0	0	0	0	0	0	0	701
13:00	132	138	319	98	17	0	0	0	0	0	0	0	0	0	704
14:00	66	176	346	139	14	1	0	0	0	0	0	0	0	0	742
15:00	93	152	287	162	15	0	0	0	0	0	0	0	0	0	709
16:00	17	51	285	206	44	2	1	0	0	0	0	0	0	0	606
17:00	11	34	189	205	38	2	0	0	0	0	0	0	0	0	479
18:00	8	3	65	167	68	4	0	1	0	0	0	0	0	0	316
19:00	4	3	43	123	74	9	0	0	0	0	0	0	0	0	256
20:00	2	1	27	58	61	7	0	0	0	0	0	0	0	0	156
21:00	4	1	17	37	59	10	0	0	0	0	0	0	0	0	128
22:00	2	0	5	28	44	6	1	1	0	0	0	0	0	0	87
23:00	1	0	3	7	9	2	0	0	0	0	0	0	0	0	22
Total	686	1278	3726	2676	785	83	6	4	1	0	0	0	0	0	9245
Grand Total	1447	2637	7125	4822	1392	175	16	4	1	0	0	0	0	0	17619

15th Percentile : 18 MPH
 50th Percentile : 24 MPH
 85th Percentile : 29 MPH
 95th Percentile : 33 MPH

Stats
 Mean Speed(Average) : 23 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 11947
 Percent in Pace : 67.8%
 Number of Vehicles > 30 MPH : 1588
 Percent of Vehicles > 30 MPH : 9.0%

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8 & #9
 Tube Layout: (2) L5 Combined
 SB

Station ID: 7091
 Site Code: 239
 Date Start: 27-Sep-06
 Date End: 28-Sep-06

Sandwich St, south of Summer St

Start Time	15	16	20	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total
09/28/06	0	1	14	28	15	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	
01:00	1	4	2	6	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
02:00	0	0	0	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
03:00	1	1	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
04:00	0	2	4	5	7	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
05:00	0	1	7	21	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	
06:00	6	13	68	111	48	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	254	
07:00	9	16	86	179	96	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	391	
08:00	28	46	96	169	75	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	425	
09:00	22	34	170	187	65	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	482	
10:00	10	59	191	197	46	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	504	
11:00	45	61	176	201	63	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	552	
12 PM	14	52	196	252	50	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	566	
13:00	33	64	248	218	39	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	606	
14:00	24	74	267	252	47	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	669	
15:00	135	83	204	167	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	624	
16:00	62	114	294	227	50	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	749	
17:00	31	108	265	248	69	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	725	
18:00	14	40	199	241	72	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	579	
19:00	24	31	105	186	39	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	391	
20:00	5	24	87	141	65	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	328	
21:00	2	8	58	101	68	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252	
22:00	3	12	23	66	29	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	
23:00	0	3	20	45	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	
Total	469	851	2781	3257	1026	123	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8519	
Grand Total	933	1750	5500	6256	2010	244	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16720	

15th Percentile : 20 MPH
 50th Percentile : 26 MPH
 85th Percentile : 30 MPH
 95th Percentile : 34 MPH

Stats
 Mean Speed(Average) : 25 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 11756
 Percent in Pace : 70.3%
 Number of Vehicles > 30 MPH : 2281
 Percent of Vehicles > 30 MPH : 13.6%

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8 & #9
 Tube Layout: (2) L5 Combined
 NB, SB

Station ID: 7091
 Site Code: 239
 Date Start: 27-Sep-06
 Date End: 28-Sep-06

Sandwich St, south of Summer St

Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total
09/28/06	0	1	17	30	17	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
01:00	1	4	2	10	14	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
02:00	0	0	1	6	9	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
03:00	3	1	2	17	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
04:00	1	3	13	66	54	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158
05:00	8	6	89	183	100	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	401
06:00	20	44	233	359	112	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	780
07:00	28	133	475	317	111	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1070
08:00	103	134	333	359	107	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1048
09:00	65	141	454	347	81	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1092
10:00	63	170	519	364	63	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1181
11:00	128	192	495	315	77	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1213
12 PM	62	180	518	438	67	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1267
13:00	165	202	567	316	56	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1310
14:00	90	250	613	391	61	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1411
15:00	228	235	491	329	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1333
16:00	79	165	579	433	94	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1355
17:00	42	142	454	453	107	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1204
18:00	22	43	264	408	140	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	895
19:00	28	34	148	309	113	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	647
20:00	7	25	114	199	126	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	484
21:00	6	9	75	138	127	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380
22:00	5	12	28	94	73	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231
23:00	1	3	23	52	33	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
Total	1155	2129	6507	5933	1811	206	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17764
Grand Total	2380	4387	12625	11078	3402	419	39	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34339

15th Percentile : 19 MPH
 50th Percentile : 25 MPH
 85th Percentile : 30 MPH
 95th Percentile : 34 MPH

Stats
 Mean Speed(Average) : 24 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 23703
 Percent in Pace : 69.0%
 Number of Vehicles > 30 MPH : 3869
 Percent of Vehicles > 30 MPH : 11.3%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8 & #9
 Tube Layout: (2) L5 Combined
 NB

Station ID: 7091
 Site Code: 239
 Date Start: 27-Sep-06
 Date End: 28-Sep-06

Sandwich St, south of Summer St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/06	0	27	8	1	2	0	0	0	0	0	0	0	0	38
01:00	0	7	4	0	2	0	0	0	0	0	0	0	0	13
02:00	0	5	1	0	1	0	0	1	0	0	0	0	0	8
03:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
04:00	0	7	17	0	3	0	0	0	0	0	0	0	0	27
05:00	2	61	38	0	4	2	0	3	0	0	0	0	0	110
06:00	6	240	95	1	17	5	1	4	0	0	0	0	0	369
07:00	6	460	149	0	25	6	0	7	1	0	0	0	0	654
08:00	5	426	147	1	23	3	0	8	0	1	0	0	0	614
09:00	7	448	114	0	28	1	1	0	1	1	0	0	0	601
10:00	10	511	116	4	15	3	0	1	0	0	1	0	0	661
11:00	17	465	146	5	19	3	0	3	1	0	1	0	0	660
12 PM	23	473	117	15	21	5	0	5	3	0	0	0	0	662
13:00	11	469	140	3	25	2	0	5	1	0	0	0	0	656
14:00	18	526	140	3	20	3	0	6	2	0	0	0	1	719
15:00	16	530	128	2	24	2	0	6	0	0	0	0	0	708
16:00	14	421	116	0	20	3	0	1	0	0	0	0	0	575
17:00	13	351	88	1	14	3	0	3	0	0	0	0	0	473
18:00	5	241	62	0	6	0	0	0	0	0	0	0	0	314
19:00	1	154	27	1	3	0	0	0	0	0	0	0	0	186
20:00	2	103	25	0	3	0	0	0	0	0	0	0	0	133
21:00	0	78	10	0	4	0	0	0	0	0	0	0	0	92
22:00	0	46	11	0	4	0	0	0	0	0	0	0	0	61
23:00	0	16	7	0	1	0	0	0	0	0	0	0	0	24
Total	156	6070	1709	37	285	41	2	53	9	2	2	0	1	8367
Percent	1.9%	72.5%	20.4%	0.4%	3.4%	0.5%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	07:00	11:00	09:00	07:00	06:00	08:00	07:00	08:00	10:00			10:00
Vol.	17	511	149	5	28	6	1	8	1	1	1			661
PM Peak	12:00	15:00	13:00	12:00	13:00	12:00		14:00	12:00				14:00	14:00
Vol.	23	530	140	15	25	5		6	3				1	719

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8 & #9
 Tube Layout: (2) L5 Combined
 NB

Station ID: 7091
 Site Code: 239
 Date Start: 27-Sep-06
 Date End: 28-Sep-06

Sandwich St, south of Summer St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/06	0	7	1	0	1	0	0	0	0	0	0	0	0	9
01:00	0	8	5	0	2	0	0	1	0	0	0	0	0	16
02:00	0	8	5	0	3	0	0	0	0	0	0	0	0	16
03:00	0	19	12	0	3	1	0	1	0	0	0	0	0	36
04:00	0	79	40	0	11	1	1	4	0	0	0	0	0	136
05:00	2	209	106	11	17	2	0	1	0	0	0	0	0	348
06:00	7	347	131	2	33	1	0	5	0	0	0	0	0	526
07:00	3	476	167	3	21	4	0	3	1	0	0	0	0	678
08:00	10	451	124	7	24	1	0	5	0	0	0	1	0	623
09:00	11	457	112	2	23	1	0	4	0	0	0	0	0	610
10:00	12	482	137	6	28	5	1	4	2	0	0	0	0	677
11:00	16	461	137	7	24	7	1	7	1	0	0	0	0	661
12 PM	16	498	145	11	21	4	0	6	0	0	0	0	0	701
13:00	27	493	149	3	25	0	0	6	2	0	0	0	0	705
14:00	18	525	157	3	25	3	2	6	2	0	0	1	0	742
15:00	8	547	131	3	17	0	0	3	0	0	0	0	0	709
16:00	11	459	117	0	17	1	0	1	0	0	0	0	0	606
17:00	7	371	84	0	15	1	0	0	0	0	0	0	0	478
18:00	7	234	64	0	10	0	0	0	0	0	0	0	0	315
19:00	4	201	45	0	6	0	0	0	0	0	0	0	0	256
20:00	0	125	25	0	5	0	0	0	0	0	0	0	0	155
21:00	0	104	16	0	8	0	0	0	0	0	0	0	0	128
22:00	0	69	14	0	3	0	0	0	0	0	0	0	0	86
23:00	0	20	1	1	0	0	0	0	0	0	0	0	0	22
Total	159	6650	1925	59	342	32	5	57	8	0	0	2	0	9239
Percent	1.7%	72.0%	20.8%	0.6%	3.7%	0.3%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	07:00	05:00	06:00	11:00	04:00	11:00	10:00			08:00		07:00
Vol.	16	482	167	11	33	7	1	7	2			1		678
PM Peak	13:00	15:00	14:00	12:00	13:00	12:00	14:00	12:00	13:00			14:00		14:00
Vol.	27	547	157	11	25	4	2	6	2			1		742
Grand Total	315	12720	3634	96	627	73	7	110	17	2	2	2	1	17606
Percent	1.8%	72.2%	20.6%	0.5%	3.6%	0.4%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8 & #9
 Tube Layout: (2) L5 Combined
 SB

Station ID: 7091
 Site Code: 239
 Date Start: 27-Sep-06
 Date End: 28-Sep-06

Sandwich St, south of Summer St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/06	1	38	7	1	0	0	0	0	0	0	0	0	0	47
01:00	0	17	6	0	1	0	0	0	0	0	0	0	0	24
02:00	0	7	1	0	1	0	0	1	0	0	0	0	0	10
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
05:00	1	51	17	0	2	0	0	0	0	0	0	0	0	71
06:00	2	171	57	1	15	1	0	2	0	0	0	0	0	249
07:00	3	302	103	2	12	2	0	2	0	0	0	0	0	426
08:00	2	288	106	3	23	3	0	3	0	1	1	0	0	430
09:00	1	316	114	2	25	0	0	2	1	0	0	0	0	461
10:00	3	360	117	0	17	1	0	7	0	0	0	0	0	505
11:00	2	402	104	5	24	2	0	4	0	0	0	0	1	544
12 PM	0	424	113	1	14	3	0	3	1	0	0	0	0	559
13:00	1	433	124	7	15	1	0	5	0	1	0	0	0	587
14:00	9	476	134	4	20	0	0	4	0	0	0	0	0	647
15:00	7	471	149	6	18	0	0	4	0	1	0	0	0	656
16:00	7	497	135	3	10	1	0	2	0	0	0	0	0	655
17:00	8	500	120	0	15	0	0	2	0	0	0	0	0	645
18:00	6	426	95	0	8	0	0	1	0	0	0	0	0	536
19:00	4	329	80	0	5	0	0	3	0	0	0	0	0	421
20:00	4	217	42	0	5	0	0	0	0	0	0	0	0	268
21:00	4	198	30	0	4	0	0	0	0	0	0	0	0	236
22:00	0	114	19	0	4	0	0	0	0	0	0	0	0	137
23:00	0	47	10	0	1	0	0	0	0	0	0	0	0	58
Total	65	6102	1685	35	239	14	0	45	2	3	1	0	1	8192
Percent	0.8%	74.5%	20.6%	0.4%	2.9%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	10:00	11:00	09:00	08:00		10:00	09:00	08:00	08:00		11:00	11:00
Vol.	3	402	117	5	25	3		7	1	1	1		1	544
PM Peak	14:00	17:00	15:00	13:00	14:00	12:00		13:00	12:00	13:00				15:00
Vol.	9	500	149	7	20	3		5	1	1				656

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8 & #9
 Tube Layout: (2) L5 Combined
 SB

Station ID: 7091
 Site Code: 239
 Date Start: 27-Sep-06
 Date End: 28-Sep-06

Sandwich St, south of Summer St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/06	0	48	13	0	2	0	0	0	0	0	0	0	0	63
01:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
02:00	0	4	1	0	0	0	0	1	0	0	0	0	0	6
03:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
04:00	0	17	1	0	3	1	0	0	0	0	0	0	0	22
05:00	0	38	10	0	2	2	0	0	0	0	0	0	0	52
06:00	1	172	63	2	10	2	0	4	0	0	0	0	0	254
07:00	0	273	97	2	14	4	0	1	0	0	0	0	0	391
08:00	1	294	99	2	24	1	0	3	0	0	0	0	0	424
09:00	0	366	97	1	17	0	0	1	0	0	0	0	0	482
10:00	0	356	120	3	19	1	0	4	0	0	0	0	0	503
11:00	2	414	106	5	21	2	0	2	0	0	0	0	0	552
12 PM	5	425	107	4	21	1	0	3	0	0	0	0	0	566
13:00	4	438	135	4	21	1	0	2	0	0	0	0	0	605
14:00	6	509	129	1	19	0	0	5	0	0	0	0	0	669
15:00	9	465	119	8	17	1	0	4	0	1	0	0	0	624
16:00	9	587	129	1	16	2	0	4	0	0	0	0	0	748
17:00	9	556	143	0	13	1	0	2	0	0	0	0	0	724
18:00	4	455	101	0	15	0	0	4	0	0	0	0	0	579
19:00	1	314	71	0	4	1	0	0	0	0	0	0	0	391
20:00	4	270	47	0	6	0	0	0	0	0	0	0	0	327
21:00	2	206	37	0	6	0	0	1	0	0	0	0	0	252
22:00	1	117	21	0	4	0	0	1	0	0	0	0	0	144
23:00	0	74	21	0	2	0	0	0	0	0	0	0	0	97
Total	58	6427	1674	33	257	20	0	42	0	1	0	0	0	8512
Percent	0.7%	75.5%	19.7%	0.4%	3.0%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	11:00	08:00	07:00		06:00						11:00
Vol.	2	414	120	5	24	4		4						552
PM Peak	15:00	16:00	17:00	15:00	12:00	16:00		14:00		15:00				16:00
Vol.	9	587	143	8	21	2		5		1				748
Grand Total	123	12529	3359	68	496	34	0	87	2	4	1	0	1	16704
Percent	0.7%	75.0%	20.1%	0.4%	3.0%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8 & #9
 Tube Layout: (2) L5 Combined
 NB, SB

Station ID: 7091
 Site Code: 239
 Date Start: 27-Sep-06
 Date End: 28-Sep-06

Sandwich St, south of Summer St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/06	1	65	15	2	2	0	0	0	0	0	0	0	0	85
01:00	0	24	10	0	3	0	0	0	0	0	0	0	0	37
02:00	0	12	2	0	2	0	0	2	0	0	0	0	0	18
03:00	0	11	5	0	1	0	0	0	0	0	0	0	0	17
04:00	0	19	17	0	3	0	0	0	0	0	0	0	0	39
05:00	3	112	55	0	6	2	0	3	0	0	0	0	0	181
06:00	8	411	152	2	32	6	1	6	0	0	0	0	0	618
07:00	9	762	252	2	37	8	0	9	1	0	0	0	0	1080
08:00	7	714	253	4	46	6	0	11	0	2	1	0	0	1044
09:00	8	764	228	2	53	1	1	2	2	1	0	0	0	1062
10:00	13	871	233	4	32	4	0	8	0	0	1	0	0	1166
11:00	19	867	250	10	43	5	0	7	1	0	1	0	1	1204
12 PM	23	897	230	16	35	8	0	8	4	0	0	0	0	1221
13:00	12	902	264	10	40	3	0	10	1	1	0	0	0	1243
14:00	27	1002	274	7	40	3	0	10	2	0	0	0	1	1366
15:00	23	1001	277	8	42	2	0	10	0	1	0	0	0	1364
16:00	21	918	251	3	30	4	0	3	0	0	0	0	0	1230
17:00	21	851	208	1	29	3	0	5	0	0	0	0	0	1118
18:00	11	667	157	0	14	0	0	1	0	0	0	0	0	850
19:00	5	483	107	1	8	0	0	3	0	0	0	0	0	607
20:00	6	320	67	0	8	0	0	0	0	0	0	0	0	401
21:00	4	276	40	0	8	0	0	0	0	0	0	0	0	328
22:00	0	160	30	0	8	0	0	0	0	0	0	0	0	198
23:00	0	63	17	0	2	0	0	0	0	0	0	0	0	82
Total	221	12172	3394	72	524	55	2	98	11	5	3	0	2	16559
Percent	1.3%	73.5%	20.5%	0.4%	3.2%	0.3%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	08:00	11:00	09:00	07:00	06:00	08:00	09:00	08:00	08:00		11:00	11:00
Vol.	19	871	253	10	53	8	1	11	2	2	1		1	1204
PM Peak	14:00	14:00	15:00	12:00	15:00	12:00		13:00	12:00	13:00			14:00	14:00
Vol.	27	1002	277	16	42	8		10	4	1			1	1366

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #8 & #9
 Tube Layout: (2) L5 Combined
 NB, SB

Station ID: 7091
 Site Code: 239
 Date Start: 27-Sep-06
 Date End: 28-Sep-06

Sandwich St, south of Summer St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/06	0	55	14	0	3	0	0	0	0	0	0	0	0	72
01:00	0	30	9	0	2	0	0	1	0	0	0	0	0	42
02:00	0	12	6	0	3	0	0	1	0	0	0	0	0	22
03:00	0	26	15	0	4	1	0	1	0	0	0	0	0	47
04:00	0	96	41	0	14	2	1	4	0	0	0	0	0	158
05:00	2	247	116	11	19	4	0	1	0	0	0	0	0	400
06:00	8	519	194	4	43	3	0	9	0	0	0	0	0	780
07:00	3	749	264	5	35	8	0	4	1	0	0	0	0	1069
08:00	11	745	223	9	48	2	0	8	0	0	0	1	0	1047
09:00	11	823	209	3	40	1	0	5	0	0	0	0	0	1092
10:00	12	838	257	9	47	6	1	8	2	0	0	0	0	1180
11:00	18	875	243	12	45	9	1	9	1	0	0	0	0	1213
12 PM	21	923	252	15	42	5	0	9	0	0	0	0	0	1267
13:00	31	931	284	7	46	1	0	8	2	0	0	0	0	1310
14:00	24	1034	286	4	44	3	2	11	2	0	0	1	0	1411
15:00	17	1012	250	11	34	1	0	7	0	1	0	0	0	1333
16:00	20	1046	246	1	33	3	0	5	0	0	0	0	0	1354
17:00	16	927	227	0	28	2	0	2	0	0	0	0	0	1202
18:00	11	689	165	0	25	0	0	4	0	0	0	0	0	894
19:00	5	515	116	0	10	1	0	0	0	0	0	0	0	647
20:00	4	395	72	0	11	0	0	0	0	0	0	0	0	482
21:00	2	310	53	0	14	0	0	1	0	0	0	0	0	380
22:00	1	186	35	0	7	0	0	1	0	0	0	0	0	230
23:00	0	94	22	1	2	0	0	0	0	0	0	0	0	119
Total	217	13077	3599	92	599	52	5	99	8	1	0	2	0	17751
Percent	1.2%	73.7%	20.3%	0.5%	3.4%	0.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	07:00	11:00	08:00	11:00	04:00	06:00	10:00			08:00		11:00
Vol.	18	875	264	12	48	9	1	9	2			1		1213
PM Peak	13:00	16:00	14:00	12:00	13:00	12:00	14:00	14:00	13:00	15:00		14:00		14:00
Vol.	31	1046	286	15	46	5	2	11	2	1		1		1411
Grand Total	438	25249	6993	164	1123	107	7	197	19	6	3	2	2	34310
Percent	1.3%	73.6%	20.4%	0.5%	3.3%	0.3%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

*Sandwich Street,
South of South Street – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06
 Sandwich St, south of South St

Start Time	19-Jun-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	28	46	36	59	*	*	*	*	*	*	32	52
01:00	*	*	*	*	13	19	29	42	*	*	*	*	*	*	21	30
02:00	*	*	*	*	8	5	14	14	*	*	*	*	*	*	11	10
03:00	*	*	*	*	6	16	11	7	*	*	*	*	*	*	8	12
04:00	*	*	*	*	20	9	22	9	*	*	*	*	*	*	21	9
05:00	*	*	*	*	58	59	57	44	*	*	*	*	*	*	58	52
06:00	*	*	*	*	158	175	163	186	*	*	*	*	*	*	160	180
07:00	*	*	*	*	336	259	334	269	*	*	*	*	*	*	335	264
08:00	*	*	*	*	474	329	474	330	*	*	*	*	*	*	474	330
09:00	*	*	*	*	474	367	505	360	*	*	*	*	*	*	490	364
10:00	*	*	*	*	445	468	440	442	*	*	*	*	*	*	442	455
11:00	*	*	*	*	494	485	515	410	*	*	*	*	*	*	504	448
12:00 PM	*	*	*	*	540	455	556	468	*	*	*	*	*	*	548	462
01:00	*	*	*	*	560	465	550	502	*	*	*	*	*	*	555	484
02:00	*	*	*	*	579	515	510	539	*	*	*	*	*	*	544	527
03:00	*	*	*	*	693	437	633	542	*	*	*	*	*	*	663	490
04:00	*	*	*	*	600	475	578	604	*	*	*	*	*	*	589	540
05:00	*	*	*	*	528	498	543	576	*	*	*	*	*	*	536	537
06:00	*	*	*	*	444	477	499	458	*	*	*	*	*	*	472	468
07:00	*	*	*	*	443	414	394	428	*	*	*	*	*	*	418	421
08:00	*	*	*	*	349	378	293	365	*	*	*	*	*	*	321	372
09:00	*	*	*	*	212	293	209	305	*	*	*	*	*	*	210	299
10:00	*	*	*	*	144	186	133	205	*	*	*	*	*	*	138	196
11:00	*	*	*	*	136	113	123	123	*	*	*	*	*	*	130	118
Lane Day	0	0	0	0	7742	6943	7621	7287	0	0	0	0	0	0	7680	7120
AM Peak Vol.					14685		14908		0	0	0	0	0	0	14800	
PM Peak Vol.																
AM Peak					11:00	11:00	11:00	10:00							11:00	10:00
PM Peak					15:00	14:00	15:00	16:00							15:00	16:00
AM Peak Vol.					494	485	515	442							504	455
PM Peak Vol.					693	515	633	604							663	540

Comb. Total 0 0 14685 14908 0 0 0 14800

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06
 Sandwich St, south of South St

Start Time	19-Jun-06 Mon	20-Jun-06 Tue	21-Jun-06 Wed	22-Jun-06 Thu	23-Jun-06 Fri	24-Jun-06 Sat	25-Jun-06 Sun	Week Average
12:00 AM	*	*	74	95	*	*	*	84
01:00	*	*	32	71	*	*	*	52
02:00	*	*	13	28	*	*	*	20
03:00	*	*	22	18	*	*	*	20
04:00	*	*	29	31	*	*	*	30
05:00	*	*	117	101	*	*	*	109
06:00	*	*	333	349	*	*	*	341
07:00	*	*	595	603	*	*	*	599
08:00	*	*	803	804	*	*	*	804
09:00	*	*	841	865	*	*	*	853
10:00	*	*	913	882	*	*	*	898
11:00	*	*	979	925	*	*	*	952
12:00 PM	*	*	995	1024	*	*	*	1010
01:00	*	*	1025	1052	*	*	*	1038
02:00	*	*	1094	1049	*	*	*	1072
03:00	*	*	1130	1175	*	*	*	1152
04:00	*	*	1075	1182	*	*	*	1128
05:00	*	*	1026	1119	*	*	*	1072
06:00	*	*	921	957	*	*	*	939
07:00	*	*	857	822	*	*	*	840
08:00	*	*	727	658	*	*	*	692
09:00	*	*	505	514	*	*	*	510
10:00	*	*	330	338	*	*	*	334
11:00	*	*	249	246	*	*	*	248
Total	0	0	14685	14908	0	0	0	14797
Percentage	0.0%	0.0%	99.2%	100.8%	0.0%	0.0%	0.0%	
AM Peak Vol.			11:00 979	11:00 925				11:00 952
PM Peak Vol.			15:00 1130	16:00 1182				15:00 1152

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06

Sandwich St, south of South St

Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total
06/22/06	1	1	1	1	11	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	
01:00	1	0	2	9	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
02:00	0	1	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
03:00	0	0	1	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
04:00	0	0	2	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
05:00	1	2	3	18	18	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	
06:00	10	2	15	45	73	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	
07:00	20	12	75	130	84	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	334	
08:00	28	12	146	222	60	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	474	
09:00	45	59	201	162	35	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	505	
10:00	37	21	184	170	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	440	
11:00	48	55	209	170	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	515	
12 PM	75	75	237	146	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	556	
13:00	94	98	232	108	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	550	
14:00	69	65	230	134	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	510	
15:00	124	135	268	98	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	633	
16:00	99	109	243	117	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	578	
17:00	62	50	201	202	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	543	
18:00	37	36	158	209	55	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	499	
19:00	18	6	81	206	76	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	394	
20:00	14	17	85	130	45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	293	
21:00	7	8	30	104	55	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	
22:00	9	7	7	59	44	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	
23:00	4	2	12	26	66	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	
Total	803	773	2623	2494	811	107	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7621	
Grand Total	1818	1586	5051	5009	1660	221	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15363	

15th Percentile : 17 MPH
 50th Percentile : 25 MPH
 85th Percentile : 30 MPH
 95th Percentile : 34 MPH

Stats
 Mean Speed(Average) : 24 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 10060
 Percent in Pace : 65.5%
 Number of Vehicles > 30 MPH : 1899
 Percent of Vehicles > 30 MPH : 12.4%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06
 Sandwich St, south of South St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
06/21/06	2	1	1	0	17	17	6	2	0	0	0	0	0	0	46
01:00	0	0	1	2	5	6	1	3	1	0	0	0	0	0	19
02:00	0	0	0	1	2	1	0	1	0	0	0	0	0	0	5
03:00	0	1	1	1	6	4	3	0	0	0	0	0	0	0	16
04:00	0	0	0	2	2	1	3	1	0	0	0	0	0	0	9
05:00	5	0	0	6	19	22	6	1	0	0	0	0	0	0	59
06:00	2	0	1	19	67	61	22	3	0	0	0	0	0	0	175
07:00	18	4	13	46	113	51	13	1	0	0	0	0	0	0	259
08:00	23	4	21	96	116	53	13	3	0	0	0	0	0	0	329
09:00	38	13	48	135	111	22	0	0	0	0	0	0	0	0	367
10:00	50	30	105	149	119	15	0	0	0	0	0	0	0	0	468
11:00	62	39	121	167	88	8	0	0	0	0	0	0	0	0	485
12 PM	74	24	115	160	76	5	1	0	0	0	0	0	0	0	455
13:00	61	21	96	183	93	9	2	0	0	0	0	0	0	0	465
14:00	57	25	128	198	94	13	0	0	0	0	0	0	0	0	515
15:00	61	22	85	164	85	19	1	0	0	0	0	0	0	0	437
16:00	35	14	87	191	122	24	2	0	0	0	0	0	0	0	475
17:00	30	16	52	180	179	37	4	0	0	0	0	0	0	0	498
18:00	42	8	59	174	150	38	5	1	0	0	0	0	0	0	477
19:00	41	35	69	123	121	22	3	0	0	0	0	0	0	0	414
20:00	32	10	44	132	125	25	9	0	1	0	0	0	0	0	378
21:00	10	4	7	99	116	46	8	2	0	1	0	0	0	0	293
22:00	9	4	5	25	85	43	14	1	0	0	0	0	0	0	186
23:00	4	1	2	23	47	27	8	1	0	0	0	0	0	0	113
Total	656	276	1061	2276	1958	569	124	20	2	1	0	0	0	0	6943

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06

Sandwich St, south of South St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/22/06	2	2	1	11	19	19	5	0	0	0	0	0	0	0	59
01:00	4	0	0	9	7	15	6	1	0	0	0	0	0	0	42
02:00	0	0	1	2	5	4	1	1	0	0	0	0	0	0	14
03:00	1	0	1	0	3	1	1	0	0	0	0	0	0	0	7
04:00	0	0	0	0	5	1	2	1	0	0	0	0	0	0	9
05:00	1	1	0	3	20	11	7	0	1	0	0	0	0	0	44
06:00	11	1	6	26	69	55	16	2	0	0	0	0	0	0	186
07:00	14	6	17	49	114	57	9	3	0	0	0	0	0	0	269
08:00	21	7	31	98	129	41	3	0	0	0	0	0	0	0	330
09:00	44	23	50	133	92	15	3	0	0	0	0	0	0	0	360
10:00	38	17	112	168	95	11	0	1	0	0	0	0	0	0	442
11:00	38	21	72	174	94	9	2	0	0	0	0	0	0	0	410
12 PM	51	23	98	177	101	18	0	0	0	0	0	0	0	0	468
13:00	58	42	115	187	85	13	2	0	0	0	0	0	0	0	502
14:00	58	53	152	203	66	7	0	0	0	0	0	0	0	0	539
15:00	78	73	154	156	73	8	0	0	0	0	0	0	0	0	542
16:00	84	58	156	224	77	5	0	0	0	0	0	0	0	0	604
17:00	61	38	113	208	121	33	2	0	0	0	0	0	0	0	576
18:00	40	24	49	146	139	53	6	1	0	0	0	0	0	0	458
19:00	38	6	27	153	149	40	12	3	0	0	0	0	0	0	428
20:00	35	15	33	123	126	25	7	0	0	0	0	1	0	0	365
21:00	17	7	22	81	131	40	7	0	0	0	0	0	0	0	305
22:00	9	2	5	29	86	59	14	0	1	0	0	0	0	0	205
23:00	10	1	3	11	39	48	10	1	0	0	0	0	0	0	123
Total	713	420	1218	2371	1845	588	115	14	2	0	0	1	0	0	7287
Grand Total	1369	696	2279	4647	3803	1157	239	34	4	1	0	1	0	0	14230

15th Percentile : 21 MPH
 50th Percentile : 28 MPH
 85th Percentile : 35 MPH
 95th Percentile : 39 MPH

Stats
 Mean Speed(Average) : 27 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 8450
 Percent in Pace : 59.4%
 Number of Vehicles > 30 MPH : 5239
 Percent of Vehicles > 30 MPH : 36.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06
 Sandwich St, south of South St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/21/06	5	2	4	5	26	24	6	2	0	0	0	0	0	0	74
01:00	0	0	1	5	12	9	1	3	1	0	0	0	0	0	32
02:00	0	0	1	5	3	3	0	1	0	0	0	0	0	0	13
03:00	0	1	3	4	7	4	3	0	0	0	0	0	0	0	22
04:00	1	0	2	7	12	3	3	1	0	0	0	0	0	0	29
05:00	7	0	2	22	45	34	6	1	0	0	0	0	0	0	117
06:00	7	1	16	65	139	80	22	3	0	0	0	0	0	0	333
07:00	41	9	63	183	219	64	15	1	0	0	0	0	0	0	595
08:00	40	25	133	322	207	59	14	3	0	0	0	0	0	0	803
09:00	71	54	230	316	147	23	0	0	0	0	0	0	0	0	841
10:00	94	80	259	314	149	17	0	0	0	0	0	0	0	0	913
11:00	160	120	303	288	100	8	0	0	0	0	0	0	0	0	979
12 PM	207	148	299	248	86	6	1	0	0	0	0	0	0	0	995
13:00	126	119	352	299	117	10	2	0	0	0	0	0	0	0	1025
14:00	154	99	377	342	108	14	0	0	0	0	0	0	0	0	1094
15:00	311	146	290	268	95	19	1	0	0	0	0	0	0	0	1130
16:00	120	100	334	347	146	26	2	0	0	0	0	0	0	0	1075
17:00	68	37	175	432	269	40	5	0	0	0	0	0	0	0	1026
18:00	78	25	191	375	204	42	5	1	0	0	0	0	0	0	921
19:00	89	74	239	277	151	24	3	0	0	0	0	0	0	0	857
20:00	54	29	139	301	165	29	9	0	1	0	0	0	0	0	727
21:00	15	8	43	208	170	50	8	2	0	1	0	0	0	0	505
22:00	17	9	16	81	132	58	15	2	0	0	0	0	0	0	330
23:00	6	3	17	77	98	37	10	1	0	0	0	0	0	0	249
Total	1671	1089	3489	4791	2807	683	131	21	2	1	0	0	0	0	14685

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06

Sandwich St, south of South St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/22/06	3	3	2	22	35	25	5	0	0	0	0	0	0	0	95
01:00	5	0	2	18	21	18	6	1	0	0	0	0	0	0	71
02:00	0	1	1	6	14	4	1	1	0	0	0	0	0	0	28
03:00	1	0	2	4	5	4	2	0	0	0	0	0	0	0	18
04:00	0	0	2	10	14	2	2	1	0	0	0	0	0	0	31
05:00	2	3	3	21	38	24	9	0	1	0	0	0	0	0	101
06:00	21	3	21	71	142	72	17	2	0	0	0	0	0	0	349
07:00	34	18	92	179	198	70	9	3	0	0	0	0	0	0	603
08:00	49	19	177	320	189	47	3	0	0	0	0	0	0	0	804
09:00	89	82	251	295	127	17	4	0	0	0	0	0	0	0	865
10:00	75	38	296	338	121	13	0	1	0	0	0	0	0	0	882
11:00	86	76	281	344	125	11	2	0	0	0	0	0	0	0	925
12 PM	126	98	335	323	120	22	0	0	0	0	0	0	0	0	1024
13:00	152	140	347	295	102	13	3	0	0	0	0	0	0	0	1052
14:00	127	118	382	337	78	7	0	0	0	0	0	0	0	0	1049
15:00	202	208	422	254	81	8	0	0	0	0	0	0	0	0	1175
16:00	183	167	399	341	86	5	1	0	0	0	0	0	0	0	1182
17:00	123	88	314	410	149	33	2	0	0	0	0	0	0	0	1119
18:00	77	60	207	355	194	57	6	1	0	0	0	0	0	0	957
19:00	56	12	108	359	225	47	12	3	0	0	0	0	0	0	822
20:00	49	32	118	253	171	27	7	0	0	0	0	1	0	0	658
21:00	24	15	52	185	186	44	8	0	0	0	0	0	0	0	514
22:00	18	9	12	88	130	65	15	0	1	0	0	0	0	0	338
23:00	14	3	15	37	105	60	11	1	0	0	0	0	0	0	246
Total	1516	1193	3841	4865	2656	695	125	14	2	0	0	1	0	0	14908
Grand Total	3187	2282	7330	9656	5463	1378	256	35	4	1	0	1	0	0	29593

15th Percentile : 18 MPH
 50th Percentile : 27 MPH
 85th Percentile : 33 MPH
 95th Percentile : 36 MPH

Stats
 Mean Speed(Average) : 25 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 16986
 Percent in Pace : 57.4%
 Number of Vehicles > 30 MPH : 7138
 Percent of Vehicles > 30 MPH : 24.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06

Sandwich St, south of South St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/21/06	0	25	2	0	0	0	0	0	0	0	0	0	0	27
01:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
02:00	0	7	0	0	0	0	0	1	0	0	0	0	0	8
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	13	6	0	1	0	0	0	0	0	0	0	0	20
05:00	0	43	14	0	0	0	0	0	0	0	0	0	0	57
06:00	1	117	37	0	2	0	0	1	0	0	0	0	0	158
07:00	4	238	76	0	11	2	1	1	2	0	0	0	0	335
08:00	8	352	93	1	13	1	0	3	2	0	0	0	0	473
09:00	4	363	81	0	17	5	0	3	0	0	0	0	0	473
10:00	5	343	72	1	16	5	0	2	1	0	0	0	0	445
11:00	4	405	69	1	12	2	0	1	0	0	0	0	0	494
12 PM	15	429	75	3	12	4	0	2	0	0	0	0	0	540
13:00	17	445	86	1	7	1	0	1	1	0	0	0	0	559
14:00	8	473	76	1	13	7	0	0	0	0	0	0	1	579
15:00	12	551	105	2	15	3	0	2	0	0	1	0	0	691
16:00	13	506	67	0	11	1	0	1	0	0	0	0	0	599
17:00	17	422	73	1	9	3	0	2	0	0	0	0	0	527
18:00	18	360	59	0	3	3	0	0	0	0	0	0	0	443
19:00	16	351	70	0	4	0	0	2	0	0	0	0	0	443
20:00	9	291	44	0	2	3	0	0	0	0	0	0	0	349
21:00	4	180	26	0	2	0	0	0	0	0	0	0	0	212
22:00	6	119	17	0	2	0	0	0	0	0	0	0	0	144
23:00	0	117	14	0	4	0	0	0	0	0	0	0	0	135
Total	161	6166	1165	11	156	40	1	22	6	0	1	0	1	7730
Percent	2.1%	79.8%	15.1%	0.1%	2.0%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	08:00	08:00	09:00	09:00	07:00	08:00	07:00					11:00
Vol.	8	405	93	1	17	5	1	3	2					494
PM Peak	18:00	15:00	15:00	12:00	15:00	14:00		12:00	13:00		15:00		14:00	15:00
Vol.	18	551	105	3	15	7		2	1		1		1	691

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06

Sandwich St, south of South St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/22/06	0	34	2	0	0	0	0	0	0	0	0	0	0	36
01:00	0	27	1	0	1	0	0	0	0	0	0	0	0	29
02:00	0	11	2	0	0	0	0	1	0	0	0	0	0	14
03:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
04:00	0	11	7	0	3	0	0	1	0	0	0	0	0	22
05:00	0	40	16	0	0	1	0	0	0	0	0	0	0	57
06:00	3	122	32	0	3	2	0	0	0	0	0	0	0	162
07:00	7	243	66	0	11	1	0	4	1	0	0	0	0	333
08:00	7	370	79	1	7	4	0	5	0	0	0	0	0	473
09:00	9	402	80	1	9	1	0	2	0	0	0	0	0	504
10:00	12	339	79	1	8	0	0	1	0	0	0	0	0	440
11:00	7	412	72	3	14	1	0	4	1	0	0	0	0	514
12 PM	8	445	82	1	16	3	0	1	0	0	0	1	0	557
13:00	8	441	75	1	15	5	0	5	0	0	0	0	0	550
14:00	11	396	75	0	14	7	0	6	1	0	0	0	0	510
15:00	11	509	77	1	24	6	0	4	0	0	0	0	0	632
16:00	12	465	82	0	10	4	0	2	1	0	1	0	0	577
17:00	13	446	69	0	8	4	0	2	0	0	0	0	0	542
18:00	9	411	69	0	8	2	0	0	0	0	0	0	0	499
19:00	15	307	59	0	11	1	0	0	0	0	0	0	0	393
20:00	5	239	44	0	3	1	0	0	0	0	0	0	0	292
21:00	3	177	26	0	1	1	0	0	0	0	0	0	0	208
22:00	2	113	15	0	2	0	0	0	0	0	0	0	0	132
23:00	1	102	19	0	1	0	0	0	0	0	0	0	0	123
Total	143	6072	1129	9	169	44	0	38	4	0	1	1	0	7610
Percent	1.9%	79.8%	14.8%	0.1%	2.2%	0.6%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	09:00	11:00	11:00	08:00		08:00	07:00					11:00
Vol.	12	412	80	3	14	4		5	1					514
PM Peak	19:00	15:00	12:00	12:00	15:00	14:00		14:00	14:00		16:00	12:00		15:00
Vol.	15	509	82	1	24	7		6	1		1	1		632
Grand Total	304	12238	2294	20	325	84	1	60	10	0	2	1	1	15340
Percent	2.0%	79.8%	15.0%	0.1%	2.1%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06

Sandwich St, south of South St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/21/06	0	34	8	1	2	0	0	1	0	0	0	0	0	46
01:00	0	15	3	0	1	0	0	0	0	0	0	0	0	19
02:00	0	1	1	0	2	0	0	1	0	0	0	0	0	5
03:00	0	8	6	0	2	0	0	0	0	0	0	0	0	16
04:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
05:00	0	36	18	0	4	1	0	0	0	0	0	0	0	59
06:00	2	98	56	0	17	1	0	0	0	0	0	0	0	174
07:00	3	157	71	2	19	2	0	2	1	1	0	0	0	258
08:00	4	219	81	0	17	3	0	4	0	0	0	0	0	328
09:00	6	233	104	2	18	2	0	2	0	0	0	0	0	367
10:00	9	304	124	3	21	2	0	4	0	0	0	0	0	467
11:00	8	336	122	0	14	1	0	4	0	0	0	0	0	485
12 PM	12	307	108	1	19	4	0	3	0	0	0	0	0	454
13:00	8	335	98	0	20	1	0	2	0	0	0	0	0	464
14:00	16	350	120	0	24	2	0	3	0	0	0	0	0	515
15:00	12	296	106	0	17	2	0	4	0	0	0	0	0	437
16:00	9	316	116	2	27	3	0	1	0	0	0	0	0	474
17:00	10	343	117	0	24	1	0	2	0	0	0	1	0	498
18:00	24	327	99	0	22	2	0	2	0	0	0	0	0	476
19:00	17	267	106	0	19	0	0	4	0	0	0	0	0	413
20:00	12	284	63	0	17	2	0	1	0	0	0	0	0	379
21:00	3	213	63	0	10	1	0	2	0	0	0	0	0	292
22:00	4	127	47	0	8	0	0	0	0	0	0	0	0	186
23:00	3	77	26	0	7	0	0	0	0	0	0	0	0	113
Total	162	4691	1663	11	332	30	0	42	1	1	0	1	0	6934
Percent	2.3%	67.7%	24.0%	0.2%	4.8%	0.4%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	10:00	10:00	08:00		08:00	07:00	07:00				11:00
Vol.	9	336	124	3	21	3		4	1	1				485
PM Peak	18:00	14:00	14:00	16:00	16:00	12:00		15:00				17:00		14:00
Vol.	24	350	120	2	27	4		4				1		515

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06

Sandwich St, south of South St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/22/06	1	43	11	1	2	1	0	0	0	0	0	0	0	59
01:00	0	32	9	0	1	0	0	0	0	0	0	0	0	42
02:00	0	9	3	0	1	0	0	1	0	0	0	0	0	14
03:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
04:00	0	4	3	0	1	0	0	0	1	0	0	0	0	9
05:00	0	30	11	0	2	1	0	0	0	0	0	0	0	44
06:00	5	109	58	0	11	2	0	0	0	0	0	0	0	185
07:00	2	169	70	1	20	3	0	2	0	1	0	0	0	268
08:00	4	214	89	0	19	0	0	2	1	0	0	0	0	329
09:00	13	230	90	0	21	1	0	3	1	0	0	0	0	359
10:00	11	290	108	1	29	1	0	1	0	0	0	0	0	441
11:00	11	259	112	1	21	4	0	1	1	0	0	0	0	410
12 PM	14	309	109	1	24	8	0	2	0	0	0	0	0	467
13:00	8	344	113	0	25	7	0	6	0	0	0	0	0	503
14:00	13	368	125	2	23	7	0	1	0	0	0	0	0	539
15:00	11	383	126	0	15	6	0	1	0	0	0	0	0	542
16:00	13	418	142	0	22	6	0	3	0	0	0	0	0	604
17:00	12	387	136	0	33	3	0	3	0	0	0	0	0	574
18:00	13	318	106	1	16	2	0	2	0	0	0	0	0	458
19:00	16	291	98	1	18	2	0	2	0	0	0	0	0	428
20:00	15	261	69	0	19	0	0	1	0	0	0	0	0	365
21:00	4	231	62	0	6	1	0	0	0	0	0	0	0	304
22:00	3	151	41	0	10	0	0	0	0	0	0	0	0	205
23:00	2	83	30	0	5	0	0	2	0	0	0	0	0	122
Total	171	4937	1724	9	344	55	0	33	4	1	0	0	0	7278
Percent	2.3%	67.8%	23.7%	0.1%	4.7%	0.8%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	11:00	00:00	10:00	11:00		09:00	04:00	07:00				10:00
Vol.	13	290	112	1	29	4		3	1	1				441
PM Peak	19:00	16:00	16:00	14:00	17:00	12:00		13:00						16:00
Vol.	16	418	142	2	33	8		6						604
Grand Total	333	9628	3387	20	676	85	0	75	5	2	0	1	0	14212
Percent	2.3%	67.7%	23.8%	0.1%	4.8%	0.6%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06

Sandwich St, south of South St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/21/06	0	59	10	1	2	0	0	1	0	0	0	0	0	73
01:00	0	26	5	0	1	0	0	0	0	0	0	0	0	32
02:00	0	8	1	0	2	0	0	2	0	0	0	0	0	13
03:00	0	13	7	0	2	0	0	0	0	0	0	0	0	22
04:00	0	21	6	0	2	0	0	0	0	0	0	0	0	29
05:00	0	79	32	0	4	1	0	0	0	0	0	0	0	116
06:00	3	215	93	0	19	1	0	1	0	0	0	0	0	332
07:00	7	395	147	2	30	4	1	3	3	1	0	0	0	593
08:00	12	571	174	1	30	4	0	7	2	0	0	0	0	801
09:00	10	596	185	2	35	7	0	5	0	0	0	0	0	840
10:00	14	647	196	4	37	7	0	6	1	0	0	0	0	912
11:00	12	741	191	1	26	3	0	5	0	0	0	0	0	979
12 PM	27	736	183	4	31	8	0	5	0	0	0	0	0	994
13:00	25	780	184	1	27	2	0	3	1	0	0	0	0	1023
14:00	24	823	196	1	37	9	0	3	0	0	0	0	1	1094
15:00	24	847	211	2	32	5	0	6	0	0	1	0	0	1128
16:00	22	822	183	2	38	4	0	2	0	0	0	0	0	1073
17:00	27	765	190	1	33	4	0	4	0	0	0	1	0	1025
18:00	42	687	158	0	25	5	0	2	0	0	0	0	0	919
19:00	33	618	176	0	23	0	0	6	0	0	0	0	0	856
20:00	21	575	107	0	19	5	0	1	0	0	0	0	0	728
21:00	7	393	89	0	12	1	0	2	0	0	0	0	0	504
22:00	10	246	64	0	10	0	0	0	0	0	0	0	0	330
23:00	3	194	40	0	11	0	0	0	0	0	0	0	0	248
Total	323	10857	2828	22	488	70	1	64	7	1	1	1	1	14664
Percent	2.2%	74.0%	19.3%	0.2%	3.3%	0.5%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	10:00	10:00	09:00	07:00	08:00	07:00	07:00				11:00
Vol.	14	741	196	4	37	7	1	7	3	1				979
PM Peak	18:00	15:00	15:00	12:00	16:00	14:00		15:00	13:00		15:00	17:00	14:00	15:00
Vol.	42	847	211	4	38	9		6	1		1	1	1	1128

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #12
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 21-Jun-06
 Date End: 22-Jun-06

Sandwich St, south of South St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/22/06	1	77	13	1	2	1	0	0	0	0	0	0	0	95
01:00	0	59	10	0	2	0	0	0	0	0	0	0	0	71
02:00	0	20	5	0	1	0	0	2	0	0	0	0	0	28
03:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
04:00	0	15	10	0	4	0	0	1	1	0	0	0	0	31
05:00	0	70	27	0	2	2	0	0	0	0	0	0	0	101
06:00	8	231	90	0	14	4	0	0	0	0	0	0	0	347
07:00	9	412	136	1	31	4	0	6	1	1	0	0	0	601
08:00	11	584	168	1	26	4	0	7	1	0	0	0	0	802
09:00	22	632	170	1	30	2	0	5	1	0	0	0	0	863
10:00	23	629	187	2	37	1	0	2	0	0	0	0	0	881
11:00	18	671	184	4	35	5	0	5	2	0	0	0	0	924
12 PM	22	754	191	2	40	11	0	3	0	0	0	1	0	1024
13:00	16	785	188	1	40	12	0	11	0	0	0	0	0	1053
14:00	24	764	200	2	37	14	0	7	1	0	0	0	0	1049
15:00	22	892	203	1	39	12	0	5	0	0	0	0	0	1174
16:00	25	883	224	0	32	10	0	5	1	0	1	0	0	1181
17:00	25	833	205	0	41	7	0	5	0	0	0	0	0	1116
18:00	22	729	175	1	24	4	0	2	0	0	0	0	0	957
19:00	31	598	157	1	29	3	0	2	0	0	0	0	0	821
20:00	20	500	113	0	22	1	0	1	0	0	0	0	0	657
21:00	7	408	88	0	7	2	0	0	0	0	0	0	0	512
22:00	5	264	56	0	12	0	0	0	0	0	0	0	0	337
23:00	3	185	49	0	6	0	0	2	0	0	0	0	0	245
Total	314	11009	2853	18	513	99	0	71	8	1	1	1	0	14888
Percent	2.1%	73.9%	19.2%	0.1%	3.4%	0.7%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	11:00	10:00	11:00		08:00	11:00	07:00				11:00
Vol.	23	671	187	4	37	5		7	2	1				924
PM Peak	19:00	15:00	16:00	12:00	17:00	14:00		13:00	14:00		16:00	12:00		16:00
Vol.	31	892	224	2	41	14		11	1		1	1		1181
Grand Total	637	21866	5681	40	1001	169	1	135	15	2	2	2	1	29552
Percent	2.2%	74.0%	19.2%	0.1%	3.4%	0.6%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

*Warren Avenue,
South of Sandwich Street – Plymouth*

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #11
Tube Layout: L6 Basic

Station ID:
Site Code: 239
Date Start: 14-Jun-06
Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	12-Jun-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	41	16	53	20	*	*	*	*	*	*	47	18
01:00	*	*	*	*	27	11	27	14	*	*	*	*	*	*	27	12
02:00	*	*	*	*	7	6	12	8	*	*	*	*	*	*	10	7
03:00	*	*	*	*	7	6	6	6	*	*	*	*	*	*	6	6
04:00	*	*	*	*	6	8	4	13	*	*	*	*	*	*	5	10
05:00	*	*	*	*	24	56	24	46	*	*	*	*	*	*	24	51
06:00	*	*	*	*	83	131	84	125	*	*	*	*	*	*	84	128
07:00	*	*	*	*	140	234	105	215	*	*	*	*	*	*	122	224
08:00	*	*	*	*	204	312	150	295	*	*	*	*	*	*	177	304
09:00	*	*	*	*	222	300	183	275	*	*	*	*	*	*	202	288
10:00	*	*	*	*	308	316	217	268	*	*	*	*	*	*	262	292
11:00	*	*	*	*	328	296	229	272	*	*	*	*	*	*	278	284
12:00 PM	*	*	*	*	320	381	274	287	*	*	*	*	*	*	297	334
01:00	*	*	*	*	340	401	328	306	*	*	*	*	*	*	334	354
02:00	*	*	*	*	341	331	385	395	*	*	*	*	*	*	363	363
03:00	*	*	*	*	399	396	407	307	*	*	*	*	*	*	403	352
04:00	*	*	*	*	428	336	394	305	*	*	*	*	*	*	411	320
05:00	*	*	*	*	448	325	427	261	*	*	*	*	*	*	438	293
06:00	*	*	*	*	320	289	340	238	*	*	*	*	*	*	330	264
07:00	*	*	*	*	266	203	302	245	*	*	*	*	*	*	284	224
08:00	*	*	*	*	244	159	252	167	*	*	*	*	*	*	248	163
09:00	*	*	*	*	165	116	184	146	*	*	*	*	*	*	174	131
10:00	*	*	*	*	114	76	143	96	*	*	*	*	*	*	128	86
11:00	*	*	*	*	82	56	88	65	*	*	*	*	*	*	85	60
Lane Day	0	0	0	0	4864	4761	4618	4375	0	0	0	0	0	0	4739	4568
AM Peak Vol.					9625		8993		0		0		0		9307	
PM Peak Vol.																
Comb. Total	0		0		9625		8993		0		0		0		9307	
ADT	Not Calculated															

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	12-Jun-06 Mon	13-Jun-06 Tue	14-Jun-06 Wed	15-Jun-06 Thu	16-Jun-06 Fri	17-Jun-06 Sat	18-Jun-06 Sun	Week Average
12:00 AM	*	*	57	73	*	*	*	65
01:00	*	*	38	41	*	*	*	40
02:00	*	*	13	20	*	*	*	16
03:00	*	*	13	12	*	*	*	12
04:00	*	*	14	17	*	*	*	16
05:00	*	*	80	70	*	*	*	75
06:00	*	*	214	209	*	*	*	212
07:00	*	*	374	320	*	*	*	347
08:00	*	*	516	445	*	*	*	480
09:00	*	*	522	458	*	*	*	490
10:00	*	*	624	485	*	*	*	554
11:00	*	*	624	501	*	*	*	562
12:00 PM	*	*	701	561	*	*	*	631
01:00	*	*	741	634	*	*	*	688
02:00	*	*	672	780	*	*	*	726
03:00	*	*	795	714	*	*	*	754
04:00	*	*	764	699	*	*	*	732
05:00	*	*	773	688	*	*	*	730
06:00	*	*	609	578	*	*	*	594
07:00	*	*	469	547	*	*	*	508
08:00	*	*	403	419	*	*	*	411
09:00	*	*	281	330	*	*	*	306
10:00	*	*	190	239	*	*	*	214
11:00	*	*	138	153	*	*	*	146
Total	0	0	9625	8993	0	0	0	9309
Percentage	0.0%	0.0%	103.4%	96.6%	0.0%	0.0%	0.0%	
AM Peak Vol.			10:00 624	11:00 501				11:00 562
PM Peak Vol.			15:00 795	14:00 780				15:00 754

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/14/06	0	0	0	2	0	11	19	8	0	1	0	0	0	0	41
01:00	0	0	0	0	1	6	7	10	3	0	0	0	0	0	27
02:00	0	0	0	0	0	1	3	3	0	0	0	0	0	0	7
03:00	0	0	0	0	0	1	3	1	1	1	0	0	0	0	7
04:00	0	0	1	0	0	0	4	1	0	0	0	0	0	0	6
05:00	0	0	0	0	4	1	9	6	4	0	0	0	0	0	24
06:00	0	0	1	1	2	20	40	13	4	2	0	0	0	0	83
07:00	2	0	1	1	7	49	57	21	2	0	0	0	0	0	140
08:00	8	0	1	2	24	73	72	20	4	0	0	0	0	0	204
09:00	5	0	0	9	31	75	80	19	3	0	0	0	0	0	222
10:00	11	1	0	6	82	97	79	28	2	2	0	0	0	0	308
11:00	13	1	8	8	45	143	89	18	2	1	0	0	0	0	328
12 PM	12	0	1	10	60	114	99	18	6	0	0	0	0	0	320
13:00	10	0	5	9	60	118	109	25	4	0	0	0	0	0	340
14:00	21	0	2	10	67	133	86	20	2	0	0	0	0	0	341
15:00	19	1	3	9	55	141	137	30	3	1	0	0	0	0	399
16:00	7	0	2	13	66	154	142	41	3	0	0	0	0	0	428
17:00	24	0	1	8	39	148	185	39	4	0	0	0	0	0	448
18:00	7	0	2	4	46	109	118	28	6	0	0	0	0	0	320
19:00	7	0	0	3	35	110	80	26	5	0	0	0	0	0	266
20:00	5	0	2	17	39	92	70	18	0	1	0	0	0	0	244
21:00	0	0	0	5	21	57	63	16	2	1	0	0	0	0	165
22:00	2	0	1	0	17	36	44	12	1	1	0	0	0	0	114
23:00	0	0	0	0	2	19	39	18	3	0	1	0	0	0	82
Total	153	3	31	117	703	1708	1634	439	64	11	1	0	0	0	4864

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/15/06	1	0	0	1	1	14	28	6	0	1	1	0	0	0	53
01:00	0	0	0	0	1	3	12	7	4	0	0	0	0	0	27
02:00	0	0	0	0	1	2	2	5	2	0	0	0	0	0	12
03:00	0	0	0	0	0	0	2	3	1	0	0	0	0	0	6
04:00	0	0	0	1	0	0	2	1	0	0	0	0	0	0	4
05:00	0	0	0	0	2	8	7	6	0	1	0	0	0	0	24
06:00	0	1	0	0	6	29	28	16	3	1	0	0	0	0	84
07:00	0	0	1	2	9	33	42	15	2	0	1	0	0	0	105
08:00	2	0	0	1	20	57	53	14	3	0	0	0	0	0	150
09:00	5	1	6	13	37	55	46	15	4	1	0	0	0	0	183
10:00	8	1	2	15	48	68	54	17	4	0	0	0	0	0	217
11:00	8	3	0	1	19	88	81	23	5	1	0	0	0	0	229
12 PM	6	0	1	3	50	113	77	18	5	1	0	0	0	0	274
13:00	15	0	1	8	58	122	94	26	4	0	0	0	0	0	328
14:00	14	0	5	10	66	139	118	28	5	0	0	0	0	0	385
15:00	11	3	6	15	95	151	98	24	4	0	0	0	0	0	407
16:00	12	3	3	3	40	144	143	36	9	1	0	0	0	0	394
17:00	4	0	0	3	48	172	167	28	3	1	1	0	0	0	427
18:00	8	0	4	2	42	98	148	30	6	1	0	1	0	0	340
19:00	6	0	0	2	25	114	111	39	4	0	1	0	0	0	302
20:00	4	2	5	2	27	102	83	23	4	0	0	0	0	0	252
21:00	4	2	2	3	30	56	69	13	3	2	0	0	0	0	184
22:00	5	0	0	1	9	40	54	23	10	1	0	0	0	0	143
23:00	0	0	0	1	2	14	44	17	8	2	0	0	0	0	88
Total	113	16	36	87	636	1622	1563	433	93	14	4	1	0	0	4618

Grand Total	266	19	67	204	1339	3330	3197	872	157	25	5	1	0	0	9482
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15th Percentile : 34 MPH
 50th Percentile : 40 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH

Stats
 Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 6527
 Percent in Pace : 68.8%
 Number of Vehicles > 40 MPH : 4257
 Percent of Vehicles > 40 MPH : 44.9%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/14/06	0	0	0	0	3	4	6	1	2	0	0	0	0	0	16
01:00	0	0	0	1	2	3	3	2	0	0	0	0	0	0	11
02:00	0	0	0	1	1	1	1	2	0	0	0	0	0	0	6
03:00	0	0	0	0	0	4	1	0	0	1	0	0	0	0	6
04:00	0	0	0	1	2	1	3	0	1	0	0	0	0	0	8
05:00	3	0	0	2	6	6	21	14	3	1	0	0	0	0	56
06:00	1	0	1	0	2	23	72	25	6	0	0	1	0	0	131
07:00	3	2	1	4	16	64	113	26	4	1	0	0	0	0	234
08:00	7	1	0	6	25	116	117	30	7	2	0	1	0	0	312
09:00	7	1	2	1	34	118	112	23	2	0	0	0	0	0	300
10:00	15	0	1	4	51	129	99	17	0	0	0	0	0	0	316
11:00	11	0	2	5	57	120	83	15	2	1	0	0	0	0	296
12 PM	12	0	8	27	122	155	53	3	1	0	0	0	0	0	381
13:00	17	1	6	44	141	141	47	3	0	1	0	0	0	0	401
14:00	25	0	2	8	64	133	85	13	1	0	0	0	0	0	331
15:00	24	0	1	10	77	180	83	16	3	1	1	0	0	0	396
16:00	15	4	1	2	36	129	113	31	5	0	0	0	0	0	336
17:00	11	0	0	11	53	141	90	15	4	0	0	0	0	0	325
18:00	5	0	1	6	58	124	77	16	2	0	0	0	0	0	289
19:00	7	0	1	7	29	71	63	21	4	0	0	0	0	0	203
20:00	3	0	1	5	33	65	43	5	3	0	1	0	0	0	159
21:00	1	0	0	1	5	50	43	11	4	1	0	0	0	0	116
22:00	1	1	1	1	3	24	27	14	4	0	0	0	0	0	76
23:00	0	0	0	0	7	17	19	9	2	2	0	0	0	0	56
Total	168	10	29	147	827	1819	1374	312	60	11	2	2	0	0	4761

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/15/06	0	0	0	0	4	4	6	6	0	0	0	0	0	0	20
01:00	0	0	0	0	2	4	1	5	2	0	0	0	0	0	14
02:00	1	0	0	0	0	1	4	2	0	0	0	0	0	0	8
03:00	0	0	0	0	0	2	2	2	0	0	0	0	0	0	6
04:00	0	0	0	1	2	1	8	0	1	0	0	0	0	0	13
05:00	0	0	0	1	7	11	13	11	2	1	0	0	0	0	46
06:00	2	0	0	1	8	32	57	18	7	0	0	0	0	0	125
07:00	2	3	0	2	18	69	104	15	2	0	0	0	0	0	215
08:00	8	0	1	7	41	107	103	24	4	0	0	0	0	0	295
09:00	10	1	4	15	50	97	72	20	6	0	0	0	0	0	275
10:00	8	0	11	10	45	118	59	13	3	1	0	0	0	0	268
11:00	5	0	3	11	32	85	111	21	4	0	0	0	0	0	272
12 PM	13	0	1	6	27	109	97	25	9	0	0	0	0	0	287
13:00	5	0	2	4	41	112	101	32	6	3	0	0	0	0	306
14:00	13	2	3	16	88	160	96	14	3	0	0	0	0	0	395
15:00	8	2	9	7	50	109	98	17	6	1	0	0	0	0	307
16:00	13	0	1	3	44	97	109	32	6	0	0	0	0	0	305
17:00	13	0	0	12	26	70	106	26	8	0	0	0	0	0	261
18:00	11	0	0	12	18	78	82	30	6	1	0	0	0	0	238
19:00	10	0	1	3	37	85	68	32	9	0	0	0	0	0	245
20:00	3	0	3	4	28	71	43	11	3	1	0	0	0	0	167
21:00	2	0	0	8	29	44	45	16	1	1	0	0	0	0	146
22:00	6	0	0	2	11	32	27	14	3	0	1	0	0	0	96
23:00	0	0	0	0	5	21	25	10	3	1	0	0	0	0	65
Total	133	8	39	125	613	1519	1437	396	94	10	1	0	0	0	4375
Grand Total	301	18	68	272	1440	3338	2811	708	154	21	3	2	0	0	9136

15th Percentile : 33 MPH
 50th Percentile : 39 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH

Stats
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 6149
 Percent in Pace : 67.3%
 Number of Vehicles > 40 MPH : 3699
 Percent of Vehicles > 40 MPH : 40.5%

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/14/06	0	0	0	2	3	15	25	9	2	1	0	0	0	0	57
01:00	0	0	0	1	3	9	10	12	3	0	0	0	0	0	38
02:00	0	0	0	1	1	2	4	5	0	0	0	0	0	0	13
03:00	0	0	0	0	0	5	4	1	1	2	0	0	0	0	13
04:00	0	0	1	1	2	1	7	1	1	0	0	0	0	0	14
05:00	3	0	0	2	10	7	30	20	7	1	0	0	0	0	80
06:00	1	0	2	1	4	43	112	38	10	2	0	1	0	0	214
07:00	5	2	2	5	23	113	170	47	6	1	0	0	0	0	374
08:00	15	1	1	8	49	189	189	50	11	2	0	1	0	0	516
09:00	12	1	2	10	65	193	192	42	5	0	0	0	0	0	522
10:00	26	1	1	10	133	226	178	45	2	2	0	0	0	0	624
11:00	24	1	10	13	102	263	172	33	4	2	0	0	0	0	624
12 PM	24	0	9	37	182	269	152	21	7	0	0	0	0	0	701
13:00	27	1	11	53	201	259	156	28	4	1	0	0	0	0	741
14:00	46	0	4	18	131	266	171	33	3	0	0	0	0	0	672
15:00	43	1	4	19	132	321	220	46	6	2	1	0	0	0	795
16:00	22	4	3	15	102	283	255	72	8	0	0	0	0	0	764
17:00	35	0	1	19	92	289	275	54	8	0	0	0	0	0	773
18:00	12	0	3	10	104	233	195	44	8	0	0	0	0	0	609
19:00	14	0	1	10	64	181	143	47	9	0	0	0	0	0	469
20:00	8	0	3	22	72	157	113	23	3	1	1	0	0	0	403
21:00	1	0	0	6	26	107	106	27	6	2	0	0	0	0	281
22:00	3	1	2	1	20	60	71	26	5	1	0	0	0	0	190
23:00	0	0	0	0	9	36	58	27	5	2	1	0	0	0	138
Total	321	13	60	264	1530	3527	3008	751	124	22	3	2	0	0	9625

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #11
Tube Layout: L6 Basic
SB, NB

Station ID:
Site Code: 239
Date Start: 14-Jun-06
Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/15/06	1	0	0	1	5	18	34	12	0	1	1	0	0	0	73
01:00	0	0	0	0	3	7	13	12	6	0	0	0	0	0	41
02:00	1	0	0	0	1	3	6	7	2	0	0	0	0	0	20
03:00	0	0	0	0	0	2	4	5	1	0	0	0	0	0	12
04:00	0	0	0	2	2	1	10	1	1	0	0	0	0	0	17
05:00	0	0	0	1	9	19	20	17	2	2	0	0	0	0	70
06:00	2	1	0	1	14	61	85	34	10	1	0	0	0	0	209
07:00	2	3	1	4	27	102	146	30	4	0	1	0	0	0	320
08:00	10	0	1	8	61	164	156	38	7	0	0	0	0	0	445
09:00	15	2	10	28	87	152	118	35	10	1	0	0	0	0	458
10:00	16	1	13	25	93	186	113	30	7	1	0	0	0	0	485
11:00	13	3	3	12	51	173	192	44	9	1	0	0	0	0	501
12 PM	19	0	2	9	77	222	174	43	14	1	0	0	0	0	561
13:00	20	0	3	12	99	234	195	58	10	3	0	0	0	0	634
14:00	27	2	8	26	154	299	214	42	8	0	0	0	0	0	780
15:00	19	5	15	22	145	260	196	41	10	1	0	0	0	0	714
16:00	25	3	4	6	84	241	252	68	15	1	0	0	0	0	699
17:00	17	0	0	15	74	242	273	54	11	1	1	0	0	0	688
18:00	19	0	4	14	60	176	230	60	12	2	0	1	0	0	578
19:00	16	0	1	5	62	199	179	71	13	0	1	0	0	0	547
20:00	7	2	8	6	55	173	126	34	7	1	0	0	0	0	419
21:00	6	2	2	11	59	100	114	29	4	3	0	0	0	0	330
22:00	11	0	0	3	20	72	81	37	13	1	1	0	0	0	239
23:00	0	0	0	1	7	35	69	27	11	3	0	0	0	0	153
Total	246	24	75	212	1249	3141	3000	829	187	24	5	1	0	0	8993

Grand Total	567	37	135	476	2779	6668	6008	1580	311	46	8	3	0	0	18618
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15th Percentile : 33 MPH
50th Percentile : 39 MPH
85th Percentile : 45 MPH
95th Percentile : 49 MPH

Stats
Mean Speed(Average) : 39 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 12676
Percent in Pace : 68.1%
Number of Vehicles > 40 MPH : 7956
Percent of Vehicles > 40 MPH : 42.7%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/14/06	0	33	7	0	1	0	0	0	0	0	0	0	0	41
01:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27
02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
05:00	0	11	8	0	4	1	0	0	0	0	0	0	0	24
06:00	0	54	25	0	3	1	0	0	0	0	0	0	0	83
07:00	0	85	44	1	6	2	0	1	0	0	0	0	0	139
08:00	0	122	60	0	14	4	0	3	0	0	0	0	0	203
09:00	5	144	56	2	9	4	0	2	0	0	0	0	0	222
10:00	3	212	75	3	13	2	0	0	0	0	0	0	0	308
11:00	1	223	75	3	21	3	0	2	0	0	0	0	0	328
12 PM	1	218	82	1	14	2	0	2	0	0	0	0	0	320
13:00	9	228	78	2	19	3	0	0	0	0	0	0	0	339
14:00	1	248	73	2	12	2	0	3	0	0	0	0	0	341
15:00	2	279	104	0	10	1	0	2	0	0	0	0	0	398
16:00	5	287	118	0	15	1	0	2	0	0	0	0	0	428
17:00	5	328	98	0	15	0	0	2	0	0	0	0	0	448
18:00	6	239	67	0	7	1	0	0	0	0	0	0	0	320
19:00	3	191	59	0	9	0	0	4	0	0	0	0	0	266
20:00	2	198	37	0	6	0	0	1	0	0	0	0	0	244
21:00	1	130	30	0	3	1	0	0	0	0	0	0	0	165
22:00	1	88	21	0	3	0	0	0	0	0	0	0	0	113
23:00	0	68	12	0	2	0	0	0	0	0	0	0	0	82
Total	45	3421	1140	14	187	28	0	24	0	0	0	0	0	4859
Percent	0.9%	70.4%	23.5%	0.3%	3.8%	0.6%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	10:00	10:00	11:00	08:00		08:00						11:00
Vol.	5	223	75	3	21	4		3						328
PM Peak	13:00	17:00	16:00	13:00	13:00	13:00		19:00						17:00
Vol.	9	328	118	2	19	3		4						448

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/15/06	0	41	9	1	2	0	0	0	0	0	0	0	0	53
01:00	2	21	3	0	1	0	0	0	0	0	0	0	0	27
02:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	13	9	0	1	1	0	0	0	0	0	0	0	24
06:00	0	48	29	0	5	2	0	0	0	0	0	0	0	84
07:00	0	69	30	0	5	0	0	1	0	0	0	0	0	105
08:00	0	90	46	0	13	0	0	1	0	0	0	0	0	150
09:00	2	114	52	2	10	0	0	2	1	0	0	0	0	183
10:00	0	131	64	6	14	0	0	1	1	0	0	0	0	217
11:00	2	157	54	3	9	0	0	4	0	0	0	0	0	229
12 PM	1	192	66	1	10	2	0	1	0	0	0	0	0	273
13:00	0	222	91	0	12	1	0	2	0	0	0	0	0	328
14:00	5	272	88	1	15	0	0	4	0	0	0	0	0	385
15:00	6	299	88	0	13	1	0	0	0	0	0	0	0	407
16:00	1	283	92	0	16	0	0	1	1	0	0	0	0	394
17:00	3	327	84	0	12	1	0	0	0	0	0	0	0	427
18:00	2	261	71	0	5	1	0	0	0	0	0	0	0	340
19:00	5	229	59	0	9	0	0	0	0	0	0	0	0	302
20:00	4	199	46	0	3	0	0	0	0	0	0	0	0	252
21:00	1	144	37	0	2	0	0	0	0	0	0	0	0	184
22:00	0	111	29	1	1	0	1	0	0	0	0	0	0	143
23:00	0	70	15	0	3	0	0	0	0	0	0	0	0	88
Total	34	3310	1066	15	162	9	1	17	3	0	0	0	0	4617
Percent	0.7%	71.7%	23.1%	0.3%	3.5%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	01:00	11:00	10:00	10:00	10:00	06:00		11:00	09:00					11:00
Vol.	2	157	64	6	14	2		4	1					229
PM Peak	15:00	17:00	16:00	12:00	16:00	12:00	22:00	14:00	16:00					17:00
Vol.	6	327	92	1	16	2	1	4	1					427
Grand Total	79	6731	2206	29	349	37	1	41	3	0	0	0	0	9476
Percent	0.8%	71.0%	23.3%	0.3%	3.7%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/14/06	0	14	2	0	0	0	0	0	0	0	0	0	0	16
01:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	3	3	0	2	0	0	0	0	0	0	0	0	8
05:00	0	33	20	0	0	2	0	0	0	0	0	0	0	55
06:00	2	81	40	0	8	0	0	0	0	0	0	0	0	131
07:00	2	161	61	0	8	1	1	0	0	0	0	0	0	234
08:00	3	226	66	1	13	2	0	1	0	0	0	0	0	312
09:00	0	208	76	1	12	0	1	1	0	1	0	0	0	300
10:00	3	217	79	1	11	2	0	3	0	0	0	0	0	316
11:00	3	207	74	1	8	2	0	1	0	0	0	0	0	296
12 PM	6	261	87	8	13	6	0	0	0	0	0	0	0	381
13:00	4	279	96	5	14	1	0	1	0	0	0	0	0	400
14:00	5	229	78	1	13	2	0	3	0	0	0	0	0	331
15:00	1	280	94	0	16	1	0	4	0	0	0	0	0	396
16:00	2	236	82	0	15	1	0	0	0	0	0	0	0	336
17:00	2	239	73	1	7	2	0	1	0	0	0	0	0	325
18:00	1	204	65	4	13	0	0	2	0	0	0	0	0	289
19:00	4	151	42	0	4	0	0	2	0	0	0	0	0	203
20:00	2	121	29	0	7	0	0	0	0	0	0	0	0	159
21:00	2	95	17	0	2	0	0	0	0	0	0	0	0	116
22:00	2	62	10	0	2	0	0	0	0	0	0	0	0	76
23:00	0	48	8	0	0	0	0	0	0	0	0	0	0	56
Total	44	3373	1107	23	168	22	2	19	0	1	0	0	0	4759
Percent	0.9%	70.9%	23.3%	0.5%	3.5%	0.5%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	10:00	08:00	08:00	05:00	07:00	10:00		09:00				10:00
Vol.	3	226	79	1	13	2	1	3		1				316
PM Peak	12:00	15:00	13:00	12:00	15:00	12:00		15:00						13:00
Vol.	6	280	96	8	16	6		4						400

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/15/06	0	14	6	0	0	0	0	0	0	0	0	0	0	20
01:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
04:00	0	6	5	0	2	0	0	0	0	0	0	0	0	13
05:00	0	29	14	0	2	0	0	1	0	0	0	0	0	46
06:00	0	78	40	0	5	2	0	0	0	0	0	0	0	125
07:00	0	150	54	1	9	0	0	0	0	0	0	0	0	214
08:00	0	205	73	0	16	1	0	0	0	0	0	0	0	295
09:00	0	176	78	3	13	1	0	3	0	0	0	0	0	274
10:00	0	176	71	1	16	1	0	2	1	0	0	0	0	268
11:00	1	190	65	4	9	1	0	1	1	0	0	0	0	272
12 PM	0	207	60	1	15	2	0	2	0	0	0	0	0	287
13:00	0	213	80	1	11	0	0	1	0	0	0	0	0	306
14:00	4	261	102	0	22	3	0	3	0	0	0	0	0	395
15:00	0	216	79	1	7	1	0	3	0	0	0	0	0	307
16:00	1	219	69	2	12	0	0	2	0	0	0	0	0	305
17:00	3	182	63	0	12	1	0	0	0	0	0	0	0	261
18:00	4	179	47	1	6	0	0	0	1	0	0	0	0	238
19:00	8	176	54	0	6	1	0	0	0	0	0	0	0	245
20:00	3	122	36	0	5	0	0	1	0	0	0	0	0	167
21:00	3	120	21	0	1	0	0	0	0	0	0	0	0	145
22:00	0	76	18	0	1	0	0	0	0	0	0	0	0	95
23:00	0	52	13	0	0	0	0	0	0	0	0	0	0	65
Total	27	3066	1056	15	171	14	0	19	3	0	0	0	0	4371
Percent	0.6%	70.1%	24.2%	0.3%	3.9%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	09:00	11:00	08:00	06:00		09:00	10:00					08:00
Vol.	1	205	78	4	16	2		3	1					295
PM Peak	19:00	14:00	14:00	16:00	14:00	14:00		14:00	18:00					14:00
Vol.	8	261	102	2	22	3		3	1					395
Grand Total	71	6439	2163	38	339	36	2	38	3	1	0	0	0	9130
Percent	0.8%	70.5%	23.7%	0.4%	3.7%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/14/06	0	47	9	0	1	0	0	0	0	0	0	0	0	57
01:00	0	30	8	0	0	0	0	0	0	0	0	0	0	38
02:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
03:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
04:00	0	6	5	0	3	0	0	0	0	0	0	0	0	14
05:00	0	44	28	0	4	3	0	0	0	0	0	0	0	79
06:00	2	135	65	0	11	1	0	0	0	0	0	0	0	214
07:00	2	246	105	1	14	3	1	1	0	0	0	0	0	373
08:00	3	348	126	1	27	6	0	4	0	0	0	0	0	515
09:00	5	352	132	3	21	4	1	3	0	1	0	0	0	522
10:00	6	429	154	4	24	4	0	3	0	0	0	0	0	624
11:00	4	430	149	4	29	5	0	3	0	0	0	0	0	624
12 PM	7	479	169	9	27	8	0	2	0	0	0	0	0	701
13:00	13	507	174	7	33	4	0	1	0	0	0	0	0	739
14:00	6	477	151	3	25	4	0	6	0	0	0	0	0	672
15:00	3	559	198	0	26	2	0	6	0	0	0	0	0	794
16:00	7	523	200	0	30	2	0	2	0	0	0	0	0	764
17:00	7	567	171	1	22	2	0	3	0	0	0	0	0	773
18:00	7	443	132	4	20	1	0	2	0	0	0	0	0	609
19:00	7	342	101	0	13	0	0	6	0	0	0	0	0	469
20:00	4	319	66	0	13	0	0	1	0	0	0	0	0	403
21:00	3	225	47	0	5	1	0	0	0	0	0	0	0	281
22:00	3	150	31	0	5	0	0	0	0	0	0	0	0	189
23:00	0	116	20	0	2	0	0	0	0	0	0	0	0	138
Total	89	6794	2247	37	355	50	2	43	0	1	0	0	0	9618
Percent	0.9%	70.6%	23.4%	0.4%	3.7%	0.5%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	10:00	11:00	08:00	07:00	08:00		09:00				10:00
Vol.	6	430	154	4	29	6	1	4		1				624
PM Peak	13:00	17:00	16:00	12:00	13:00	12:00		14:00						15:00
Vol.	13	567	200	9	33	8		6						794

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #11
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

Warren Ave, south of Sandwich St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/15/06	0	55	15	1	2	0	0	0	0	0	0	0	0	73
01:00	2	31	7	0	1	0	0	0	0	0	0	0	0	41
02:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
03:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12
04:00	0	9	6	0	2	0	0	0	0	0	0	0	0	17
05:00	0	42	23	0	3	1	0	1	0	0	0	0	0	70
06:00	0	126	69	0	10	4	0	0	0	0	0	0	0	209
07:00	0	219	84	1	14	0	0	1	0	0	0	0	0	319
08:00	0	295	119	0	29	1	0	1	0	0	0	0	0	445
09:00	2	290	130	5	23	1	0	5	1	0	0	0	0	457
10:00	0	307	135	7	30	1	0	3	2	0	0	0	0	485
11:00	3	347	119	7	18	1	0	5	1	0	0	0	0	501
12 PM	1	399	126	2	25	4	0	3	0	0	0	0	0	560
13:00	0	435	171	1	23	1	0	3	0	0	0	0	0	634
14:00	9	533	190	1	37	3	0	7	0	0	0	0	0	780
15:00	6	515	167	1	20	2	0	3	0	0	0	0	0	714
16:00	2	502	161	2	28	0	0	3	1	0	0	0	0	699
17:00	6	509	147	0	24	2	0	0	0	0	0	0	0	688
18:00	6	440	118	1	11	1	0	0	1	0	0	0	0	578
19:00	13	405	113	0	15	1	0	0	0	0	0	0	0	547
20:00	7	321	82	0	8	0	0	1	0	0	0	0	0	419
21:00	4	264	58	0	3	0	0	0	0	0	0	0	0	329
22:00	0	187	47	1	2	0	1	0	0	0	0	0	0	238
23:00	0	122	28	0	3	0	0	0	0	0	0	0	0	153
Total	61	6376	2122	30	333	23	1	36	6	0	0	0	0	8988
Percent	0.7%	70.9%	23.6%	0.3%	3.7%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	10:00	10:00	06:00		09:00	10:00					11:00
Vol.	3	347	135	7	30	4		5	2					501
PM Peak	19:00	14:00	14:00	12:00	14:00	12:00	22:00	14:00	16:00					14:00
Vol.	13	533	190	2	37	4	1	7	1					780
Grand Total	150	13170	4369	67	688	73	3	79	6	1	0	0	0	18606
Percent	0.8%	70.8%	23.5%	0.4%	3.7%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

*Warren Avenue,
North of Clifford Road – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 City#_FC:239_U5
 Segment ID:309526
 Local: Warren Ave north of Clifford Rd

Station ID:
 Site Code: 10/26/2005
 Date Start: 27-Oct-05
 Date End: 27-Oct-05

Start Time	24-Oct-05		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	22	8	*	*	*	*	*	*	22	8
01:00	*	*	*	*	*	*	30	5	*	*	*	*	*	*	30	5
02:00	*	*	*	*	*	*	6	2	*	*	*	*	*	*	6	2
03:00	*	*	*	*	*	*	6	2	*	*	*	*	*	*	6	2
04:00	*	*	*	*	*	*	3	8	*	*	*	*	*	*	3	8
05:00	*	*	*	*	*	*	11	21	*	*	*	*	*	*	11	21
06:00	*	*	*	*	*	*	40	91	*	*	*	*	*	*	40	91
07:00	*	*	*	*	*	*	92	197	*	*	*	*	*	*	92	197
08:00	*	*	*	*	*	*	138	262	*	*	*	*	*	*	138	262
09:00	*	*	*	*	*	*	147	268	*	*	*	*	*	*	147	268
10:00	*	*	*	*	*	*	138	211	*	*	*	*	*	*	138	211
11:00	*	*	*	*	*	*	160	226	*	*	*	*	*	*	160	226
12:00 PM	*	*	*	*	*	*	211	238	*	*	*	*	*	*	211	238
01:00	*	*	*	*	*	*	218	228	*	*	*	*	*	*	218	228
02:00	*	*	*	*	*	*	222	205	*	*	*	*	*	*	222	205
03:00	*	*	*	*	*	*	306	221	*	*	*	*	*	*	306	221
04:00	*	*	*	*	*	*	319	207	*	*	*	*	*	*	319	207
05:00	*	*	*	*	*	*	313	188	*	*	*	*	*	*	313	188
06:00	*	*	*	*	*	*	243	173	*	*	*	*	*	*	243	173
07:00	*	*	*	*	*	*	188	118	*	*	*	*	*	*	188	118
08:00	*	*	*	*	*	*	112	75	*	*	*	*	*	*	112	75
09:00	*	*	*	*	*	*	105	75	*	*	*	*	*	*	105	75
10:00	*	*	*	*	*	*	58	36	*	*	*	*	*	*	58	36
11:00	*	*	*	*	*	*	57	17	*	*	*	*	*	*	57	17
Lane Day	0	0	0	0	0	0	3145	3082	0	0	0	0	0	0	3145	3082
							6227								6227	
AM Peak Vol.							160	268							160	268
PM Peak Vol.							319	238							319	238

Comb. Total 0 0 0 6227 0 0 0 6227

ADT Not Calculated

Community:Plymouth
 City#_FC:239_U5
 Segment ID:309526

Station ID:
 Site Code: 10/26/2005
 Date Start: 27-Oct-05
 Date End: 27-Oct-05

Local:Warren Ave north of Clifford Rd

Start Time	24-Oct-05 Mon	25-Oct-05 Tue	26-Oct-05 Wed	27-Oct-05 Thu	28-Oct-05 Fri	29-Oct-05 Sat	30-Oct-05 Sun	Week Average
12:00 AM	*	*	*	30	*	*	*	30
01:00	*	*	*	35	*	*	*	35
02:00	*	*	*	8	*	*	*	8
03:00	*	*	*	8	*	*	*	8
04:00	*	*	*	11	*	*	*	11
05:00	*	*	*	32	*	*	*	32
06:00	*	*	*	131	*	*	*	131
07:00	*	*	*	289	*	*	*	289
08:00	*	*	*	400	*	*	*	400
09:00	*	*	*	415	*	*	*	415
10:00	*	*	*	349	*	*	*	349
11:00	*	*	*	386	*	*	*	386
12:00 PM	*	*	*	449	*	*	*	449
01:00	*	*	*	446	*	*	*	446
02:00	*	*	*	427	*	*	*	427
03:00	*	*	*	527	*	*	*	527
04:00	*	*	*	526	*	*	*	526
05:00	*	*	*	501	*	*	*	501
06:00	*	*	*	416	*	*	*	416
07:00	*	*	*	306	*	*	*	306
08:00	*	*	*	187	*	*	*	187
09:00	*	*	*	180	*	*	*	180
10:00	*	*	*	94	*	*	*	94
11:00	*	*	*	74	*	*	*	74
Total	0	0	0	6227	0	0	0	6227
Percentage	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	
AM Peak Vol.				09:00 415				09:00 415
PM Peak Vol.				15:00 527				15:00 527

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community:Plymouth
 City#_FC:239_U5
 Segment ID:309526
 Local:Warren Ave north of Clifford Rd
 SB

Station ID:
 Site Code: 10/26/2005
 Date Start: 27-Oct-05
 Date End: 27-Oct-05

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/27/05	0	0	0	1	2	3	10	5	0	1	0	0	0	0	22
01:00	0	0	0	3	3	2	12	7	3	0	0	0	0	0	30
02:00	0	0	0	0	0	1	1	4	0	0	0	0	0	0	6
03:00	0	0	0	0	0	3	1	1	1	0	0	0	0	0	6
04:00	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3
05:00	0	0	0	1	1	3	1	2	2	1	0	0	0	0	11
06:00	0	0	0	1	4	17	15	1	2	0	0	0	0	0	40
07:00	2	0	1	1	15	27	25	17	4	0	0	0	0	0	92
08:00	3	0	1	3	20	58	41	11	1	0	0	0	0	0	138
09:00	4	1	1	4	12	50	49	24	2	0	0	0	0	0	147
10:00	3	0	1	3	22	49	39	14	5	1	1	0	0	0	138
11:00	4	0	1	7	23	59	53	11	2	0	0	0	0	0	160
12 PM	5	0	0	5	20	87	74	14	6	0	0	0	0	0	211
13:00	5	2	1	4	23	80	75	26	1	1	0	0	0	0	218
14:00	3	1	0	3	36	73	87	13	5	1	0	0	0	0	222
15:00	13	0	0	9	45	110	102	25	1	1	0	0	0	0	306
16:00	9	5	11	19	34	94	113	27	6	1	0	0	0	0	319
17:00	5	1	5	11	29	107	118	35	1	1	0	0	0	0	313
18:00	5	0	3	5	33	83	84	27	3	0	0	0	0	0	243
19:00	3	0	0	3	14	53	93	20	2	0	0	0	0	0	188
20:00	1	0	0	1	15	20	46	25	3	1	0	0	0	0	112
21:00	1	0	0	2	3	43	37	19	0	0	0	0	0	0	105
22:00	0	0	0	3	3	16	25	10	0	0	1	0	0	0	58
23:00	0	0	0	1	2	21	17	13	3	0	0	0	0	0	57
Total	66	10	25	91	359	1059	1119	351	54	9	2	0	0	0	3145
Grand Total	66	10	25	91	359	1059	1119	351	54	9	2	0	0	0	3145

15th Percentile : 34 MPH
 50th Percentile : 40 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH

Stats
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 2178
 Percent in Pace : 69.3%
 Number of Vehicles > 40 MPH : 1535
 Percent of Vehicles > 40 MPH : 48.8%

Community:Plymouth
 City#_FC:239_U5
 Segment ID:309526
 Local:Warren Ave north of Clifford Rd
 NB

Station ID:
 Site Code: 10/26/2005
 Date Start: 27-Oct-05
 Date End: 27-Oct-05

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/27/05	0	0	0	0	0	1	3	3	1	0	0	0	0	0	8
01:00	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:00	0	0	0	1	1	1	1	1	2	1	0	0	0	0	8
05:00	0	0	0	2	2	0	7	5	4	1	0	0	0	0	21
06:00	0	0	0	1	3	7	45	25	8	2	0	0	0	0	91
07:00	4	0	0	3	8	19	88	62	13	0	0	0	0	0	197
08:00	4	6	3	4	13	22	105	89	15	1	0	0	0	0	262
09:00	6	1	2	7	9	39	104	83	16	1	0	0	0	0	268
10:00	2	0	0	2	7	52	83	50	14	1	0	0	0	0	211
11:00	4	1	2	9	22	59	81	42	5	0	1	0	0	0	226
12 PM	5	0	1	6	11	62	99	46	7	0	1	0	0	0	238
13:00	3	0	0	2	18	45	88	62	10	0	0	0	0	0	228
14:00	1	0	0	11	26	41	81	36	7	2	0	0	0	0	205
15:00	9	1	1	7	14	57	87	36	7	2	0	0	0	0	221
16:00	6	3	1	2	12	27	91	53	12	0	0	0	0	0	207
17:00	5	0	0	2	12	29	83	46	11	0	0	0	0	0	188
18:00	3	0	1	3	15	26	71	47	7	0	0	0	0	0	173
19:00	3	0	1	4	3	20	52	26	7	2	0	0	0	0	118
20:00	1	0	1	0	3	14	32	18	6	0	0	0	0	0	75
21:00	1	1	1	2	4	17	31	15	2	1	0	0	0	0	75
22:00	0	0	0	0	1	7	17	9	2	0	0	0	0	0	36
23:00	0	0	0	0	0	4	7	4	1	1	0	0	0	0	17
Total	57	13	14	68	184	551	1259	761	158	15	2	0	0	0	3082
Grand Total	57	13	14	68	184	551	1259	761	158	15	2	0	0	0	3082

15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 49 MPH
 95th Percentile : 51 MPH

Stats
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 2020
 Percent in Pace : 65.5%
 Number of Vehicles > 40 MPH : 2195
 Percent of Vehicles > 40 MPH : 71.2%

Community:Plymouth
City#_FC:239_U5
Segment ID:309526
Local:Warren Ave north of Clifford Rd
SB, NB

Station ID:
Site Code: 10/26/2005
Date Start: 27-Oct-05
Date End: 27-Oct-05

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/27/05	0	0	0	1	2	4	13	8	1	1	0	0	0	0	30
01:00	0	0	0	3	3	3	13	9	4	0	0	0	0	0	35
02:00	0	0	0	0	0	2	2	4	0	0	0	0	0	0	8
03:00	0	0	0	0	0	3	2	2	1	0	0	0	0	0	8
04:00	0	0	0	2	1	1	2	1	3	1	0	0	0	0	11
05:00	0	0	0	3	3	3	8	7	6	2	0	0	0	0	32
06:00	0	0	0	2	7	24	60	26	10	2	0	0	0	0	131
07:00	6	0	1	4	23	46	113	79	17	0	0	0	0	0	289
08:00	7	6	4	7	33	80	146	100	16	1	0	0	0	0	400
09:00	10	2	3	11	21	89	153	107	18	1	0	0	0	0	415
10:00	5	0	1	5	29	101	122	64	19	2	1	0	0	0	349
11:00	8	1	3	16	45	118	134	53	7	0	1	0	0	0	386
12 PM	10	0	1	11	31	149	173	60	13	0	1	0	0	0	449
13:00	8	2	1	6	41	125	163	88	11	1	0	0	0	0	446
14:00	4	1	0	14	62	114	168	49	12	3	0	0	0	0	427
15:00	22	1	1	16	59	167	189	61	8	3	0	0	0	0	527
16:00	15	8	12	21	46	121	204	80	18	1	0	0	0	0	526
17:00	10	1	5	13	41	136	201	81	12	1	0	0	0	0	501
18:00	8	0	4	8	48	109	155	74	10	0	0	0	0	0	416
19:00	6	0	1	7	17	73	145	46	9	2	0	0	0	0	306
20:00	2	0	1	1	18	34	78	43	9	1	0	0	0	0	187
21:00	2	1	1	4	7	60	68	34	2	1	0	0	0	0	180
22:00	0	0	0	3	4	23	42	19	2	0	1	0	0	0	94
23:00	0	0	0	1	2	25	24	17	4	1	0	0	0	0	74
Total	123	23	39	159	543	1610	2378	1112	212	24	4	0	0	0	6227

Grand Total	123	23	39	159	543	1610	2378	1112	212	24	4	0	0	0	6227
-------------	-----	----	----	-----	-----	------	------	------	-----	----	---	---	---	---	------

15th Percentile : 36 MPH
50th Percentile : 42 MPH
85th Percentile : 47 MPH
95th Percentile : 50 MPH

Stats
Mean Speed(Average) : 41 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 3988
Percent in Pace : 64.0%
Number of Vehicles > 40 MPH : 3730
Percent of Vehicles > 40 MPH : 59.9%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community:Plymouth
 City#_FC:239_U5
 Segment ID:309526
 Local:Warren Ave north of Clifford Rd
 SB

Station ID:
 Site Code: 10/26/2005
 Date Start: 27-Oct-05
 Date End: 27-Oct-05

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/27/05	0	20	2	0	0	0	0	0	0	0	0	0	0	22
01:00	0	24	5	0	1	0	0	0	0	0	0	0	0	30
02:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
05:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
06:00	0	27	12	0	1	0	0	0	0	0	0	0	0	40
07:00	0	61	22	3	4	1	0	1	0	0	0	0	0	92
08:00	2	84	34	3	11	3	0	1	0	0	0	0	0	138
09:00	1	103	29	4	7	1	0	2	0	0	0	0	0	147
10:00	2	89	34	1	11	0	0	1	0	0	0	0	0	138
11:00	0	116	34	1	7	1	0	1	0	0	0	0	0	160
12 PM	1	169	32	1	5	2	0	1	0	0	0	0	0	211
13:00	0	161	45	1	7	2	0	2	0	0	0	0	0	218
14:00	2	173	35	1	11	0	0	0	0	0	0	0	0	222
15:00	2	238	48	1	13	1	0	2	1	0	0	0	0	306
16:00	3	256	49	3	4	1	0	2	0	0	0	0	0	318
17:00	1	258	47	0	4	1	0	2	0	0	0	0	0	313
18:00	2	193	45	0	3	0	0	0	0	0	0	0	0	243
19:00	0	147	40	0	1	0	0	0	0	0	0	0	0	188
20:00	0	93	17	0	2	0	0	0	0	0	0	0	0	112
21:00	0	92	12	0	1	0	0	0	0	0	0	0	0	105
22:00	0	47	11	0	0	0	0	0	0	0	0	0	0	58
23:00	0	45	12	0	0	0	0	0	0	0	0	0	0	57
Total	16	2416	568	19	96	13	0	15	1	0	0	0	0	3144
Percent	0.5%	76.8%	18.1%	0.6%	3.1%	0.4%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	08:00	09:00	08:00	08:00		09:00						11:00
Vol.	2	116	34	4	11	3		2						160
PM Peak	16:00	17:00	16:00	16:00	15:00	12:00		13:00	15:00					16:00
Vol.	3	258	49	3	13	2		2	1					318
Grand Total	16	2416	568	19	96	13	0	15	1	0	0	0	0	3144
Percent	0.5%	76.8%	18.1%	0.6%	3.1%	0.4%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community:Plymouth
City#_FC:239_U5
Segment ID:309526
Local:Warren Ave north of Clifford Rd
NB

Station ID:
Site Code: 10/26/2005
Date Start: 27-Oct-05
Date End: 27-Oct-05

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/27/05	0	5	3	0	0	0	0	0	0	0	0	0	0	8
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	3	0	1	0	0	0	0	0	0	0	0	8
05:00	0	13	7	0	1	0	0	0	0	0	0	0	0	21
06:00	0	65	25	0	1	0	0	0	0	0	0	0	0	91
07:00	1	142	47	2	5	0	0	0	0	0	0	0	0	197
08:00	2	181	57	2	10	4	0	5	1	0	0	0	0	262
09:00	2	206	48	3	7	0	0	1	0	0	0	0	0	267
10:00	1	162	38	1	6	2	0	1	0	0	0	0	0	211
11:00	0	157	50	2	11	2	0	4	0	0	0	0	0	226
12 PM	1	177	48	2	9	1	0	0	0	0	0	0	0	238
13:00	2	162	52	2	8	0	0	2	0	0	0	0	0	228
14:00	1	150	39	2	11	1	0	1	0	0	0	0	0	205
15:00	3	156	46	2	10	2	0	1	0	0	0	1	0	221
16:00	3	136	59	0	8	0	0	1	0	0	0	0	0	207
17:00	3	146	34	0	4	0	0	1	0	0	0	0	0	188
18:00	3	124	43	0	2	1	0	0	0	0	0	0	0	173
19:00	1	91	25	0	1	0	0	0	0	0	0	0	0	118
20:00	0	63	10	0	2	0	0	0	0	0	0	0	0	75
21:00	1	57	14	0	3	0	0	0	0	0	0	0	0	75
22:00	0	31	5	0	0	0	0	0	0	0	0	0	0	36
23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Total	24	2251	656	18	100	13	0	17	1	0	0	1	0	3081
Percent	0.8%	73.1%	21.3%	0.6%	3.2%	0.4%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	09:00	08:00	09:00	11:00	08:00		08:00	08:00					09:00
Vol.	2	206	57	3	11	4		5	1					267
PM Peak	15:00	12:00	16:00	12:00	14:00	15:00		13:00				15:00		12:00
Vol.	3	177	59	2	11	2		2				1		238
Grand Total	24	2251	656	18	100	13	0	17	1	0	0	1	0	3081
Percent	0.8%	73.1%	21.3%	0.6%	3.2%	0.4%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Community:Plymouth
 City#_FC:239_U5
 Segment ID:309526
 Local:Warren Ave north of Clifford Rd
 SB, NB

Station ID:
 Site Code: 10/26/2005
 Date Start: 27-Oct-05
 Date End: 27-Oct-05

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/27/05	0	25	5	0	0	0	0	0	0	0	0	0	0	30
01:00	0	29	5	0	1	0	0	0	0	0	0	0	0	35
02:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:00	0	6	3	0	2	0	0	0	0	0	0	0	0	11
05:00	0	21	9	0	2	0	0	0	0	0	0	0	0	32
06:00	0	92	37	0	2	0	0	0	0	0	0	0	0	131
07:00	1	203	69	5	9	1	0	1	0	0	0	0	0	289
08:00	4	265	91	5	21	7	0	6	1	0	0	0	0	400
09:00	3	309	77	7	14	1	0	3	0	0	0	0	0	414
10:00	3	251	72	2	17	2	0	2	0	0	0	0	0	349
11:00	0	273	84	3	18	3	0	5	0	0	0	0	0	386
12 PM	2	346	80	3	14	3	0	1	0	0	0	0	0	449
13:00	2	323	97	3	15	2	0	4	0	0	0	0	0	446
14:00	3	323	74	3	22	1	0	1	0	0	0	0	0	427
15:00	5	394	94	3	23	3	0	3	1	0	0	1	0	527
16:00	6	392	108	3	12	1	0	3	0	0	0	0	0	525
17:00	4	404	81	0	8	1	0	3	0	0	0	0	0	501
18:00	5	317	88	0	5	1	0	0	0	0	0	0	0	416
19:00	1	238	65	0	2	0	0	0	0	0	0	0	0	306
20:00	0	156	27	0	4	0	0	0	0	0	0	0	0	187
21:00	1	149	26	0	4	0	0	0	0	0	0	0	0	180
22:00	0	78	16	0	0	0	0	0	0	0	0	0	0	94
23:00	0	60	14	0	0	0	0	0	0	0	0	0	0	74
Total	40	4667	1224	37	196	26	0	32	2	0	0	1	0	6225
Percent	0.6%	75.0%	19.7%	0.6%	3.1%	0.4%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	09:00	08:00	09:00	08:00	08:00		08:00	08:00					09:00
Vol.	4	309	91	7	21	7		6	1					414
PM Peak	16:00	17:00	16:00	12:00	15:00	12:00		13:00	15:00			15:00		15:00
Vol.	6	404	108	3	23	3		4	1			1		527
Grand Total	40	4667	1224	37	196	26	0	32	2	0	0	1	0	6225
Percent	0.6%	75.0%	19.7%	0.6%	3.1%	0.4%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

*Warren Avenue,
South of Clifford Road – Plymouth*

Community: Plymouth
 City#_FC:239_U5
 Segment ID:309524

Station ID:
 Site Code: 10/26/2005
 Date Start: 27-Oct-05
 Date End: 27-Oct-05

Local: Warren Ave south of Clifford Rd

Start Time	24-Oct-05		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	9	22	*	*	*	*	*	*	9	22
01:00	*	*	*	*	*	*	5	29	*	*	*	*	*	*	5	29
02:00	*	*	*	*	*	*	2	7	*	*	*	*	*	*	2	7
03:00	*	*	*	*	*	*	2	5	*	*	*	*	*	*	2	5
04:00	*	*	*	*	*	*	6	3	*	*	*	*	*	*	6	3
05:00	*	*	*	*	*	*	21	12	*	*	*	*	*	*	21	12
06:00	*	*	*	*	*	*	85	38	*	*	*	*	*	*	85	38
07:00	*	*	*	*	*	*	191	82	*	*	*	*	*	*	191	82
08:00	*	*	*	*	*	*	247	123	*	*	*	*	*	*	247	123
09:00	*	*	*	*	*	*	252	132	*	*	*	*	*	*	252	132
10:00	*	*	*	*	*	*	207	120	*	*	*	*	*	*	207	120
11:00	*	*	*	*	*	*	220	141	*	*	*	*	*	*	220	141
12:00 PM	*	*	*	*	*	*	233	205	*	*	*	*	*	*	233	205
01:00	*	*	*	*	*	*	218	213	*	*	*	*	*	*	218	213
02:00	*	*	*	*	*	*	195	205	*	*	*	*	*	*	195	205
03:00	*	*	*	*	*	*	211	293	*	*	*	*	*	*	211	293
04:00	*	*	*	*	*	*	212	303	*	*	*	*	*	*	212	303
05:00	*	*	*	*	*	*	184	303	*	*	*	*	*	*	184	303
06:00	*	*	*	*	*	*	137	174	*	*	*	*	*	*	137	174
07:00	*	*	*	*	*	*	110	169	*	*	*	*	*	*	110	169
08:00	*	*	*	*	*	*	70	105	*	*	*	*	*	*	70	105
09:00	*	*	*	*	*	*	72	96	*	*	*	*	*	*	72	96
10:00	*	*	*	*	*	*	35	47	*	*	*	*	*	*	35	47
11:00	*	*	*	*	*	*	14	51	*	*	*	*	*	*	14	51
Lane Day	0	0	0	0	0	0	2938	2878	0	0	0	0	0	0	2938	2878
							5816								5816	
AM Peak Vol.							09:00	11:00							09:00	11:00
							252	141							252	141
PM Peak Vol.							12:00	16:00							12:00	16:00
							233	303							233	303

Comb. Total 0 0 0 5816 0 0 0 5816

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community:Plymouth
 City#_FC:239_U5
 Segment ID:309524

Station ID:
 Site Code: 10/26/2005
 Date Start: 27-Oct-05
 Date End: 27-Oct-05

Local:Warren Ave south of Clifford Rd

Start Time	24-Oct-05 Mon	25-Oct-05 Tue	26-Oct-05 Wed	27-Oct-05 Thu	28-Oct-05 Fri	29-Oct-05 Sat	30-Oct-05 Sun	Week Average
12:00 AM	*	*	*	31	*	*	*	31
01:00	*	*	*	34	*	*	*	34
02:00	*	*	*	9	*	*	*	9
03:00	*	*	*	7	*	*	*	7
04:00	*	*	*	9	*	*	*	9
05:00	*	*	*	33	*	*	*	33
06:00	*	*	*	123	*	*	*	123
07:00	*	*	*	273	*	*	*	273
08:00	*	*	*	370	*	*	*	370
09:00	*	*	*	384	*	*	*	384
10:00	*	*	*	327	*	*	*	327
11:00	*	*	*	361	*	*	*	361
12:00 PM	*	*	*	438	*	*	*	438
01:00	*	*	*	431	*	*	*	431
02:00	*	*	*	400	*	*	*	400
03:00	*	*	*	504	*	*	*	504
04:00	*	*	*	515	*	*	*	515
05:00	*	*	*	487	*	*	*	487
06:00	*	*	*	311	*	*	*	311
07:00	*	*	*	279	*	*	*	279
08:00	*	*	*	175	*	*	*	175
09:00	*	*	*	168	*	*	*	168
10:00	*	*	*	82	*	*	*	82
11:00	*	*	*	65	*	*	*	65
Total	0	0	0	5816	0	0	0	5816
Percentage	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	
AM Peak Vol.				09:00 384				09:00 384
PM Peak Vol.				16:00 515				16:00 515

Community:Plymouth
 City#_FC:239_U5
 Segment ID:309524
 Local:Warren Ave south of Clifford Rd
 NB

Station ID:
 Site Code: 10/26/2005
 Date Start: 27-Oct-05
 Date End: 27-Oct-05

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/27/05	0	0	0	0	0	3	3	3	0	0	0	0	0	0	9
01:00	0	0	1	0	0	0	2	1	1	0	0	0	0	0	5
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:00	0	0	0	0	0	1	2	1	2	0	0	0	0	0	6
05:00	0	0	1	0	0	6	7	3	4	0	0	0	0	0	21
06:00	0	0	0	0	2	16	41	22	3	1	0	0	0	0	85
07:00	3	0	0	0	2	36	87	49	12	2	0	0	0	0	191
08:00	8	1	1	0	10	29	112	60	25	1	0	0	0	0	247
09:00	7	1	0	1	8	46	110	57	19	3	0	0	0	0	252
10:00	2	1	1	2	11	38	77	57	17	1	0	0	0	0	207
11:00	4	1	2	1	6	51	92	51	11	0	1	0	0	0	220
12 PM	3	0	2	2	11	65	92	50	8	0	0	0	0	0	233
13:00	3	0	0	3	10	30	93	64	15	0	0	0	0	0	218
14:00	2	1	0	2	16	64	66	33	9	2	0	0	0	0	195
15:00	6	2	3	3	10	73	78	23	13	0	0	0	0	0	211
16:00	11	0	1	2	9	51	74	46	15	3	0	0	0	0	212
17:00	5	0	0	0	9	39	91	31	7	2	0	0	0	0	184
18:00	2	0	1	5	3	30	63	28	5	0	0	0	0	0	137
19:00	0	0	0	0	0	21	65	20	4	0	0	0	0	0	110
20:00	0	0	0	0	0	16	52	2	0	0	0	0	0	0	70
21:00	0	0	0	0	3	11	55	3	0	0	0	0	0	0	72
22:00	0	0	0	3	0	12	15	5	0	0	0	0	0	0	35
23:00	0	0	0	0	0	5	3	6	0	0	0	0	0	0	14
Total	56	7	13	24	110	644	1282	616	170	15	1	0	0	0	2938
Grand Total	56	7	13	24	110	644	1282	616	170	15	1	0	0	0	2938

15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 48 MPH
 95th Percentile : 52 MPH

Stats
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1926
 Percent in Pace : 65.6%
 Number of Vehicles > 40 MPH : 2084
 Percent of Vehicles > 40 MPH : 70.9%

Community:Plymouth
City#_FC:239_U5
Segment ID:309524
Local:Warren Ave south of Clifford Rd
SB

Station ID:
Site Code: 10/26/2005
Date Start: 27-Oct-05
Date End: 27-Oct-05

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/27/05	0	0	0	0	2	3	8	6	2	1	0	0	0	0	22
01:00	0	0	0	2	2	7	10	5	2	1	0	0	0	0	29
02:00	0	0	0	0	1	1	3	1	1	0	0	0	0	0	7
03:00	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
04:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
05:00	0	0	0	1	1	5	2	1	1	1	0	0	0	0	12
06:00	0	0	0	2	3	15	16	2	0	0	0	0	0	0	38
07:00	2	0	0	0	10	24	31	12	3	0	0	0	0	0	82
08:00	4	0	0	3	14	50	43	8	1	0	0	0	0	0	123
09:00	4	1	3	0	12	54	40	17	1	0	0	0	0	0	132
10:00	0	0	0	0	13	54	37	13	2	1	0	0	0	0	120
11:00	5	0	2	3	15	58	46	11	1	0	0	0	0	0	141
12 PM	2	0	0	4	33	105	52	9	0	0	0	0	0	0	205
13:00	2	0	1	4	41	80	64	21	0	0	0	0	0	0	213
14:00	6	0	2	5	37	82	61	11	1	0	0	0	0	0	205
15:00	4	1	4	6	59	132	74	13	0	0	0	0	0	0	293
16:00	8	1	0	19	54	106	93	19	3	0	0	0	0	0	303
17:00	10	0	6	5	42	108	114	18	0	0	0	0	0	0	303
18:00	4	0	0	4	21	72	58	13	2	0	0	0	0	0	174
19:00	0	0	2	6	28	58	63	10	1	1	0	0	0	0	169
20:00	1	0	3	4	15	31	41	8	1	1	0	0	0	0	105
21:00	0	0	1	3	17	33	28	12	0	2	0	0	0	0	96
22:00	1	0	0	2	0	22	12	8	1	1	0	0	0	0	47
23:00	1	0	0	0	6	18	21	5	0	0	0	0	0	0	51
Total	54	3	24	73	426	1120	920	226	23	9	0	0	0	0	2878
Grand Total	54	3	24	73	426	1120	920	226	23	9	0	0	0	0	2878

15th Percentile : 34 MPH
50th Percentile : 39 MPH
85th Percentile : 45 MPH
95th Percentile : 48 MPH

Stats
Mean Speed(Average) : 39 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 2040
Percent in Pace : 70.9%
Number of Vehicles > 40 MPH : 1178
Percent of Vehicles > 40 MPH : 40.9%

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community:Plymouth
City#_FC:239_U5
Segment ID:309524
Local:Warren Ave south of Clifford Rd
NB, SB

Station ID:
Site Code: 10/26/2005
Date Start: 27-Oct-05
Date End: 27-Oct-05

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/27/05	0	0	0	0	2	6	11	9	2	1	0	0	0	0	31
01:00	0	0	1	2	2	7	12	6	3	1	0	0	0	0	34
02:00	0	0	0	0	1	2	4	1	1	0	0	0	0	0	9
03:00	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7
04:00	0	0	0	0	0	1	3	3	2	0	0	0	0	0	9
05:00	0	0	1	1	1	11	9	4	5	1	0	0	0	0	33
06:00	0	0	0	2	5	31	57	24	3	1	0	0	0	0	123
07:00	5	0	0	0	12	60	118	61	15	2	0	0	0	0	273
08:00	12	1	1	3	24	79	155	68	26	1	0	0	0	0	370
09:00	11	2	3	1	20	100	150	74	20	3	0	0	0	0	384
10:00	2	1	1	2	24	92	114	70	19	2	0	0	0	0	327
11:00	9	1	4	4	21	109	138	62	12	0	1	0	0	0	361
12 PM	5	0	2	6	44	170	144	59	8	0	0	0	0	0	438
13:00	5	0	1	7	51	110	157	85	15	0	0	0	0	0	431
14:00	8	1	2	7	53	146	127	44	10	2	0	0	0	0	400
15:00	10	3	7	9	69	205	152	36	13	0	0	0	0	0	504
16:00	19	1	1	21	63	157	167	65	18	3	0	0	0	0	515
17:00	15	0	6	5	51	147	205	49	7	2	0	0	0	0	487
18:00	6	0	1	9	24	102	121	41	7	0	0	0	0	0	311
19:00	0	0	2	6	28	79	128	30	5	1	0	0	0	0	279
20:00	1	0	3	4	15	47	93	10	1	1	0	0	0	0	175
21:00	0	0	1	3	20	44	83	15	0	2	0	0	0	0	168
22:00	1	0	0	5	0	34	27	13	1	1	0	0	0	0	82
23:00	1	0	0	0	6	23	24	11	0	0	0	0	0	0	65
Total	110	10	37	97	536	1764	2202	842	193	24	1	0	0	0	5816
Grand Total	110	10	37	97	536	1764	2202	842	193	24	1	0	0	0	5816

15th Percentile : 36 MPH
50th Percentile : 41 MPH
85th Percentile : 47 MPH
95th Percentile : 50 MPH

Stats Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 3966
 Percent in Pace : 68.2%
Number of Vehicles > 40 MPH : 3262
Percent of Vehicles > 40 MPH : 56.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community:Plymouth
 City#_FC:239_U5
 Segment ID:309524
 Local:Warren Ave south of Clifford Rd
 NB

Station ID:
 Site Code: 10/26/2005
 Date Start: 27-Oct-05
 Date End: 27-Oct-05

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/27/05	0	5	4	0	0	0	0	0	0	0	0	0	0	9
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
05:00	0	12	8	0	1	0	0	0	0	0	0	0	0	21
06:00	0	61	23	0	1	0	0	0	0	0	0	0	0	85
07:00	1	135	48	3	4	0	0	0	0	0	0	0	0	191
08:00	2	171	55	3	8	3	0	4	1	0	0	0	0	247
09:00	2	185	51	3	9	1	0	1	0	0	0	0	0	252
10:00	1	150	45	1	6	2	0	1	0	0	0	0	0	206
11:00	0	150	51	2	10	3	0	4	0	0	0	0	0	220
12 PM	1	168	53	2	7	2	0	0	0	0	0	0	0	233
13:00	2	151	51	2	9	0	0	3	0	0	0	0	0	218
14:00	2	136	44	1	10	0	0	1	0	0	0	0	0	194
15:00	3	147	48	1	8	1	0	2	1	0	0	0	0	211
16:00	3	138	60	0	8	2	0	1	0	0	0	0	0	212
17:00	1	143	34	0	4	1	0	1	0	0	0	0	0	184
18:00	0	94	40	0	2	1	0	0	0	0	0	0	0	137
19:00	0	87	22	0	1	0	0	0	0	0	0	0	0	110
20:00	0	54	13	0	3	0	0	0	0	0	0	0	0	70
21:00	0	56	15	0	1	0	0	0	0	0	0	0	0	72
22:00	1	31	3	0	0	0	0	0	0	0	0	0	0	35
23:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
Total	19	2096	674	18	93	16	0	18	2	0	0	0	0	2936
Percent	0.6%	71.4%	23.0%	0.6%	3.2%	0.5%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	09:00	08:00	07:00	11:00	08:00		08:00	08:00					09:00
Vol.	2	185	55	3	10	3		4	1					252
PM Peak	15:00	12:00	16:00	12:00	14:00	12:00		13:00	15:00					12:00
Vol.	3	168	60	2	10	2		3	1					233
Grand Total	19	2096	674	18	93	16	0	18	2	0	0	0	0	2936
Percent	0.6%	71.4%	23.0%	0.6%	3.2%	0.5%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

City#_FC:239_U5

Segment ID:309524

Local: Warren Ave south of Clifford Rd

SB

Station ID:

Site Code: 10/26/2005

Date Start: 27-Oct-05

Date End: 27-Oct-05

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/27/05	0	19	3	0	0	0	0	0	0	0	0	0	0	22
01:00	0	22	6	0	1	0	0	0	0	0	0	0	0	29
02:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
05:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
06:00	0	26	11	0	1	0	0	0	0	0	0	0	0	38
07:00	0	49	26	1	3	1	0	1	0	0	0	0	0	81
08:00	1	78	30	1	10	2	0	1	0	0	0	0	0	123
09:00	1	85	31	4	8	1	0	2	0	0	0	0	0	132
10:00	1	76	31	1	10	1	0	0	0	0	0	0	0	120
11:00	1	93	37	2	6	0	0	1	0	0	0	0	0	140
12 PM	3	158	35	2	6	0	0	1	0	0	0	0	0	205
13:00	1	147	54	1	7	1	0	2	0	0	0	0	0	213
14:00	2	151	40	0	10	1	0	0	0	0	0	0	0	204
15:00	3	219	54	1	12	1	0	1	1	0	0	0	0	292
16:00	5	231	56	2	4	1	0	4	0	0	0	0	0	303
17:00	1	240	53	0	4	2	0	2	0	0	0	0	0	302
18:00	0	130	42	0	2	0	0	0	0	0	0	0	0	174
19:00	0	140	25	1	3	0	0	0	0	0	0	0	0	169
20:00	0	81	24	0	0	0	0	0	0	0	0	0	0	105
21:00	0	75	17	0	2	2	0	0	0	0	0	0	0	96
22:00	1	39	6	0	1	0	0	0	0	0	0	0	0	47
23:00	0	43	7	1	0	0	0	0	0	0	0	0	0	51
Total	20	2122	592	17	93	13	0	15	1	0	0	0	0	2873
Percent	0.7%	73.9%	20.6%	0.6%	3.2%	0.5%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	09:00	08:00	08:00		09:00						11:00
Vol.	1	93	37	4	10	2		2						140
PM Peak	16:00	17:00	16:00	12:00	15:00	17:00		16:00	15:00					16:00
Vol.	5	240	56	2	12	2		4	1					303
Grand Total	20	2122	592	17	93	13	0	15	1	0	0	0	0	2873
Percent	0.7%	73.9%	20.6%	0.6%	3.2%	0.5%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
City#_FC:239_U5
Segment ID:309524
Local:Warren Ave south of Clifford Rd
NB, SB

Station ID:
Site Code: 10/26/2005
Date Start: 27-Oct-05
Date End: 27-Oct-05

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/27/05	0	24	7	0	0	0	0	0	0	0	0	0	0	31
01:00	0	27	6	0	1	0	0	0	0	0	0	0	0	34
02:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:00	0	5	2	0	2	0	0	0	0	0	0	0	0	9
05:00	0	20	11	0	2	0	0	0	0	0	0	0	0	33
06:00	0	87	34	0	2	0	0	0	0	0	0	0	0	123
07:00	1	184	74	4	7	1	0	1	0	0	0	0	0	272
08:00	3	249	85	4	18	5	0	5	1	0	0	0	0	370
09:00	3	270	82	7	17	2	0	3	0	0	0	0	0	384
10:00	2	226	76	2	16	3	0	1	0	0	0	0	0	326
11:00	1	243	88	4	16	3	0	5	0	0	0	0	0	360
12 PM	4	326	88	4	13	2	0	1	0	0	0	0	0	438
13:00	3	298	105	3	16	1	0	5	0	0	0	0	0	431
14:00	4	287	84	1	20	1	0	1	0	0	0	0	0	398
15:00	6	366	102	2	20	2	0	3	2	0	0	0	0	503
16:00	8	369	116	2	12	3	0	5	0	0	0	0	0	515
17:00	2	383	87	0	8	3	0	3	0	0	0	0	0	486
18:00	0	224	82	0	4	1	0	0	0	0	0	0	0	311
19:00	0	227	47	1	4	0	0	0	0	0	0	0	0	279
20:00	0	135	37	0	3	0	0	0	0	0	0	0	0	175
21:00	0	131	32	0	3	2	0	0	0	0	0	0	0	168
22:00	2	70	9	0	1	0	0	0	0	0	0	0	0	82
23:00	0	54	10	1	0	0	0	0	0	0	0	0	0	65
Total	39	4218	1266	35	186	29	0	33	3	0	0	0	0	5809
Percent	0.7%	72.6%	21.8%	0.6%	3.2%	0.5%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	09:00	11:00	09:00	08:00	08:00		08:00	08:00					09:00
Vol.	3	270	88	7	18	5		5	1					384
PM Peak	16:00	17:00	16:00	12:00	14:00	16:00		13:00	15:00					16:00
Vol.	8	383	116	4	20	3		5	2					515
Grand Total	39	4218	1266	35	186	29	0	33	3	0	0	0	0	5809
Percent	0.7%	72.6%	21.8%	0.6%	3.2%	0.5%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

*Warren Avenue,
North of Rocky Hill Road – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05
 Warren Ave, north of Rocky Hill Rd

Start Time	15-Aug-05		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	53	133	43	150	*	*	*	*	*	*	48	142
01:00	*	*	*	*	32	60	28	82	*	*	*	*	*	*	30	71
02:00	*	*	*	*	19	29	24	37	*	*	*	*	*	*	22	33
03:00	*	*	*	*	29	14	23	22	*	*	*	*	*	*	26	18
04:00	*	*	*	*	68	24	82	28	*	*	*	*	*	*	75	26
05:00	*	*	*	*	290	68	305	62	*	*	*	*	*	*	298	65
06:00	*	*	*	*	625	198	590	196	*	*	*	*	*	*	608	197
07:00	*	*	*	*	828	299	814	304	*	*	*	*	*	*	821	302
08:00	*	*	*	*	889	297	841	322	*	*	*	*	*	*	865	310
09:00	*	*	*	*	726	360	665	347	*	*	*	*	*	*	696	354
10:00	*	*	*	*	607	479	639	456	*	*	*	*	*	*	623	468
11:00	*	*	*	*	635	584	622	521	*	*	*	*	*	*	628	552
12:00 PM	*	*	511	574	556	577	*	*	*	*	*	*	*	*	534	576
01:00	*	*	535	615	562	623	*	*	*	*	*	*	*	*	548	619
02:00	*	*	492	602	552	635	*	*	*	*	*	*	*	*	522	618
03:00	*	*	632	774	562	751	*	*	*	*	*	*	*	*	597	762
04:00	*	*	572	911	599	880	*	*	*	*	*	*	*	*	586	896
05:00	*	*	495	818	572	920	*	*	*	*	*	*	*	*	534	869
06:00	*	*	535	844	592	776	*	*	*	*	*	*	*	*	564	810
07:00	*	*	411	707	460	678	*	*	*	*	*	*	*	*	436	692
08:00	*	*	292	587	313	648	*	*	*	*	*	*	*	*	302	618
09:00	*	*	240	442	206	525	*	*	*	*	*	*	*	*	223	484
10:00	*	*	160	300	165	349	*	*	*	*	*	*	*	*	162	324
11:00	*	*	87	224	119	231	*	*	*	*	*	*	*	*	103	228
Lane Day	0	0	4962	7398	10059	10138	4676	2527	0	0	0	0	0	0	9851	10034
AM Peak Vol.			12360		20197		7203		0		0		0		19885	
PM Peak Vol.			15:00	16:00	16:00	17:00									15:00	16:00
			632	911	599	920									597	896

Comb. Total 0 12360 20197 7203 0 0 0 19885

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05
 Warren Ave, north of Rocky Hill Rd

Start Time	15-Aug-05 Mon	16-Aug-05 Tue	17-Aug-05 Wed	18-Aug-05 Thu	19-Aug-05 Fri	20-Aug-05 Sat	21-Aug-05 Sun	Week Average
12:00 AM	*	*	186	193	*	*	*	190
01:00	*	*	92	110	*	*	*	101
02:00	*	*	48	61	*	*	*	54
03:00	*	*	43	45	*	*	*	44
04:00	*	*	92	110	*	*	*	101
05:00	*	*	358	367	*	*	*	362
06:00	*	*	823	786	*	*	*	804
07:00	*	*	1127	1118	*	*	*	1122
08:00	*	*	1186	1163	*	*	*	1174
09:00	*	*	1086	1012	*	*	*	1049
10:00	*	*	1086	1095	*	*	*	1090
11:00	*	*	1219	1143	*	*	*	1181
12:00 PM	*	1085	1133	*	*	*	*	1109
01:00	*	1150	1185	*	*	*	*	1168
02:00	*	1094	1187	*	*	*	*	1140
03:00	*	1406	1313	*	*	*	*	1360
04:00	*	1483	1479	*	*	*	*	1481
05:00	*	1313	1492	*	*	*	*	1402
06:00	*	1379	1368	*	*	*	*	1374
07:00	*	1118	1138	*	*	*	*	1128
08:00	*	879	961	*	*	*	*	920
09:00	*	682	731	*	*	*	*	706
10:00	*	460	514	*	*	*	*	487
11:00	*	311	350	*	*	*	*	330
Total	0	12360	20197	7203	0	0	0	19877
Percentage	0.0%	62.2%	101.6%	36.2%	0.0%	0.0%	0.0%	
AM Peak Vol.			11:00 1219	08:00 1163				11:00 1181
PM Peak Vol.		16:00 1483	17:00 1492					16:00 1481

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	36	0	0	1	12	46	118	195	95	8	0	0	0	0	511
13:00	41	0	2	2	8	33	114	213	107	14	1	0	0	0	535
14:00	41	0	3	4	6	50	124	162	94	7	1	0	0	0	492
15:00	66	3	1	1	9	42	165	225	99	19	2	0	0	0	632
16:00	153	3	4	0	7	42	133	146	72	12	0	0	0	0	572
17:00	165	3	5	2	5	37	103	109	58	6	2	0	0	0	495
18:00	55	1	0	4	9	39	128	194	90	12	2	1	0	0	535
19:00	33	1	2	7	3	40	112	140	64	9	0	0	0	0	411
20:00	29	0	2	1	11	33	90	84	38	4	0	0	0	0	292
21:00	11	0	2	3	7	24	79	84	21	7	1	1	0	0	240
22:00	4	0	0	0	4	11	48	64	21	7	1	0	0	0	160
23:00	0	0	0	0	1	5	21	39	15	6	0	0	0	0	87
Total	634	11	21	25	82	402	1235	1655	774	111	10	2	0	0	4962

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #9
Tube Layout: L6 Basic
NB

Station ID:
Site Code: 239
Date Start: 16-Aug-05
Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
08/17/05	0	0	0	0	0	7	14	19	11	2	0	0	0	0	53
01:00	0	0	0	0	0	5	9	12	6	0	0	0	0	0	32
02:00	1	0	0	0	0	2	4	4	7	1	0	0	0	0	19
03:00	0	0	0	0	0	1	10	6	8	4	0	0	0	0	29
04:00	1	0	0	0	1	1	11	22	22	7	3	0	0	0	68
05:00	4	0	0	1	3	9	30	100	110	27	5	1	0	0	290
06:00	18	0	0	0	1	19	76	189	259	55	8	0	0	0	625
07:00	33	0	1	1	7	27	120	284	297	52	3	3	0	0	828
08:00	28	0	1	2	4	42	153	344	281	30	4	0	0	0	889
09:00	27	1	1	2	8	82	186	246	152	19	1	0	0	1	726
10:00	29	2	1	1	7	42	148	260	102	14	1	0	0	0	607
11:00	63	0	1	2	9	64	200	216	74	4	1	0	1	0	635
12 PM	55	1	0	2	11	41	138	206	90	11	1	0	0	0	556
13:00	48	0	2	2	7	61	166	190	71	13	2	0	0	0	562
14:00	57	0	1	0	8	59	153	197	67	7	1	1	0	1	552
15:00	86	0	2	1	4	51	160	184	61	11	1	0	1	0	562
16:00	95	3	2	1	9	57	183	192	53	4	0	0	0	0	599
17:00	156	2	6	3	10	66	131	144	52	2	0	0	0	0	572
18:00	68	2	1	1	8	79	195	167	63	5	2	1	0	0	592
19:00	52	0	1	1	9	42	150	156	42	6	1	0	0	0	460
20:00	33	0	2	3	8	34	129	80	22	2	0	0	0	0	313
21:00	18	1	0	0	2	30	83	54	15	2	0	1	0	0	206
22:00	7	0	0	1	2	16	58	63	18	0	0	0	0	0	165
23:00	1	0	0	0	1	8	55	38	13	2	0	1	0	0	119
Total	880	12	22	24	119	845	2562	3373	1896	280	34	8	2	2	10059

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #9
Tube Layout: L6 Basic
NB

Station ID:
Site Code: 239
Date Start: 16-Aug-05
Date End: 18-Aug-05
Warren Ave, north of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/18/05	0	0	0	0	3	8	14	11	4	2	1	0	0	0	43
01:00	0	0	0	0	0	5	12	7	3	0	0	1	0	0	28
02:00	0	0	0	0	0	3	7	6	8	0	0	0	0	0	24
03:00	0	0	0	0	0	1	2	11	8	1	0	0	0	0	23
04:00	0	0	0	0	1	2	15	26	27	10	1	0	0	0	82
05:00	8	0	0	0	4	14	52	116	99	10	2	0	0	0	305
06:00	20	0	0	0	3	30	111	231	175	16	3	1	0	0	590
07:00	37	0	1	2	3	29	137	337	232	35	1	0	0	0	814
08:00	35	0	1	1	8	59	159	318	233	24	3	0	0	0	841
09:00	41	1	0	1	9	50	179	257	121	6	0	0	0	0	665
10:00	41	0	1	3	9	57	189	231	89	17	2	0	0	0	639
11:00	60	0	2	0	10	59	168	238	79	4	1	1	0	0	622
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	242	1	5	7	50	317	1045	1789	1078	125	14	3	0	0	4676
Grand Total	1756	24	48	56	251	1564	4842	6817	3748	516	58	13	2	2	19697

15th Percentile : 38 MPH
50th Percentile : 46 MPH
85th Percentile : 52 MPH
95th Percentile : 55 MPH

Stats
Mean Speed(Average) : 43 MPH
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 11659
Percent in Pace : 59.2%
Number of Vehicles > 40 MPH : 15998
Percent of Vehicles > 40 MPH : 81.2%

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #9
Tube Layout: L6 Basic
SB

Station ID:
Site Code: 239
Date Start: 16-Aug-05
Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	59	1	17	39	117	201	95	35	8	1	1	0	0	0	574
13:00	55	1	13	43	103	190	154	47	7	2	0	0	0	0	615
14:00	54	0	6	33	97	196	155	51	10	0	0	0	0	0	602
15:00	90	7	18	74	171	229	146	31	7	1	0	0	0	0	774
16:00	290	22	56	75	152	199	98	12	5	1	1	0	0	0	911
17:00	282	37	48	77	122	128	95	26	3	0	0	0	0	0	818
18:00	68	5	34	68	152	273	194	45	4	1	0	0	0	0	844
19:00	61	5	9	27	121	228	168	78	7	2	1	0	0	0	707
20:00	48	6	17	61	141	174	111	28	1	0	0	0	0	0	587
21:00	20	0	0	17	69	166	129	32	8	1	0	0	0	0	442
22:00	13	2	7	8	41	94	82	43	10	0	0	0	0	0	300
23:00	5	0	0	2	14	66	82	45	9	1	0	0	0	0	224
Total	1045	86	225	524	1300	2144	1509	473	79	10	3	0	0	0	7398

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/17/05	1	0	0	0	13	43	51	18	7	0	0	0	0	0	133
01:00	2	0	0	0	1	16	18	21	2	0	0	0	0	0	60
02:00	0	0	0	0	0	8	8	9	4	0	0	0	0	0	29
03:00	0	0	0	0	0	1	8	3	1	1	0	0	0	0	14
04:00	2	0	0	0	1	4	7	5	2	3	0	0	0	0	24
05:00	7	0	0	0	4	16	23	11	5	2	0	0	0	0	68
06:00	13	0	0	1	6	45	93	32	6	2	0	0	0	0	198
07:00	26	1	1	8	15	60	122	52	9	3	1	1	0	0	299
08:00	26	0	0	8	40	87	93	37	3	1	1	1	0	0	297
09:00	26	0	1	12	56	120	99	38	5	3	0	0	0	0	360
10:00	40	4	6	17	61	164	134	45	8	0	0	0	0	0	479
11:00	69	1	5	26	108	195	146	33	1	0	0	0	0	0	584
12 PM	71	0	7	35	103	189	128	39	4	1	0	0	0	0	577
13:00	87	3	7	67	121	171	126	33	7	0	1	0	0	0	623
14:00	70	0	2	39	134	226	136	24	4	0	0	0	0	0	635
15:00	130	2	5	45	108	232	181	43	0	2	2	1	0	0	751
16:00	201	2	24	90	172	234	130	24	3	0	0	0	0	0	880
17:00	288	23	52	112	192	154	78	16	3	0	0	1	1	0	920
18:00	75	5	14	55	148	224	200	41	12	1	0	1	0	0	776
19:00	63	0	22	46	97	224	166	43	9	2	3	2	1	0	678
20:00	49	3	23	79	175	195	97	22	3	2	0	0	0	0	648
21:00	30	8	7	34	87	212	118	26	3	0	0	0	0	0	525
22:00	15	0	3	10	64	123	98	33	2	1	0	0	0	0	349
23:00	8	0	0	2	22	78	78	37	6	0	0	0	0	0	231
Total	1299	52	179	686	1728	3021	2338	685	109	24	8	7	2	0	10138

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #9
Tube Layout: L6 Basic
SB

Station ID:
Site Code: 239
Date Start: 16-Aug-05
Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
08/18/05	6	0	0	3	17	54	35	26	7	2	0	0	0	0	150
01:00	2	0	0	1	10	24	28	12	3	2	0	0	0	0	82
02:00	2	0	0	0	2	10	15	5	0	3	0	0	0	0	37
03:00	0	0	0	0	2	2	10	5	2	0	1	0	0	0	22
04:00	1	0	0	0	0	4	12	6	1	4	0	0	0	0	28
05:00	1	0	0	0	3	17	22	12	6	1	0	0	0	0	62
06:00	15	1	0	0	9	64	63	35	8	1	0	0	0	0	196
07:00	32	0	0	7	29	86	84	49	14	2	0	0	1	0	304
08:00	30	0	2	6	35	90	107	42	8	2	0	0	0	0	322
09:00	27	0	0	12	36	108	103	49	9	1	2	0	0	0	347
10:00	45	0	3	12	78	150	123	40	2	0	0	2	1	0	456
11:00	58	0	5	17	78	176	129	44	14	0	0	0	0	0	521
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	219	1	10	58	299	785	731	325	74	18	3	2	2	0	2527
Grand Total	2563	139	414	1268	3327	5950	4578	1483	262	52	14	9	4	0	20063

15th Percentile : 24 MPH
50th Percentile : 37 MPH
85th Percentile : 44 MPH
95th Percentile : 48 MPH

Stats
Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 10528
Percent in Pace : 52.5%
Number of Vehicles > 40 MPH : 6402
Percent of Vehicles > 40 MPH : 31.9%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	95	1	17	40	129	247	213	230	103	9	1	0	0	0	1085
13:00	96	1	15	45	111	223	268	260	114	16	1	0	0	0	1150
14:00	95	0	9	37	103	246	279	213	104	7	1	0	0	0	1094
15:00	156	10	19	75	180	271	311	256	106	20	2	0	0	0	1406
16:00	443	25	60	75	159	241	231	158	77	13	1	0	0	0	1483
17:00	447	40	53	79	127	165	198	135	61	6	2	0	0	0	1313
18:00	123	6	34	72	161	312	322	239	94	13	2	1	0	0	1379
19:00	94	6	11	34	124	268	280	218	71	11	1	0	0	0	1118
20:00	77	6	19	62	152	207	201	112	39	4	0	0	0	0	879
21:00	31	0	2	20	76	190	208	116	29	8	1	1	0	0	682
22:00	17	2	7	8	45	105	130	107	31	7	1	0	0	0	460
23:00	5	0	0	2	15	71	103	84	24	7	0	0	0	0	311
Total	1679	97	246	549	1382	2546	2744	2128	853	121	13	2	0	0	12360

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total
08/17/05	1	0	0	0	0	0	13	50	65	37	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186
01:00	2	0	0	0	0	0	1	21	27	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92
02:00	1	0	0	0	0	0	0	10	12	13	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
03:00	0	0	0	0	0	0	0	2	18	9	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
04:00	3	0	0	0	0	0	2	5	18	27	24	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92
05:00	11	0	0	0	1	7	25	53	111	115	29	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	358
06:00	31	0	0	0	1	7	64	169	221	265	57	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	823
07:00	59	1	2	9	22	87	242	336	306	55	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1127
08:00	54	0	1	10	44	129	246	381	284	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1186
09:00	53	1	2	14	64	202	285	284	157	22	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1086
10:00	69	6	7	18	68	206	282	305	110	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1086
11:00	132	1	6	28	117	259	346	249	75	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1219
12 PM	126	1	7	37	114	230	266	245	94	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1133
13:00	135	3	9	69	128	232	292	223	78	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1185
14:00	127	0	3	39	142	285	289	221	71	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1187
15:00	216	2	7	46	112	283	341	227	61	13	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1313
16:00	296	5	26	91	181	291	313	216	56	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1479
17:00	444	25	58	115	202	220	209	160	55	2	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1492
18:00	143	7	15	56	156	303	395	208	75	6	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1368
19:00	115	0	23	47	106	266	316	199	51	8	4	2	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1138
20:00	82	3	25	82	183	229	226	102	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	961
21:00	48	9	7	34	89	242	201	80	18	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	731
22:00	22	0	3	11	66	139	156	96	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	514
23:00	9	0	0	2	23	86	133	75	19	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350
Total	2179	64	201	710	1847	3866	4900	4058	2005	304	42	15	4	2	20197													

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/18/05	6	0	0	3	20	62	49	37	11	4	1	0	0	0	193
01:00	2	0	0	1	10	29	40	19	6	2	0	1	0	0	110
02:00	2	0	0	0	2	13	22	11	8	3	0	0	0	0	61
03:00	0	0	0	0	2	3	12	16	10	1	1	0	0	0	45
04:00	1	0	0	0	1	6	27	32	28	14	1	0	0	0	110
05:00	9	0	0	0	7	31	74	128	105	11	2	0	0	0	367
06:00	35	1	0	0	12	94	174	266	183	17	3	1	0	0	786
07:00	69	0	1	9	32	115	221	386	246	37	1	0	1	0	1118
08:00	65	0	3	7	43	149	266	360	241	26	3	0	0	0	1163
09:00	68	1	0	13	45	158	282	306	130	7	2	0	0	0	1012
10:00	86	0	4	15	87	207	312	271	91	17	2	2	1	0	1095
11:00	118	0	7	17	88	235	297	282	93	4	1	1	0	0	1143
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	461	2	15	65	349	1102	1776	2114	1152	143	17	5	2	0	7203
Grand Total	4319	163	462	1324	3578	7514	9420	8300	4010	568	72	22	6	2	39760

15th Percentile : 29 MPH
 50th Percentile : 42 MPH
 85th Percentile : 50 MPH
 95th Percentile : 54 MPH

Stats
 Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 17720
 Percent in Pace : 44.6%
 Number of Vehicles > 40 MPH : 22400
 Percent of Vehicles > 40 MPH : 56.3%

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	16	380	90	1	14	4	1	2	2	0	0	0	0	510
13:00	13	401	91	0	18	9	1	1	0	0	0	0	0	534
14:00	7	373	87	3	15	4	0	0	2	0	0	0	0	491
15:00	20	445	121	1	28	6	0	8	1	0	0	0	0	630
16:00	30	394	120	2	11	6	0	6	0	0	0	0	0	569
17:00	35	348	92	0	7	8	0	2	0	0	0	0	0	492
18:00	17	395	100	2	8	9	0	2	0	0	0	0	0	533
19:00	12	309	75	1	8	5	0	0	0	0	0	0	0	410
20:00	13	214	55	0	2	5	1	1	0	0	0	0	0	291
21:00	5	195	34	0	5	0	0	0	0	0	0	0	0	239
22:00	6	129	21	0	4	0	0	0	0	0	0	0	0	160
23:00	0	68	19	0	0	0	0	0	0	0	0	0	0	87
Total	174	3651	905	10	120	56	3	22	5	0	0	0	0	4946
Percent	3.5%	73.8%	18.3%	0.2%	2.4%	1.1%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	17:00	15:00	15:00	14:00	15:00	13:00	12:00	15:00	12:00					15:00
	35	445	121	3	28	9	1	8	2					630

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #9
Tube Layout: L6 Basic
NB

Station ID:
Site Code: 239
Date Start: 16-Aug-05
Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/05	0	43	10	0	0	0	0	0	0	0	0	0	0	53
01:00	0	29	2	0	1	0	0	0	0	0	0	0	0	32
02:00	1	15	3	0	0	0	0	0	0	0	0	0	0	19
03:00	0	17	9	1	2	0	0	0	0	0	0	0	0	29
04:00	0	44	20	0	3	0	0	0	1	0	0	0	0	68
05:00	0	189	93	0	3	1	0	2	2	0	0	0	0	290
06:00	15	439	152	0	12	3	0	3	0	0	0	0	0	624
07:00	23	599	176	3	17	7	0	3	0	0	0	0	0	828
08:00	11	667	178	1	17	5	1	7	2	0	0	0	0	889
09:00	14	551	134	3	15	3	1	2	1	1	0	0	1	726
10:00	11	473	98	2	15	5	0	2	1	0	0	0	0	607
11:00	11	463	118	4	21	11	2	2	1	0	0	0	0	633
12 PM	11	402	114	2	15	7	0	3	1	0	0	0	0	555
13:00	14	430	95	1	12	4	0	3	2	0	0	0	0	561
14:00	12	402	106	0	22	6	0	2	1	0	0	0	0	551
15:00	31	394	109	1	18	5	0	1	2	0	0	0	0	561
16:00	33	428	110	4	11	5	0	3	3	0	0	0	0	597
17:00	39	397	112	0	13	4	1	3	0	0	0	0	0	569
18:00	21	451	95	2	11	7	0	3	0	0	0	0	0	590
19:00	23	339	84	0	5	6	0	1	1	0	0	0	0	459
20:00	17	235	56	0	4	0	0	0	0	0	0	0	0	312
21:00	8	162	30	0	5	0	0	0	0	0	0	0	0	205
22:00	2	135	24	0	3	0	1	0	0	0	0	0	0	165
23:00	2	100	16	1	0	0	0	0	0	0	0	0	0	119
Total	299	7404	1944	25	225	79	6	40	18	1	0	0	1	10042
Percent	3.0%	73.7%	19.4%	0.2%	2.2%	0.8%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	11:00	11:00	11:00	11:00	08:00	05:00	09:00			09:00	08:00
Vol.	23	667	178	4	21	11	2	7	2	1			1	889
PM Peak	17:00	18:00	12:00	16:00	14:00	12:00	17:00	12:00	16:00					16:00
Vol.	39	451	114	4	22	7	1	3	3					597

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/18/05	0	37	3	0	3	0	0	0	0	0	0	0	0	43
01:00	1	22	5	0	0	0	0	0	0	0	0	0	0	28
02:00	1	17	6	0	0	0	0	0	0	0	0	0	0	24
03:00	0	14	6	2	1	0	0	0	0	0	0	0	0	23
04:00	0	53	24	0	4	0	0	0	1	0	0	0	0	82
05:00	1	197	101	0	4	1	0	0	1	0	0	0	0	305
06:00	14	407	150	1	13	3	0	1	0	0	0	0	0	589
07:00	18	581	178	0	18	8	0	7	2	0	0	0	1	813
08:00	16	613	179	0	19	5	1	5	0	1	1	0	0	840
09:00	11	492	131	1	12	12	0	3	1	0	0	0	0	663
10:00	20	470	111	0	15	13	0	6	2	0	0	0	0	637
11:00	12	464	120	2	14	3	0	3	2	0	1	0	0	621
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	94	3367	1014	6	103	45	1	25	9	1	2	0	1	4668
Percent	2.0%	72.1%	21.7%	0.1%	2.2%	1.0%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	08:00	03:00	08:00	10:00	08:00	07:00	07:00	08:00	08:00		07:00	08:00
Vol.	20	613	179	2	19	13	1	7	2	1	1		1	840
PM Peak														
Vol.														
Grand Total	567	14422	3863	41	448	180	10	87	32	2	2	0	2	19656
Percent	2.9%	73.4%	19.7%	0.2%	2.3%	0.9%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	7	400	125	5	20	5	0	5	6	0	0	0	0	573
13:00	8	419	153	2	16	4	0	4	7	1	0	0	0	614
14:00	4	429	144	1	14	1	1	3	4	0	0	0	0	601
15:00	11	564	167	1	19	5	1	4	1	0	0	0	0	773
16:00	12	648	207	5	24	7	0	4	0	0	0	0	0	907
17:00	14	613	159	0	16	8	0	3	0	0	0	0	0	813
18:00	11	616	190	0	10	4	0	9	0	2	0	0	0	842
19:00	5	549	135	0	10	6	0	0	1	0	0	0	0	706
20:00	4	456	113	1	11	0	0	0	0	0	0	0	0	585
21:00	3	339	93	0	6	0	0	0	0	0	0	0	0	441
22:00	3	238	52	0	6	0	0	0	0	0	0	0	0	299
23:00	0	182	39	1	2	0	0	0	0	0	0	0	0	224
Total	82	5453	1577	16	154	40	2	32	19	3	0	0	0	7378
Percent	1.1%	73.9%	21.4%	0.2%	2.1%	0.5%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	17:00	16:00	16:00	12:00	16:00	17:00	14:00	18:00	13:00	18:00				16:00
	14	648	207	5	24	8	1	9	7	2				907

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/05	0	98	33	0	2	0	0	0	0	0	0	0	0	133
01:00	0	50	8	0	1	0	0	0	0	0	0	0	0	59
02:00	0	19	10	0	0	0	0	0	0	0	0	0	0	29
03:00	0	8	3	0	3	0	0	0	0	0	0	0	0	14
04:00	0	17	3	0	3	0	0	0	0	0	0	0	0	23
05:00	0	49	13	1	4	0	0	0	0	0	0	0	0	67
06:00	5	134	49	0	6	2	0	0	1	0	0	0	0	197
07:00	7	201	68	1	12	0	0	0	10	0	0	0	0	299
08:00	6	195	68	3	19	2	0	2	2	0	0	0	0	297
09:00	8	226	104	2	9	1	0	2	8	0	0	0	0	360
10:00	7	331	109	2	18	2	0	4	5	0	0	0	0	478
11:00	13	406	131	2	20	3	0	2	5	0	0	0	0	582
12 PM	10	404	124	1	26	4	0	2	4	0	0	0	0	575
13:00	14	438	137	0	20	3	0	2	7	1	0	0	0	622
14:00	8	448	150	2	13	5	0	3	5	0	0	0	0	634
15:00	11	526	183	2	19	4	0	3	1	0	0	0	0	749
16:00	10	624	201	4	14	13	0	8	1	0	0	0	0	875
17:00	10	682	185	3	23	5	0	6	1	0	0	0	0	915
18:00	12	578	153	2	19	7	0	2	2	0	0	0	0	775
19:00	11	496	155	0	9	3	0	3	0	0	0	0	0	677
20:00	8	487	133	0	14	4	0	1	0	0	0	0	0	647
21:00	6	416	91	1	9	1	0	1	0	0	0	0	0	525
22:00	2	267	72	1	6	0	0	0	0	0	0	0	0	348
23:00	0	182	46	0	3	0	0	0	0	0	0	0	0	231
Total	148	7282	2229	27	272	59	0	41	52	1	0	0	0	10111
Percent	1.5%	72.0%	22.0%	0.3%	2.7%	0.6%	0.0%	0.4%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	11:00	11:00		10:00	07:00					11:00
Vol.	13	406	131	3	20	3		4	10					582
PM Peak	13:00	17:00	16:00	16:00	12:00	16:00		16:00	13:00	13:00				17:00
Vol.	14	682	201	4	26	13		8	7	1				915

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/18/05	0	116	30	0	3	0	0	0	0	0	0	0	0	149
01:00	0	65	16	0	0	0	0	0	0	0	0	0	0	81
02:00	0	30	5	0	1	0	0	0	0	0	0	0	0	36
03:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
04:00	0	24	3	0	1	0	0	0	0	0	0	0	0	28
05:00	0	47	12	0	3	0	0	0	0	0	0	0	0	62
06:00	4	133	49	1	5	2	0	0	0	1	0	0	0	195
07:00	8	202	70	2	18	1	0	1	1	0	0	0	0	303
08:00	11	193	88	3	18	2	0	5	1	0	0	0	0	321
09:00	9	220	92	5	14	2	0	1	4	0	0	0	0	347
10:00	12	298	107	3	27	3	0	3	1	1	0	0	0	455
11:00	8	373	103	2	21	3	1	3	6	0	0	0	0	520
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	52	1718	579	16	112	13	1	13	13	2	0	0	0	2519
Percent	2.1%	68.2%	23.0%	0.6%	4.4%	0.5%	0.0%	0.5%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	09:00	10:00	10:00	11:00	08:00	11:00	06:00				11:00
Vol.	12	373	107	5	27	3	1	5	6	1				520
PM Peak														
Vol.														
Grand Total	282	14453	4385	59	538	112	3	86	84	6	0	0	0	20008
Percent	1.4%	72.2%	21.9%	0.3%	2.7%	0.6%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	23	780	215	6	34	9	1	7	8	0	0	0	0	1083
13:00	21	820	244	2	34	13	1	5	7	1	0	0	0	1148
14:00	11	802	231	4	29	5	1	3	6	0	0	0	0	1092
15:00	31	1009	288	2	47	11	1	12	2	0	0	0	0	1403
16:00	42	1042	327	7	35	13	0	10	0	0	0	0	0	1476
17:00	49	961	251	0	23	16	0	5	0	0	0	0	0	1305
18:00	28	1011	290	2	18	13	0	11	0	2	0	0	0	1375
19:00	17	858	210	1	18	11	0	0	1	0	0	0	0	1116
20:00	17	670	168	1	13	5	1	1	0	0	0	0	0	876
21:00	8	534	127	0	11	0	0	0	0	0	0	0	0	680
22:00	9	367	73	0	10	0	0	0	0	0	0	0	0	459
23:00	0	250	58	1	2	0	0	0	0	0	0	0	0	311
Total	256	9104	2482	26	274	96	5	54	24	3	0	0	0	12324
Percent	2.1%	73.9%	20.1%	0.2%	2.2%	0.8%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	17:00	16:00	16:00	16:00	15:00	17:00	12:00	15:00	12:00	18:00				16:00
	49	1042	327	7	47	16	1	12	8	2				1476

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/05	0	141	43	0	2	0	0	0	0	0	0	0	0	186
01:00	0	79	10	0	2	0	0	0	0	0	0	0	0	91
02:00	1	34	13	0	0	0	0	0	0	0	0	0	0	48
03:00	0	25	12	1	5	0	0	0	0	0	0	0	0	43
04:00	0	61	23	0	6	0	0	0	1	0	0	0	0	91
05:00	0	238	106	1	7	1	0	2	2	0	0	0	0	357
06:00	20	573	201	0	18	5	0	3	1	0	0	0	0	821
07:00	30	800	244	4	29	7	0	3	10	0	0	0	0	1127
08:00	17	862	246	4	36	7	1	9	4	0	0	0	0	1186
09:00	22	777	238	5	24	4	1	4	9	1	0	0	1	1086
10:00	18	804	207	4	33	7	0	6	6	0	0	0	0	1085
11:00	24	869	249	6	41	14	2	4	6	0	0	0	0	1215
12 PM	21	806	238	3	41	11	0	5	5	0	0	0	0	1130
13:00	28	868	232	1	32	7	0	5	9	1	0	0	0	1183
14:00	20	850	256	2	35	11	0	5	6	0	0	0	0	1185
15:00	42	920	292	3	37	9	0	4	3	0	0	0	0	1310
16:00	43	1052	311	8	25	18	0	11	4	0	0	0	0	1472
17:00	49	1079	297	3	36	9	1	9	1	0	0	0	0	1484
18:00	33	1029	248	4	30	14	0	5	2	0	0	0	0	1365
19:00	34	835	239	0	14	9	0	4	1	0	0	0	0	1136
20:00	25	722	189	0	18	4	0	1	0	0	0	0	0	959
21:00	14	578	121	1	14	1	0	1	0	0	0	0	0	730
22:00	4	402	96	1	9	0	1	0	0	0	0	0	0	513
23:00	2	282	62	1	3	0	0	0	0	0	0	0	0	350
Total	447	14686	4173	52	497	138	6	81	70	2	0	0	1	20153
Percent	2.2%	72.9%	20.7%	0.3%	2.5%	0.7%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	11:00	11:00	11:00	11:00	08:00	07:00	09:00			09:00	11:00
Vol.	30	869	249	6	41	14	2	9	10	1			1	1215
PM Peak	17:00	17:00	16:00	16:00	12:00	16:00	17:00	16:00	13:00	13:00				17:00
Vol.	49	1079	311	8	41	18	1	11	9	1				1484

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB, SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Warren Ave, north of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/18/05	0	153	33	0	6	0	0	0	0	0	0	0	0	192
01:00	1	87	21	0	0	0	0	0	0	0	0	0	0	109
02:00	1	47	11	0	1	0	0	0	0	0	0	0	0	60
03:00	0	31	10	2	2	0	0	0	0	0	0	0	0	45
04:00	0	77	27	0	5	0	0	0	1	0	0	0	0	110
05:00	1	244	113	0	7	1	0	0	1	0	0	0	0	367
06:00	18	540	199	2	18	5	0	1	0	1	0	0	0	784
07:00	26	783	248	2	36	9	0	8	3	0	0	0	1	1116
08:00	27	806	267	3	37	7	1	10	1	1	1	0	0	1161
09:00	20	712	223	6	26	14	0	4	5	0	0	0	0	1010
10:00	32	768	218	3	42	16	0	9	3	1	0	0	0	1092
11:00	20	837	223	4	35	6	1	6	8	0	1	0	0	1141
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	146	5085	1593	22	215	58	2	38	22	3	2	0	1	7187
Percent	2.0%	70.8%	22.2%	0.3%	3.0%	0.8%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	08:00	09:00	10:00	10:00	08:00	08:00	11:00	06:00	08:00		07:00	08:00
Vol.	32	837	267	6	42	16	1	10	8	1	1		1	1161
PM Peak														
Vol.														
Grand Total	849	28875	8248	100	986	292	13	173	116	8	2	0	2	39664
Percent	2.1%	72.8%	20.8%	0.3%	2.5%	0.7%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	

*State Road,
South of Rocky Hill Road – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05
 State Rd, south of Rocky Hill Rd

Start Time	17-Oct-05		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	72	29	84	28	*	*	*	*	*	*	78	28
01:00	*	*	*	*	38	18	37	7	*	*	*	*	*	*	38	12
02:00	*	*	*	*	18	19	21	13	*	*	*	*	*	*	20	16
03:00	*	*	*	*	17	16	17	17	*	*	*	*	*	*	17	16
04:00	*	*	*	*	12	49	7	56	*	*	*	*	*	*	10	52
05:00	*	*	*	*	16	227	20	209	*	*	*	*	*	*	18	218
06:00	*	*	*	*	59	501	50	483	*	*	*	*	*	*	54	492
07:00	*	*	*	*	168	732	193	748	*	*	*	*	*	*	180	740
08:00	*	*	*	*	286	782	318	734	*	*	*	*	*	*	302	758
09:00	*	*	*	*	260	614	256	667	*	*	*	*	*	*	258	640
10:00	*	*	*	*	256	429	292	477	*	*	*	*	*	*	274	453
11:00	*	*	*	*	361	445	375	394	*	*	*	*	*	*	368	420
12:00 PM	*	*	*	*	458	366	396	369	*	*	*	*	*	*	427	368
01:00	*	*	*	*	476	437	426	427	*	*	*	*	*	*	451	432
02:00	*	*	*	*	462	445	441	397	*	*	*	*	*	*	452	421
03:00	*	*	659	390	648	429	*	*	*	*	*	*	*	*	654	410
04:00	*	*	821	440	758	415	*	*	*	*	*	*	*	*	790	428
05:00	*	*	823	431	846	392	*	*	*	*	*	*	*	*	834	412
06:00	*	*	770	353	797	334	*	*	*	*	*	*	*	*	784	344
07:00	*	*	573	267	572	283	*	*	*	*	*	*	*	*	572	275
08:00	*	*	396	156	401	183	*	*	*	*	*	*	*	*	398	170
09:00	*	*	329	106	311	124	*	*	*	*	*	*	*	*	320	115
10:00	*	*	189	107	214	99	*	*	*	*	*	*	*	*	202	103
11:00	*	*	168	67	137	66	*	*	*	*	*	*	*	*	152	66
Lane Day	0	0	4728	2317	7643	7434	2933	5026	0	0	0	0	0	0	7653	7389
AM Peak Vol.			7045		15077		7959		0		0		0		15042	
PM Peak Vol.																
Peak Vol.			17:00	16:00	17:00	14:00	14:00	13:00							17:00	13:00
Vol.			823	440	846	445	441	427							834	432

Comb. Total 0 7045 15077 7959 0 0 0 15042

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05
 State Rd, south of Rocky Hill Rd

Start Time	17-Oct-05 Mon	18-Oct-05 Tue	19-Oct-05 Wed	20-Oct-05 Thu	21-Oct-05 Fri	22-Oct-05 Sat	23-Oct-05 Sun	Week Average
12:00 AM	*	*	101	112	*	*	*	106
01:00	*	*	56	44	*	*	*	50
02:00	*	*	37	34	*	*	*	36
03:00	*	*	33	34	*	*	*	34
04:00	*	*	61	63	*	*	*	62
05:00	*	*	243	229	*	*	*	236
06:00	*	*	560	533	*	*	*	546
07:00	*	*	900	941	*	*	*	920
08:00	*	*	1068	1052	*	*	*	1060
09:00	*	*	874	923	*	*	*	898
10:00	*	*	685	769	*	*	*	727
11:00	*	*	806	769	*	*	*	788
12:00 PM	*	*	824	765	*	*	*	794
01:00	*	*	913	853	*	*	*	883
02:00	*	*	907	838	*	*	*	872
03:00	*	1049	1077	*	*	*	*	1063
04:00	*	1261	1173	*	*	*	*	1217
05:00	*	1254	1238	*	*	*	*	1246
06:00	*	1123	1131	*	*	*	*	1127
07:00	*	840	855	*	*	*	*	848
08:00	*	552	584	*	*	*	*	568
09:00	*	435	435	*	*	*	*	435
10:00	*	296	313	*	*	*	*	304
11:00	*	235	203	*	*	*	*	219
Total	0	7045	15077	7959	0	0	0	15039
Percentage	0.0%	46.8%	100.3%	52.9%	0.0%	0.0%	0.0%	
AM Peak Vol.			08:00 1068	08:00 1052				08:00 1060
PM Peak Vol.		16:00 1261	17:00 1238	13:00 853				17:00 1246

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	22	3	0	3	8	185	324	97	15	2	0	0	0	0	659
16:00	28	2	1	3	35	229	396	115	12	0	0	0	0	0	821
17:00	23	0	2	17	34	177	407	149	13	1	0	0	0	0	823
18:00	19	0	0	4	42	247	360	89	7	0	0	0	1	1	770
19:00	9	1	1	0	24	160	273	98	6	1	0	0	0	0	573
20:00	3	0	0	1	19	110	177	78	7	0	1	0	0	0	396
21:00	2	0	1	0	9	54	160	94	8	0	1	0	0	0	329
22:00	1	0	0	0	0	30	83	60	8	6	0	1	0	0	189
23:00	0	0	0	0	0	28	79	51	9	1	0	0	0	0	168
Total	107	6	5	28	171	1220	2259	831	85	11	2	1	1	1	4728

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

	State Rd, south of Rocky Hill Rd														
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/19/05	0	0	0	0	1	18	29	16	5	3	0	0	0	0	72
01:00	0	0	0	0	0	7	12	13	5	1	0	0	0	0	38
02:00	0	0	0	0	0	2	9	4	3	0	0	0	0	0	18
03:00	0	0	0	0	0	2	10	5	0	0	0	0	0	0	17
04:00	0	0	0	0	0	4	3	2	3	0	0	0	0	0	12
05:00	1	0	0	0	0	0	5	7	3	0	0	0	0	0	16
06:00	3	0	0	0	3	10	24	15	3	0	0	0	0	1	59
07:00	17	1	0	2	4	46	51	42	3	2	0	0	0	0	168
08:00	26	1	2	4	8	71	122	45	6	1	0	0	0	0	286
09:00	16	0	0	4	11	53	122	49	5	0	0	0	0	0	260
10:00	13	0	2	2	5	49	125	48	12	0	0	0	0	0	256
11:00	12	0	3	6	18	73	168	69	11	1	0	0	0	0	361
12 PM	20	6	4	1	7	109	198	98	15	0	0	0	0	0	458
13:00	18	0	1	0	22	128	203	85	17	2	0	0	0	0	476
14:00	18	0	0	3	7	114	246	63	9	2	0	0	0	0	462
15:00	24	4	0	6	11	177	327	85	10	3	0	0	1	0	648
16:00	24	1	0	10	42	181	339	145	14	1	0	0	1	0	758
17:00	29	0	7	10	19	195	418	158	9	1	0	0	0	0	846
18:00	14	0	0	10	42	270	345	107	6	2	1	0	0	0	797
19:00	13	0	1	8	36	136	307	62	8	1	0	0	0	0	572
20:00	5	0	0	0	7	87	213	79	8	2	0	0	0	0	401
21:00	1	0	0	0	1	51	171	78	8	0	1	0	0	0	311
22:00	2	0	0	0	0	27	112	57	13	2	1	0	0	0	214
23:00	1	0	0	0	0	14	66	47	8	0	1	0	0	0	137
Total	257	13	20	66	244	1824	3625	1379	184	24	4	0	2	1	7643

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/20/05	0	0	0	0	0	10	27	31	13	2	1	0	0	0	84
01:00	0	0	0	0	0	4	10	14	8	1	0	0	0	0	37
02:00	0	0	0	0	0	3	8	7	3	0	0	0	0	0	21
03:00	0	0	0	0	0	2	4	7	3	1	0	0	0	0	17
04:00	0	0	0	0	1	2	0	3	1	0	0	0	0	0	7
05:00	0	0	0	0	0	3	5	7	5	0	0	0	0	0	20
06:00	2	0	0	0	0	13	21	10	4	0	0	0	0	0	50
07:00	16	0	1	0	5	30	83	48	9	1	0	0	0	0	193
08:00	31	1	1	3	18	67	126	56	13	1	1	0	0	0	318
09:00	19	0	1	0	14	65	105	41	9	1	1	0	0	0	256
10:00	10	0	1	4	9	62	142	56	8	0	0	0	0	0	292
11:00	15	0	2	1	24	123	147	56	5	1	1	0	0	0	375
12 PM	12	0	1	0	9	70	197	87	20	0	0	0	0	0	396
13:00	11	0	0	0	12	98	185	103	17	0	0	0	0	0	426
14:00	18	1	0	5	12	82	214	95	14	0	0	0	0	0	441
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	134	2	7	13	104	634	1274	621	132	8	4	0	0	0	2933
Grand Total	498	21	32	107	519	3678	7158	2831	401	43	10	1	3	2	15304

15th Percentile : 37 MPH
 50th Percentile : 42 MPH
 85th Percentile : 47 MPH
 95th Percentile : 50 MPH

Stats
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 10836
 Percent in Pace : 70.8%
 Number of Vehicles > 40 MPH : 10449
 Percent of Vehicles > 40 MPH : 68.3%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	21	0	1	1	16	74	167	94	14	2	0	0	0	0	390
16:00	32	0	2	8	31	77	185	94	10	0	1	0	0	0	440
17:00	28	0	1	4	11	84	185	105	12	1	0	0	0	0	431
18:00	21	0	3	0	10	67	172	75	5	0	0	0	0	0	353
19:00	9	1	0	0	7	62	112	64	11	1	0	0	0	0	267
20:00	6	0	0	1	8	28	61	38	14	0	0	0	0	0	156
21:00	2	0	0	0	0	14	50	36	3	1	0	0	0	0	106
22:00	3	0	0	0	2	11	48	30	11	2	0	0	0	0	107
23:00	0	0	0	0	2	15	28	17	4	1	0	0	0	0	67
Total	122	1	7	14	87	432	1008	553	84	8	1	0	0	0	2317

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/19/05	0	0	0	0	0	4	9	13	2	0	1	0	0	0	29
01:00	0	0	0	0	0	2	7	6	3	0	0	0	0	0	18
02:00	0	0	0	0	0	4	7	8	0	0	0	0	0	0	19
03:00	0	0	0	0	0	3	2	5	5	1	0	0	0	0	16
04:00	0	0	0	0	0	2	12	24	9	2	0	0	0	0	49
05:00	1	1	0	3	3	20	78	85	25	11	0	0	0	0	227
06:00	1	2	4	3	24	76	205	165	19	2	0	0	0	0	501
07:00	9	0	1	1	4	107	430	158	22	0	0	0	0	0	732
08:00	27	2	6	19	61	204	301	146	16	0	0	0	0	0	782
09:00	16	1	0	3	27	169	267	117	13	1	0	0	0	0	614
10:00	11	1	0	0	35	81	180	107	12	2	0	0	0	0	429
11:00	26	3	2	2	26	122	182	67	11	4	0	0	0	0	445
12 PM	19	1	0	1	17	58	171	88	11	0	0	0	0	0	366
13:00	24	0	0	3	14	88	207	90	11	0	0	0	0	0	437
14:00	21	0	0	7	7	97	205	98	10	0	0	0	0	0	445
15:00	25	0	2	0	20	100	180	92	9	1	0	0	0	0	429
16:00	30	0	0	0	15	63	194	99	14	0	0	0	0	0	415
17:00	27	0	0	2	10	86	162	93	11	1	0	0	0	0	392
18:00	25	2	0	1	6	70	154	61	12	2	1	0	0	0	334
19:00	14	0	1	1	9	63	116	68	8	3	0	0	0	0	283
20:00	5	0	0	0	8	42	83	33	12	0	0	0	0	0	183
21:00	0	0	0	0	4	30	54	28	6	2	0	0	0	0	124
22:00	2	0	0	0	0	24	44	26	3	0	0	0	0	0	99
23:00	0	0	0	0	1	12	25	20	5	3	0	0	0	0	66
Total	283	13	16	46	291	1527	3275	1697	249	35	2	0	0	0	7434

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05
 State Rd, south of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/20/05	0	0	0	0	0	4	14	7	2	1	0	0	0	0	28
01:00	0	0	0	0	0	1	3	3	0	0	0	0	0	0	7
02:00	0	0	0	0	0	1	4	6	1	1	0	0	0	0	13
03:00	0	0	0	0	1	2	4	6	3	1	0	0	0	0	17
04:00	0	0	0	0	1	3	18	19	14	1	0	0	0	0	56
05:00	0	1	1	0	1	11	76	90	25	3	1	0	0	0	209
06:00	4	0	0	1	3	74	225	147	25	4	0	0	0	0	483
07:00	18	0	3	3	25	122	404	156	15	2	0	0	0	0	748
08:00	28	16	10	14	60	160	299	131	13	2	0	0	1	0	734
09:00	19	0	2	11	39	165	313	104	11	2	0	0	1	0	667
10:00	21	1	1	2	26	110	211	96	8	1	0	0	0	0	477
11:00	13	0	4	13	34	146	121	56	7	0	0	0	0	0	394
12 PM	10	0	0	2	16	63	185	82	9	2	0	0	0	0	369
13:00	19	1	4	5	26	91	175	91	15	0	0	0	0	0	427
14:00	19	0	2	2	12	68	172	99	23	0	0	0	0	0	397
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	151	19	27	53	244	1021	2224	1093	171	20	1	0	2	0	5026
Grand Total	556	33	50	113	622	2980	6507	3343	504	63	4	0	2	0	14777

15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 48 MPH
 95th Percentile : 50 MPH

Stats
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 9850
 Percent in Pace : 66.7%
 Number of Vehicles > 40 MPH : 10423
 Percent of Vehicles > 40 MPH : 70.5%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	43	3	1	4	24	259	491	191	29	4	0	0	0	0	1049
16:00	60	2	3	11	66	306	581	209	22	0	1	0	0	0	1261
17:00	51	0	3	21	45	261	592	254	25	2	0	0	0	0	1254
18:00	40	0	3	4	52	314	532	164	12	0	0	0	1	1	1123
19:00	18	2	1	0	31	222	385	162	17	2	0	0	0	0	840
20:00	9	0	0	2	27	138	238	116	21	0	1	0	0	0	552
21:00	4	0	1	0	9	68	210	130	11	1	1	0	0	0	435
22:00	4	0	0	0	2	41	131	90	19	8	0	1	0	0	296
23:00	0	0	0	0	2	43	107	68	13	2	0	0	0	0	235
Total	229	7	12	42	258	1652	3267	1384	169	19	3	1	1	1	7045

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/19/05	0	0	0	0	1	22	38	29	7	3	1	0	0	0	101
01:00	0	0	0	0	0	9	19	19	8	1	0	0	0	0	56
02:00	0	0	0	0	0	6	16	12	3	0	0	0	0	0	37
03:00	0	0	0	0	0	5	12	10	5	1	0	0	0	0	33
04:00	0	0	0	0	0	6	15	26	12	2	0	0	0	0	61
05:00	2	1	0	3	3	20	83	92	28	11	0	0	0	0	243
06:00	4	2	4	3	27	86	229	180	22	2	0	0	0	1	560
07:00	26	1	1	3	8	153	481	200	25	2	0	0	0	0	900
08:00	53	3	8	23	69	275	423	191	22	1	0	0	0	0	1068
09:00	32	1	0	7	38	222	389	166	18	1	0	0	0	0	874
10:00	24	1	2	2	40	130	305	155	24	2	0	0	0	0	685
11:00	38	3	5	8	44	195	350	136	22	5	0	0	0	0	806
12 PM	39	7	4	2	24	167	369	186	26	0	0	0	0	0	824
13:00	42	0	1	3	36	216	410	175	28	2	0	0	0	0	913
14:00	39	0	0	10	14	211	451	161	19	2	0	0	0	0	907
15:00	49	4	2	6	31	277	507	177	19	4	0	0	1	0	1077
16:00	54	1	0	10	57	244	533	244	28	1	0	0	1	0	1173
17:00	56	0	7	12	29	281	580	251	20	2	0	0	0	0	1238
18:00	39	2	0	11	48	340	499	168	18	4	2	0	0	0	1131
19:00	27	0	2	9	45	199	423	130	16	4	0	0	0	0	855
20:00	10	0	0	0	15	129	296	112	20	2	0	0	0	0	584
21:00	1	0	0	0	5	81	225	106	14	2	1	0	0	0	435
22:00	4	0	0	0	0	51	156	83	16	2	1	0	0	0	313
23:00	1	0	0	0	1	26	91	67	13	3	1	0	0	0	203
Total	540	26	36	112	535	3351	6900	3076	433	59	6	0	2	1	15077

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05
 State Rd, south of Rocky Hill Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
10/20/05	0	0	0	0	0	14	41	38	15	3	1	0	0	0	112
01:00	0	0	0	0	0	5	13	17	8	1	0	0	0	0	44
02:00	0	0	0	0	0	4	12	13	4	1	0	0	0	0	34
03:00	0	0	0	0	1	4	8	13	6	2	0	0	0	0	34
04:00	0	0	0	0	2	5	18	22	15	1	0	0	0	0	63
05:00	0	1	1	0	1	14	81	97	30	3	1	0	0	0	229
06:00	6	0	0	1	3	87	246	157	29	4	0	0	0	0	533
07:00	34	0	4	3	30	152	487	204	24	3	0	0	0	0	941
08:00	59	17	11	17	78	227	425	187	26	3	1	0	1	0	1052
09:00	38	0	3	11	53	230	418	145	20	3	1	0	1	0	923
10:00	31	1	2	6	35	172	353	152	16	1	0	0	0	0	769
11:00	28	0	6	14	58	269	268	112	12	1	1	0	0	0	769
12 PM	22	0	1	2	25	133	382	169	29	2	0	0	0	0	765
13:00	30	1	4	5	38	189	360	194	32	0	0	0	0	0	853
14:00	37	1	2	7	24	150	386	194	37	0	0	0	0	0	838
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	285	21	34	66	348	1655	3498	1714	303	28	5	0	2	0	7959
Grand Total	1054	54	82	220	1141	6658	13665	6174	905	106	14	1	5	2	30081

15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 48 MPH
 95th Percentile : 50 MPH

Stats
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 20323
 Percent in Pace : 67.6%
 Number of Vehicles > 40 MPH : 20872
 Percent of Vehicles > 40 MPH : 69.4%

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	9	458	159	11	13	2	0	2	4	0	0	0	0	658
16:00	10	567	219	3	18	2	0	0	1	0	0	0	0	820
17:00	9	599	189	0	23	2	0	0	0	0	0	0	0	822
18:00	8	571	171	0	16	3	0	1	0	0	0	0	0	770
19:00	5	425	132	0	8	2	0	0	0	0	0	0	0	572
20:00	3	315	72	0	6	0	0	0	0	0	0	0	0	396
21:00	1	268	54	0	3	1	0	1	0	0	0	0	0	328
22:00	1	149	36	0	2	0	0	0	0	0	0	0	0	188
23:00	0	138	28	0	2	0	0	0	0	0	0	0	0	168
Total	46	3490	1060	14	91	12	0	4	5	0	0	0	0	4722
Percent	1.0%	73.9%	22.4%	0.3%	1.9%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	16:00	17:00	16:00	15:00	17:00	18:00		15:00	15:00					17:00
	10	599	219	11	23	3		2	4					822

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/05	0	50	19	1	2	0	0	0	0	0	0	0	0	72
01:00	0	29	7	1	1	0	0	0	0	0	0	0	0	38
02:00	0	10	4	0	3	0	0	0	1	0	0	0	0	18
03:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
04:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
05:00	0	11	3	0	1	0	0	1	0	0	0	0	0	16
06:00	0	40	14	1	3	1	0	0	0	0	0	0	0	59
07:00	4	108	42	3	5	2	0	2	2	0	0	0	0	168
08:00	6	176	64	17	18	4	0	1	0	0	0	0	0	286
09:00	9	152	80	1	12	3	0	0	3	0	0	0	0	260
10:00	3	158	68	2	16	5	0	1	2	0	0	0	0	255
11:00	4	244	84	3	16	5	0	2	2	0	0	0	0	360
12 PM	5	311	112	9	13	3	0	3	1	0	0	0	0	457
13:00	14	328	109	3	12	3	1	3	2	0	0	0	0	475
14:00	8	341	87	1	14	4	0	3	3	0	0	0	0	461
15:00	9	436	175	3	15	4	0	4	2	0	0	0	0	648
16:00	14	538	183	0	18	3	0	1	0	0	0	0	0	757
17:00	8	626	191	0	15	3	0	3	0	0	0	0	0	846
18:00	6	561	202	1	18	5	1	2	0	0	0	0	0	796
19:00	5	445	112	0	7	1	0	0	1	0	0	0	0	571
20:00	0	304	88	0	8	1	0	0	0	0	0	0	0	401
21:00	0	238	67	0	6	0	0	0	0	0	0	0	0	311
22:00	0	177	33	0	3	0	0	0	0	0	0	0	0	213
23:00	2	101	30	1	3	0	0	0	0	0	0	0	0	137
Total	97	5409	1777	47	210	47	2	26	19	0	0	0	0	7634
Percent	1.3%	70.9%	23.3%	0.6%	2.8%	0.6%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	08:00	08:00	10:00		07:00	09:00					11:00
Vol.	9	244	84	17	18	5		2	3					360
PM Peak	13:00	17:00	18:00	12:00	16:00	18:00	13:00	15:00	14:00					17:00
Vol.	14	626	202	9	18	5	1	4	3					846

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/20/05	0	59	23	0	1	1	0	0	0	0	0	0	0	84
01:00	0	31	6	0	0	0	0	0	0	0	0	0	0	37
02:00	0	14	5	0	1	0	0	0	1	0	0	0	0	21
03:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
04:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
05:00	0	19	0	0	1	0	0	0	0	0	0	0	0	20
06:00	1	31	9	1	3	2	0	1	1	0	0	0	0	49
07:00	4	119	49	4	12	2	0	0	3	0	0	0	0	193
08:00	7	186	71	17	21	5	0	8	3	0	0	0	0	318
09:00	4	145	80	6	15	3	0	0	3	0	0	0	0	256
10:00	1	176	82	1	22	5	0	1	3	0	0	0	0	291
11:00	7	244	94	2	14	1	0	6	5	0	0	1	0	374
12 PM	6	273	92	3	14	7	0	0	0	0	0	0	0	395
13:00	6	288	113	2	10	4	0	1	1	0	0	0	0	425
14:00	8	305	106	1	13	5	0	2	1	0	0	0	0	441
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	44	1907	736	37	128	35	0	19	21	0	0	1	0	2928
Percent	1.5%	65.1%	25.1%	1.3%	4.4%	1.2%	0.0%	0.6%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	08:00	10:00	08:00		08:00	11:00			11:00		11:00
Vol.	7	244	94	17	22	5		8	5			1		374
PM Peak	14:00	14:00	13:00	12:00	12:00	12:00		14:00	13:00					14:00
Vol.	8	305	113	3	14	7		2	1					441
Grand Total	187	10806	3573	98	429	94	2	49	45	0	0	1	0	15284
Percent	1.2%	70.7%	23.4%	0.6%	2.8%	0.6%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #10
Tube Layout: L6 Basic
NB

Station ID:
Site Code: 239
Date Start: 18-Oct-05
Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	11	258	93	3	21	3	0	1	0	0	0	0	0	390
16:00	7	303	109	4	9	7	0	0	0	0	0	0	0	439
17:00	9	314	92	0	11	2	0	1	1	0	0	0	0	430
18:00	9	246	87	0	8	2	0	1	0	0	0	0	0	353
19:00	7	202	50	0	7	0	0	0	0	0	0	0	0	266
20:00	3	124	26	0	2	0	0	0	0	0	0	0	0	155
21:00	2	80	22	0	1	0	0	0	0	0	0	0	0	105
22:00	0	83	22	0	2	0	0	0	0	0	0	0	0	107
23:00	1	54	10	0	2	0	0	0	0	0	0	0	0	67
Total	49	1664	511	7	63	14	0	3	1	0	0	0	0	2312
Percent	2.1%	72.0%	22.1%	0.3%	2.7%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	15:00 11	17:00 314	16:00 109	16:00 4	15:00 21	16:00 7		15:00 1	17:00 1					16:00 439

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/05	0	22	6	0	1	0	0	0	0	0	0	0	0	29
01:00	0	9	9	0	0	0	0	0	0	0	0	0	0	18
02:00	0	13	3	1	2	0	0	0	0	0	0	0	0	19
03:00	0	6	7	1	1	0	0	0	1	0	0	0	0	16
04:00	0	36	11	0	2	0	0	0	0	0	0	0	0	49
05:00	0	151	70	0	4	2	0	0	0	0	0	0	0	227
06:00	2	350	130	0	15	2	0	2	0	0	0	0	0	501
07:00	7	548	158	4	14	0	0	0	0	0	0	0	0	731
08:00	8	576	158	9	24	2	1	3	0	0	0	0	0	781
09:00	5	439	140	10	11	4	0	3	1	0	0	0	0	613
10:00	3	317	91	1	11	0	0	1	4	0	0	0	0	428
11:00	7	309	94	9	18	2	0	3	2	0	0	0	0	444
12 PM	2	272	63	5	16	4	1	2	0	0	0	0	0	365
13:00	8	311	93	6	10	3	0	4	2	0	0	0	0	437
14:00	6	305	105	3	16	4	0	6	0	0	0	0	0	445
15:00	14	299	91	2	10	7	0	3	2	0	0	0	0	428
16:00	10	288	94	0	13	4	1	1	3	0	0	0	0	414
17:00	4	281	93	0	8	3	0	2	0	0	0	0	0	391
18:00	6	243	72	1	5	3	0	1	2	0	0	0	0	333
19:00	5	216	58	1	1	1	0	0	0	0	0	0	0	282
20:00	2	147	30	0	3	1	0	0	0	0	0	0	0	183
21:00	1	103	19	0	1	0	0	0	0	0	0	0	0	124
22:00	1	80	17	0	0	0	0	0	0	0	0	0	0	98
23:00	2	46	17	0	1	0	0	0	0	0	0	0	0	66
Total	93	5367	1629	53	187	42	3	31	17	0	0	0	0	7422
Percent	1.3%	72.3%	21.9%	0.7%	2.5%	0.6%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	09:00	08:00	09:00	08:00	08:00	10:00					08:00
Vol.	8	576	158	10	24	4	1	3	4					781
PM Peak	15:00	13:00	14:00	13:00	12:00	15:00	12:00	14:00	16:00					14:00
Vol.	14	311	105	6	16	7	1	6	3					445

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/20/05	0	19	8	1	0	0	0	0	0	0	0	0	0	28
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
03:00	0	7	9	1	0	0	0	0	0	0	0	0	0	17
04:00	0	38	16	0	1	0	0	0	1	0	0	0	0	56
05:00	0	136	67	0	4	1	0	0	1	0	0	0	0	209
06:00	2	357	114	0	9	1	0	0	0	0	0	0	0	483
07:00	9	531	172	4	27	2	0	1	0	0	1	0	0	747
08:00	10	539	145	7	21	5	0	7	0	0	0	0	0	734
09:00	3	480	135	10	23	5	0	7	4	0	0	0	0	667
10:00	4	336	110	1	18	5	0	3	0	0	0	0	0	477
11:00	6	281	79	2	15	4	0	3	3	0	0	0	0	393
12 PM	4	257	73	4	15	8	0	4	4	0	0	0	0	369
13:00	7	295	89	3	18	6	0	7	0	0	1	0	0	426
14:00	13	269	90	6	16	1	0	2	0	0	0	0	0	397
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	58	3559	1112	39	168	38	0	34	13	0	2	0	0	5023
Percent	1.2%	70.9%	22.1%	0.8%	3.3%	0.8%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	09:00	07:00	08:00		08:00	09:00		07:00			07:00
Vol.	10	539	172	10	27	5		7	4		1			747
PM Peak	14:00	13:00	14:00	14:00	13:00	12:00		13:00	12:00		13:00			13:00
Vol.	13	295	90	6	18	8		7	4		1			426
Grand Total	200	10590	3252	99	418	94	3	68	31	0	2	0	0	14757
Percent	1.4%	71.8%	22.0%	0.7%	2.8%	0.6%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	20	716	252	14	34	5	0	3	4	0	0	0	0	1048
16:00	17	870	328	7	27	9	0	0	1	0	0	0	0	1259
17:00	18	913	281	0	34	4	0	1	1	0	0	0	0	1252
18:00	17	817	258	0	24	5	0	2	0	0	0	0	0	1123
19:00	12	627	182	0	15	2	0	0	0	0	0	0	0	838
20:00	6	439	98	0	8	0	0	0	0	0	0	0	0	551
21:00	3	348	76	0	4	1	0	1	0	0	0	0	0	433
22:00	1	232	58	0	4	0	0	0	0	0	0	0	0	295
23:00	1	192	38	0	4	0	0	0	0	0	0	0	0	235
Total	95	5154	1571	21	154	26	0	7	6	0	0	0	0	7034
Percent	1.4%	73.3%	22.3%	0.3%	2.2%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	15:00 20	17:00 913	16:00 328	15:00 14	15:00 34	16:00 9		15:00 3	15:00 4					16:00 1259

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/05	0	72	25	1	3	0	0	0	0	0	0	0	0	101
01:00	0	38	16	1	1	0	0	0	0	0	0	0	0	56
02:00	0	23	7	1	5	0	0	0	1	0	0	0	0	37
03:00	0	21	9	1	1	0	0	0	1	0	0	0	0	33
04:00	0	46	12	0	3	0	0	0	0	0	0	0	0	61
05:00	0	162	73	0	5	2	0	1	0	0	0	0	0	243
06:00	2	390	144	1	18	3	0	2	0	0	0	0	0	560
07:00	11	656	200	7	19	2	0	2	2	0	0	0	0	899
08:00	14	752	222	26	42	6	1	4	0	0	0	0	0	1067
09:00	14	591	220	11	23	7	0	3	4	0	0	0	0	873
10:00	6	475	159	3	27	5	0	2	6	0	0	0	0	683
11:00	11	553	178	12	34	7	0	5	4	0	0	0	0	804
12 PM	7	583	175	14	29	7	1	5	1	0	0	0	0	822
13:00	22	639	202	9	22	6	1	7	4	0	0	0	0	912
14:00	14	646	192	4	30	8	0	9	3	0	0	0	0	906
15:00	23	735	266	5	25	11	0	7	4	0	0	0	0	1076
16:00	24	826	277	0	31	7	1	2	3	0	0	0	0	1171
17:00	12	907	284	0	23	6	0	5	0	0	0	0	0	1237
18:00	12	804	274	2	23	8	1	3	2	0	0	0	0	1129
19:00	10	661	170	1	8	2	0	0	1	0	0	0	0	853
20:00	2	451	118	0	11	2	0	0	0	0	0	0	0	584
21:00	1	341	86	0	7	0	0	0	0	0	0	0	0	435
22:00	1	257	50	0	3	0	0	0	0	0	0	0	0	311
23:00	4	147	47	1	4	0	0	0	0	0	0	0	0	203
Total	190	10776	3406	100	397	89	5	57	36	0	0	0	0	15056
Percent	1.3%	71.6%	22.6%	0.7%	2.6%	0.6%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	08:00	09:00	08:00	11:00	10:00					08:00
Vol.	14	752	222	26	42	7	1	5	6					1067
PM Peak	16:00	17:00	17:00	12:00	16:00	15:00	12:00	14:00	13:00					17:00
Vol.	24	907	284	14	31	11	1	9	4					1237

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #10
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Rocky Hill Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/20/05	0	78	31	1	1	1	0	0	0	0	0	0	0	112
01:00	0	36	8	0	0	0	0	0	0	0	0	0	0	44
02:00	0	23	8	0	2	0	0	0	1	0	0	0	0	34
03:00	0	20	13	1	0	0	0	0	0	0	0	0	0	34
04:00	0	42	18	0	2	0	0	0	1	0	0	0	0	63
05:00	0	155	67	0	5	1	0	0	1	0	0	0	0	229
06:00	3	388	123	1	12	3	0	1	1	0	0	0	0	532
07:00	13	650	221	8	39	4	0	1	3	0	1	0	0	940
08:00	17	725	216	24	42	10	0	15	3	0	0	0	0	1052
09:00	7	625	215	16	38	8	0	7	7	0	0	0	0	923
10:00	5	512	192	2	40	10	0	4	3	0	0	0	0	768
11:00	13	525	173	4	29	5	0	9	8	0	0	1	0	767
12 PM	10	530	165	7	29	15	0	4	4	0	0	0	0	764
13:00	13	583	202	5	28	10	0	8	1	0	1	0	0	851
14:00	21	574	196	7	29	6	0	4	1	0	0	0	0	838
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	102	5466	1848	76	296	73	0	53	34	0	2	1	0	7951
Percent	1.3%	68.7%	23.2%	1.0%	3.7%	0.9%	0.0%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	08:00	08:00	08:00		08:00	11:00		07:00	11:00		08:00
Vol.	17	725	221	24	42	10		15	8		1	1		1052
PM Peak	14:00	13:00	13:00	12:00	12:00	12:00		13:00	12:00		13:00			13:00
Vol.	21	583	202	7	29	15		8	4		1			851
Grand Total	387	21396	6825	197	847	188	5	117	76	0	2	1	0	30041
Percent	1.3%	71.2%	22.7%	0.7%	2.8%	0.6%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	

*State Road,
North of Beaver Dam Road – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	15-Aug-05		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	77	44	106	36	*	*	*	*	*	*	92	40
01:00	*	*	*	*	51	15	44	18	*	*	*	*	*	*	48	16
02:00	*	*	*	*	17	19	22	19	*	*	*	*	*	*	20	19
03:00	*	*	*	*	13	37	21	27	*	*	*	*	*	*	17	32
04:00	*	*	*	*	20	102	22	126	*	*	*	*	*	*	21	114
05:00	*	*	*	*	40	401	36	386	*	*	*	*	*	*	38	394
06:00	*	*	*	*	120	637	120	613	*	*	*	*	*	*	120	625
07:00	*	*	*	*	210	761	216	776	*	*	*	*	*	*	213	768
08:00	*	*	*	*	238	639	275	592	*	*	*	*	*	*	256	616
09:00	*	*	*	*	320	519	293	531	*	*	*	*	*	*	306	525
10:00	*	*	*	*	409	523	386	493	*	*	*	*	*	*	398	508
11:00	*	*	*	*	486	472	470	482	*	*	*	*	*	*	478	477
12:00 PM	*	*	*	*	445	442	517	461	*	*	*	*	*	*	481	452
01:00	*	*	*	*	515	441	505	474	*	*	*	*	*	*	510	458
02:00	*	*	*	*	580	421	550	468	*	*	*	*	*	*	565	444
03:00	*	*	741	478	681	441	*	*	*	*	*	*	*	*	711	460
04:00	*	*	894	425	805	456	*	*	*	*	*	*	*	850	440	
05:00	*	*	783	402	808	411	*	*	*	*	*	*	*	796	406	
06:00	*	*	641	413	639	444	*	*	*	*	*	*	*	640	428	
07:00	*	*	521	287	527	333	*	*	*	*	*	*	*	524	310	
08:00	*	*	433	213	516	226	*	*	*	*	*	*	*	474	220	
09:00	*	*	331	168	384	161	*	*	*	*	*	*	*	358	164	
10:00	*	*	221	121	234	141	*	*	*	*	*	*	*	228	131	
11:00	*	*	181	52	184	60	*	*	*	*	*	*	*	182	56	
Lane Day	0	0	4746	2559	8319	8146	3583	5502	0	0	0	0	0	0	8326	8103
AM Peak Vol.			7305		16465		9085		0		0		0		16429	
PM Peak Vol.			16:00	15:00	17:00	16:00	14:00	13:00							16:00	15:00
			894	478	808	456	550	474							850	460

Comb. Total 0 7305 16465 9085 0 0 0 16429

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	15-Aug-05 Mon	16-Aug-05 Tue	17-Aug-05 Wed	18-Aug-05 Thu	19-Aug-05 Fri	20-Aug-05 Sat	21-Aug-05 Sun	Week Average
12:00 AM	*	*	121	142	*	*	*	132
01:00	*	*	66	62	*	*	*	64
02:00	*	*	36	41	*	*	*	38
03:00	*	*	50	48	*	*	*	49
04:00	*	*	122	148	*	*	*	135
05:00	*	*	441	422	*	*	*	432
06:00	*	*	757	733	*	*	*	745
07:00	*	*	971	992	*	*	*	982
08:00	*	*	877	867	*	*	*	872
09:00	*	*	839	824	*	*	*	832
10:00	*	*	932	879	*	*	*	906
11:00	*	*	958	952	*	*	*	955
12:00 PM	*	*	887	978	*	*	*	932
01:00	*	*	956	979	*	*	*	968
02:00	*	*	1001	1018	*	*	*	1010
03:00	*	1219	1122	*	*	*	*	1170
04:00	*	1319	1261	*	*	*	*	1290
05:00	*	1185	1219	*	*	*	*	1202
06:00	*	1054	1083	*	*	*	*	1068
07:00	*	808	860	*	*	*	*	834
08:00	*	646	742	*	*	*	*	694
09:00	*	499	545	*	*	*	*	522
10:00	*	342	375	*	*	*	*	358
11:00	*	233	244	*	*	*	*	238
Total	0	7305	16465	9085	0	0	0	16428
Percentage	0.0%	44.5%	100.2%	55.3%	0.0%	0.0%	0.0%	
AM Peak Vol.			07:00 971	07:00 992				07:00 982
PM Peak Vol.		16:00 1319	16:00 1261	14:00 1018				16:00 1290

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	40	1	2	36	78	247	271	60	6	0	0	0	0	0	741
16:00	71	31	36	56	149	254	234	53	8	1	1	0	0	0	894
17:00	164	45	33	38	77	150	208	62	5	0	1	0	0	0	783
18:00	24	2	2	26	80	184	242	75	6	0	0	0	0	0	641
19:00	11	0	0	15	40	146	208	89	10	2	0	0	0	0	521
20:00	9	0	1	9	43	174	168	26	3	0	0	0	0	0	433
21:00	3	0	0	5	37	139	120	24	2	1	0	0	0	0	331
22:00	2	0	5	2	12	91	78	26	4	1	0	0	0	0	221
23:00	0	0	0	2	7	47	95	24	6	0	0	0	0	0	181
Total	324	79	79	189	523	1432	1624	439	50	5	2	0	0	0	4746

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

Start Time	State Rd, north of White Horse Beach Rd														Total
	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	
08/17/05	0	0	0	0	2	26	40	8	1	0	0	0	0	0	77
01:00	0	0	0	0	2	11	25	13	0	0	0	0	0	0	51
02:00	0	0	0	0	3	2	10	0	2	0	0	0	0	0	17
03:00	0	0	0	1	1	6	2	2	0	1	0	0	0	0	13
04:00	0	0	0	0	1	7	7	2	3	0	0	0	0	0	20
05:00	0	0	0	3	4	5	18	6	3	0	1	0	0	0	40
06:00	5	0	1	4	9	17	39	35	9	1	0	0	0	0	120
07:00	14	0	1	5	8	34	75	56	16	1	0	0	0	0	210
08:00	12	0	0	8	10	49	107	44	7	1	0	0	0	0	238
09:00	11	0	5	9	21	79	131	55	9	0	0	0	0	0	320
10:00	17	0	2	3	13	89	202	71	12	0	0	0	0	0	409
11:00	22	0	0	12	35	130	201	73	13	0	0	0	0	0	486
12 PM	22	1	2	5	52	127	160	61	12	1	2	0	0	0	445
13:00	17	0	0	6	29	111	251	87	14	0	0	0	0	0	515
14:00	29	0	4	7	50	161	247	75	6	1	0	0	0	0	580
15:00	40	0	1	30	97	214	220	74	5	0	0	0	0	0	681
16:00	45	6	14	45	118	259	263	47	6	0	1	1	0	0	805
17:00	88	14	33	42	58	209	274	80	9	0	1	0	0	0	808
18:00	28	6	6	30	46	168	253	87	14	1	0	0	0	0	639
19:00	18	0	2	5	52	174	188	79	9	0	0	0	0	0	527
20:00	9	0	2	17	104	223	145	12	4	0	0	0	0	0	516
21:00	6	1	1	19	62	157	113	24	1	0	0	0	0	0	384
22:00	4	0	0	2	22	88	96	18	4	0	0	0	0	0	234
23:00	5	0	0	1	9	81	67	17	3	0	0	0	1	0	184
Total	392	28	74	254	808	2427	3134	1026	162	6	6	1	1	0	8319

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #7
Tube Layout: L6 Basic
SB

Station ID:
Site Code: 239
Date Start: 16-Aug-05
Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/18/05	1	0	0	2	9	39	38	14	2	1	0	0	0	0	106
01:00	0	0	0	0	2	11	21	8	2	0	0	0	0	0	44
02:00	0	0	0	0	1	7	7	7	0	0	0	0	0	0	22
03:00	0	0	0	0	2	5	7	6	1	0	0	0	0	0	21
04:00	0	0	0	2	1	3	9	5	2	0	0	0	0	0	22
05:00	3	0	0	2	2	9	9	10	1	0	0	0	0	0	36
06:00	5	0	1	2	9	14	49	29	8	2	1	0	0	0	120
07:00	16	1	1	6	28	29	73	49	12	1	0	0	0	0	216
08:00	17	0	0	2	14	59	118	54	10	1	0	0	0	0	275
09:00	9	2	5	5	23	77	113	50	9	0	0	0	0	0	293
10:00	14	1	5	12	47	96	153	50	8	0	0	0	0	0	386
11:00	18	0	4	16	55	113	177	76	10	1	0	0	0	0	470
12 PM	22	0	1	13	45	147	219	60	9	1	0	0	0	0	517
13:00	23	3	7	14	47	127	201	67	14	2	0	0	0	0	505
14:00	25	1	7	25	30	146	247	65	2	1	1	0	0	0	550
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	153	8	31	101	315	882	1441	550	90	10	2	0	0	0	3583
Grand Total	869	115	184	544	1646	4741	6199	2015	302	21	10	1	1	0	16648

15th Percentile : 33 MPH
50th Percentile : 41 MPH
85th Percentile : 45 MPH
95th Percentile : 49 MPH

Stats
Mean Speed(Average) : 39 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 10940
Percent in Pace : 65.7%
Number of Vehicles > 45 MPH : 2350
Percent of Vehicles > 45 MPH : 14.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	32	0	0	4	46	163	186	42	4	0	1	0	0	0	478
16:00	54	0	0	6	27	129	152	48	4	3	2	0	0	0	425
17:00	72	0	1	6	39	120	124	37	2	0	1	0	0	0	402
18:00	30	0	4	8	34	126	170	35	4	2	0	0	0	0	413
19:00	15	0	2	8	33	103	100	23	2	0	0	1	0	0	287
20:00	9	1	1	5	24	79	66	23	3	2	0	0	0	0	213
21:00	4	0	0	3	23	66	55	17	0	0	0	0	0	0	168
22:00	3	0	0	0	9	37	56	14	2	0	0	0	0	0	121
23:00	0	0	0	0	3	13	22	11	2	0	1	0	0	0	52
Total	219	1	8	40	238	836	931	250	23	7	5	1	0	0	2559

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/17/05	1	0	0	2	5	18	14	3	0	1	0	0	0	0	44
01:00	0	0	0	0	1	1	8	5	0	0	0	0	0	0	15
02:00	0	0	0	0	3	3	8	4	1	0	0	0	0	0	19
03:00	0	0	0	1	0	6	15	10	4	1	0	0	0	0	37
04:00	0	1	1	1	2	20	38	31	6	2	0	0	0	0	102
05:00	2	0	0	0	31	66	183	110	9	0	0	0	0	0	401
06:00	10	0	0	2	63	125	321	101	14	1	0	0	0	0	637
07:00	12	0	3	1	27	158	421	122	16	1	0	0	0	0	761
08:00	11	0	1	0	31	212	305	69	10	0	0	0	0	0	639
09:00	9	0	0	3	28	160	256	58	5	0	0	0	0	0	519
10:00	16	0	1	2	35	218	193	50	7	0	1	0	0	0	523
11:00	25	0	6	19	39	189	146	46	2	0	0	0	0	0	472
12 PM	30	0	2	4	18	146	177	58	6	0	0	0	1	0	442
13:00	24	0	0	4	34	146	175	53	5	0	0	0	0	0	441
14:00	18	0	0	4	27	117	192	59	4	0	0	0	0	0	421
15:00	29	1	0	4	26	144	185	50	2	0	0	0	0	0	441
16:00	36	0	1	13	31	145	177	48	4	1	0	0	0	0	456
17:00	55	0	1	5	17	126	156	50	1	0	0	0	0	0	411
18:00	26	1	3	18	57	170	143	23	3	0	0	0	0	0	444
19:00	22	0	0	8	38	139	98	25	2	0	1	0	0	0	333
20:00	16	1	3	2	26	91	68	17	1	1	0	0	0	0	226
21:00	6	0	0	3	25	58	50	18	1	0	0	0	0	0	161
22:00	5	0	0	2	15	32	65	18	3	1	0	0	0	0	141
23:00	2	0	1	2	6	15	23	8	3	0	0	0	0	0	60
Total	355	4	23	100	585	2505	3417	1036	109	9	2	0	1	0	8146

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/18/05	1	0	0	0	4	15	10	3	1	2	0	0	0	0	36
01:00	0	0	0	0	2	4	8	4	0	0	0	0	0	0	18
02:00	0	0	0	0	2	4	6	7	0	0	0	0	0	0	19
03:00	0	0	0	0	1	4	5	14	2	0	0	1	0	0	27
04:00	0	0	2	1	6	14	57	32	12	1	0	0	0	1	126
05:00	4	0	0	6	13	53	180	115	14	1	0	0	0	0	386
06:00	7	0	1	8	48	140	268	129	10	2	0	0	0	0	613
07:00	18	0	0	0	32	198	391	120	16	1	0	0	0	0	776
08:00	17	0	0	4	21	166	298	78	8	0	0	0	0	0	592
09:00	16	0	1	8	48	175	218	62	3	0	0	0	0	0	531
10:00	22	0	0	6	45	197	183	39	1	0	0	0	0	0	493
11:00	29	0	2	5	49	182	173	38	4	0	0	0	0	0	482
12 PM	26	0	0	17	40	193	159	23	3	0	0	0	0	0	461
13:00	26	0	1	12	45	174	174	37	3	0	2	0	0	0	474
14:00	24	1	2	6	45	180	162	43	5	0	0	0	0	0	468
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	190	1	9	73	401	1699	2292	744	82	7	2	1	0	1	5502
Grand Total	764	6	40	213	1224	5040	6640	2030	214	23	9	2	1	1	16207

15th Percentile : 36 MPH
 50th Percentile : 41 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH

Stats
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 11680
 Percent in Pace : 72.1%
 Number of Vehicles > 45 MPH : 2280
 Percent of Vehicles > 45 MPH : 14.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	72	1	2	40	124	410	457	102	10	0	1	0	0	0	1219
16:00	125	31	36	62	176	383	386	101	12	4	3	0	0	0	1319
17:00	236	45	34	44	116	270	332	99	7	0	2	0	0	0	1185
18:00	54	2	6	34	114	310	412	110	10	2	0	0	0	0	1054
19:00	26	0	2	23	73	249	308	112	12	2	0	1	0	0	808
20:00	18	1	2	14	67	253	234	49	6	2	0	0	0	0	646
21:00	7	0	0	8	60	205	175	41	2	1	0	0	0	0	499
22:00	5	0	5	2	21	128	134	40	6	1	0	0	0	0	342
23:00	0	0	0	2	10	60	117	35	8	0	1	0	0	0	233
Total	543	80	87	229	761	2268	2555	689	73	12	7	1	0	0	7305

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/17/05	1	0	0	2	7	44	54	11	1	1	0	0	0	0	121
01:00	0	0	0	0	3	12	33	18	0	0	0	0	0	0	66
02:00	0	0	0	0	6	5	18	4	3	0	0	0	0	0	36
03:00	0	0	0	2	1	12	17	12	4	1	1	0	0	0	50
04:00	0	1	1	1	3	27	45	33	9	2	0	0	0	0	122
05:00	2	0	0	3	35	71	201	116	12	0	1	0	0	0	441
06:00	15	0	1	6	72	142	360	136	23	2	0	0	0	0	757
07:00	26	0	4	6	35	192	496	178	32	2	0	0	0	0	971
08:00	23	0	1	8	41	261	412	113	17	1	0	0	0	0	877
09:00	20	0	5	12	49	239	387	113	14	0	0	0	0	0	839
10:00	33	0	3	5	48	307	395	121	19	0	1	0	0	0	932
11:00	47	0	6	31	74	319	347	119	15	0	0	0	0	0	958
12 PM	52	1	4	9	70	273	337	119	18	1	2	0	1	0	887
13:00	41	0	0	10	63	257	426	140	19	0	0	0	0	0	956
14:00	47	0	4	11	77	278	439	134	10	1	0	0	0	0	1001
15:00	69	1	1	34	123	358	405	124	7	0	0	0	0	0	1122
16:00	81	6	15	58	149	404	440	95	10	1	1	1	0	0	1261
17:00	143	14	34	47	75	335	430	130	10	0	1	0	0	0	1219
18:00	54	7	9	48	103	338	396	110	17	1	0	0	0	0	1083
19:00	40	0	2	13	90	313	286	104	11	0	1	0	0	0	860
20:00	25	1	5	19	130	314	213	29	5	1	0	0	0	0	742
21:00	12	1	1	22	87	215	163	42	2	0	0	0	0	0	545
22:00	9	0	0	4	37	120	161	36	7	1	0	0	0	0	375
23:00	7	0	1	3	15	96	90	25	6	0	0	0	1	0	244
Total	747	32	97	354	1393	4932	6551	2062	271	15	8	1	2	0	16465

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/18/05	2	0	0	2	13	54	48	17	3	3	0	0	0	0	142
01:00	0	0	0	0	4	15	29	12	2	0	0	0	0	0	62
02:00	0	0	0	0	3	11	13	14	0	0	0	0	0	0	41
03:00	0	0	0	0	3	9	12	20	3	0	0	1	0	0	48
04:00	0	0	2	3	7	17	66	37	14	1	0	0	0	1	148
05:00	7	0	0	8	15	62	189	125	15	1	0	0	0	0	422
06:00	12	0	2	10	57	154	317	158	18	4	1	0	0	0	733
07:00	34	1	1	6	60	227	464	169	28	2	0	0	0	0	992
08:00	34	0	0	6	35	225	416	132	18	1	0	0	0	0	867
09:00	25	2	6	13	71	252	331	112	12	0	0	0	0	0	824
10:00	36	1	5	18	92	293	336	89	9	0	0	0	0	0	879
11:00	47	0	6	21	104	295	350	114	14	1	0	0	0	0	952
12 PM	48	0	1	30	85	340	378	83	12	1	0	0	0	0	978
13:00	49	3	8	26	92	301	375	104	17	2	2	0	0	0	979
14:00	49	2	9	31	75	326	409	108	7	1	1	0	0	0	1018
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	343	9	40	174	716	2581	3733	1294	172	17	4	1	0	1	9085
Grand Total	1633	121	224	757	2870	9781	12839	4045	516	44	19	3	2	1	32855

15th Percentile : 34 MPH
 50th Percentile : 41 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH

Stats
 Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 22620
 Percent in Pace : 68.8%
 Number of Vehicles > 45 MPH : 4630
 Percent of Vehicles > 45 MPH : 14.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	12	533	171	1	19	2	0	1	2	0	0	0	0	741
16:00	17	649	183	0	27	8	0	9	0	1	0	0	0	894
17:00	11	584	157	0	10	9	0	12	0	0	0	0	0	783
18:00	8	486	134	0	9	2	0	2	0	0	0	0	0	641
19:00	5	402	105	0	6	2	0	0	0	0	0	0	0	520
20:00	3	327	91	1	9	1	0	0	0	0	0	0	0	432
21:00	2	275	49	0	4	1	0	0	0	0	0	0	0	331
22:00	3	179	32	0	5	0	0	1	0	0	0	0	0	220
23:00	0	148	31	1	1	0	0	0	0	0	0	0	0	181
Total	61	3583	953	3	90	25	0	25	2	1	0	0	0	4743
Percent	1.3%	75.5%	20.1%	0.1%	1.9%	0.5%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	16:00 17	16:00 649	16:00 183	15:00 1	16:00 27	17:00 9		17:00 12	15:00 2	16:00 1				16:00 894

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/05	1	53	22	0	1	0	0	0	0	0	0	0	0	77
01:00	1	43	6	0	1	0	0	0	0	0	0	0	0	51
02:00	0	11	5	0	1	0	0	0	0	0	0	0	0	17
03:00	0	8	3	0	2	0	0	0	0	0	0	0	0	13
04:00	0	18	1	0	1	0	0	0	0	0	0	0	0	20
05:00	0	26	11	0	2	1	0	0	0	0	0	0	0	40
06:00	1	80	28	2	3	2	0	0	4	0	0	0	0	120
07:00	2	140	51	0	10	0	0	1	5	0	0	0	0	209
08:00	4	154	53	5	14	3	0	1	4	0	0	0	0	238
09:00	7	203	79	2	14	5	0	1	8	0	0	0	0	319
10:00	4	297	85	1	11	5	0	2	3	0	0	0	0	408
11:00	8	347	100	0	15	5	0	2	8	0	0	0	0	485
12 PM	8	340	67	1	17	3	0	2	6	0	0	0	0	444
13:00	12	377	102	1	11	3	0	1	7	0	0	0	0	514
14:00	7	423	118	2	18	0	0	5	7	0	0	0	0	580
15:00	13	477	164	3	14	6	0	2	1	0	0	0	0	680
16:00	21	579	176	2	14	6	0	5	1	1	0	0	0	805
17:00	17	621	143	1	15	7	0	3	1	0	0	0	0	808
18:00	12	482	125	2	10	6	0	2	1	0	0	0	0	640
19:00	13	402	103	0	1	5	0	2	0	0	0	0	0	526
20:00	5	393	106	0	9	1	0	1	0	0	0	0	0	515
21:00	4	315	57	0	4	2	0	1	0	0	0	0	0	383
22:00	2	185	42	1	3	1	0	0	0	0	0	0	0	234
23:00	2	150	30	1	1	0	0	0	0	0	0	0	0	184
Total	144	6124	1677	24	192	61	0	31	56	1	0	0	0	8310
Percent	1.7%	73.7%	20.2%	0.3%	2.3%	0.7%	0.0%	0.4%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	11:00	09:00		10:00	09:00					11:00
Vol.	8	347	100	5	15	5		2	8					485
PM Peak	16:00	17:00	16:00	15:00	14:00	17:00		14:00	13:00	16:00				17:00
Vol.	21	621	176	3	18	7		5	7	1				808

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 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/18/05	1	88	15	0	2	0	0	0	0	0	0	0	0	106
01:00	0	36	8	0	0	0	0	0	0	0	0	0	0	44
02:00	1	18	2	0	1	0	0	0	0	0	0	0	0	22
03:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
04:00	1	16	4	0	1	0	0	0	0	0	0	0	0	22
05:00	1	23	8	0	3	1	0	0	0	0	0	0	0	36
06:00	2	81	27	1	5	3	0	0	1	0	0	0	0	120
07:00	4	147	43	2	12	3	0	3	0	1	0	0	0	215
08:00	6	180	62	5	12	4	0	4	1	0	0	0	0	274
09:00	9	194	65	3	14	1	0	3	3	0	0	0	0	292
10:00	13	265	78	1	17	6	0	3	2	0	0	0	0	385
11:00	14	315	106	2	17	5	1	3	6	0	0	0	0	469
12 PM	9	376	101	3	12	8	0	2	3	2	0	0	0	516
13:00	8	363	106	3	13	6	1	4	0	0	0	0	0	504
14:00	15	404	102	0	17	5	1	4	2	0	0	0	1	551
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	84	2523	731	20	126	42	3	26	18	3	0	0	1	3577
Percent	2.3%	70.5%	20.4%	0.6%	3.5%	1.2%	0.1%	0.7%	0.5%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	10:00	10:00	11:00	08:00	11:00	07:00				11:00
Vol.	14	315	106	5	17	6	1	4	6	1				469
PM Peak	14:00	14:00	13:00	12:00	14:00	12:00	13:00	13:00	12:00	12:00			14:00	14:00
Vol.	15	404	106	3	17	8	1	4	3	2			1	551
Grand Total	289	12230	3361	47	408	128	3	82	76	5	0	0	1	16630
Percent	1.7%	73.5%	20.2%	0.3%	2.5%	0.8%	0.0%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
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 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	7	331	114	1	21	2	0	2	0	0	0	0	0	478
16:00	15	300	89	0	17	2	0	1	1	0	0	0	0	425
17:00	13	284	90	1	8	2	1	1	1	0	0	0	0	401
18:00	11	299	92	0	7	2	0	2	0	0	0	0	0	413
19:00	5	222	52	0	6	0	0	1	0	0	0	0	0	286
20:00	4	169	36	0	3	1	0	0	0	0	0	0	0	213
21:00	2	131	33	0	2	0	0	0	0	0	0	0	0	168
22:00	2	98	17	0	4	0	0	0	0	0	0	0	0	121
23:00	0	43	9	0	0	0	0	0	0	0	0	0	0	52
Total	59	1877	532	2	68	9	1	7	2	0	0	0	0	2557
Percent	2.3%	73.4%	20.8%	0.1%	2.7%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	16:00 15	15:00 331	15:00 114	15:00 1	15:00 21	15:00 2	17:00 1	15:00 2	16:00 1					15:00 478

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 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/05	1	33	9	0	1	0	0	0	0	0	0	0	0	44
01:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
02:00	1	11	6	0	1	0	0	0	0	0	0	0	0	19
03:00	0	22	12	1	2	0	0	0	0	0	0	0	0	37
04:00	0	59	40	0	2	0	0	1	0	0	0	0	0	102
05:00	2	262	122	0	10	1	0	2	1	0	0	0	0	400
06:00	14	449	157	1	13	0	0	2	0	0	0	0	0	636
07:00	13	560	162	2	18	2	0	1	2	0	0	0	0	760
08:00	9	486	123	2	13	0	1	3	0	1	0	0	0	638
09:00	6	392	98	2	14	2	0	2	2	0	0	0	0	518
10:00	4	393	101	3	17	2	0	2	0	0	0	0	0	522
11:00	8	336	100	3	18	1	0	4	2	0	0	0	0	472
12 PM	8	342	77	1	12	1	0	0	1	0	0	0	0	442
13:00	7	331	83	0	14	2	0	1	3	0	0	0	0	441
14:00	11	298	91	0	13	2	0	1	4	0	0	0	0	420
15:00	20	312	93	2	10	2	0	0	2	0	0	0	0	441
16:00	15	329	96	3	11	0	0	1	0	0	0	0	0	455
17:00	17	300	78	2	12	2	0	0	0	0	0	0	0	411
18:00	10	329	90	1	9	3	0	2	0	0	0	0	1	445
19:00	16	245	66	0	3	2	0	0	0	0	0	0	0	332
20:00	6	177	37	0	4	1	0	0	0	0	0	0	0	225
21:00	3	130	25	0	2	0	0	0	0	0	0	0	0	160
22:00	2	110	25	0	3	0	0	0	0	0	0	0	0	140
23:00	1	48	9	0	2	0	0	0	0	0	0	0	0	60
Total	174	5968	1701	23	204	23	1	22	17	1	0	0	1	8135
Percent	2.1%	73.4%	20.9%	0.3%	2.5%	0.3%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	10:00	07:00	07:00	08:00	11:00	07:00	08:00				07:00
Vol.	14	560	162	3	18	2	1	4	2	1				760
PM Peak	15:00	12:00	16:00	16:00	13:00	18:00		18:00	14:00				18:00	16:00
Vol.	20	342	96	3	14	3		2	4				1	455

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State Rd, north of White Horse Beach Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/18/05	0	31	4	0	1	0	0	0	0	0	0	0	0	36
01:00	1	14	3	0	0	0	0	0	0	0	0	0	0	18
02:00	1	10	6	1	1	0	0	0	0	0	0	0	0	19
03:00	0	20	5	1	1	0	0	0	0	0	0	0	0	27
04:00	1	75	47	0	2	0	0	0	1	0	0	0	0	126
05:00	4	259	113	0	8	0	0	1	1	0	0	0	0	386
06:00	13	428	149	2	16	2	0	2	0	0	0	0	0	612
07:00	12	536	196	0	23	2	0	5	1	0	0	0	0	775
08:00	9	443	119	0	14	6	0	0	0	0	0	0	0	591
09:00	3	404	104	1	10	4	0	2	2	0	0	0	0	530
10:00	5	372	92	1	14	2	0	5	1	0	0	0	0	492
11:00	13	346	101	3	16	1	0	1	1	0	0	0	0	482
12 PM	17	321	96	4	20	1	0	2	1	0	0	0	0	462
13:00	10	341	99	1	22	0	0	1	0	0	0	0	0	474
14:00	16	345	83	2	18	5	0	0	0	0	0	0	0	469
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	105	3945	1217	16	166	23	0	19	8	0	0	0	0	5499
Percent	1.9%	71.7%	22.1%	0.3%	3.0%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	11:00	07:00	08:00		07:00	09:00					07:00
Vol.	13	536	196	3	23	6		5	2					775
PM Peak	12:00	14:00	13:00	12:00	13:00	14:00		12:00	12:00					13:00
Vol.	17	345	99	4	22	5		2	1					474
Grand Total	338	11790	3450	41	438	55	2	48	27	1	0	0	1	16191
Percent	2.1%	72.8%	21.3%	0.3%	2.7%	0.3%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

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State Rd, north of White Horse Beach Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/16/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	19	864	285	2	40	4	0	3	2	0	0	0	0	1219
16:00	32	949	272	0	44	10	0	10	1	1	0	0	0	1319
17:00	24	868	247	1	18	11	1	13	1	0	0	0	0	1184
18:00	19	785	226	0	16	4	0	4	0	0	0	0	0	1054
19:00	10	624	157	0	12	2	0	1	0	0	0	0	0	806
20:00	7	496	127	1	12	2	0	0	0	0	0	0	0	645
21:00	4	406	82	0	6	1	0	0	0	0	0	0	0	499
22:00	5	277	49	0	9	0	0	1	0	0	0	0	0	341
23:00	0	191	40	1	1	0	0	0	0	0	0	0	0	233
Total	120	5460	1485	5	158	34	1	32	4	1	0	0	0	7300
Percent	1.6%	74.8%	20.3%	0.1%	2.2%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	16:00 32	16:00 949	15:00 285	15:00 2	16:00 44	17:00 11	17:00 1	17:00 13	15:00 2	16:00 1				16:00 1319

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State Rd, north of White Horse Beach Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/05	2	86	31	0	2	0	0	0	0	0	0	0	0	121
01:00	1	57	7	0	1	0	0	0	0	0	0	0	0	66
02:00	1	22	11	0	2	0	0	0	0	0	0	0	0	36
03:00	0	30	15	1	4	0	0	0	0	0	0	0	0	50
04:00	0	77	41	0	3	0	0	1	0	0	0	0	0	122
05:00	2	288	133	0	12	2	0	2	1	0	0	0	0	440
06:00	15	529	185	3	16	2	0	2	4	0	0	0	0	756
07:00	15	700	213	2	28	2	0	2	7	0	0	0	0	969
08:00	13	640	176	7	27	3	1	4	4	1	0	0	0	876
09:00	13	595	177	4	28	7	0	3	10	0	0	0	0	837
10:00	8	690	186	4	28	7	0	4	3	0	0	0	0	930
11:00	16	683	200	3	33	6	0	6	10	0	0	0	0	957
12 PM	16	682	144	2	29	4	0	2	7	0	0	0	0	886
13:00	19	708	185	1	25	5	0	2	10	0	0	0	0	955
14:00	18	721	209	2	31	2	0	6	11	0	0	0	0	1000
15:00	33	789	257	5	24	8	0	2	3	0	0	0	0	1121
16:00	36	908	272	5	25	6	0	6	1	1	0	0	0	1260
17:00	34	921	221	3	27	9	0	3	1	0	0	0	0	1219
18:00	22	811	215	3	19	9	0	4	1	0	0	0	1	1085
19:00	29	647	169	0	4	7	0	2	0	0	0	0	0	858
20:00	11	570	143	0	13	2	0	1	0	0	0	0	0	740
21:00	7	445	82	0	6	2	0	1	0	0	0	0	0	543
22:00	4	295	67	1	6	1	0	0	0	0	0	0	0	374
23:00	3	198	39	1	3	0	0	0	0	0	0	0	0	244
Total	318	12092	3378	47	396	84	1	53	73	2	0	0	1	16445
Percent	1.9%	73.5%	20.5%	0.3%	2.4%	0.5%	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	08:00	11:00	09:00	08:00	11:00	09:00	08:00				07:00
Vol.	16	700	213	7	33	7	1	6	10	1				969
PM Peak	16:00	17:00	16:00	15:00	14:00	17:00		14:00	14:00	16:00			18:00	16:00
Vol.	36	921	272	5	31	9		6	11	1			1	1260

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 16-Aug-05
 Date End: 18-Aug-05

State Rd, north of White Horse Beach Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/18/05	1	119	19	0	3	0	0	0	0	0	0	0	0	142
01:00	1	50	11	0	0	0	0	0	0	0	0	0	0	62
02:00	2	28	8	1	2	0	0	0	0	0	0	0	0	41
03:00	0	37	9	1	1	0	0	0	0	0	0	0	0	48
04:00	2	91	51	0	3	0	0	0	1	0	0	0	0	148
05:00	5	282	121	0	11	1	0	1	1	0	0	0	0	422
06:00	15	509	176	3	21	5	0	2	1	0	0	0	0	732
07:00	16	683	239	2	35	5	0	8	1	1	0	0	0	990
08:00	15	623	181	5	26	10	0	4	1	0	0	0	0	865
09:00	12	598	169	4	24	5	0	5	5	0	0	0	0	822
10:00	18	637	170	2	31	8	0	8	3	0	0	0	0	877
11:00	27	661	207	5	33	6	1	4	7	0	0	0	0	951
12 PM	26	697	197	7	32	9	0	4	4	2	0	0	0	978
13:00	18	704	205	4	35	6	1	5	0	0	0	0	0	978
14:00	31	749	185	2	35	10	1	4	2	0	0	0	1	1020
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	189	6468	1948	36	292	65	3	45	26	3	0	0	1	9076
Percent	2.1%	71.3%	21.5%	0.4%	3.2%	0.7%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	08:00	07:00	08:00	11:00	07:00	11:00	07:00				07:00
Vol.	27	683	239	5	35	10	1	8	7	1				990
PM Peak	14:00	14:00	13:00	12:00	13:00	14:00	13:00	13:00	12:00	12:00			14:00	14:00
Vol.	31	749	205	7	35	10	1	5	4	2			1	1020
Grand Total	627	24020	6811	88	846	183	5	130	103	6	0	0	2	32821
Percent	1.9%	73.2%	20.8%	0.3%	2.6%	0.6%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	

*State Road,
South of Beaver Dam Road – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06
 State Rd, south of Beaver Dam Rd

Start Time	12-Jun-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	85	24	82	37	*	*	*	*	*	*	84	30
01:00	*	*	*	*	34	22	34	16	*	*	*	*	*	*	34	19
02:00	*	*	*	*	22	19	22	15	*	*	*	*	*	*	22	17
03:00	*	*	*	*	17	23	19	21	*	*	*	*	*	*	18	22
04:00	*	*	*	*	19	73	9	64	*	*	*	*	*	*	14	68
05:00	*	*	*	*	44	281	32	247	*	*	*	*	*	*	38	264
06:00	*	*	*	*	113	583	107	533	*	*	*	*	*	*	110	558
07:00	*	*	*	*	252	683	226	659	*	*	*	*	*	*	239	671
08:00	*	*	*	*	338	659	281	663	*	*	*	*	*	*	310	661
09:00	*	*	*	*	310	565	335	527	*	*	*	*	*	*	322	546
10:00	*	*	*	*	386	557	364	483	*	*	*	*	*	*	375	520
11:00	*	*	*	*	453	512	407	496	*	*	*	*	*	*	430	504
12:00 PM	*	*	*	*	500	492	492	551	*	*	*	*	*	*	496	522
01:00	*	*	*	*	490	448	495	513	*	*	*	*	*	*	492	480
02:00	*	*	*	*	586	468	564	559	*	*	*	*	*	*	575	514
03:00	*	*	*	*	675	506	774	506	*	*	*	*	*	*	724	506
04:00	*	*	*	*	771	526	826	544	*	*	*	*	*	*	798	535
05:00	*	*	*	*	937	509	920	484	*	*	*	*	*	*	928	496
06:00	*	*	*	*	756	442	769	471	*	*	*	*	*	*	762	456
07:00	*	*	*	*	585	343	600	385	*	*	*	*	*	*	592	364
08:00	*	*	*	*	496	287	526	334	*	*	*	*	*	*	511	310
09:00	*	*	*	*	348	208	377	243	*	*	*	*	*	*	362	226
10:00	*	*	*	*	248	148	261	131	*	*	*	*	*	*	254	140
11:00	*	*	*	*	152	77	163	95	*	*	*	*	*	*	158	86
Lane Day	0	0	0	0	8617	8455	8685	8577	0	0	0	0	0	0	8648	8515
AM Peak Vol.					17072		17262		0	0	0	0	0	0	17163	
PM Peak Vol.																
AM Peak					11:00	07:00	11:00	08:00							11:00	07:00
PM Peak					17:00	16:00	17:00	14:00							17:00	16:00
AM Peak Vol.					453	683	407	663							430	671
PM Peak Vol.					937	526	920	559							928	535

Comb. Total 0 0 17072 17262 0 0 0 17163

ADT Not Calculated

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	12-Jun-06 Mon	13-Jun-06 Tue	14-Jun-06 Wed	15-Jun-06 Thu	16-Jun-06 Fri	17-Jun-06 Sat	18-Jun-06 Sun	Week Average
12:00 AM	*	*	109	119	*	*	*	114
01:00	*	*	56	50	*	*	*	53
02:00	*	*	41	37	*	*	*	39
03:00	*	*	40	40	*	*	*	40
04:00	*	*	92	73	*	*	*	82
05:00	*	*	325	279	*	*	*	302
06:00	*	*	696	640	*	*	*	668
07:00	*	*	935	885	*	*	*	910
08:00	*	*	997	944	*	*	*	970
09:00	*	*	875	862	*	*	*	868
10:00	*	*	943	847	*	*	*	895
11:00	*	*	965	903	*	*	*	934
12:00 PM	*	*	992	1043	*	*	*	1018
01:00	*	*	938	1008	*	*	*	973
02:00	*	*	1054	1123	*	*	*	1088
03:00	*	*	1181	1280	*	*	*	1230
04:00	*	*	1297	1370	*	*	*	1334
05:00	*	*	1446	1404	*	*	*	1425
06:00	*	*	1198	1240	*	*	*	1219
07:00	*	*	928	985	*	*	*	956
08:00	*	*	783	860	*	*	*	822
09:00	*	*	556	620	*	*	*	588
10:00	*	*	396	392	*	*	*	394
11:00	*	*	229	258	*	*	*	244
Total	0	0	17072	17262	0	0	0	17166
Percentage	0.0%	0.0%	99.5%	100.6%	0.0%	0.0%	0.0%	
AM Peak Vol.			08:00 997	08:00 944				08:00 970
PM Peak Vol.			17:00 1446	17:00 1404				17:00 1425

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/14/06	0	0	0	0	1	9	49	21	3	2	0	0	0	0	85
01:00	0	0	0	0	0	4	10	11	5	3	1	0	0	0	34
02:00	0	0	0	0	1	4	8	5	2	1	1	0	0	0	22
03:00	0	0	0	0	1	2	8	4	1	0	1	0	0	0	17
04:00	0	0	0	0	1	0	10	6	0	1	1	0	0	0	19
05:00	2	0	1	2	1	7	15	11	5	0	0	0	0	0	44
06:00	4	0	0	0	1	20	45	29	13	1	0	0	0	0	113
07:00	21	0	0	1	9	49	103	56	12	1	0	0	0	0	252
08:00	28	0	0	1	16	75	141	66	9	2	0	0	0	0	338
09:00	18	0	0	6	20	81	140	39	6	0	0	0	0	0	310
10:00	14	1	0	5	25	124	172	39	6	0	0	0	0	0	386
11:00	34	2	4	6	19	118	208	52	10	0	0	0	0	0	453
12 PM	27	1	1	2	37	147	224	55	5	0	1	0	0	0	500
13:00	17	0	2	4	41	167	197	55	6	1	0	0	0	0	490
14:00	25	7	5	13	38	203	242	44	9	0	0	0	0	0	586
15:00	39	1	7	21	51	181	299	67	9	0	0	0	0	0	675
16:00	46	10	5	13	45	219	345	81	7	0	0	0	0	0	771
17:00	56	5	13	20	61	290	397	86	8	1	0	0	0	0	937
18:00	20	0	4	14	33	210	374	86	14	1	0	0	0	0	756
19:00	20	0	5	7	31	130	291	87	14	0	0	0	0	0	585
20:00	12	2	2	6	40	135	225	64	9	0	1	0	0	0	496
21:00	12	2	5	4	17	79	183	37	9	0	0	0	0	0	348
22:00	1	0	1	0	4	47	140	43	11	1	0	0	0	0	248
23:00	0	0	0	0	2	23	80	35	11	0	1	0	0	0	152
Total	396	31	55	125	495	2324	3906	1079	184	15	7	0	0	0	8617

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/15/06	0	0	0	0	1	5	41	30	4	1	0	0	0	0	82
01:00	0	0	0	0	0	3	16	9	6	0	0	0	0	0	34
02:00	0	0	0	0	0	3	9	6	2	1	1	0	0	0	22
03:00	0	0	0	0	0	3	8	7	0	0	0	1	0	0	19
04:00	0	0	0	0	0	2	3	3	0	1	0	0	0	0	9
05:00	0	0	0	0	1	5	11	13	0	2	0	0	0	0	32
06:00	3	0	0	1	3	27	52	13	7	1	0	0	0	0	107
07:00	19	3	0	4	10	44	93	47	5	1	0	0	0	0	226
08:00	15	0	1	2	15	89	112	43	4	0	0	0	0	0	281
09:00	25	3	0	2	17	93	147	41	6	1	0	0	0	0	335
10:00	21	0	1	8	35	93	151	44	7	2	0	1	0	1	364
11:00	21	2	1	4	19	124	174	49	12	1	0	0	0	0	407
12 PM	18	0	3	8	34	123	226	67	10	3	0	0	0	0	492
13:00	20	2	7	12	36	129	219	64	5	0	1	0	0	0	495
14:00	26	0	8	6	53	165	235	65	6	0	0	0	0	0	564
15:00	47	5	11	28	86	277	270	42	8	0	0	0	0	0	774
16:00	52	8	12	24	52	276	338	59	5	0	0	0	0	0	826
17:00	54	8	12	10	74	273	404	76	8	0	0	0	0	1	920
18:00	40	0	5	16	36	183	355	124	9	1	0	0	0	0	769
19:00	14	0	3	9	22	89	334	113	16	0	0	0	0	0	600
20:00	17	0	1	2	28	131	262	74	10	1	0	0	0	0	526
21:00	4	0	0	3	7	81	226	48	8	0	0	0	0	0	377
22:00	3	0	0	3	3	29	148	64	9	1	1	0	0	0	261
23:00	0	0	0	0	1	26	73	51	10	1	1	0	0	0	163
Total	399	31	65	142	533	2273	3907	1152	157	18	4	2	0	2	8685
Grand Total	795	62	120	267	1028	4597	7813	2231	341	33	11	2	0	2	17302

15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 46 MPH
 95th Percentile : 49 MPH

Stats
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 12410
 Percent in Pace : 71.7%
 Number of Vehicles > 40 MPH : 10433
 Percent of Vehicles > 40 MPH : 60.3%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/14/06	0	0	0	1	2	9	8	3	1	0	0	0	0	0	24
01:00	0	0	0	1	3	8	8	2	0	0	0	0	0	0	22
02:00	0	0	0	0	1	9	5	4	0	0	0	0	0	0	19
03:00	0	0	0	0	0	7	10	5	1	0	0	0	0	0	23
04:00	0	0	1	0	3	10	35	20	4	0	0	0	0	0	73
05:00	2	0	0	2	9	51	156	55	5	1	0	0	0	0	281
06:00	6	0	0	6	20	208	269	65	8	1	0	0	0	0	583
07:00	23	7	9	25	92	257	222	42	6	0	0	0	0	0	683
08:00	29	1	0	20	91	275	202	37	4	0	0	0	0	0	659
09:00	17	2	7	13	85	216	193	28	4	0	0	0	0	0	565
10:00	25	2	9	34	89	240	135	22	1	0	0	0	0	0	557
11:00	32	0	6	19	76	213	146	17	3	0	0	0	0	0	512
12 PM	27	4	7	15	97	196	122	19	4	1	0	0	0	0	492
13:00	27	6	6	18	63	175	130	23	0	0	0	0	0	0	448
14:00	35	0	4	21	73	181	132	19	3	0	0	0	0	0	468
15:00	39	14	7	35	100	166	118	25	2	0	0	0	0	0	506
16:00	46	3	3	9	74	218	154	18	1	0	0	0	0	0	526
17:00	50	1	12	23	58	191	149	24	1	0	0	0	0	0	509
18:00	32	0	3	7	49	166	156	27	2	0	0	0	0	0	442
19:00	18	0	1	5	33	140	126	16	4	0	0	0	0	0	343
20:00	15	0	2	9	38	121	87	14	1	0	0	0	0	0	287
21:00	9	0	2	11	43	70	63	8	2	0	0	0	0	0	208
22:00	2	0	1	4	19	53	59	6	3	1	0	0	0	0	148
23:00	0	0	0	2	16	27	28	2	1	1	0	0	0	0	77
Total	434	40	80	280	1134	3207	2713	501	61	5	0	0	0	0	8455

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total
06/15/06	0	0	0	0	0	0	6	16	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	
01:00	0	0	0	0	1	1	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
02:00	0	0	0	0	0	0	6	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
03:00	0	0	0	0	1	2	6	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
04:00	0	0	0	0	1	15	29	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	
05:00	1	0	0	3	8	60	121	48	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	247	
06:00	4	3	3	9	36	209	218	49	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	533	
07:00	23	8	3	34	102	279	194	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	659	
08:00	21	2	7	40	123	295	156	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	663	
09:00	18	1	3	8	88	223	164	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	527	
10:00	11	0	1	10	81	223	140	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	483	
11:00	18	0	1	21	108	189	141	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	496	
12 PM	22	1	3	9	85	235	167	25	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	551	
13:00	39	2	4	13	78	213	132	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	513	
14:00	32	1	4	21	114	234	138	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	559	
15:00	39	0	8	22	108	188	125	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	506	
16:00	53	11	2	17	73	196	169	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	544	
17:00	59	1	3	27	77	164	132	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	484	
18:00	32	0	6	10	57	156	177	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	471	
19:00	24	0	0	3	50	146	125	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	385	
20:00	29	0	1	10	54	131	94	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	334	
21:00	6	0	1	3	39	113	60	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	243	
22:00	1	0	1	5	14	54	41	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131	
23:00	2	0	0	5	12	32	36	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	
Total	434	30	51	271	1316	3383	2590	460	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8577	
Grand Total	868	70	131	551	2450	6590	5303	961	100	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17032	

15th Percentile : 32 MPH
 50th Percentile : 39 MPH
 85th Percentile : 44 MPH
 95th Percentile : 47 MPH

Stats
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 11893
 Percent in Pace : 69.8%
 Number of Vehicles > 40 MPH : 6372
 Percent of Vehicles > 40 MPH : 37.4%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/14/06	0	0	0	1	3	18	57	24	4	2	0	0	0	0	109
01:00	0	0	0	1	3	12	18	13	5	3	1	0	0	0	56
02:00	0	0	0	0	2	13	13	9	2	1	1	0	0	0	41
03:00	0	0	0	0	1	9	18	9	2	0	1	0	0	0	40
04:00	0	0	1	0	4	10	45	26	4	1	1	0	0	0	92
05:00	4	0	1	4	10	58	171	66	10	1	0	0	0	0	325
06:00	10	0	0	6	21	228	314	94	21	2	0	0	0	0	696
07:00	44	7	9	26	101	306	325	98	18	1	0	0	0	0	935
08:00	57	1	0	21	107	350	343	103	13	2	0	0	0	0	997
09:00	35	2	7	19	105	297	333	67	10	0	0	0	0	0	875
10:00	39	3	9	39	114	364	307	61	7	0	0	0	0	0	943
11:00	66	2	10	25	95	331	354	69	13	0	0	0	0	0	965
12 PM	54	5	8	17	134	343	346	74	9	1	1	0	0	0	992
13:00	44	6	8	22	104	342	327	78	6	1	0	0	0	0	938
14:00	60	7	9	34	111	384	374	63	12	0	0	0	0	0	1054
15:00	78	15	14	56	151	347	417	92	11	0	0	0	0	0	1181
16:00	92	13	8	22	119	437	499	99	8	0	0	0	0	0	1297
17:00	106	6	25	43	119	481	546	110	9	1	0	0	0	0	1446
18:00	52	0	7	21	82	376	530	113	16	1	0	0	0	0	1198
19:00	38	0	6	12	64	270	417	103	18	0	0	0	0	0	928
20:00	27	2	4	15	78	256	312	78	10	0	1	0	0	0	783
21:00	21	2	7	15	60	149	246	45	11	0	0	0	0	0	556
22:00	3	0	2	4	23	100	199	49	14	2	0	0	0	0	396
23:00	0	0	0	2	18	50	108	37	12	1	1	0	0	0	229
Total	830	71	135	405	1629	5531	6619	1580	245	20	7	0	0	0	17072

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Community#_FC: 239_U5
Recorder #: Jamar #9
Tube Layout: L6 Basic
SB, NB

Station ID:
Site Code: 239
Date Start: 14-Jun-06
Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total
06/15/06	0	0	0	0	0	0	7	21	54	30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	
01:00	0	0	0	0	1	1	7	21	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	
02:00	0	0	0	0	0	0	9	16	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	
03:00	0	0	0	0	1	5	14	15	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	
04:00	0	0	0	0	1	17	32	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	
05:00	1	0	0	3	9	65	132	61	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	279	
06:00	7	3	3	10	39	236	270	62	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	640	
07:00	42	11	3	38	112	323	287	63	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	885	
08:00	36	2	8	42	138	384	268	61	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	944	
09:00	43	4	3	10	105	316	311	60	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	862	
10:00	32	0	2	18	116	316	291	59	9	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	847	
11:00	39	2	2	25	127	313	315	66	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	903	
12 PM	40	1	6	17	119	358	393	92	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1043	
13:00	59	4	11	25	114	342	351	94	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1008	
14:00	58	1	12	27	167	399	373	80	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1123	
15:00	86	5	19	50	194	465	395	58	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1280	
16:00	105	19	14	41	125	472	507	80	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1370	
17:00	113	9	15	37	151	437	536	96	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1404	
18:00	72	0	11	26	93	339	532	155	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1240	
19:00	38	0	3	12	72	235	459	148	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	985	
20:00	46	0	2	12	82	262	356	87	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	860	
21:00	10	0	1	6	46	194	286	68	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	620	
22:00	4	0	1	8	17	83	189	77	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	392	
23:00	2	0	0	5	13	58	109	59	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	258	
Total	833	61	116	413	1849	5656	6497	1612	196	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17262	
Grand Total	1663	132	251	818	3478	11187	13116	3192	441	41	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	34334	

15th Percentile : 34 MPH
50th Percentile : 40 MPH
85th Percentile : 45 MPH
95th Percentile : 49 MPH

Stats
Mean Speed(Average) : 39 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 24303
Percent in Pace : 70.8%
Number of Vehicles > 40 MPH : 16805
Percent of Vehicles > 40 MPH : 48.9%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/14/06	0	53	27	0	5	0	0	0	0	0	0	0	0	85
01:00	2	19	10	0	3	0	0	0	0	0	0	0	0	34
02:00	1	13	7	0	1	0	0	0	0	0	0	0	0	22
03:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
04:00	0	11	5	0	3	0	0	0	0	0	0	0	0	19
05:00	0	19	18	0	6	0	0	0	1	0	0	0	0	44
06:00	2	52	42	0	12	0	2	3	0	0	0	0	0	113
07:00	2	125	83	2	31	3	3	3	0	0	0	0	0	252
08:00	3	175	104	2	42	4	4	2	2	0	0	0	0	338
09:00	2	164	102	3	34	3	1	0	0	0	0	0	0	309
10:00	3	226	115	1	34	5	0	2	0	0	0	0	0	386
11:00	1	255	144	1	48	3	0	1	0	0	0	0	0	453
12 PM	0	291	160	1	43	4	0	1	0	0	0	0	0	500
13:00	1	266	172	1	41	8	0	1	0	0	0	0	0	490
14:00	3	358	170	1	40	4	0	6	3	0	0	0	0	585
15:00	5	371	229	0	58	6	0	5	0	0	0	0	0	674
16:00	6	433	254	1	71	3	0	3	0	0	0	0	0	771
17:00	7	583	265	0	74	4	0	4	1	0	0	0	0	938
18:00	6	489	211	1	41	6	0	0	1	0	0	0	0	755
19:00	4	368	167	1	42	0	0	2	1	0	0	0	0	585
20:00	3	329	141	0	22	1	0	0	0	0	0	0	0	496
21:00	1	226	105	0	13	1	0	2	0	0	0	0	0	348
22:00	2	163	71	0	12	0	0	0	0	0	0	0	0	248
23:00	0	111	33	0	8	0	0	0	0	0	0	0	0	152
Total	54	5113	2639	15	684	55	10	35	9	0	0	0	0	8614
Percent	0.6%	59.4%	30.6%	0.2%	7.9%	0.6%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	09:00	11:00	10:00	08:00	06:00	08:00					11:00
Vol.	3	255	144	3	48	5	4	3	2					453
PM Peak	17:00	17:00	17:00	12:00	17:00	13:00		14:00	14:00					17:00
Vol.	7	583	265	1	74	8		6	3					938

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/15/06	0	50	27	0	5	0	0	0	0	0	0	0	0	82
01:00	1	16	14	0	3	0	0	0	0	0	0	0	0	34
02:00	0	16	5	0	1	0	0	0	0	0	0	0	0	22
03:00	0	13	5	0	1	0	0	0	0	0	0	0	0	19
04:00	0	5	1	0	3	0	0	0	0	0	0	0	0	9
05:00	0	13	12	0	7	0	0	0	0	0	0	0	0	32
06:00	0	62	27	2	14	1	0	0	1	0	0	0	0	107
07:00	2	121	76	1	24	1	0	1	0	0	0	0	0	226
08:00	1	151	85	0	36	6	0	2	0	0	0	0	0	281
09:00	2	179	104	3	40	1	1	4	1	0	0	0	0	335
10:00	1	203	116	4	34	2	0	4	0	0	0	0	0	364
11:00	3	222	141	2	33	2	0	2	2	0	0	0	0	407
12 PM	0	258	183	5	40	3	0	3	0	0	0	0	0	492
13:00	3	286	159	0	39	3	0	4	0	0	0	0	0	494
14:00	5	356	156	1	35	6	0	4	1	0	0	0	0	564
15:00	8	467	232	1	59	4	0	3	0	0	0	0	0	774
16:00	3	477	264	0	74	3	0	3	1	0	0	0	0	825
17:00	5	591	255	1	60	2	0	4	1	0	0	0	0	919
18:00	7	506	196	0	55	3	0	0	1	0	0	0	0	768
19:00	4	386	167	0	42	1	0	0	0	0	0	0	0	600
20:00	0	361	134	0	26	2	0	3	0	0	0	0	0	526
21:00	0	263	94	0	19	0	0	1	0	0	0	0	0	377
22:00	3	172	73	0	13	0	0	0	0	0	0	0	0	261
23:00	1	112	44	0	5	0	0	0	1	0	0	0	0	163
Total	49	5286	2570	20	668	40	1	38	9	0	0	0	0	8681
Percent	0.6%	60.9%	29.6%	0.2%	7.7%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	10:00	09:00	08:00	09:00	09:00	11:00					11:00
Vol.	3	222	141	4	40	6	1	4	2					407
PM Peak	15:00	17:00	16:00	12:00	16:00	14:00		13:00	14:00					17:00
Vol.	8	591	264	5	74	6		4	1					919
Grand Total	103	10399	5209	35	1352	95	11	73	18	0	0	0	0	17295
Percent	0.6%	60.1%	30.1%	0.2%	7.8%	0.5%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/14/06	0	16	8	0	0	0	0	0	0	0	0	0	0	24
01:00	0	15	7	0	0	0	0	0	0	0	0	0	0	22
02:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
03:00	0	15	5	1	1	0	0	0	1	0	0	0	0	23
04:00	1	50	17	0	5	0	0	0	0	0	0	0	0	73
05:00	2	177	93	0	8	1	0	0	0	0	0	0	0	281
06:00	9	387	159	0	23	2	0	1	1	1	0	0	0	583
07:00	5	478	143	2	37	11	0	5	2	0	0	0	0	683
08:00	1	469	161	2	18	7	0	0	1	0	0	0	0	659
09:00	1	372	156	3	27	4	0	2	0	0	0	0	0	565
10:00	1	392	133	2	22	4	0	2	1	0	0	0	0	557
11:00	6	338	140	1	20	1	1	4	0	0	0	0	0	511
12 PM	3	321	127	2	35	1	0	1	2	0	0	0	0	492
13:00	3	289	117	3	30	5	0	1	0	0	0	0	0	448
14:00	4	331	111	1	18	1	0	1	0	0	0	0	0	467
15:00	0	347	125	0	19	7	0	6	1	0	0	0	0	505
16:00	7	356	138	1	18	5	0	1	0	0	0	0	0	526
17:00	2	374	119	1	13	0	0	1	0	0	0	0	0	510
18:00	6	325	99	1	9	0	0	2	0	0	0	0	0	442
19:00	3	257	75	0	5	0	0	2	1	0	0	0	0	343
20:00	3	207	70	0	5	0	0	1	0	0	0	0	0	286
21:00	2	155	44	0	7	0	0	0	0	0	0	0	0	208
22:00	1	111	33	0	3	0	0	0	0	0	0	0	0	148
23:00	0	65	10	0	2	0	0	0	0	0	0	0	0	77
Total	60	5860	2096	20	325	49	1	30	10	1	0	0	0	8452
Percent	0.7%	69.3%	24.8%	0.2%	3.8%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	08:00	09:00	07:00	07:00	11:00	07:00	07:00	06:00				07:00
Vol.	9	478	161	3	37	11	1	5	2	1				683
PM Peak	16:00	17:00	16:00	13:00	12:00	15:00		15:00	12:00					16:00
Vol.	7	374	138	3	35	7		6	2					526

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/15/06	0	26	8	0	3	0	0	0	0	0	0	0	0	37
01:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
02:00	0	9	3	1	2	0	0	0	0	0	0	0	0	15
03:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
04:00	0	43	15	1	4	0	0	1	0	0	0	0	0	64
05:00	0	163	74	0	10	0	0	0	0	0	0	0	0	247
06:00	0	373	137	1	19	1	0	1	1	0	0	0	0	533
07:00	2	457	164	2	27	4	0	1	1	0	0	0	0	658
08:00	1	485	151	0	22	3	0	1	0	0	0	0	0	663
09:00	1	383	118	2	17	3	0	2	1	0	0	0	0	527
10:00	0	345	98	1	33	1	0	4	1	0	0	0	0	483
11:00	1	333	128	4	23	1	0	3	2	0	0	0	1	496
12 PM	2	371	143	4	20	6	0	3	1	0	0	0	0	550
13:00	4	340	136	2	26	2	0	2	0	0	0	0	0	512
14:00	5	385	133	1	29	3	0	3	0	0	0	0	0	559
15:00	2	363	116	0	15	4	0	4	1	0	0	0	0	505
16:00	3	390	121	1	20	6	0	4	0	0	0	0	0	545
17:00	7	350	105	0	17	4	0	2	0	0	0	0	0	485
18:00	6	334	113	0	16	1	0	0	1	0	0	0	0	471
19:00	4	286	85	0	9	0	0	0	0	0	0	0	0	384
20:00	4	236	73	0	18	2	0	0	0	0	0	0	0	333
21:00	1	186	49	0	6	0	0	1	0	0	0	0	0	243
22:00	0	109	17	0	5	0	0	0	0	0	0	0	0	131
23:00	0	71	24	0	0	0	0	0	0	0	0	0	0	95
Total	43	6062	2024	20	341	41	0	32	9	0	0	0	1	8573
Percent	0.5%	70.7%	23.6%	0.2%	4.0%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	11:00	10:00	07:00		10:00	11:00				11:00	08:00
Vol.	2	485	164	4	33	4		4	2			1		663
PM Peak	17:00	16:00	12:00	12:00	14:00	12:00		15:00	12:00					14:00
Vol.	7	390	143	4	29	6		4	1					559
Grand Total	103	11922	4120	40	666	90	1	62	19	1	0	0	1	17025
Percent	0.6%	70.0%	24.2%	0.2%	3.9%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/14/06	0	69	35	0	5	0	0	0	0	0	0	0	0	109
01:00	2	34	17	0	3	0	0	0	0	0	0	0	0	56
02:00	1	26	13	0	1	0	0	0	0	0	0	0	0	41
03:00	0	28	9	1	1	0	0	0	1	0	0	0	0	40
04:00	1	61	22	0	8	0	0	0	0	0	0	0	0	92
05:00	2	196	111	0	14	1	0	0	1	0	0	0	0	325
06:00	11	439	201	0	35	2	2	4	1	1	0	0	0	696
07:00	7	603	226	4	68	14	3	8	2	0	0	0	0	935
08:00	4	644	265	4	60	11	4	2	3	0	0	0	0	997
09:00	3	536	258	6	61	7	1	2	0	0	0	0	0	874
10:00	4	618	248	3	56	9	0	4	1	0	0	0	0	943
11:00	7	593	284	2	68	4	1	5	0	0	0	0	0	964
12 PM	3	612	287	3	78	5	0	2	2	0	0	0	0	992
13:00	4	555	289	4	71	13	0	2	0	0	0	0	0	938
14:00	7	689	281	2	58	5	0	7	3	0	0	0	0	1052
15:00	5	718	354	0	77	13	0	11	1	0	0	0	0	1179
16:00	13	789	392	2	89	8	0	4	0	0	0	0	0	1297
17:00	9	957	384	1	87	4	0	5	1	0	0	0	0	1448
18:00	12	814	310	2	50	6	0	2	1	0	0	0	0	1197
19:00	7	625	242	1	47	0	0	4	2	0	0	0	0	928
20:00	6	536	211	0	27	1	0	1	0	0	0	0	0	782
21:00	3	381	149	0	20	1	0	2	0	0	0	0	0	556
22:00	3	274	104	0	15	0	0	0	0	0	0	0	0	396
23:00	0	176	43	0	10	0	0	0	0	0	0	0	0	229
Total	114	10973	4735	35	1009	104	11	65	19	1	0	0	0	17066
Percent	0.7%	64.3%	27.7%	0.2%	5.9%	0.6%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	11:00	09:00	07:00	07:00	08:00	07:00	08:00	06:00				08:00
Vol.	11	644	284	6	68	14	4	8	3	1				997
PM Peak	16:00	17:00	16:00	13:00	16:00	13:00		15:00	14:00					17:00
Vol.	13	957	392	4	89	13		11	3					1448

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #9
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 14-Jun-06
 Date End: 15-Jun-06

State Rd, south of Beaver Dam Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/15/06	0	76	35	0	8	0	0	0	0	0	0	0	0	119
01:00	1	27	19	0	3	0	0	0	0	0	0	0	0	50
02:00	0	25	8	1	3	0	0	0	0	0	0	0	0	37
03:00	0	26	13	0	1	0	0	0	0	0	0	0	0	40
04:00	0	48	16	1	7	0	0	1	0	0	0	0	0	73
05:00	0	176	86	0	17	0	0	0	0	0	0	0	0	279
06:00	0	435	164	3	33	2	0	1	2	0	0	0	0	640
07:00	4	578	240	3	51	5	0	2	1	0	0	0	0	884
08:00	2	636	236	0	58	9	0	3	0	0	0	0	0	944
09:00	3	562	222	5	57	4	1	6	2	0	0	0	0	862
10:00	1	548	214	5	67	3	0	8	1	0	0	0	0	847
11:00	4	555	269	6	56	3	0	5	4	0	0	0	1	903
12 PM	2	629	326	9	60	9	0	6	1	0	0	0	0	1042
13:00	7	626	295	2	65	5	0	6	0	0	0	0	0	1006
14:00	10	741	289	2	64	9	0	7	1	0	0	0	0	1123
15:00	10	830	348	1	74	8	0	7	1	0	0	0	0	1279
16:00	6	867	385	1	94	9	0	7	1	0	0	0	0	1370
17:00	12	941	360	1	77	6	0	6	1	0	0	0	0	1404
18:00	13	840	309	0	71	4	0	0	2	0	0	0	0	1239
19:00	8	672	252	0	51	1	0	0	0	0	0	0	0	984
20:00	4	597	207	0	44	4	0	3	0	0	0	0	0	859
21:00	1	449	143	0	25	0	0	2	0	0	0	0	0	620
22:00	3	281	90	0	18	0	0	0	0	0	0	0	0	392
23:00	1	183	68	0	5	0	0	0	1	0	0	0	0	258
Total	92	11348	4594	40	1009	81	1	70	18	0	0	0	1	17254
Percent	0.5%	65.8%	26.6%	0.2%	5.8%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	11:00	11:00	10:00	08:00	09:00	10:00	11:00				11:00	08:00
Vol.	4	636	269	6	67	9	1	8	4				1	944
PM Peak	18:00	17:00	16:00	12:00	16:00	12:00		14:00	18:00					17:00
Vol.	13	941	385	9	94	9		7	2					1404
Grand Total	206	22321	9329	75	2018	185	12	135	37	1	0	0	1	34320
Percent	0.6%	65.0%	27.2%	0.2%	5.9%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

*State Road,
South of Manomet Point Road – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05
 State Rd, south of Manomet Point Rd

Start Time	17-Oct-05		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	30	10	40	11	*	*	*	*	*	*	35	10
01:00	*	*	*	*	25	12	28	8	*	*	*	*	*	*	26	10
02:00	*	*	*	*	10	9	9	10	*	*	*	*	*	*	10	10
03:00	*	*	*	*	6	17	5	16	*	*	*	*	*	*	6	16
04:00	*	*	*	*	18	63	13	67	*	*	*	*	*	*	16	65
05:00	*	*	*	*	53	262	43	239	*	*	*	*	*	*	48	250
06:00	*	*	*	*	129	473	155	492	*	*	*	*	*	*	142	482
07:00	*	*	*	*	263	618	303	613	*	*	*	*	*	*	283	616
08:00	*	*	*	*	310	546	346	584	*	*	*	*	*	*	328	565
09:00	*	*	*	*	275	402	276	455	*	*	*	*	*	*	276	428
10:00	*	*	*	*	336	404	298	407	*	*	*	*	*	*	317	406
11:00	*	*	*	*	423	388	410	372	*	*	*	*	*	*	416	380
12:00 PM	*	*	*	*	499	360	422	408	*	*	*	*	*	*	460	384
01:00	*	*	*	*	464	447	434	376	*	*	*	*	*	*	449	412
02:00	*	*	475	366	462	396	*	*	*	*	*	*	*	*	468	381
03:00	*	*	636	437	581	444	*	*	*	*	*	*	*	*	608	440
04:00	*	*	705	445	667	441	*	*	*	*	*	*	*	*	686	443
05:00	*	*	721	456	745	445	*	*	*	*	*	*	*	*	733	450
06:00	*	*	587	414	587	384	*	*	*	*	*	*	*	*	587	399
07:00	*	*	413	221	445	289	*	*	*	*	*	*	*	*	429	255
08:00	*	*	313	134	326	186	*	*	*	*	*	*	*	*	320	160
09:00	*	*	208	103	230	100	*	*	*	*	*	*	*	*	219	102
10:00	*	*	135	65	140	58	*	*	*	*	*	*	*	*	138	62
11:00	*	*	94	35	80	34	*	*	*	*	*	*	*	*	87	34
Lane Day	0	0	4287	2676	7104	6788	2782	4058	0	0	0	0	0	0	7087	6760
AM Peak Vol.			6963		13892		6840		0	0	0	0	0		13847	
PM Peak Vol.			17:00	17:00	17:00	13:00	13:00	12:00							17:00	17:00
			721	456	745	447	434	408							733	450

Comb. Total 0 6963 13892 6840 0 0 0 13847

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	17-Oct-05 Mon	18-Oct-05 Tue	19-Oct-05 Wed	20-Oct-05 Thu	21-Oct-05 Fri	22-Oct-05 Sat	23-Oct-05 Sun	Week Average
12:00 AM	*	*	40	51	*	*	*	46
01:00	*	*	37	36	*	*	*	36
02:00	*	*	19	19	*	*	*	19
03:00	*	*	23	21	*	*	*	22
04:00	*	*	81	80	*	*	*	80
05:00	*	*	315	282	*	*	*	298
06:00	*	*	602	647	*	*	*	624
07:00	*	*	881	916	*	*	*	898
08:00	*	*	856	930	*	*	*	893
09:00	*	*	677	731	*	*	*	704
10:00	*	*	740	705	*	*	*	722
11:00	*	*	811	782	*	*	*	796
12:00 PM	*	*	859	830	*	*	*	844
01:00	*	*	911	810	*	*	*	860
02:00	*	841	858	*	*	*	*	850
03:00	*	1073	1025	*	*	*	*	1049
04:00	*	1150	1108	*	*	*	*	1129
05:00	*	1177	1190	*	*	*	*	1184
06:00	*	1001	971	*	*	*	*	986
07:00	*	634	734	*	*	*	*	684
08:00	*	447	512	*	*	*	*	480
09:00	*	311	330	*	*	*	*	320
10:00	*	200	198	*	*	*	*	199
11:00	*	129	114	*	*	*	*	122
Total	0	6963	13892	6840	0	0	0	13845
Percentage	0.0%	50.3%	100.3%	49.4%	0.0%	0.0%	0.0%	
AM Peak Vol.			07:00 881	08:00 930				07:00 898
PM Peak Vol.		17:00 1177	17:00 1190	12:00 830				17:00 1184

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75			
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	33	15	34	84	185	106	14	3	0	0	0	1	0	0	0	475
15:00	50	17	34	153	260	110	11	1	0	0	0	0	0	0	0	636
16:00	51	18	31	166	305	112	20	1	1	0	0	0	0	0	0	705
17:00	52	26	28	172	317	117	7	2	0	0	0	0	0	0	0	721
18:00	50	19	32	156	242	81	6	0	0	1	0	0	0	0	0	587
19:00	17	8	12	58	203	101	13	1	0	0	0	0	0	0	0	413
20:00	15	10	18	45	110	95	20	0	0	0	0	0	0	0	0	313
21:00	6	1	6	14	60	94	27	0	0	0	0	0	0	0	0	208
22:00	2	0	3	6	39	55	30	0	0	0	0	0	0	0	0	135
23:00	0	0	1	3	19	45	22	4	0	0	0	0	0	0	0	94
Total	276	114	199	857	1740	916	170	12	1	1	0	1	0	0	0	4287

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/19/05	0	0	0	3	5	14	6	2	0	0	0	0	0	0	30
01:00	0	0	2	1	4	9	7	1	1	0	0	0	0	0	25
02:00	1	0	1	0	2	4	2	0	0	0	0	0	0	0	10
03:00	0	0	0	1	0	3	2	0	0	0	0	0	0	0	6
04:00	1	0	0	0	3	8	6	0	0	0	0	0	0	0	18
05:00	6	0	2	6	17	15	6	1	0	0	0	0	0	0	53
06:00	6	4	5	15	54	38	6	1	0	0	0	0	0	0	129
07:00	26	4	4	42	93	73	18	2	1	0	0	0	0	0	263
08:00	27	15	20	54	101	77	13	2	1	0	0	0	0	0	310
09:00	12	7	17	50	114	54	21	0	0	0	0	0	0	0	275
10:00	29	7	13	59	120	89	17	2	0	0	0	0	0	0	336
11:00	32	37	28	87	134	90	13	2	0	0	0	0	0	0	423
12 PM	58	32	32	108	169	79	18	3	0	0	0	0	0	0	499
13:00	44	14	20	88	175	98	22	3	0	0	0	0	0	0	464
14:00	32	13	30	95	175	96	19	1	1	0	0	0	0	0	462
15:00	35	9	32	135	239	106	23	1	0	1	0	0	0	0	581
16:00	40	26	24	143	280	137	13	2	2	0	0	0	0	0	667
17:00	61	28	45	173	307	111	20	0	0	0	0	0	0	0	745
18:00	39	27	35	162	236	82	2	2	2	0	0	0	0	0	587
19:00	30	17	8	79	199	99	12	0	1	0	0	0	0	0	445
20:00	17	12	8	31	134	106	18	0	0	0	0	0	0	0	326
21:00	12	1	2	17	86	89	23	0	0	0	0	0	0	0	230
22:00	2	1	6	6	45	59	19	2	0	0	0	0	0	0	140
23:00	3	2	0	1	11	45	16	2	0	0	0	0	0	0	80
Total	513	256	334	1356	2703	1581	322	29	9	1	0	0	0	0	7104

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/20/05	0	0	3	3	3	19	12	0	0	0	0	0	0	0	40
01:00	0	0	1	2	5	11	8	1	0	0	0	0	0	0	28
02:00	0	0	0	0	1	5	3	0	0	0	0	0	0	0	9
03:00	0	0	0	0	1	2	1	1	0	0	0	0	0	0	5
04:00	1	0	0	0	4	3	4	1	0	0	0	0	0	0	13
05:00	7	0	0	3	11	14	7	1	0	0	0	0	0	0	43
06:00	23	6	5	28	49	34	8	0	2	0	0	0	0	0	155
07:00	17	9	10	46	105	89	24	1	1	1	0	0	0	0	303
08:00	31	8	17	70	132	78	8	2	0	0	0	0	0	0	346
09:00	15	6	16	47	107	69	14	2	0	0	0	0	0	0	276
10:00	20	11	23	49	96	74	20	5	0	0	0	0	0	0	298
11:00	32	11	21	64	164	96	21	1	0	0	0	0	0	0	410
12 PM	48	42	32	88	128	75	8	1	0	0	0	0	0	0	422
13:00	21	26	20	90	164	99	13	1	0	0	0	0	0	0	434
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	215	119	148	490	970	668	151	17	3	1	0	0	0	0	2782
Grand Total	1004	489	681	2703	5413	3165	643	58	13	3	0	1	0	0	14173

15th Percentile : 25 MPH
 50th Percentile : 33 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Stats
 Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 8578
 Percent in Pace : 60.5%
 Number of Vehicles > 45 MPH : 75
 Percent of Vehicles > 45 MPH : 0.5%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	22	7	39	81	142	66	8	1	0	0	0	0	0	0	366
15:00	59	24	44	104	152	46	6	2	0	0	0	0	0	0	437
16:00	36	4	26	97	169	99	14	0	0	0	0	0	0	0	445
17:00	60	19	43	94	167	64	8	1	0	0	0	0	0	0	456
18:00	39	15	45	126	136	46	6	0	1	0	0	0	0	0	414
19:00	19	4	17	35	92	45	9	0	0	0	0	0	0	0	221
20:00	11	2	5	14	51	44	6	1	0	0	0	0	0	0	134
21:00	2	3	1	13	40	37	7	0	0	0	0	0	0	0	103
22:00	4	1	1	5	19	25	9	1	0	0	0	0	0	0	65
23:00	1	1	0	2	13	9	7	1	0	0	1	0	0	0	35
Total	253	80	221	571	981	481	80	7	1	0	1	0	0	0	2676

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/19/05	0	0	0	0	4	3	3	0	0	0	0	0	0	0	10
01:00	0	0	0	0	4	5	3	0	0	0	0	0	0	0	12
02:00	0	0	0	1	2	4	2	0	0	0	0	0	0	0	9
03:00	0	0	0	0	2	3	6	5	0	1	0	0	0	0	17
04:00	0	0	1	2	9	19	24	8	0	0	0	0	0	0	63
05:00	6	6	10	20	61	112	43	4	0	0	0	0	0	0	262
06:00	23	14	29	85	150	137	33	1	1	0	0	0	0	0	473
07:00	24	10	55	119	238	150	21	1	0	0	0	0	0	0	618
08:00	15	24	50	97	186	156	16	1	1	0	0	0	0	0	546
09:00	16	5	22	94	150	103	11	1	0	0	0	0	0	0	402
10:00	23	9	20	96	145	96	13	2	0	0	0	0	0	0	404
11:00	29	16	51	82	122	77	10	1	0	0	0	0	0	0	388
12 PM	55	17	35	94	93	55	11	0	0	0	0	0	0	0	360
13:00	27	16	40	77	177	97	13	0	0	0	0	0	0	0	447
14:00	28	3	24	94	137	87	22	1	0	0	0	0	0	0	396
15:00	42	10	31	89	168	91	13	0	0	0	0	0	0	0	444
16:00	32	6	34	87	173	90	15	3	0	1	0	0	0	0	441
17:00	55	25	36	99	139	78	12	1	0	0	0	0	0	0	445
18:00	35	10	33	103	156	43	3	1	0	0	0	0	0	0	384
19:00	22	17	14	48	118	59	11	0	0	0	0	0	0	0	289
20:00	10	7	13	25	76	44	10	1	0	0	0	0	0	0	186
21:00	8	5	4	16	34	30	2	1	0	0	0	0	0	0	100
22:00	0	2	2	3	20	20	11	0	0	0	0	0	0	0	58
23:00	0	1	2	0	9	12	7	3	0	0	0	0	0	0	34
Total	450	203	506	1331	2373	1571	315	35	2	2	0	0	0	0	6788

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/20/05	0	0	0	3	4	1	2	1	0	0	0	0	0	0	11
01:00	0	0	0	1	2	5	0	0	0	0	0	0	0	0	8
02:00	0	0	0	1	2	6	1	0	0	0	0	0	0	0	10
03:00	0	0	0	0	0	6	7	3	0	0	0	0	0	0	16
04:00	1	1	1	3	7	20	22	10	2	0	0	0	0	0	67
05:00	4	2	4	18	43	109	54	5	0	0	0	0	0	0	239
06:00	16	7	34	89	176	133	35	2	0	0	0	0	0	0	492
07:00	18	7	39	145	193	174	34	3	0	0	0	0	0	0	613
08:00	25	18	62	150	216	104	9	0	0	0	0	0	0	0	584
09:00	16	10	34	75	203	97	18	2	0	0	0	0	0	0	455
10:00	18	10	35	82	159	96	7	0	0	0	0	0	0	0	407
11:00	15	4	18	67	162	93	13	0	0	0	0	0	0	0	372
12 PM	29	26	71	78	129	68	7	0	0	0	0	0	0	0	408
13:00	24	7	34	61	155	80	15	0	0	0	0	0	0	0	376
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	166	92	332	773	1451	992	224	26	2	0	0	0	0	0	4058
Grand Total	869	375	1059	2675	4805	3044	619	68	5	2	1	0	0	0	13522

15th Percentile : 24 MPH
 50th Percentile : 32 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Stats
 Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 7849
 Percent in Pace : 58.0%
 Number of Vehicles > 45 MPH : 76
 Percent of Vehicles > 45 MPH : 0.6%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	55	22	73	165	327	172	22	4	0	0	0	1	0	0	841
15:00	109	41	78	257	412	156	17	3	0	0	0	0	0	0	1073
16:00	87	22	57	263	474	211	34	1	1	0	0	0	0	0	1150
17:00	112	45	71	266	484	181	15	3	0	0	0	0	0	0	1177
18:00	89	34	77	282	378	127	12	0	1	1	0	0	0	0	1001
19:00	36	12	29	93	295	146	22	1	0	0	0	0	0	0	634
20:00	26	12	23	59	161	139	26	1	0	0	0	0	0	0	447
21:00	8	4	7	27	100	131	34	0	0	0	0	0	0	0	311
22:00	6	1	4	11	58	80	39	1	0	0	0	0	0	0	200
23:00	1	1	1	5	32	54	29	5	0	0	1	0	0	0	129
Total	529	194	420	1428	2721	1397	250	19	2	1	1	1	0	0	6963

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/19/05	0	0	0	3	9	17	9	2	0	0	0	0	0	0	40
01:00	0	0	2	1	8	14	10	1	1	0	0	0	0	0	37
02:00	1	0	1	1	4	8	4	0	0	0	0	0	0	0	19
03:00	0	0	0	1	2	6	8	5	0	1	0	0	0	0	23
04:00	1	0	1	2	12	27	30	8	0	0	0	0	0	0	81
05:00	12	6	12	26	78	127	49	5	0	0	0	0	0	0	315
06:00	29	18	34	100	204	175	39	2	1	0	0	0	0	0	602
07:00	50	14	59	161	331	223	39	3	1	0	0	0	0	0	881
08:00	42	39	70	151	287	233	29	3	2	0	0	0	0	0	856
09:00	28	12	39	144	264	157	32	1	0	0	0	0	0	0	677
10:00	52	16	33	155	265	185	30	4	0	0	0	0	0	0	740
11:00	61	53	79	169	256	167	23	3	0	0	0	0	0	0	811
12 PM	113	49	67	202	262	134	29	3	0	0	0	0	0	0	859
13:00	71	30	60	165	352	195	35	3	0	0	0	0	0	0	911
14:00	60	16	54	189	312	183	41	2	1	0	0	0	0	0	858
15:00	77	19	63	224	407	197	36	1	0	1	0	0	0	0	1025
16:00	72	32	58	230	453	227	28	5	2	1	0	0	0	0	1108
17:00	116	53	81	272	446	189	32	1	0	0	0	0	0	0	1190
18:00	74	37	68	265	392	125	5	3	2	0	0	0	0	0	971
19:00	52	34	22	127	317	158	23	0	1	0	0	0	0	0	734
20:00	27	19	21	56	210	150	28	1	0	0	0	0	0	0	512
21:00	20	6	6	33	120	119	25	1	0	0	0	0	0	0	330
22:00	2	3	8	9	65	79	30	2	0	0	0	0	0	0	198
23:00	3	3	2	1	20	57	23	5	0	0	0	0	0	0	114
Total	963	459	840	2687	5076	3152	637	64	11	3	0	0	0	0	13892

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/20/05	0	0	3	6	7	20	14	1	0	0	0	0	0	0	51
01:00	0	0	1	3	7	16	8	1	0	0	0	0	0	0	36
02:00	0	0	0	1	3	11	4	0	0	0	0	0	0	0	19
03:00	0	0	0	0	1	8	8	4	0	0	0	0	0	0	21
04:00	2	1	1	3	11	23	26	11	2	0	0	0	0	0	80
05:00	11	2	4	21	54	123	61	6	0	0	0	0	0	0	282
06:00	39	13	39	117	225	167	43	2	2	0	0	0	0	0	647
07:00	35	16	49	191	298	263	58	4	1	1	0	0	0	0	916
08:00	56	26	79	220	348	182	17	2	0	0	0	0	0	0	930
09:00	31	16	50	122	310	166	32	4	0	0	0	0	0	0	731
10:00	38	21	58	131	255	170	27	5	0	0	0	0	0	0	705
11:00	47	15	39	131	326	189	34	1	0	0	0	0	0	0	782
12 PM	77	68	103	166	257	143	15	1	0	0	0	0	0	0	830
13:00	45	33	54	151	319	179	28	1	0	0	0	0	0	0	810
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	381	211	480	1263	2421	1660	375	43	5	1	0	0	0	0	6840
Grand Total	1873	864	1740	5378	10218	6209	1262	126	18	5	1	1	0	0	27695

15th Percentile : 25 MPH
 50th Percentile : 32 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Stats
 Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 16427
 Percent in Pace : 59.3%
 Number of Vehicles > 45 MPH : 151
 Percent of Vehicles > 45 MPH : 0.5%

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	12	323	107	6	20	3	1	3	0	0	0	0	0	475
15:00	13	434	153	10	13	7	1	3	0	0	0	0	0	634
16:00	14	476	187	2	18	8	0	1	0	0	0	0	0	706
17:00	19	548	131	0	15	7	0	0	0	0	0	0	0	720
18:00	12	408	134	0	25	5	0	2	0	0	0	0	0	586
19:00	6	301	89	0	13	4	0	0	0	0	0	0	0	413
20:00	4	244	55	0	8	1	0	0	0	0	0	0	0	312
21:00	1	172	31	0	3	1	0	0	0	0	0	0	0	208
22:00	0	110	21	0	3	1	0	0	0	0	0	0	0	135
23:00	0	80	13	0	1	0	0	0	0	0	0	0	0	94
Total	81	3096	921	18	119	37	2	9	0	0	0	0	0	4283
Percent	1.9%	72.3%	21.5%	0.4%	2.8%	0.9%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak	17:00	17:00	16:00	15:00	18:00	16:00	14:00	14:00						17:00
Vol.	19	548	187	10	25	8	1	3						720

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/05	0	23	6	0	1	0	0	0	0	0	0	0	0	30
01:00	0	18	5	1	1	0	0	0	0	0	0	0	0	25
02:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	12	3	0	2	1	0	0	0	0	0	0	0	18
05:00	0	32	14	0	6	1	0	0	0	0	0	0	0	53
06:00	4	76	41	2	5	0	0	1	0	0	0	0	0	129
07:00	6	163	65	9	11	7	0	2	0	0	0	0	0	263
08:00	8	196	67	10	21	6	0	2	0	0	0	0	0	310
09:00	5	169	79	1	9	5	0	5	1	0	0	0	0	274
10:00	6	211	92	3	17	4	0	3	0	0	0	0	0	336
11:00	9	282	102	4	15	8	0	2	1	0	0	0	0	423
12 PM	11	320	126	8	19	8	0	3	2	0	0	0	0	497
13:00	13	319	107	6	14	2	1	1	0	0	0	0	0	463
14:00	12	330	99	2	13	4	0	1	1	0	0	0	0	462
15:00	17	406	128	2	15	8	0	5	0	0	0	0	0	581
16:00	16	462	163	0	17	7	0	2	0	0	0	0	0	667
17:00	21	537	165	1	15	6	0	0	0	0	0	1	0	746
18:00	15	402	146	1	20	3	0	0	0	0	0	0	0	587
19:00	9	326	92	0	14	2	0	1	0	0	0	0	0	444
20:00	2	242	75	0	5	1	0	0	0	0	0	0	0	325
21:00	4	177	44	0	3	1	0	0	0	0	0	0	0	229
22:00	1	107	31	0	0	0	0	0	0	0	0	0	0	139
23:00	2	54	22	0	1	0	0	0	0	0	0	0	0	79
Total	161	4877	1675	50	224	74	1	28	5	0	0	1	0	7096
Percent	2.3%	68.7%	23.6%	0.7%	3.2%	1.0%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	08:00	11:00		09:00	09:00					11:00
Vol.	9	282	102	10	21	8		5	1					423
PM Peak	17:00	17:00	17:00	12:00	18:00	12:00	13:00	15:00	12:00			17:00		17:00
Vol.	21	537	165	8	20	8	1	5	2			1		746

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/20/05	0	30	8	0	1	1	0	0	0	0	0	0	0	40
01:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
04:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
05:00	1	30	11	0	1	0	0	0	0	0	0	0	0	43
06:00	4	87	46	2	11	4	0	0	0	0	0	0	0	154
07:00	4	196	73	7	12	10	0	0	0	0	0	0	0	302
08:00	13	207	83	11	19	8	0	4	1	0	0	0	0	346
09:00	4	164	83	1	16	3	0	2	2	0	0	0	0	275
10:00	1	188	82	0	20	5	0	1	1	0	0	0	0	298
11:00	6	263	115	0	19	1	1	3	2	0	0	0	0	410
12 PM	16	270	105	3	16	11	0	0	1	0	0	0	0	422
13:00	9	281	117	1	21	2	0	2	0	0	0	0	0	433
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	58	1760	733	25	137	45	1	12	7	0	0	0	0	2778
Percent	2.1%	63.4%	26.4%	0.9%	4.9%	1.6%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	08:00	10:00	07:00	11:00	08:00	09:00					11:00
Vol.	13	263	115	11	20	10	1	4	2					410
PM Peak	12:00	13:00	13:00	12:00	13:00	12:00		13:00	12:00					13:00
Vol.	16	281	117	3	21	11		2	1					433
Grand Total	300	9733	3329	93	480	156	4	49	12	0	0	1	0	14157
Percent	2.1%	68.8%	23.5%	0.7%	3.4%	1.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	6	247	81	8	16	2	1	4	1	0	0	0	0	366
15:00	20	294	101	6	9	4	0	2	0	0	0	0	0	436
16:00	19	305	100	3	14	3	0	0	0	0	0	0	0	444
17:00	18	322	95	2	13	5	0	0	1	0	0	0	0	456
18:00	14	297	84	0	13	5	0	0	0	0	0	0	0	413
19:00	7	162	46	0	3	0	0	2	0	0	0	0	0	220
20:00	2	107	19	0	5	1	0	0	0	0	0	0	0	134
21:00	1	78	22	0	2	0	0	0	0	0	0	0	0	103
22:00	1	52	11	0	1	0	0	0	0	0	0	0	0	65
23:00	0	25	8	0	2	0	0	0	0	0	0	0	0	35
Total	88	1889	567	19	78	20	1	8	2	0	0	0	0	2672
Percent	3.3%	70.7%	21.2%	0.7%	2.9%	0.7%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	15:00 20	17:00 322	15:00 101	14:00 8	14:00 16	17:00 5	14:00 1	14:00 4	14:00 1					17:00 456

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/05	0	6	4	0	0	0	0	0	0	0	0	0	0	10
01:00	0	7	4	1	0	0	0	0	0	0	0	0	0	12
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	11	5	1	0	0	0	0	0	0	0	0	0	17
04:00	0	46	15	0	1	1	0	0	0	0	0	0	0	63
05:00	0	171	74	0	13	3	0	1	0	0	0	0	0	262
06:00	4	331	119	11	5	2	0	1	0	0	0	0	0	473
07:00	14	436	130	12	21	1	1	0	2	1	0	0	0	618
08:00	5	391	121	7	12	5	0	4	0	0	0	0	0	545
09:00	8	282	91	5	10	1	0	1	2	0	1	0	0	401
10:00	8	279	97	3	14	1	0	2	0	0	0	0	0	404
11:00	10	258	87	9	15	5	1	2	2	0	0	0	0	389
12 PM	9	250	77	4	11	4	0	3	1	0	0	0	0	359
13:00	9	306	108	4	10	6	0	2	1	1	0	0	0	447
14:00	6	295	80	1	7	6	0	0	1	0	0	0	0	396
15:00	18	316	85	3	12	4	0	5	0	0	0	0	0	443
16:00	13	313	100	0	8	4	0	2	1	0	0	0	0	441
17:00	16	304	104	0	10	8	0	2	0	0	0	0	0	444
18:00	12	267	96	0	5	2	0	1	0	0	0	0	0	383
19:00	5	216	60	0	5	2	0	0	0	0	0	0	0	288
20:00	2	148	35	0	1	0	0	0	0	0	0	0	0	186
21:00	3	70	25	0	2	0	0	0	0	0	0	0	0	100
22:00	2	38	17	0	1	0	0	0	0	0	0	0	0	58
23:00	0	28	6	0	0	0	0	0	0	0	0	0	0	34
Total	144	4775	1543	61	163	55	2	26	10	2	1	0	0	6782
Percent	2.1%	70.4%	22.8%	0.9%	2.4%	0.8%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	08:00	07:00	08:00	07:00	07:00	09:00			07:00
Vol.	14	436	130	12	21	5	1	4	2	1	1			618
PM Peak	15:00	15:00	13:00	12:00	15:00	17:00		15:00	12:00	13:00				13:00
Vol.	18	316	108	4	12	8		5	1	1				447

Old Colony Planning Council
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Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/20/05	0	10	1	0	0	0	0	0	0	0	0	0	0	11
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	6	3	1	0	0	0	0	0	0	0	0	0	10
03:00	0	10	6	0	0	0	0	0	0	0	0	0	0	16
04:00	0	45	19	0	2	1	0	0	0	0	0	0	0	67
05:00	2	169	64	1	2	1	0	0	0	0	0	0	0	239
06:00	5	344	116	11	12	2	0	1	0	0	0	0	0	491
07:00	9	427	136	10	23	3	1	1	1	0	1	0	0	612
08:00	11	412	135	4	9	6	0	5	2	0	0	0	0	584
09:00	5	319	106	3	17	3	0	1	0	0	0	0	0	454
10:00	6	290	91	0	15	1	0	1	3	0	0	0	0	407
11:00	3	242	101	1	14	2	0	6	3	0	0	0	0	372
12 PM	13	268	95	6	16	3	0	4	3	0	0	0	0	408
13:00	10	262	88	1	12	2	0	1	0	0	0	0	0	376
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	64	2811	962	38	122	24	1	20	12	0	1	0	0	4055
Percent	1.6%	69.3%	23.7%	0.9%	3.0%	0.6%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	06:00	07:00	08:00	07:00	11:00	10:00		07:00			07:00
Vol.	11	427	136	11	23	6	1	6	3		1			612
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00					12:00
Vol.	13	268	95	6	16	3		4	3					408
Grand Total	296	9475	3072	118	363	99	4	54	24	2	2	0	0	13509
Percent	2.2%	70.1%	22.7%	0.9%	2.7%	0.7%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/18/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	18	570	188	14	36	5	2	7	1	0	0	0	0	841
15:00	33	728	254	16	22	11	1	5	0	0	0	0	0	1070
16:00	33	781	287	5	32	11	0	1	0	0	0	0	0	1150
17:00	37	870	226	2	28	12	0	0	1	0	0	0	0	1176
18:00	26	705	218	0	38	10	0	2	0	0	0	0	0	999
19:00	13	463	135	0	16	4	0	2	0	0	0	0	0	633
20:00	6	351	74	0	13	2	0	0	0	0	0	0	0	446
21:00	2	250	53	0	5	1	0	0	0	0	0	0	0	311
22:00	1	162	32	0	4	1	0	0	0	0	0	0	0	200
23:00	0	105	21	0	3	0	0	0	0	0	0	0	0	129
Total	169	4985	1488	37	197	57	3	17	2	0	0	0	0	6955
Percent	2.4%	71.7%	21.4%	0.5%	2.8%	0.8%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	17:00	17:00	16:00	15:00	18:00	17:00	14:00	14:00	14:00					17:00
	37	870	287	16	38	12	2	7	1					1176

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/05	0	29	10	0	1	0	0	0	0	0	0	0	0	40
01:00	0	25	9	2	1	0	0	0	0	0	0	0	0	37
02:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
03:00	0	17	5	1	0	0	0	0	0	0	0	0	0	23
04:00	0	58	18	0	3	2	0	0	0	0	0	0	0	81
05:00	0	203	88	0	19	4	0	1	0	0	0	0	0	315
06:00	8	407	160	13	10	2	0	2	0	0	0	0	0	602
07:00	20	599	195	21	32	8	1	2	2	1	0	0	0	881
08:00	13	587	188	17	33	11	0	6	0	0	0	0	0	855
09:00	13	451	170	6	19	6	0	6	3	0	1	0	0	675
10:00	14	490	189	6	31	5	0	5	0	0	0	0	0	740
11:00	19	540	189	13	30	13	1	4	3	0	0	0	0	812
12 PM	20	570	203	12	30	12	0	6	3	0	0	0	0	856
13:00	22	625	215	10	24	8	1	3	1	1	0	0	0	910
14:00	18	625	179	3	20	10	0	1	2	0	0	0	0	858
15:00	35	722	213	5	27	12	0	10	0	0	0	0	0	1024
16:00	29	775	263	0	25	11	0	4	1	0	0	0	0	1108
17:00	37	841	269	1	25	14	0	2	0	0	0	1	0	1190
18:00	27	669	242	1	25	5	0	1	0	0	0	0	0	970
19:00	14	542	152	0	19	4	0	1	0	0	0	0	0	732
20:00	4	390	110	0	6	1	0	0	0	0	0	0	0	511
21:00	7	247	69	0	5	1	0	0	0	0	0	0	0	329
22:00	3	145	48	0	1	0	0	0	0	0	0	0	0	197
23:00	2	82	28	0	1	0	0	0	0	0	0	0	0	113
Total	305	9652	3218	111	387	129	3	54	15	2	1	1	0	13878
Percent	2.2%	69.5%	23.2%	0.8%	2.8%	0.9%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	08:00	11:00	07:00	08:00	09:00	07:00	09:00			07:00
Vol.	20	599	195	21	33	13	1	6	3	1	1			881
PM Peak	17:00	17:00	17:00	12:00	12:00	17:00	13:00	15:00	12:00	13:00		17:00		17:00
Vol.	37	841	269	12	30	14	1	10	3	1		1		1190

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 18-Oct-05
 Date End: 20-Oct-05

State Rd, south of Manomet Point Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/20/05	0	40	9	0	1	1	0	0	0	0	0	0	0	51
01:00	0	31	5	0	0	0	0	0	0	0	0	0	0	36
02:00	0	13	5	1	0	0	0	0	0	0	0	0	0	19
03:00	0	13	7	0	1	0	0	0	0	0	0	0	0	21
04:00	0	55	22	0	2	1	0	0	0	0	0	0	0	80
05:00	3	199	75	1	3	1	0	0	0	0	0	0	0	282
06:00	9	431	162	13	23	6	0	1	0	0	0	0	0	645
07:00	13	623	209	17	35	13	1	1	1	0	1	0	0	914
08:00	24	619	218	15	28	14	0	9	3	0	0	0	0	930
09:00	9	483	189	4	33	6	0	3	2	0	0	0	0	729
10:00	7	478	173	0	35	6	0	2	4	0	0	0	0	705
11:00	9	505	216	1	33	3	1	9	5	0	0	0	0	782
12 PM	29	538	200	9	32	14	0	4	4	0	0	0	0	830
13:00	19	543	205	2	33	4	0	3	0	0	0	0	0	809
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	122	4571	1695	63	259	69	2	32	19	0	1	0	0	6833
Percent	1.8%	66.9%	24.8%	0.9%	3.8%	1.0%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	07:00	07:00	08:00	07:00	08:00	11:00		07:00			08:00
Vol.	24	623	218	17	35	14	1	9	5		1			930
PM Peak	12:00	13:00	13:00	12:00	13:00	12:00		12:00	12:00					12:00
Vol.	29	543	205	9	33	14		4	4					830
Grand Total	596	19208	6401	211	843	255	8	103	36	2	2	1	0	27666
Percent	2.2%	69.4%	23.1%	0.8%	3.0%	0.9%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

*State Road,
North of Ship Pond Road – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, north of Ship Pond Rd

Start Time	26-Sep-05		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	21	14	16	16	*	*	*	*	*	*	18	15
01:00	*	*	*	*	12	5	14	6	*	*	*	*	*	*	13	6
02:00	*	*	*	*	7	5	5	7	*	*	*	*	*	*	6	6
03:00	*	*	*	*	8	3	7	3	*	*	*	*	*	*	8	3
04:00	*	*	*	*	13	31	11	27	*	*	*	*	*	*	12	29
05:00	*	*	*	*	43	79	46	75	*	*	*	*	*	*	44	77
06:00	*	*	*	*	138	160	150	170	*	*	*	*	*	*	144	165
07:00	*	*	*	*	186	256	177	247	*	*	*	*	*	*	182	252
08:00	*	*	*	*	207	254	214	272	*	*	*	*	*	*	210	263
09:00	*	*	*	*	173	197	163	204	*	*	*	*	*	*	168	200
10:00	*	*	*	*	171	191	181	169	*	*	*	*	*	*	176	180
11:00	*	*	*	*	211	198	183	199	*	*	*	*	*	*	197	198
12:00 PM	*	*	220	189	197	194	*	*	*	*	*	*	*	*	208	192
01:00	*	*	218	188	214	183	*	*	*	*	*	*	*	*	216	186
02:00	*	*	257	200	241	219	*	*	*	*	*	*	*	*	249	210
03:00	*	*	357	236	359	237	*	*	*	*	*	*	*	*	358	236
04:00	*	*	358	260	356	280	*	*	*	*	*	*	*	*	357	270
05:00	*	*	328	242	378	276	*	*	*	*	*	*	*	*	353	259
06:00	*	*	250	261	271	225	*	*	*	*	*	*	*	*	260	243
07:00	*	*	206	135	214	150	*	*	*	*	*	*	*	*	210	142
08:00	*	*	152	114	132	100	*	*	*	*	*	*	*	*	142	107
09:00	*	*	87	69	104	57	*	*	*	*	*	*	*	*	96	63
10:00	*	*	49	43	46	42	*	*	*	*	*	*	*	*	48	42
11:00	*	*	34	25	37	28	*	*	*	*	*	*	*	*	36	26
Lane Day	0	0	2516	1962	3739	3384	1167	1395	0	0	0	0	0	0	3711	3370
AM Peak Vol.			4478		7123		2562		0		0		0		7081	
PM Peak Vol.			16:00	18:00	17:00	16:00									15:00	16:00
			358	261	378	280									358	270

Comb. Total 0 4478 7123 2562 0 0 0 7081

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, north of Ship Pond Rd

Start Time	26-Sep-05 Mon	27-Sep-05 Tue	28-Sep-05 Wed	29-Sep-05 Thu	30-Sep-05 Fri	01-Oct-05 Sat	02-Oct-05 Sun	Week Average
12:00 AM	*	*	35	32	*	*	*	34
01:00	*	*	17	20	*	*	*	18
02:00	*	*	12	12	*	*	*	12
03:00	*	*	11	10	*	*	*	10
04:00	*	*	44	38	*	*	*	41
05:00	*	*	122	121	*	*	*	122
06:00	*	*	298	320	*	*	*	309
07:00	*	*	442	424	*	*	*	433
08:00	*	*	461	486	*	*	*	474
09:00	*	*	370	367	*	*	*	368
10:00	*	*	362	350	*	*	*	356
11:00	*	*	409	382	*	*	*	396
12:00 PM	*	409	391	*	*	*	*	400
01:00	*	406	397	*	*	*	*	402
02:00	*	457	460	*	*	*	*	458
03:00	*	593	596	*	*	*	*	594
04:00	*	618	636	*	*	*	*	627
05:00	*	570	654	*	*	*	*	612
06:00	*	511	496	*	*	*	*	504
07:00	*	341	364	*	*	*	*	352
08:00	*	266	232	*	*	*	*	249
09:00	*	156	161	*	*	*	*	158
10:00	*	92	88	*	*	*	*	90
11:00	*	59	65	*	*	*	*	62
Total	0	4478	7123	2562	0	0	0	7081
Percentage	0.0%	63.2%	100.6%	36.2%	0.0%	0.0%	0.0%	
AM Peak Vol.			08:00 461	08:00 486				08:00 474
PM Peak Vol.		16:00 618	17:00 654					16:00 627

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	0	0	0	4	20	96	82	12	2	0	1	0	0	220
13:00	5	0	0	0	0	14	91	85	21	2	0	0	0	0	218
14:00	2	0	0	2	13	16	85	112	24	2	1	0	0	0	257
15:00	10	0	0	2	3	49	152	115	23	2	0	0	1	0	357
16:00	7	1	0	0	5	29	166	122	27	1	0	0	0	0	358
17:00	8	0	0	1	1	14	151	130	20	3	0	0	0	0	328
18:00	2	0	0	0	2	15	112	101	17	1	0	0	0	0	250
19:00	3	0	0	0	3	27	89	65	17	2	0	0	0	0	206
20:00	1	0	0	0	0	12	67	54	16	2	0	0	0	0	152
21:00	1	0	0	0	0	10	31	33	10	2	0	0	0	0	87
22:00	0	0	0	0	0	4	23	15	5	2	0	0	0	0	49
23:00	0	0	0	0	1	1	9	12	11	0	0	0	0	0	34
Total	42	1	0	5	32	211	1072	926	203	21	1	1	1	0	2516

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

Start Time	State Rd, north of Ship Pond Rd															Total
	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999		
09/28/05	0	0	0	0	0	3	8	4	4	2	0	0	0	0	21	
01:00	0	0	0	0	1	1	4	3	3	0	0	0	0	0	12	
02:00	0	0	0	0	0	2	1	2	2	0	0	0	0	0	7	
03:00	0	0	0	0	0	1	2	3	0	0	1	1	0	0	8	
04:00	0	0	0	0	0	3	2	2	4	1	0	0	0	1	13	
05:00	0	0	0	0	0	4	15	13	9	2	0	0	0	0	43	
06:00	3	0	1	0	1	11	51	55	15	1	0	0	0	0	138	
07:00	2	0	0	0	1	17	52	71	39	3	1	0	0	0	186	
08:00	0	0	0	0	1	9	77	90	29	1	0	0	0	0	207	
09:00	1	0	0	0	0	8	69	68	22	4	1	0	0	0	173	
10:00	4	0	0	0	0	16	59	68	22	2	0	0	0	0	171	
11:00	5	0	0	0	0	23	98	62	19	2	1	0	0	1	211	
12 PM	1	0	0	1	5	18	84	68	19	1	0	0	0	0	197	
13:00	1	0	0	0	2	16	104	73	17	1	0	0	0	0	214	
14:00	5	0	0	0	1	13	98	97	23	4	0	0	0	0	241	
15:00	7	2	3	2	4	45	170	108	15	3	0	0	0	0	359	
16:00	8	0	0	0	4	35	128	142	34	4	1	0	0	0	356	
17:00	3	0	0	2	2	40	161	138	31	1	0	0	0	0	378	
18:00	8	1	0	0	2	36	113	102	7	2	0	0	0	0	271	
19:00	0	0	0	0	0	18	108	73	11	4	0	0	0	0	214	
20:00	2	0	0	0	0	8	58	47	15	1	1	0	0	0	132	
21:00	0	0	0	0	0	4	43	47	9	0	1	0	0	0	104	
22:00	0	0	0	0	1	6	21	13	4	1	0	0	0	0	46	
23:00	0	0	0	0	0	1	6	23	5	2	0	0	0	0	37	
Total	50	3	4	5	25	338	1532	1372	358	42	7	1	0	2	3739	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, north of Ship Pond Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/29/05	0	0	0	0	1	0	5	7	3	0	0	0	0	0	16
01:00	0	0	0	0	0	1	6	4	2	1	0	0	0	0	14
02:00	0	1	0	0	0	0	1	2	0	0	0	0	0	1	5
03:00	0	0	0	0	0	1	2	3	0	1	0	0	0	0	7
04:00	0	0	0	0	2	0	1	3	4	1	0	0	0	0	11
05:00	0	0	0	0	0	4	20	9	11	2	0	0	0	0	46
06:00	4	0	0	0	2	10	49	63	20	1	0	0	1	0	150
07:00	2	0	0	0	1	16	51	64	31	11	0	1	0	0	177
08:00	4	0	0	0	0	12	77	85	29	7	0	0	0	0	214
09:00	0	0	0	0	3	10	49	75	26	0	0	0	0	0	163
10:00	5	0	0	0	0	16	77	63	19	1	0	0	0	0	181
11:00	2	0	0	0	0	20	77	72	11	1	0	0	0	0	183
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	17	1	0	0	9	90	415	450	156	26	0	1	1	1	1167
Grand Total	109	5	4	10	66	639	3019	2748	717	89	8	3	2	3	7422

15th Percentile : 41 MPH
 50th Percentile : 45 MPH
 85th Percentile : 50 MPH
 95th Percentile : 54 MPH

Stats
 Mean Speed(Average) : 45 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 5767
 Percent in Pace : 77.7%
 Number of Vehicles > 45 MPH : 3570
 Percent of Vehicles > 45 MPH : 48.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, north of Ship Pond Rd

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	4	0	0	1	5	32	69	64	11	3	0	0	0	0	189
13:00	4	0	0	0	4	17	79	61	22	1	0	0	0	0	188
14:00	3	0	0	1	2	28	82	63	20	1	0	0	0	0	200
15:00	16	0	1	2	20	31	68	81	16	1	0	0	0	0	236
16:00	5	0	0	0	4	21	104	96	28	1	1	0	0	0	260
17:00	4	0	0	0	2	23	89	96	24	3	0	0	1	0	242
18:00	2	0	0	0	8	42	110	80	19	0	0	0	0	0	261
19:00	2	0	0	0	1	19	58	39	15	1	0	0	0	0	135
20:00	1	0	0	0	0	11	58	34	10	0	0	0	0	0	114
21:00	1	0	0	0	2	9	29	22	5	1	0	0	0	0	69
22:00	0	0	0	0	1	5	16	15	5	0	1	0	0	0	43
23:00	0	0	0	0	0	1	8	10	3	3	0	0	0	0	25
Total	42	0	1	4	49	239	770	661	178	15	2	0	1	0	1962

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

	State Rd, north of Ship Pond Rd														
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/28/05	0	0	0	0	1	3	4	4	2	0	0	0	0	0	14
01:00	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5
02:00	0	0	0	0	0	0	1	1	3	0	0	0	0	0	5
03:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
04:00	0	0	0	0	2	3	7	9	8	2	0	0	0	0	31
05:00	0	0	0	0	1	4	28	33	11	2	0	0	0	0	79
06:00	3	0	1	5	8	27	55	44	14	3	0	0	0	0	160
07:00	5	0	0	1	11	30	96	86	22	5	0	0	0	0	256
08:00	3	0	0	2	3	32	111	80	17	5	1	0	0	0	254
09:00	1	0	0	1	1	17	78	73	24	2	0	0	0	0	197
10:00	7	0	0	0	1	24	75	60	21	3	0	0	0	0	191
11:00	6	0	0	2	3	24	63	78	17	4	0	1	0	0	198
12 PM	2	0	0	1	3	23	78	66	14	5	0	1	1	0	194
13:00	2	0	0	0	1	26	80	55	16	2	0	0	0	1	183
14:00	1	0	0	0	2	27	107	70	10	2	0	0	0	0	219
15:00	5	2	4	3	13	41	92	57	18	2	0	0	0	0	237
16:00	3	0	0	0	0	24	104	114	28	6	1	0	0	0	280
17:00	5	0	0	1	4	27	117	94	24	3	0	1	0	0	276
18:00	5	0	0	0	5	27	94	82	10	2	0	0	0	0	225
19:00	1	0	0	1	5	20	69	43	11	0	0	0	0	0	150
20:00	2	0	0	0	0	10	47	27	13	0	1	0	0	0	100
21:00	0	0	0	2	0	8	20	22	4	1	0	0	0	0	57
22:00	0	0	0	0	1	4	13	19	5	0	0	0	0	0	42
23:00	0	0	0	0	0	3	8	10	4	3	0	0	0	0	28
Total	51	2	5	19	65	404	1351	1130	297	52	3	3	1	1	3384

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, north of Ship Pond Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/29/05	0	0	0	0	0	3	5	8	0	0	0	0	0	0	16
01:00	0	0	0	0	1	0	2	2	1	0	0	0	0	0	6
02:00	2	0	0	0	0	1	4	0	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3
04:00	0	0	0	0	1	4	8	5	8	1	0	0	0	0	27
05:00	0	0	0	0	2	7	20	32	9	2	3	0	0	0	75
06:00	2	1	0	1	3	30	70	52	10	1	0	0	0	0	170
07:00	2	0	0	1	9	37	97	70	25	4	2	0	0	0	247
08:00	4	0	0	1	3	22	122	93	22	5	0	0	0	0	272
09:00	0	0	0	0	4	30	92	55	20	1	2	0	0	0	204
10:00	1	0	0	1	0	26	71	49	17	2	2	0	0	0	169
11:00	4	0	0	1	2	23	103	49	14	3	0	0	0	0	199
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	15	1	0	5	25	183	595	416	126	19	10	0	0	0	1395
Grand Total	108	3	6	28	139	826	2716	2207	601	86	15	3	2	1	6741

15th Percentile : 40 MPH
 50th Percentile : 45 MPH
 85th Percentile : 50 MPH
 95th Percentile : 54 MPH

Stats
 Mean Speed(Average) : 44 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 4923
 Percent in Pace : 73.0%
 Number of Vehicles > 45 MPH : 2915
 Percent of Vehicles > 45 MPH : 43.2%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	7	0	0	1	9	52	165	146	23	5	0	1	0	0	409
13:00	9	0	0	0	4	31	170	146	43	3	0	0	0	0	406
14:00	5	0	0	3	15	44	167	175	44	3	1	0	0	0	457
15:00	26	0	1	4	23	80	220	196	39	3	0	0	1	0	593
16:00	12	1	0	0	9	50	270	218	55	2	1	0	0	0	618
17:00	12	0	0	1	3	37	240	226	44	6	0	0	1	0	570
18:00	4	0	0	0	10	57	222	181	36	1	0	0	0	0	511
19:00	5	0	0	0	4	46	147	104	32	3	0	0	0	0	341
20:00	2	0	0	0	0	23	125	88	26	2	0	0	0	0	266
21:00	2	0	0	0	2	19	60	55	15	3	0	0	0	0	156
22:00	0	0	0	0	1	9	39	30	10	2	1	0	0	0	92
23:00	0	0	0	0	1	2	17	22	14	3	0	0	0	0	59
Total	84	1	1	9	81	450	1842	1587	381	36	3	1	2	0	4478

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/28/05	0	0	0	0	1	6	12	8	6	2	0	0	0	0	35
01:00	0	0	0	0	1	1	6	5	4	0	0	0	0	0	17
02:00	0	0	0	0	0	2	2	3	5	0	0	0	0	0	12
03:00	0	0	0	0	0	1	4	4	0	0	1	1	0	0	11
04:00	0	0	0	0	2	6	9	11	12	3	0	0	0	1	44
05:00	0	0	0	0	1	8	43	46	20	4	0	0	0	0	122
06:00	6	0	2	5	9	38	106	99	29	4	0	0	0	0	298
07:00	7	0	0	1	12	47	148	157	61	8	1	0	0	0	442
08:00	3	0	0	2	4	41	188	170	46	6	1	0	0	0	461
09:00	2	0	0	1	1	25	147	141	46	6	1	0	0	0	370
10:00	11	0	0	0	1	40	134	128	43	5	0	0	0	0	362
11:00	11	0	0	2	3	47	161	140	36	6	1	1	0	1	409
12 PM	3	0	0	2	8	41	162	134	33	6	0	1	1	0	391
13:00	3	0	0	0	3	42	184	128	33	3	0	0	0	1	397
14:00	6	0	0	0	3	40	205	167	33	6	0	0	0	0	460
15:00	12	4	7	5	17	86	262	165	33	5	0	0	0	0	596
16:00	11	0	0	0	4	59	232	256	62	10	2	0	0	0	636
17:00	8	0	0	3	6	67	278	232	55	4	0	1	0	0	654
18:00	13	1	0	0	7	63	207	184	17	4	0	0	0	0	496
19:00	1	0	0	1	5	38	177	116	22	4	0	0	0	0	364
20:00	4	0	0	0	0	18	105	74	28	1	2	0	0	0	232
21:00	0	0	0	2	0	12	63	69	13	1	1	0	0	0	161
22:00	0	0	0	0	2	10	34	32	9	1	0	0	0	0	88
23:00	0	0	0	0	0	4	14	33	9	5	0	0	0	0	65
Total	101	5	9	24	90	742	2883	2502	655	94	10	4	1	3	7123

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, north of Ship Pond Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/29/05	0	0	0	0	1	3	10	15	3	0	0	0	0	0	32
01:00	0	0	0	0	1	1	8	6	3	1	0	0	0	0	20
02:00	2	1	0	0	0	1	5	2	0	0	0	0	0	1	12
03:00	0	0	0	0	0	1	3	4	0	1	1	0	0	0	10
04:00	0	0	0	0	3	4	9	8	12	2	0	0	0	0	38
05:00	0	0	0	0	2	11	40	41	20	4	3	0	0	0	121
06:00	6	1	0	1	5	40	119	115	30	2	0	0	1	0	320
07:00	4	0	0	1	10	53	148	134	56	15	2	1	0	0	424
08:00	8	0	0	1	3	34	199	178	51	12	0	0	0	0	486
09:00	0	0	0	0	7	40	141	130	46	1	2	0	0	0	367
10:00	6	0	0	1	0	42	148	112	36	3	2	0	0	0	350
11:00	6	0	0	1	2	43	180	121	25	4	0	0	0	0	382
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	32	2	0	5	34	273	1010	866	282	45	10	1	1	1	2562
Grand Total	217	8	10	38	205	1465	5735	4955	1318	175	23	6	4	4	14163

15th Percentile : 41 MPH
 50th Percentile : 45 MPH
 85th Percentile : 50 MPH
 95th Percentile : 54 MPH

Stats
 Mean Speed(Average) : 45 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 10690
 Percent in Pace : 75.5%
 Number of Vehicles > 45 MPH : 6485
 Percent of Vehicles > 45 MPH : 45.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	136	62	3	13	3	0	0	0	0	0	0	0	220
13:00	1	149	50	2	12	1	0	1	1	0	0	0	0	217
14:00	3	185	58	1	6	2	0	2	0	0	0	0	0	257
15:00	9	223	90	20	8	5	0	0	0	1	1	0	0	357
16:00	3	263	74	3	14	1	0	0	0	0	0	0	0	358
17:00	2	222	99	0	4	0	0	0	0	0	0	0	0	327
18:00	3	192	53	0	1	1	0	0	0	0	0	0	0	250
19:00	3	146	53	0	4	0	0	0	0	0	0	0	0	206
20:00	2	115	33	0	2	0	0	0	0	0	0	0	0	152
21:00	1	71	15	0	0	0	0	0	0	0	0	0	0	87
22:00	1	41	7	0	0	0	0	0	0	0	0	0	0	49
23:00	0	31	3	0	0	0	0	0	0	0	0	0	0	34
Total	31	1774	597	29	64	13	0	3	1	1	1	0	0	2514
Percent	1.2%	70.6%	23.7%	1.2%	2.5%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	15:00	16:00	17:00	15:00	16:00	15:00		14:00	13:00	15:00	15:00			16:00
	9	263	99	20	14	5		2	1	1	1			358

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/05	0	16	5	0	0	0	0	0	0	0	0	0	0	21
01:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
04:00	0	7	6	0	0	0	0	0	0	0	0	0	0	13
05:00	0	21	20	0	2	0	0	0	0	0	0	0	0	43
06:00	1	93	40	0	4	0	0	0	0	0	0	0	0	138
07:00	3	130	36	4	12	0	0	0	1	0	0	0	0	186
08:00	2	147	39	13	6	0	0	0	0	0	0	0	0	207
09:00	0	107	52	3	7	2	0	1	0	0	1	0	0	173
10:00	4	111	43	3	7	2	0	0	1	0	0	0	0	171
11:00	1	130	55	4	16	2	0	2	0	0	0	0	0	210
12 PM	4	136	46	1	7	3	0	0	0	0	0	0	0	197
13:00	1	142	58	2	8	3	0	0	0	0	0	0	0	214
14:00	6	164	58	2	8	1	0	1	0	0	0	0	0	240
15:00	6	231	95	16	10	1	0	0	0	0	0	0	0	359
16:00	5	254	82	3	9	0	0	1	1	0	0	0	0	355
17:00	10	256	104	1	5	1	0	0	0	0	0	0	0	377
18:00	5	181	73	0	8	2	0	1	0	0	0	0	0	270
19:00	0	151	61	0	1	0	0	1	0	0	0	0	0	214
20:00	0	95	34	0	3	0	0	0	0	0	0	0	0	132
21:00	0	84	18	0	2	0	0	0	0	0	0	0	0	104
22:00	1	35	10	0	0	0	0	0	0	0	0	0	0	46
23:00	0	32	5	0	0	0	0	0	0	0	0	0	0	37
Total	49	2545	944	52	116	17	0	7	3	0	1	0	0	3734
Percent	1.3%	68.2%	25.3%	1.4%	3.1%	0.5%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	11:00	08:00	11:00	09:00		11:00	07:00		09:00			11:00
Vol.	4	147	55	13	16	2		2	1		1			210
PM Peak	17:00	17:00	17:00	15:00	15:00	12:00		14:00	16:00					17:00
Vol.	10	256	104	16	10	3		1	1					377

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/29/05	0	12	4	0	0	0	0	0	0	0	0	0	0	16
01:00	1	7	6	0	0	0	0	0	0	0	0	0	0	14
02:00	1	2	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11
05:00	0	24	21	0	1	0	0	0	0	0	0	0	0	46
06:00	4	93	47	0	6	0	0	0	0	0	0	0	0	150
07:00	2	128	35	2	8	1	0	0	1	0	0	0	0	177
08:00	1	137	49	18	8	1	0	0	0	0	0	0	0	214
09:00	1	112	46	0	4	0	0	0	0	0	0	0	0	163
10:00	0	112	58	0	10	0	0	0	0	0	0	0	0	180
11:00	3	125	40	3	11	1	0	0	0	0	0	0	0	183
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	13	764	314	23	48	3	0	0	1	0	0	0	0	1166
Percent	1.1%	65.5%	26.9%	2.0%	4.1%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	10:00	08:00	11:00	07:00			07:00					08:00
Vol.	4	137	58	18	11	1			1					214
PM Peak														
Vol.														
Grand Total	93	5083	1855	104	228	33	0	10	5	1	2	0	0	7414
Percent	1.3%	68.6%	25.0%	1.4%	3.1%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	121	51	3	11	0	0	1	0	0	0	0	0	188
13:00	3	113	59	3	6	1	0	1	1	0	0	0	0	187
14:00	2	127	59	2	7	1	0	1	0	0	0	0	0	199
15:00	9	131	69	11	12	1	0	1	1	0	0	0	0	235
16:00	5	160	82	0	12	0	0	0	0	0	0	0	0	259
17:00	3	158	65	0	14	0	0	1	0	0	0	0	0	241
18:00	1	186	65	0	9	0	0	0	0	0	0	0	0	261
19:00	2	94	31	0	8	0	0	0	0	0	0	0	0	135
20:00	0	84	27	0	3	0	0	0	0	0	0	0	0	114
21:00	1	55	12	0	1	0	0	0	0	0	0	0	0	69
22:00	0	38	4	0	1	0	0	0	0	0	0	0	0	43
23:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25
Total	27	1287	529	19	84	3	0	5	2	0	0	0	0	1956
Percent	1.4%	65.8%	27.0%	1.0%	4.3%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	15:00	18:00	16:00	15:00	17:00	13:00		12:00	13:00					18:00
	9	186	82	11	14	1		1	1					261

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/05	0	11	3	0	0	0	0	0	0	0	0	0	0	14
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3
04:00	0	23	6	0	1	1	0	0	0	0	0	0	0	31
05:00	0	52	22	0	3	2	0	0	0	0	0	0	0	79
06:00	2	91	46	10	11	0	0	0	0	0	0	0	0	160
07:00	8	171	55	6	13	1	0	1	0	0	0	0	0	255
08:00	0	156	73	13	9	0	0	2	1	0	0	0	0	254
09:00	1	120	58	0	16	0	0	1	1	0	0	0	0	197
10:00	5	118	58	2	7	0	0	0	0	0	0	0	0	190
11:00	4	121	55	5	11	0	0	2	0	0	0	0	0	198
12 PM	7	129	38	4	13	0	0	2	1	0	0	0	0	194
13:00	6	109	52	1	14	0	0	0	1	0	0	0	0	183
14:00	5	125	74	1	13	0	0	1	0	0	0	0	0	219
15:00	8	144	58	13	13	0	0	0	0	0	0	0	0	236
16:00	8	181	80	0	8	0	1	1	0	0	0	0	0	279
17:00	4	179	75	1	15	0	0	1	0	0	0	0	0	275
18:00	5	146	61	0	11	1	0	1	0	0	0	0	0	225
19:00	0	104	41	0	5	0	0	0	0	0	0	0	0	150
20:00	0	77	18	0	5	0	0	0	0	0	0	0	0	100
21:00	0	41	13	0	3	0	0	0	0	0	0	0	0	57
22:00	0	30	9	0	3	0	0	0	0	0	0	0	0	42
23:00	0	25	3	0	0	0	0	0	0	0	0	0	0	28
Total	63	2161	902	57	174	5	1	12	4	0	0	0	0	3379
Percent	1.9%	64.0%	26.7%	1.7%	5.1%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	08:00	09:00	05:00		08:00	08:00					07:00
Vol.	8	171	73	13	16	2		2	1					255
PM Peak	15:00	16:00	16:00	15:00	17:00	18:00	16:00	12:00	12:00					16:00
Vol.	8	181	80	13	15	1	1	2	1					279

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/29/05	0	12	4	0	0	0	0	0	0	0	0	0	0	16
01:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
02:00	0	4	2	1	0	0	0	0	0	0	0	0	0	7
03:00	0	2	0	1	0	0	0	0	0	0	0	0	0	3
04:00	0	23	3	0	1	0	0	0	0	0	0	0	0	27
05:00	0	42	28	1	3	1	0	0	0	0	0	0	0	75
06:00	1	100	45	9	14	1	0	0	0	0	0	0	0	170
07:00	1	159	63	5	18	0	0	1	0	0	0	0	0	247
08:00	1	182	70	10	8	1	0	0	0	0	0	0	0	272
09:00	1	127	53	4	16	0	0	1	2	0	0	0	0	204
10:00	1	104	46	2	14	0	0	1	0	1	0	0	0	169
11:00	1	128	49	7	12	1	0	0	1	0	0	0	0	199
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	6	886	366	40	86	4	0	3	3	1	0	0	0	1395
Percent	0.4%	63.5%	26.2%	2.9%	6.2%	0.3%	0.0%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	08:00	08:00	07:00	05:00		07:00	09:00	10:00				08:00
Vol.	1	182	70	10	18	1		1	2	1				272
PM Peak														
Vol.														
Grand Total	96	4334	1797	116	344	12	1	20	9	1	0	0	0	6730
Percent	1.4%	64.4%	26.7%	1.7%	5.1%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	4	257	113	6	24	3	0	1	0	0	0	0	0	408
13:00	4	262	109	5	18	2	0	2	2	0	0	0	0	404
14:00	5	312	117	3	13	3	0	3	0	0	0	0	0	456
15:00	18	354	159	31	20	6	0	1	1	1	1	0	0	592
16:00	8	423	156	3	26	1	0	0	0	0	0	0	0	617
17:00	5	380	164	0	18	0	0	1	0	0	0	0	0	568
18:00	4	378	118	0	10	1	0	0	0	0	0	0	0	511
19:00	5	240	84	0	12	0	0	0	0	0	0	0	0	341
20:00	2	199	60	0	5	0	0	0	0	0	0	0	0	266
21:00	2	126	27	0	1	0	0	0	0	0	0	0	0	156
22:00	1	79	11	0	1	0	0	0	0	0	0	0	0	92
23:00	0	51	8	0	0	0	0	0	0	0	0	0	0	59
Total	58	3061	1126	48	148	16	0	8	3	1	1	0	0	4470
Percent	1.3%	68.5%	25.2%	1.1%	3.3%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	15:00	16:00	17:00	15:00	16:00	15:00		14:00	13:00	15:00	15:00			16:00
	18	423	164	31	26	6		3	2	1	1			617

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/05	0	27	8	0	0	0	0	0	0	0	0	0	0	35
01:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
03:00	0	7	2	1	1	0	0	0	0	0	0	0	0	11
04:00	0	30	12	0	1	1	0	0	0	0	0	0	0	44
05:00	0	73	42	0	5	2	0	0	0	0	0	0	0	122
06:00	3	184	86	10	15	0	0	0	0	0	0	0	0	298
07:00	11	301	91	10	25	1	0	1	1	0	0	0	0	441
08:00	2	303	112	26	15	0	0	2	1	0	0	0	0	461
09:00	1	227	110	3	23	2	0	2	1	0	1	0	0	370
10:00	9	229	101	5	14	2	0	0	1	0	0	0	0	361
11:00	5	251	110	9	27	2	0	4	0	0	0	0	0	408
12 PM	11	265	84	5	20	3	0	2	1	0	0	0	0	391
13:00	7	251	110	3	22	3	0	0	1	0	0	0	0	397
14:00	11	289	132	3	21	1	0	2	0	0	0	0	0	459
15:00	14	375	153	29	23	1	0	0	0	0	0	0	0	595
16:00	13	435	162	3	17	0	1	2	1	0	0	0	0	634
17:00	14	435	179	2	20	1	0	1	0	0	0	0	0	652
18:00	10	327	134	0	19	3	0	2	0	0	0	0	0	495
19:00	0	255	102	0	6	0	0	1	0	0	0	0	0	364
20:00	0	172	52	0	8	0	0	0	0	0	0	0	0	232
21:00	0	125	31	0	5	0	0	0	0	0	0	0	0	161
22:00	1	65	19	0	3	0	0	0	0	0	0	0	0	88
23:00	0	57	8	0	0	0	0	0	0	0	0	0	0	65
Total	112	4706	1846	109	290	22	1	19	7	0	1	0	0	7113
Percent	1.6%	66.2%	26.0%	1.5%	4.1%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	08:00	11:00	05:00		11:00	07:00		09:00			08:00
Vol.	11	303	112	26	27	2		4	1		1			461
PM Peak	15:00	16:00	17:00	15:00	15:00	12:00	16:00	12:00	12:00					17:00
Vol.	14	435	179	29	23	3	1	2	1					652

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #7
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/29/05	0	24	8	0	0	0	0	0	0	0	0	0	0	32
01:00	1	10	9	0	0	0	0	0	0	0	0	0	0	20
02:00	1	6	4	1	0	0	0	0	0	0	0	0	0	12
03:00	0	9	0	1	0	0	0	0	0	0	0	0	0	10
04:00	0	28	9	0	1	0	0	0	0	0	0	0	0	38
05:00	0	66	49	1	4	1	0	0	0	0	0	0	0	121
06:00	5	193	92	9	20	1	0	0	0	0	0	0	0	320
07:00	3	287	98	7	26	1	0	1	1	0	0	0	0	424
08:00	2	319	119	28	16	2	0	0	0	0	0	0	0	486
09:00	2	239	99	4	20	0	0	1	2	0	0	0	0	367
10:00	1	216	104	2	24	0	0	1	0	1	0	0	0	349
11:00	4	253	89	10	23	2	0	0	1	0	0	0	0	382
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	19	1650	680	63	134	7	0	3	4	1	0	0	0	2561
Percent	0.7%	64.4%	26.6%	2.5%	5.2%	0.3%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	08:00	08:00	07:00	08:00		07:00	09:00	10:00				08:00
Vol.	5	319	119	28	26	2		1	2	1				486
PM Peak														
Vol.														
Grand Total	189	9417	3652	220	572	45	1	30	14	2	2	0	0	14144
Percent	1.3%	66.6%	25.8%	1.6%	4.0%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

*State Road,
South of Ship Pond Road – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, south of Ship Pond Rd

Start Time	26-Sep-05		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	24	12	16	15	*	*	*	*	*	*	20	14
01:00	*	*	*	*	10	7	13	5	*	*	*	*	*	*	12	6
02:00	*	*	*	*	6	5	4	8	*	*	*	*	*	*	5	6
03:00	*	*	*	*	5	2	6	2	*	*	*	*	*	*	6	2
04:00	*	*	*	*	8	15	6	13	*	*	*	*	*	*	7	14
05:00	*	*	*	*	33	40	32	41	*	*	*	*	*	*	32	40
06:00	*	*	*	*	133	113	139	101	*	*	*	*	*	*	136	107
07:00	*	*	*	*	178	177	179	175	*	*	*	*	*	*	178	176
08:00	*	*	*	*	204	213	198	224	*	*	*	*	*	*	201	218
09:00	*	*	*	*	190	183	189	197	*	*	*	*	*	*	190	190
10:00	*	*	*	*	165	171	152	167	*	*	*	*	*	*	158	169
11:00	*	*	*	*	208	182	173	180	*	*	*	*	*	*	190	181
12:00 PM	*	*	188	182	177	180	*	*	*	*	*	*	*	*	182	181
01:00	*	*	203	180	160	175	*	*	*	*	*	*	*	*	182	178
02:00	*	*	208	172	215	183	*	*	*	*	*	*	*	*	212	178
03:00	*	*	299	221	300	216	*	*	*	*	*	*	*	*	300	218
04:00	*	*	314	249	306	242	*	*	*	*	*	*	*	*	310	246
05:00	*	*	275	249	308	277	*	*	*	*	*	*	*	*	292	263
06:00	*	*	223	228	230	216	*	*	*	*	*	*	*	*	226	222
07:00	*	*	179	149	185	158	*	*	*	*	*	*	*	*	182	154
08:00	*	*	134	119	135	105	*	*	*	*	*	*	*	*	134	112
09:00	*	*	91	70	79	59	*	*	*	*	*	*	*	*	85	64
10:00	*	*	39	50	41	42	*	*	*	*	*	*	*	*	40	46
11:00	*	*	23	23	30	27	*	*	*	*	*	*	*	*	26	25
Lane Day	0	0	2176	1892	3330	3000	1107	1128	0	0	0	0	0	0	3306	3010
AM Peak Vol.			4068		6330		2235		0		0		0		6316	
PM Peak Vol.			16:00	16:00	17:00	17:00									16:00	17:00
			314	249	308	277									310	263

Comb. Total 0 4068 6330 2235 0 0 0 6316

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, south of Ship Pond Rd

Start Time	26-Sep-05 Mon	27-Sep-05 Tue	28-Sep-05 Wed	29-Sep-05 Thu	30-Sep-05 Fri	01-Oct-05 Sat	02-Oct-05 Sun	Week Average
12:00 AM	*	*	36	31	*	*	*	34
01:00	*	*	17	18	*	*	*	18
02:00	*	*	11	12	*	*	*	12
03:00	*	*	7	8	*	*	*	8
04:00	*	*	23	19	*	*	*	21
05:00	*	*	73	73	*	*	*	73
06:00	*	*	246	240	*	*	*	243
07:00	*	*	355	354	*	*	*	354
08:00	*	*	417	422	*	*	*	420
09:00	*	*	373	386	*	*	*	380
10:00	*	*	336	319	*	*	*	328
11:00	*	*	390	353	*	*	*	372
12:00 PM	*	370	357	*	*	*	*	364
01:00	*	383	335	*	*	*	*	359
02:00	*	380	398	*	*	*	*	389
03:00	*	520	516	*	*	*	*	518
04:00	*	563	548	*	*	*	*	556
05:00	*	524	585	*	*	*	*	554
06:00	*	451	446	*	*	*	*	448
07:00	*	328	343	*	*	*	*	336
08:00	*	253	240	*	*	*	*	246
09:00	*	161	138	*	*	*	*	150
10:00	*	89	83	*	*	*	*	86
11:00	*	46	57	*	*	*	*	52
Total	0	4068	6330	2235	0	0	0	6321
Percentage	0.0%	64.4%	100.1%	35.4%	0.0%	0.0%	0.0%	
AM Peak Vol.			08:00 417	08:00 422				08:00 420
PM Peak Vol.		16:00 563	17:00 585					16:00 556

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

	State Rd, south of Ship Pond Rd														
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	2	3	6	6	7	27	93	41	2	1	0	0	0	0	188
13:00	3	1	5	11	4	28	92	50	8	0	1	0	0	0	203
14:00	10	1	7	6	9	22	88	59	6	0	0	0	0	0	208
15:00	10	7	7	10	16	63	128	53	4	0	0	1	0	0	299
16:00	7	2	9	20	9	52	137	72	6	0	0	0	0	0	314
17:00	5	3	11	12	8	52	124	54	6	0	0	0	0	0	275
18:00	4	5	9	6	12	34	92	55	6	0	0	0	0	0	223
19:00	3	2	6	5	6	40	66	45	5	1	0	0	0	0	179
20:00	2	1	1	3	4	25	56	32	10	0	0	0	0	0	134
21:00	0	3	6	3	10	12	33	21	3	0	0	0	0	0	91
22:00	0	0	0	1	2	6	15	9	6	0	0	0	0	0	39
23:00	0	0	0	1	0	4	3	11	4	0	0	0	0	0	23
Total	46	28	67	84	87	365	927	502	66	2	1	1	0	0	2176

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

Start Time	State Rd, south of Ship Pond Rd														Total	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999		
09/28/05	0	0	2	0	0	5	7	5	4	1	0	0	0	0	0	24
01:00	0	0	0	0	1	2	3	3	1	0	0	0	0	0	0	10
02:00	0	0	0	1	0	1	2	2	0	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	5
04:00	0	0	0	0	0	0	4	1	1	2	0	0	0	0	0	8
05:00	0	0	1	1	2	1	11	12	3	1	0	0	0	0	1	33
06:00	2	1	6	13	3	14	51	39	4	0	0	0	0	0	0	133
07:00	4	2	2	6	3	19	63	56	19	4	0	0	0	0	0	178
08:00	6	1	6	8	8	17	79	57	20	1	1	0	0	0	0	204
09:00	1	0	4	11	4	11	87	55	14	3	0	0	0	0	0	190
10:00	5	1	3	6	4	17	69	48	10	2	0	0	0	0	0	165
11:00	6	1	5	2	11	53	86	37	6	1	0	0	0	0	0	208
12 PM	3	1	4	7	11	28	84	33	5	1	0	0	0	0	0	177
13:00	7	0	2	3	8	27	73	35	4	1	0	0	0	0	0	160
14:00	4	2	2	8	9	38	92	52	8	0	0	0	0	0	0	215
15:00	11	7	9	27	19	83	97	39	8	0	0	0	0	0	0	300
16:00	7	0	13	15	20	46	125	72	7	1	0	0	0	0	0	306
17:00	9	5	6	12	15	65	130	62	4	0	0	0	0	0	0	308
18:00	5	5	10	11	8	42	111	32	5	0	1	0	0	0	0	230
19:00	2	1	8	2	5	40	81	40	4	2	0	0	0	0	0	185
20:00	0	2	3	3	4	22	67	28	6	0	0	0	0	0	0	135
21:00	2	1	0	2	1	5	44	19	4	1	0	0	0	0	0	79
22:00	0	0	0	1	0	9	12	14	5	0	0	0	0	0	0	41
23:00	3	0	2	0	3	2	13	7	0	0	0	0	0	0	0	30
Total	77	30	88	139	139	547	1393	750	142	22	2	0	0	0	1	3330

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, south of Ship Pond Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/29/05	0	0	1	0	1	1	6	5	1	1	0	0	0	0	16
01:00	0	0	0	0	0	3	4	3	2	1	0	0	0	0	13
02:00	0	0	0	0	0	0	2	1	0	0	0	0	1	0	4
03:00	0	0	0	0	0	0	1	3	1	1	0	0	0	0	6
04:00	0	0	0	0	1	0	2	1	2	0	0	0	0	0	6
05:00	0	0	2	3	0	4	10	8	5	0	0	0	0	0	32
06:00	2	0	4	14	5	15	50	34	15	0	0	0	0	0	139
07:00	5	2	4	13	7	16	69	44	15	4	0	0	0	0	179
08:00	5	1	5	9	3	20	71	65	18	1	0	0	0	0	198
09:00	6	2	3	4	9	29	76	54	6	0	0	0	0	0	189
10:00	0	0	1	8	5	19	68	39	12	0	0	0	0	0	152
11:00	2	0	5	5	9	41	70	36	4	1	0	0	0	0	173
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	20	5	25	56	40	148	429	293	81	9	0	0	1	0	1107
Grand Total	143	63	180	279	266	1060	2749	1545	289	33	3	1	1	1	6613

15th Percentile : 36 MPH
 50th Percentile : 43 MPH
 85th Percentile : 48 MPH
 95th Percentile : 50 MPH

Stats
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 4294
 Percent in Pace : 64.9%
 Number of Vehicles > 45 MPH : 1873
 Percent of Vehicles > 45 MPH : 28.3%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

	State Rd, south of Ship Pond Rd														
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	4	1	0	5	21	39	68	38	5	1	0	0	0	0	182
13:00	4	1	2	2	23	50	70	22	6	0	0	0	0	0	180
14:00	5	3	4	7	11	29	49	51	11	1	0	0	1	0	172
15:00	16	0	5	7	19	51	91	25	6	0	1	0	0	0	221
16:00	6	3	6	10	25	32	93	67	7	0	0	0	0	0	249
17:00	10	1	6	7	29	42	92	50	10	2	0	0	0	0	249
18:00	3	4	2	3	15	50	96	49	4	1	0	0	1	0	228
19:00	0	0	0	4	12	25	62	41	5	0	0	0	0	0	149
20:00	3	0	0	7	8	23	44	31	3	0	0	0	0	0	119
21:00	0	0	0	1	9	11	24	16	9	0	0	0	0	0	70
22:00	2	0	1	2	7	9	15	13	0	0	1	0	0	0	50
23:00	0	0	0	0	0	3	7	10	2	1	0	0	0	0	23
Total	53	13	26	55	179	364	711	413	68	6	2	0	2	0	1892

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, south of Ship Pond Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/28/05	0	0	0	0	0	3	3	5	1	0	0	0	0	0	12
01:00	0	0	0	0	1	1	3	2	0	0	0	0	0	0	7
02:00	0	0	0	0	0	1	1	1	2	0	0	0	0	0	5
03:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
04:00	0	1	1	0	1	3	4	2	3	0	0	0	0	0	15
05:00	1	3	1	0	4	3	13	14	1	0	0	0	0	0	40
06:00	5	3	6	5	8	26	33	24	2	1	0	0	0	0	113
07:00	5	6	6	2	18	38	66	27	6	3	0	0	0	0	177
08:00	5	5	5	7	5	39	90	48	7	2	0	0	0	0	213
09:00	5	5	1	3	12	45	72	32	7	0	1	0	0	0	183
10:00	3	1	2	2	19	25	79	31	7	2	0	0	0	0	171
11:00	6	1	0	3	17	42	72	36	5	0	0	0	0	0	182
12 PM	8	0	1	8	16	29	69	38	11	0	0	0	0	0	180
13:00	8	0	3	9	25	24	66	33	7	0	0	0	0	0	175
14:00	6	5	1	5	8	44	79	35	0	0	0	0	0	0	183
15:00	14	5	4	8	22	49	67	39	7	1	0	0	0	0	216
16:00	5	2	1	10	26	33	92	58	11	2	1	1	0	0	242
17:00	8	2	2	9	23	50	102	70	10	1	0	0	0	0	277
18:00	6	2	4	5	17	37	110	32	2	1	0	0	0	0	216
19:00	1	2	5	15	18	32	58	22	4	1	0	0	0	0	158
20:00	0	0	5	10	12	16	35	23	4	0	0	0	0	0	105
21:00	0	0	3	2	4	12	23	11	3	0	1	0	0	0	59
22:00	0	0	1	0	5	4	13	17	1	1	0	0	0	0	42
23:00	1	0	1	0	1	5	12	5	2	0	0	0	0	0	27
Total	87	43	53	103	262	562	1162	606	103	15	3	1	0	0	3000

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, south of Ship Pond Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/29/05	0	0	0	0	1	4	5	3	1	1	0	0	0	0	15
01:00	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5
02:00	0	0	0	0	0	4	2	1	1	0	0	0	0	0	8
03:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
04:00	0	2	0	0	1	4	3	2	1	0	0	0	0	0	13
05:00	0	3	1	2	2	3	10	15	3	2	0	0	0	0	41
06:00	8	1	1	1	10	24	31	21	4	0	0	0	0	0	101
07:00	8	10	6	2	20	26	63	29	9	2	0	0	0	0	175
08:00	6	5	2	4	10	54	72	57	12	2	0	0	0	0	224
09:00	6	5	3	9	22	40	83	22	7	0	0	0	0	0	197
10:00	2	2	0	9	17	43	63	28	2	1	0	0	0	0	167
11:00	2	0	2	3	17	41	74	35	5	1	0	0	0	0	180
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	32	28	15	30	100	244	408	215	46	10	0	0	0	0	1128
Grand Total	172	84	94	188	541	1170	2281	1234	217	31	5	1	2	0	6020

15th Percentile : 34 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 50 MPH

Stats
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 3515
 Percent in Pace : 58.4%
 Number of Vehicles > 45 MPH : 1490
 Percent of Vehicles > 45 MPH : 24.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

	State Rd, south of Ship Pond Rd														
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	6	4	6	11	28	66	161	79	7	2	0	0	0	0	370
13:00	7	2	7	13	27	78	162	72	14	0	1	0	0	0	383
14:00	15	4	11	13	20	51	137	110	17	1	0	0	1	0	380
15:00	26	7	12	17	35	114	219	78	10	0	1	1	0	0	520
16:00	13	5	15	30	34	84	230	139	13	0	0	0	0	0	563
17:00	15	4	17	19	37	94	216	104	16	2	0	0	0	0	524
18:00	7	9	11	9	27	84	188	104	10	1	0	0	1	0	451
19:00	3	2	6	9	18	65	128	86	10	1	0	0	0	0	328
20:00	5	1	1	10	12	48	100	63	13	0	0	0	0	0	253
21:00	0	3	6	4	19	23	57	37	12	0	0	0	0	0	161
22:00	2	0	1	3	9	15	30	22	6	0	1	0	0	0	89
23:00	0	0	0	1	0	7	10	21	6	1	0	0	0	0	46
Total	99	41	93	139	266	729	1638	915	134	8	3	1	2	0	4068

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

Start Time	State Rd, south of Ship Pond Rd														Total
	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	
09/28/05	0	0	2	0	0	8	10	10	5	1	0	0	0	0	36
01:00	0	0	0	0	2	3	6	5	1	0	0	0	0	0	17
02:00	0	0	0	1	0	2	3	3	2	0	0	0	0	0	11
03:00	0	0	0	0	0	1	2	3	0	1	0	0	0	0	7
04:00	0	1	1	0	1	3	8	3	4	2	0	0	0	0	23
05:00	1	3	2	1	6	4	24	26	4	1	0	0	0	1	73
06:00	7	4	12	18	11	40	84	63	6	1	0	0	0	0	246
07:00	9	8	8	8	21	57	129	83	25	7	0	0	0	0	355
08:00	11	6	11	15	13	56	169	105	27	3	1	0	0	0	417
09:00	6	5	5	14	16	56	159	87	21	3	1	0	0	0	373
10:00	8	2	5	8	23	42	148	79	17	4	0	0	0	0	336
11:00	12	2	5	5	28	95	158	73	11	1	0	0	0	0	390
12 PM	11	1	5	15	27	57	153	71	16	1	0	0	0	0	357
13:00	15	0	5	12	33	51	139	68	11	1	0	0	0	0	335
14:00	10	7	3	13	17	82	171	87	8	0	0	0	0	0	398
15:00	25	12	13	35	41	132	164	78	15	1	0	0	0	0	516
16:00	12	2	14	25	46	79	217	130	18	3	1	1	0	0	548
17:00	17	7	8	21	38	115	232	132	14	1	0	0	0	0	585
18:00	11	7	14	16	25	79	221	64	7	1	1	0	0	0	446
19:00	3	3	13	17	23	72	139	62	8	3	0	0	0	0	343
20:00	0	2	8	13	16	38	102	51	10	0	0	0	0	0	240
21:00	2	1	3	4	5	17	67	30	7	1	1	0	0	0	138
22:00	0	0	1	1	5	13	25	31	6	1	0	0	0	0	83
23:00	4	0	3	0	4	7	25	12	2	0	0	0	0	0	57
Total	164	73	141	242	401	1109	2555	1356	245	37	5	1	0	1	6330

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

Start Time	State Rd, south of Ship Pond Rd														Total
	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	
09/29/05	0	0	1	0	2	5	11	8	2	2	0	0	0	0	31
01:00	0	0	0	0	0	4	6	4	3	1	0	0	0	0	18
02:00	0	0	0	0	0	4	4	2	1	0	0	0	1	0	12
03:00	0	0	0	0	0	0	1	4	1	2	0	0	0	0	8
04:00	0	2	0	0	2	4	5	3	3	0	0	0	0	0	19
05:00	0	3	3	5	2	7	20	23	8	2	0	0	0	0	73
06:00	10	1	5	15	15	39	81	55	19	0	0	0	0	0	240
07:00	13	12	10	15	27	42	132	73	24	6	0	0	0	0	354
08:00	11	6	7	13	13	74	143	122	30	3	0	0	0	0	422
09:00	12	7	6	13	31	69	159	76	13	0	0	0	0	0	386
10:00	2	2	1	17	22	62	131	67	14	1	0	0	0	0	319
11:00	4	0	7	8	26	82	144	71	9	2	0	0	0	0	353
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	52	33	40	86	140	392	837	508	127	19	0	0	1	0	2235
Grand Total	315	147	274	467	807	2230	5030	2779	506	64	8	2	3	1	12633

15th Percentile : 35 MPH
 50th Percentile : 43 MPH
 85th Percentile : 48 MPH
 95th Percentile : 50 MPH

Stats
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 7809
 Percent in Pace : 61.8%
 Number of Vehicles > 45 MPH : 3363
 Percent of Vehicles > 45 MPH : 26.6%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, south of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	2	121	52	1	8	3	0	0	0	0	0	0	0	187
13:00	2	134	44	5	14	1	0	2	0	0	0	0	0	202
14:00	1	152	46	0	6	2	0	1	0	0	0	0	0	208
15:00	10	185	79	13	5	3	0	1	0	1	0	0	1	298
16:00	6	225	62	8	10	3	0	0	0	0	0	0	0	314
17:00	0	202	64	0	5	3	0	0	0	0	0	0	0	274
18:00	4	160	58	0	1	0	0	0	0	0	0	0	0	223
19:00	0	130	45	0	4	0	0	0	0	0	0	0	0	179
20:00	2	99	32	0	1	0	0	0	0	0	0	0	0	134
21:00	1	74	16	0	0	0	0	0	0	0	0	0	0	91
22:00	2	29	8	0	0	0	0	0	0	0	0	0	0	39
23:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
Total	30	1532	508	27	54	15	0	4	0	1	0	0	1	2172
Percent	1.4%	70.5%	23.4%	1.2%	2.5%	0.7%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak	15:00	16:00	15:00	15:00	13:00	12:00		13:00		15:00			15:00	16:00
Vol.	10	225	79	13	14	3		2		1			1	314

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, south of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/05	0	19	5	0	0	0	0	0	0	0	0	0	0	24
01:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
04:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
05:00	0	18	14	0	1	0	0	0	0	0	0	0	0	33
06:00	0	83	45	0	4	0	0	0	0	0	0	0	0	132
07:00	1	130	34	3	8	1	0	0	1	0	0	0	0	178
08:00	1	153	38	3	7	1	0	0	0	0	0	0	0	203
09:00	1	115	51	12	7	2	0	1	0	0	0	0	0	189
10:00	2	113	38	3	7	1	0	0	0	0	0	0	0	164
11:00	1	134	50	4	14	2	0	1	1	0	0	0	0	207
12 PM	4	123	41	1	7	1	0	0	0	0	0	0	0	177
13:00	3	105	41	3	5	2	0	0	0	0	0	0	0	159
14:00	4	148	52	0	9	1	0	1	0	0	0	0	0	215
15:00	5	202	72	11	8	1	0	0	0	0	0	0	0	299
16:00	5	208	74	10	7	0	0	1	0	0	0	0	0	305
17:00	7	211	77	0	5	3	0	3	1	0	0	0	0	307
18:00	3	154	64	1	5	1	0	1	0	0	0	0	0	229
19:00	3	134	43	0	4	0	0	1	0	0	0	0	0	185
20:00	0	93	40	0	2	0	0	0	0	0	0	0	0	135
21:00	0	65	11	0	2	0	0	0	0	0	0	0	0	78
22:00	1	32	8	0	0	0	0	0	0	0	0	0	0	41
23:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
Total	41	2287	808	51	103	16	0	9	3	0	0	0	0	3318
Percent	1.2%	68.9%	24.4%	1.5%	3.1%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	09:00	09:00	11:00	09:00		09:00	07:00					11:00
Vol.	2	153	51	12	14	2		1	1					207
PM Peak	17:00	17:00	17:00	15:00	14:00	17:00		17:00	17:00					17:00
Vol.	7	211	77	11	9	3		3	1					307

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, south of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/29/05	0	13	3	0	0	0	0	0	0	0	0	0	0	16
01:00	0	7	6	0	0	0	0	0	0	0	0	0	0	13
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	20	12	0	0	0	0	0	0	0	0	0	0	32
06:00	2	84	48	0	4	0	0	0	0	0	0	0	0	138
07:00	1	132	35	2	8	1	0	0	0	0	0	0	0	179
08:00	0	143	41	3	10	0	0	0	0	0	0	0	0	197
09:00	2	113	48	15	7	2	0	0	1	0	0	0	0	188
10:00	0	110	36	0	6	0	0	0	0	0	0	0	0	152
11:00	2	110	40	4	16	0	0	0	0	0	0	0	0	172
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	7	744	273	24	51	3	0	0	1	0	0	0	0	1103
Percent	0.6%	67.5%	24.8%	2.2%	4.6%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	06:00	09:00	11:00	09:00			09:00					08:00
Vol.	2	143	48	15	16	2			1					197
PM Peak														
Vol.														
Grand Total	78	4563	1589	102	208	34	0	13	4	1	0	0	1	6593
Percent	1.2%	69.2%	24.1%	1.5%	3.2%	0.5%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, south of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	120	47	3	7	0	0	1	1	0	0	0	0	182
13:00	6	113	44	3	9	1	0	3	1	0	0	0	0	180
14:00	3	121	39	3	4	1	0	1	0	0	0	0	0	172
15:00	3	135	58	12	9	4	0	0	0	0	0	0	0	221
16:00	4	156	77	0	9	3	0	0	0	0	0	0	0	249
17:00	2	164	70	0	12	0	0	0	0	0	0	0	0	248
18:00	3	163	56	0	6	0	0	0	0	0	0	0	0	228
19:00	0	103	38	0	8	0	0	0	0	0	0	0	0	149
20:00	0	97	19	0	2	1	0	0	0	0	0	0	0	119
21:00	1	55	14	0	0	0	0	0	0	0	0	0	0	70
22:00	0	43	6	0	0	0	0	0	0	0	0	0	0	49
23:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
Total	25	1290	471	21	66	10	0	5	2	0	0	0	0	1890
Percent	1.3%	68.3%	24.9%	1.1%	3.5%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	13:00	17:00	16:00	15:00	17:00	15:00		13:00	12:00					16:00
	6	164	77	12	12	4		3	1					249

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, south of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/05	0	9	3	0	0	0	0	0	0	0	0	0	0	12
01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	10	4	0	0	1	0	0	0	0	0	0	0	15
05:00	0	28	8	0	3	1	0	0	0	0	0	0	0	40
06:00	1	66	34	8	3	0	0	0	0	0	0	0	0	112
07:00	6	111	41	5	12	0	0	1	0	0	0	0	0	176
08:00	3	148	44	11	5	0	0	0	1	0	0	0	0	212
09:00	0	105	58	2	14	1	0	1	1	0	0	0	0	182
10:00	4	112	49	2	4	0	0	0	0	0	0	0	0	171
11:00	3	123	43	4	5	1	0	3	0	0	0	0	0	182
12 PM	5	125	31	4	12	0	0	2	1	0	0	0	0	180
13:00	7	106	51	1	9	0	0	0	0	0	0	0	0	174
14:00	5	113	53	2	7	0	0	2	1	0	0	0	0	183
15:00	6	133	54	12	10	0	0	0	0	0	0	0	0	215
16:00	7	171	55	0	6	0	0	2	0	0	0	0	0	241
17:00	7	188	69	0	12	0	0	0	0	0	0	0	0	276
18:00	3	142	59	0	9	2	0	0	0	0	0	0	0	215
19:00	1	110	42	0	3	1	0	1	0	0	0	0	0	158
20:00	0	83	18	0	4	0	0	0	0	0	0	0	0	105
21:00	1	44	13	0	1	0	0	0	0	0	0	0	0	59
22:00	0	34	6	0	2	0	0	0	0	0	0	0	0	42
23:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
Total	59	1992	743	52	121	7	0	12	4	0	0	0	0	2990
Percent	2.0%	66.6%	24.8%	1.7%	4.0%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	09:00	08:00	09:00	04:00		11:00	08:00					08:00
Vol.	6	148	58	11	14	1		3	1					212
PM Peak	13:00	17:00	17:00	15:00	12:00	18:00		12:00	12:00					17:00
Vol.	7	188	69	12	12	2		2	1					276

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, south of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/29/05	1	12	2	0	0	0	0	0	0	0	0	0	0	15
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	4	3	1	0	0	0	0	0	0	0	0	0	8
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	9	2	1	1	0	0	0	0	0	0	0	0	13
05:00	0	24	13	1	3	0	0	0	0	0	0	0	0	41
06:00	0	64	30	6	1	0	0	0	0	0	0	0	0	101
07:00	1	105	49	4	15	0	0	0	0	0	0	0	0	174
08:00	0	159	49	7	7	0	0	1	0	0	0	0	0	223
09:00	2	128	49	4	8	2	0	1	2	0	0	0	0	196
10:00	2	108	39	4	11	0	0	1	1	0	0	0	0	166
11:00	1	117	42	6	12	0	0	0	1	0	0	0	0	179
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	7	735	280	34	58	2	0	3	4	0	0	0	0	1123
Percent	0.6%	65.4%	24.9%	3.0%	5.2%	0.2%	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	07:00	08:00	07:00	09:00		08:00	09:00					08:00
Vol.	2	159	49	7	15	2		1	2					223
PM Peak														
Vol.														
Grand Total	91	4017	1494	107	245	19	0	20	10	0	0	0	0	6003
Percent	1.5%	66.9%	24.9%	1.8%	4.1%	0.3%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, south of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	5	241	99	4	15	3	0	1	1	0	0	0	0	369
13:00	8	247	88	8	23	2	0	5	1	0	0	0	0	382
14:00	4	273	85	3	10	3	0	2	0	0	0	0	0	380
15:00	13	320	137	25	14	7	0	1	0	1	0	0	1	519
16:00	10	381	139	8	19	6	0	0	0	0	0	0	0	563
17:00	2	366	134	0	17	3	0	0	0	0	0	0	0	522
18:00	7	323	114	0	7	0	0	0	0	0	0	0	0	451
19:00	0	233	83	0	12	0	0	0	0	0	0	0	0	328
20:00	2	196	51	0	3	1	0	0	0	0	0	0	0	253
21:00	2	129	30	0	0	0	0	0	0	0	0	0	0	161
22:00	2	72	14	0	0	0	0	0	0	0	0	0	0	88
23:00	0	41	5	0	0	0	0	0	0	0	0	0	0	46
Total	55	2822	979	48	120	25	0	9	2	1	0	0	1	4062
Percent	1.4%	69.5%	24.1%	1.2%	3.0%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	15:00	16:00	16:00	15:00	13:00	15:00		13:00	12:00	15:00			15:00	16:00
	13	381	139	25	23	7		5	1	1			1	563

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, south of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/05	0	28	8	0	0	0	0	0	0	0	0	0	0	36
01:00	0	11	6	0	0	0	0	0	0	0	0	0	0	17
02:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:00	0	5	0	1	1	0	0	0	0	0	0	0	0	7
04:00	0	15	7	0	0	1	0	0	0	0	0	0	0	23
05:00	0	46	22	0	4	1	0	0	0	0	0	0	0	73
06:00	1	149	79	8	7	0	0	0	0	0	0	0	0	244
07:00	7	241	75	8	20	1	0	1	1	0	0	0	0	354
08:00	4	301	82	14	12	1	0	0	1	0	0	0	0	415
09:00	1	220	109	14	21	3	0	2	1	0	0	0	0	371
10:00	6	225	87	5	11	1	0	0	0	0	0	0	0	335
11:00	4	257	93	8	19	3	0	4	1	0	0	0	0	389
12 PM	9	248	72	5	19	1	0	2	1	0	0	0	0	357
13:00	10	211	92	4	14	2	0	0	0	0	0	0	0	333
14:00	9	261	105	2	16	1	0	3	1	0	0	0	0	398
15:00	11	335	126	23	18	1	0	0	0	0	0	0	0	514
16:00	12	379	129	10	13	0	0	3	0	0	0	0	0	546
17:00	14	399	146	0	17	3	0	3	1	0	0	0	0	583
18:00	6	296	123	1	14	3	0	1	0	0	0	0	0	444
19:00	4	244	85	0	7	1	0	2	0	0	0	0	0	343
20:00	0	176	58	0	6	0	0	0	0	0	0	0	0	240
21:00	1	109	24	0	3	0	0	0	0	0	0	0	0	137
22:00	1	66	14	0	2	0	0	0	0	0	0	0	0	83
23:00	0	48	7	0	0	0	0	0	0	0	0	0	0	55
Total	100	4279	1551	103	224	23	0	21	7	0	0	0	0	6308
Percent	1.6%	67.8%	24.6%	1.6%	3.6%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	09:00	08:00	09:00	09:00		11:00	07:00					08:00
Vol.	7	301	109	14	21	3		4	1					415
PM Peak	17:00	17:00	17:00	15:00	12:00	17:00		14:00	12:00					17:00
Vol.	14	399	146	23	19	3		3	1					583

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #3
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, south of Ship Pond Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/29/05	1	25	5	0	0	0	0	0	0	0	0	0	0	31
01:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
02:00	0	6	5	1	0	0	0	0	0	0	0	0	0	12
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	13	4	1	1	0	0	0	0	0	0	0	0	19
05:00	0	44	25	1	3	0	0	0	0	0	0	0	0	73
06:00	2	148	78	6	5	0	0	0	0	0	0	0	0	239
07:00	2	237	84	6	23	1	0	0	0	0	0	0	0	353
08:00	0	302	90	10	17	0	0	1	0	0	0	0	0	420
09:00	4	241	97	19	15	4	0	1	3	0	0	0	0	384
10:00	2	218	75	4	17	0	0	1	1	0	0	0	0	318
11:00	3	227	82	10	28	0	0	0	1	0	0	0	0	351
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	14	1479	553	58	109	5	0	3	5	0	0	0	0	2226
Percent	0.6%	66.4%	24.8%	2.6%	4.9%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	09:00	09:00	11:00	09:00		08:00	09:00					08:00
Vol.	4	302	97	19	28	4		1	3					420
PM Peak														
Vol.														
Grand Total	169	8580	3083	209	453	53	0	33	14	1	0	0	1	12596
Percent	1.3%	68.1%	24.5%	1.7%	3.6%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

*State Road,
North of Old Sandwich Road – Plymouth*

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05
 State Rd, north of Old Sandwich Rd

Start Time	26-Sep-05		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	15	12	8	21	*	*	*	*	*	*	12	16
01:00	*	*	*	*	6	7	12	7	*	*	*	*	*	*	9	7
02:00	*	*	*	*	4	7	3	8	*	*	*	*	*	*	4	8
03:00	*	*	*	*	9	1	7	6	*	*	*	*	*	*	8	4
04:00	*	*	*	*	18	9	19	6	*	*	*	*	*	*	18	8
05:00	*	*	*	*	73	22	68	17	*	*	*	*	*	*	70	20
06:00	*	*	*	*	221	76	227	82	*	*	*	*	*	*	224	79
07:00	*	*	*	*	267	142	258	141	*	*	*	*	*	*	262	142
08:00	*	*	*	*	243	152	264	183	*	*	*	*	*	*	254	168
09:00	*	*	*	*	187	139	175	149	*	*	*	*	*	*	181	144
10:00	*	*	*	*	162	163	167	148	*	*	*	*	*	*	164	156
11:00	*	*	165	173	204	164	*	*	*	*	*	*	*	*	184	168
12:00 PM	*	*	194	155	175	164	*	*	*	*	*	*	*	*	184	160
01:00	*	*	176	167	182	174	*	*	*	*	*	*	*	*	179	170
02:00	*	*	195	187	202	215	*	*	*	*	*	*	*	*	198	201
03:00	*	*	261	238	280	226	*	*	*	*	*	*	*	*	270	232
04:00	*	*	277	265	269	285	*	*	*	*	*	*	*	*	273	275
05:00	*	*	248	277	239	286	*	*	*	*	*	*	*	*	244	282
06:00	*	*	190	264	172	235	*	*	*	*	*	*	*	*	181	250
07:00	*	*	116	149	156	176	*	*	*	*	*	*	*	*	136	162
08:00	*	*	79	124	71	121	*	*	*	*	*	*	*	*	75	122
09:00	*	*	48	69	65	67	*	*	*	*	*	*	*	*	56	68
10:00	*	*	26	44	33	43	*	*	*	*	*	*	*	*	30	44
11:00	*	*	18	24	18	31	*	*	*	*	*	*	*	*	18	28
Lane Day	0	0	1993	2136	3271	2917	1208	768	0	0	0	0	0	0	3234	2914
			4129		6188		1976		0	0	0	0	0	6148		
AM Peak Vol.			165	173	267	164	264	183							262	168
PM Peak Vol.			277	277	280	286									273	282

Comb. Total 0 4129 6188 1976 0 0 0 6148

ADT Not Calculated

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	26-Sep-05 Mon	27-Sep-05 Tue	28-Sep-05 Wed	29-Sep-05 Thu	30-Sep-05 Fri	01-Oct-05 Sat	02-Oct-05 Sun	Week Average
12:00 AM	*	*	27	29	*	*	*	28
01:00	*	*	13	19	*	*	*	16
02:00	*	*	11	11	*	*	*	11
03:00	*	*	10	13	*	*	*	12
04:00	*	*	27	25	*	*	*	26
05:00	*	*	95	85	*	*	*	90
06:00	*	*	297	309	*	*	*	303
07:00	*	*	409	399	*	*	*	404
08:00	*	*	395	447	*	*	*	421
09:00	*	*	326	324	*	*	*	325
10:00	*	*	325	315	*	*	*	320
11:00	*	338	368	*	*	*	*	353
12:00 PM	*	349	339	*	*	*	*	344
01:00	*	343	356	*	*	*	*	350
02:00	*	382	417	*	*	*	*	400
03:00	*	499	506	*	*	*	*	502
04:00	*	542	554	*	*	*	*	548
05:00	*	525	525	*	*	*	*	525
06:00	*	454	407	*	*	*	*	430
07:00	*	265	332	*	*	*	*	298
08:00	*	203	192	*	*	*	*	198
09:00	*	117	132	*	*	*	*	124
10:00	*	70	76	*	*	*	*	73
11:00	*	42	49	*	*	*	*	46
Total	0	4129	6188	1976	0	0	0	6147
Percentage	0.0%	67.2%	100.7%	32.1%	0.0%	0.0%	0.0%	
AM Peak Vol.		11:00 338	07:00 409	08:00 447				08:00 421
PM Peak Vol.		16:00 542	16:00 554					16:00 548

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	3	0	1	1	10	13	74	49	11	3	0	0	0	0	165
12 PM	1	0	1	2	5	45	87	40	12	1	0	0	0	0	194
13:00	0	0	0	2	8	23	72	58	12	1	0	0	0	0	176
14:00	2	1	0	4	4	21	82	65	15	1	0	0	0	0	195
15:00	4	0	0	4	24	65	96	54	12	2	0	0	0	0	261
16:00	4	0	1	2	13	54	112	74	15	2	0	0	0	0	277
17:00	4	1	0	1	5	28	101	85	20	3	0	0	0	0	248
18:00	6	1	1	2	12	26	68	60	11	3	0	0	0	0	190
19:00	7	0	0	1	3	23	47	27	8	0	0	0	0	0	116
20:00	0	0	0	0	2	11	33	22	10	1	0	0	0	0	79
21:00	0	0	1	1	0	2	25	10	6	2	1	0	0	0	48
22:00	0	0	0	0	0	2	10	10	3	1	0	0	0	0	26
23:00	0	0	0	0	0	3	2	7	6	0	0	0	0	0	18
Total	31	3	5	20	86	316	809	561	141	20	1	0	0	0	1993

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/28/05	0	0	0	0	1	2	5	5	0	2	0	0	0	0	15
01:00	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6
02:00	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	2	1	3	1	2	0	0	0	0	9
04:00	0	0	0	0	0	0	9	4	2	2	1	0	0	0	18
05:00	1	0	0	0	4	6	18	31	12	0	1	0	0	0	73
06:00	2	0	0	1	8	15	90	75	24	6	0	0	0	0	221
07:00	6	0	2	2	9	24	91	91	40	2	0	0	0	0	267
08:00	4	0	0	3	11	26	82	80	33	3	1	0	0	0	243
09:00	5	0	1	4	4	17	92	50	8	3	3	0	0	0	187
10:00	1	0	0	2	4	19	78	45	9	2	1	1	0	0	162
11:00	5	1	1	5	10	39	76	53	13	1	0	0	0	0	204
12 PM	4	1	0	3	9	21	69	48	18	1	0	1	0	0	175
13:00	5	0	1	0	9	27	67	59	12	2	0	0	0	0	182
14:00	4	0	1	1	4	25	93	54	18	2	0	0	0	0	202
15:00	4	0	0	3	8	52	130	69	12	1	0	0	1	0	280
16:00	14	1	0	4	13	34	108	81	13	0	1	0	0	0	269
17:00	5	0	0	0	10	43	96	60	20	4	1	0	0	0	239
18:00	2	0	0	0	12	36	66	46	9	1	0	0	0	0	172
19:00	5	0	0	0	5	31	71	36	7	1	0	0	0	0	156
20:00	0	0	0	1	2	9	25	27	6	1	0	0	0	0	71
21:00	2	0	0	1	1	5	25	19	11	1	0	0	0	0	65
22:00	0	0	0	0	5	2	12	10	3	0	1	0	0	0	33
23:00	0	0	0	0	0	1	8	6	2	1	0	0	0	0	18
Total	69	3	6	30	130	437	1317	955	273	38	10	2	1	0	3271

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/29/05	0	0	0	0	1	0	4	2	1	0	0	0	0	0	8
01:00	0	0	0	0	0	3	3	3	2	1	0	0	0	0	12
02:00	0	0	0	0	0	0	1	0	0	1	0	0	0	1	3
03:00	0	0	0	0	0	0	2	3	1	1	0	0	0	0	7
04:00	0	1	0	0	1	2	2	7	3	3	0	0	0	0	19
05:00	0	0	0	0	1	8	24	22	11	2	0	0	0	0	68
06:00	2	0	0	2	7	9	77	92	32	6	0	0	0	0	227
07:00	3	0	0	0	10	22	101	81	34	5	1	0	1	0	258
08:00	3	0	0	6	13	28	108	83	22	1	0	0	0	0	264
09:00	4	2	0	2	7	32	75	43	9	1	0	0	0	0	175
10:00	6	1	0	4	7	33	63	40	13	0	0	0	0	0	167
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	18	4	0	14	47	137	460	376	128	21	1	0	1	1	1208
Grand Total	118	10	11	64	263	890	2586	1892	542	79	12	2	2	1	6472

15th Percentile : 38 MPH
 50th Percentile : 44 MPH
 85th Percentile : 50 MPH
 95th Percentile : 53 MPH

Stats
 Mean Speed(Average) : 44 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 4478
 Percent in Pace : 69.2%
 Number of Vehicles > 45 MPH : 2530
 Percent of Vehicles > 45 MPH : 39.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	0	0	3	15	53	75	24	3	0	0	0	0	173
12 PM	2	0	0	2	6	11	38	75	20	0	1	0	0	0	155
13:00	4	0	0	0	2	21	44	60	30	4	1	1	0	0	167
14:00	4	0	0	0	8	18	66	57	27	7	0	0	0	0	187
15:00	4	0	0	0	3	20	63	109	34	4	1	0	0	0	238
16:00	1	0	0	0	5	2	62	118	67	9	1	0	0	0	265
17:00	7	1	0	0	6	25	52	112	64	9	1	0	0	0	277
18:00	5	0	1	0	0	26	72	101	55	4	0	0	0	0	264
19:00	5	0	1	1	2	9	36	73	20	2	0	0	0	0	149
20:00	1	0	0	1	1	11	29	43	33	5	0	0	0	0	124
21:00	0	0	0	0	3	6	21	19	12	7	0	1	0	0	69
22:00	0	0	0	0	1	8	6	19	8	2	0	0	0	0	44
23:00	0	0	0	0	0	1	5	8	6	3	1	0	0	0	24
Total	33	1	2	4	40	173	547	869	400	59	6	2	0	0	2136

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/28/05	0	0	0	0	0	2	4	3	3	0	0	0	0	0	12
01:00	0	0	0	0	0	1	2	3	1	0	0	0	0	0	7
02:00	0	0	0	0	0	0	1	2	4	0	0	0	0	0	7
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	3	2	2	1	0	0	0	9
05:00	1	0	0	0	0	0	4	11	3	3	0	0	0	0	22
06:00	0	0	0	0	0	9	24	28	12	3	0	0	0	0	76
07:00	6	0	0	0	0	12	39	57	23	5	0	0	0	0	142
08:00	4	0	0	0	4	16	50	59	15	1	1	2	0	0	152
09:00	4	0	0	0	0	11	42	55	25	2	0	0	0	0	139
10:00	3	0	0	4	7	12	45	59	25	7	0	1	0	0	163
11:00	4	1	0	1	2	17	51	68	14	6	0	0	0	0	164
12 PM	3	0	0	0	1	17	43	69	28	3	0	0	0	0	164
13:00	2	0	0	2	8	29	61	55	15	1	1	0	0	0	174
14:00	8	0	0	4	5	24	67	83	19	4	1	0	0	0	215
15:00	5	0	0	1	5	24	67	80	42	2	0	0	0	0	226
16:00	8	0	0	0	2	17	52	136	62	7	1	0	0	0	285
17:00	7	0	0	0	2	14	72	117	66	8	0	0	0	0	286
18:00	3	1	2	0	3	20	48	106	47	3	2	0	0	0	235
19:00	4	0	0	0	4	15	55	64	27	6	1	0	0	0	176
20:00	0	0	0	1	5	13	37	44	16	4	1	0	0	0	121
21:00	0	0	0	0	0	3	17	24	18	4	0	0	0	1	67
22:00	0	0	0	0	0	3	7	20	7	5	1	0	0	0	43
23:00	0	0	0	0	0	3	6	13	5	2	2	0	0	0	31
Total	62	2	2	13	48	262	796	1159	479	78	12	3	0	1	2917

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total
09/29/05	0	0	0	0	0	0	0	0	0	1	8	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
01:00	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	0	0	0	0	0	0	0	0	2	3	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	8
03:00	0	0	0	0	0	1	1	2	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	0	1	0	1	1	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	6
05:00	1	0	0	0	0	0	0	0	0	4	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
06:00	1	0	0	0	0	2	14	16	32	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82
07:00	2	0	0	0	0	0	14	29	44	42	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	
08:00	5	0	0	0	4	14	52	70	28	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	
09:00	3	1	1	4	6	10	65	45	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	
10:00	3	2	2	3	11	8	54	47	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	15	3	3	7	25	64	238	259	121	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	768
Grand Total	110	6	7	24	113	499	1581	2287	1000	166	22	5	0	0	1	5821												

15th Percentile : 41 MPH
 50th Percentile : 47 MPH
 85th Percentile : 52 MPH
 95th Percentile : 55 MPH

Stats
 Mean Speed(Average) : 46 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 3868
 Percent in Pace : 66.4%
 Number of Vehicles > 45 MPH : 3481
 Percent of Vehicles > 45 MPH : 59.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	3	0	1	1	13	28	127	124	35	6	0	0	0	0	338
12 PM	3	0	1	4	11	56	125	115	32	1	1	0	0	0	349
13:00	4	0	0	2	10	44	116	118	42	5	1	1	0	0	343
14:00	6	1	0	4	12	39	148	122	42	8	0	0	0	0	382
15:00	8	0	0	4	27	85	159	163	46	6	1	0	0	0	499
16:00	5	0	1	2	18	56	174	192	82	11	1	0	0	0	542
17:00	11	2	0	1	11	53	153	197	84	12	1	0	0	0	525
18:00	11	1	2	2	12	52	140	161	66	7	0	0	0	0	454
19:00	12	0	1	2	5	32	83	100	28	2	0	0	0	0	265
20:00	1	0	0	1	3	22	62	65	43	6	0	0	0	0	203
21:00	0	0	1	1	3	8	46	29	18	9	1	1	0	0	117
22:00	0	0	0	0	1	10	16	29	11	3	0	0	0	0	70
23:00	0	0	0	0	0	4	7	15	12	3	1	0	0	0	42
Total	64	4	7	24	126	489	1356	1430	541	79	7	2	0	0	4129

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/28/05	0	0	0	0	1	4	9	8	3	2	0	0	0	0	27
01:00	0	0	0	0	0	2	4	6	1	0	0	0	0	0	13
02:00	0	0	0	0	1	0	4	2	4	0	0	0	0	0	11
03:00	0	0	0	0	0	2	2	3	1	2	0	0	0	0	10
04:00	0	0	0	0	0	0	10	7	4	4	2	0	0	0	27
05:00	2	0	0	0	4	6	22	42	15	3	1	0	0	0	95
06:00	2	0	0	1	8	24	114	103	36	9	0	0	0	0	297
07:00	12	0	2	2	9	36	130	148	63	7	0	0	0	0	409
08:00	8	0	0	3	15	42	132	139	48	4	2	2	0	0	395
09:00	9	0	1	4	4	28	134	105	33	5	3	0	0	0	326
10:00	4	0	0	6	11	31	123	104	34	9	1	2	0	0	325
11:00	9	2	1	6	12	56	127	121	27	7	0	0	0	0	368
12 PM	7	1	0	3	10	38	112	117	46	4	0	1	0	0	339
13:00	7	0	1	2	17	56	128	114	27	3	1	0	0	0	356
14:00	12	0	1	5	9	49	160	137	37	6	1	0	0	0	417
15:00	9	0	0	4	13	76	197	149	54	3	0	0	1	0	506
16:00	22	1	0	4	15	51	160	217	75	7	2	0	0	0	554
17:00	12	0	0	0	12	57	168	177	86	12	1	0	0	0	525
18:00	5	1	2	0	15	56	114	152	56	4	2	0	0	0	407
19:00	9	0	0	0	9	46	126	100	34	7	1	0	0	0	332
20:00	0	0	0	2	7	22	62	71	22	5	1	0	0	0	192
21:00	2	0	0	1	1	8	42	43	29	5	0	0	0	1	132
22:00	0	0	0	0	5	5	19	30	10	5	2	0	0	0	76
23:00	0	0	0	0	0	4	14	19	7	3	2	0	0	0	49
Total	131	5	8	43	178	699	2113	2114	752	116	22	5	1	1	6188

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
09/29/05	0	0	0	0	1	1	12	11	4	0	0	0	0	0	29
01:00	0	0	0	0	0	3	7	3	5	1	0	0	0	0	19
02:00	0	0	0	0	0	2	4	2	0	1	1	0	0	1	11
03:00	0	0	0	0	1	1	4	4	1	2	0	0	0	0	13
04:00	0	1	0	0	2	2	3	8	4	4	1	0	0	0	25
05:00	1	0	0	0	1	8	28	30	15	2	0	0	0	0	85
06:00	3	0	0	2	9	23	93	124	45	10	0	0	0	0	309
07:00	5	0	0	0	10	36	130	125	76	15	1	0	1	0	399
08:00	8	0	0	6	17	42	160	153	50	9	2	0	0	0	447
09:00	7	3	1	6	13	42	140	88	19	5	0	0	0	0	324
10:00	9	3	2	7	18	41	117	87	30	1	0	0	0	0	315
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	33	7	3	21	72	201	698	635	249	50	5	0	1	1	1976
Grand Total	228	16	18	88	376	1389	4167	4179	1542	245	34	7	2	2	12293

15th Percentile : 40 MPH
 50th Percentile : 45 MPH
 85th Percentile : 50 MPH
 95th Percentile : 54 MPH

Stats
 Mean Speed(Average) : 45 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 8346
 Percent in Pace : 67.9%
 Number of Vehicles > 45 MPH : 6011
 Percent of Vehicles > 45 MPH : 48.9%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	3	112	32	5	10	1	0	2	0	0	0	0	0	165
12 PM	2	124	53	2	12	1	0	0	0	0	0	0	0	194
13:00	1	120	35	4	14	1	0	0	1	0	0	0	0	176
14:00	1	135	50	0	5	2	0	2	0	0	0	0	0	195
15:00	5	176	52	15	6	3	0	2	1	0	0	0	0	260
16:00	3	202	54	5	11	2	0	0	0	0	0	0	0	277
17:00	3	166	77	0	2	0	0	0	0	0	0	0	0	248
18:00	5	148	36	0	1	0	0	0	0	0	0	0	0	190
19:00	3	92	19	0	2	0	0	0	0	0	0	0	0	116
20:00	2	58	18	0	1	0	0	0	0	0	0	0	0	79
21:00	1	39	8	0	0	0	0	0	0	0	0	0	0	48
22:00	2	20	4	0	0	0	0	0	0	0	0	0	0	26
23:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
Total	31	1409	439	31	64	10	0	6	2	0	0	0	0	1992
Percent	1.6%	70.7%	22.0%	1.6%	3.2%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00		11:00						11:00
Vol.	3	112	32	5	10	1		2						165
PM Peak	15:00	16:00	17:00	15:00	13:00	15:00		14:00	13:00					16:00
Vol.	5	202	77	15	14	3		2	1					277

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/05	0	14	1	0	0	0	0	0	0	0	0	0	0	15
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
04:00	0	7	10	0	1	0	0	0	0	0	0	0	0	18
05:00	1	43	26	0	3	0	0	0	0	0	0	0	0	73
06:00	0	148	63	2	6	0	0	1	0	0	0	0	0	220
07:00	3	191	57	2	11	2	0	0	1	0	0	0	0	267
08:00	1	178	45	11	6	0	0	1	0	0	0	0	0	242
09:00	1	122	53	1	6	0	1	2	0	0	0	0	0	186
10:00	2	107	43	3	6	1	0	0	0	0	0	0	0	162
11:00	2	137	46	5	11	1	0	1	0	0	0	0	0	203
12 PM	4	124	39	1	6	1	0	0	0	0	0	0	0	175
13:00	1	125	43	2	7	2	0	1	0	0	0	0	0	181
14:00	6	135	49	0	7	3	0	2	0	0	0	0	0	202
15:00	3	180	72	16	8	0	0	1	0	0	0	0	0	280
16:00	7	173	70	5	10	1	0	1	1	0	0	0	0	268
17:00	7	157	69	1	3	1	0	1	0	0	0	0	0	239
18:00	0	128	38	0	4	0	0	1	0	0	0	0	0	171
19:00	1	119	32	0	2	0	0	1	0	0	0	0	0	155
20:00	0	54	16	0	1	0	0	0	0	0	0	0	0	71
21:00	0	50	12	0	2	0	0	0	0	0	0	0	0	64
22:00	1	28	4	0	0	0	0	0	0	0	0	0	0	33
23:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
Total	40	2253	791	49	101	12	1	13	2	0	0	0	0	3262
Percent	1.2%	69.1%	24.2%	1.5%	3.1%	0.4%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	08:00	07:00	07:00	09:00	09:00	07:00					07:00
Vol.	3	191	63	11	11	2	1	2	1					267
PM Peak	16:00	15:00	15:00	15:00	16:00	14:00		14:00	16:00					15:00
Vol.	7	180	72	16	10	3		2	1					280

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/29/05	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	6	6	0	0	0	0	0	0	0	0	0	0	12
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	9	9	0	1	0	0	0	0	0	0	0	0	19
05:00	0	40	27	0	1	0	0	0	0	0	0	0	0	68
06:00	2	152	63	2	7	0	0	0	0	0	0	0	0	226
07:00	2	187	59	0	10	0	0	0	0	0	0	0	0	258
08:00	1	184	51	16	11	1	0	0	0	0	0	0	0	264
09:00	1	123	43	0	5	1	1	0	1	0	0	0	0	175
10:00	1	122	32	0	11	0	0	0	0	0	0	0	0	166
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	7	841	290	18	46	2	1	0	1	0	0	0	0	1206
Percent	0.6%	69.7%	24.0%	1.5%	3.8%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	06:00	08:00	08:00	08:00	09:00		09:00					08:00
Vol.	2	187	63	16	11	1	1		1					264
PM Peak														
Vol.														
Grand Total	78	4503	1520	98	211	24	2	19	5	0	0	0	0	6460
Percent	1.2%	69.7%	23.5%	1.5%	3.3%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	7	106	42	3	11	1	0	1	2	0	0	0	0	173
12 PM	2	106	34	2	9	0	0	1	0	0	0	0	0	154
13:00	2	117	36	3	5	1	0	2	1	0	0	0	0	167
14:00	3	131	44	3	3	2	0	1	0	0	0	0	0	187
15:00	3	164	52	8	7	3	0	0	1	0	0	0	0	238
16:00	2	178	73	1	9	2	0	0	0	0	0	0	0	265
17:00	3	194	68	0	9	1	0	1	0	0	0	0	0	276
18:00	3	185	72	0	3	0	0	0	0	0	0	0	0	263
19:00	2	113	30	0	2	1	0	0	0	0	0	0	0	148
20:00	1	98	25	0	0	0	0	0	0	0	0	0	0	124
21:00	2	58	9	0	0	0	0	0	0	0	0	0	0	69
22:00	1	38	4	0	1	0	0	0	0	0	0	0	0	44
23:00	1	19	4	0	0	0	0	0	0	0	0	0	0	24
Total	32	1507	493	20	59	11	0	6	4	0	0	0	0	2132
Percent	1.5%	70.7%	23.1%	0.9%	2.8%	0.5%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00		11:00	11:00					11:00
Vol.	7	106	42	3	11	1		1	2					173
PM Peak	14:00	17:00	16:00	15:00	12:00	15:00		13:00	13:00					17:00
Vol.	3	194	73	8	9	3		2	1					276

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/05	0	10	2	0	0	0	0	0	0	0	0	0	0	12
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	5	2	0	1	1	0	0	0	0	0	0	0	9
05:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
06:00	1	41	18	11	5	0	0	0	0	0	0	0	0	76
07:00	2	97	32	2	8	0	0	0	0	0	0	0	0	141
08:00	0	103	34	10	3	0	0	1	1	0	0	0	0	152
09:00	1	78	49	0	10	0	0	1	0	0	0	0	0	139
10:00	4	102	50	3	4	0	0	0	0	0	0	0	0	163
11:00	1	109	40	3	7	1	0	3	0	0	0	0	0	164
12 PM	3	115	31	3	9	0	0	2	1	0	0	0	0	164
13:00	5	113	44	0	11	1	0	0	0	0	0	0	0	174
14:00	6	144	56	2	5	1	0	1	0	0	0	0	0	215
15:00	3	154	50	9	9	0	0	0	0	0	0	0	0	225
16:00	5	198	73	1	2	1	0	4	0	0	0	0	0	284
17:00	7	200	65	0	13	0	0	0	0	0	0	0	0	285
18:00	1	173	57	0	3	0	0	1	0	0	0	0	0	235
19:00	0	133	42	0	1	0	0	0	0	0	0	0	0	176
20:00	0	94	22	0	4	0	0	1	0	0	0	0	0	121
21:00	0	49	17	0	1	0	0	0	0	0	0	0	0	67
22:00	0	39	3	0	1	0	0	0	0	0	0	0	0	43
23:00	1	28	2	0	0	0	0	0	0	0	0	0	0	31
Total	40	2012	697	45	98	5	0	14	2	0	0	0	0	2913
Percent	1.4%	69.1%	23.9%	1.5%	3.4%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	06:00	09:00	04:00		11:00	08:00					11:00
Vol.	4	109	50	11	10	1		3	1					164
PM Peak	17:00	17:00	16:00	15:00	17:00	13:00		16:00	12:00					17:00
Vol.	7	200	73	9	13	1		4	1					285

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/29/05	1	17	3	0	0	0	0	0	0	0	0	0	0	21
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:00	0	5	2	1	0	0	0	0	0	0	0	0	0	8
03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	10	5	1	1	0	0	0	0	0	0	0	0	17
06:00	1	42	24	10	5	0	0	0	0	0	0	0	0	82
07:00	0	99	30	1	9	0	0	1	0	0	0	0	0	140
08:00	2	131	35	8	4	1	0	0	1	0	0	0	0	182
09:00	2	91	37	6	8	1	0	1	2	0	0	0	0	148
10:00	4	98	31	2	11	0	0	2	0	0	0	0	0	148
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	10	506	172	29	39	2	0	4	3	0	0	0	0	765
Percent	1.3%	66.1%	22.5%	3.8%	5.1%	0.3%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	09:00	06:00	10:00	08:00		10:00	09:00					08:00
Vol.	4	131	37	10	11	1		2	2					182
PM Peak														
Vol.														
Grand Total	82	4025	1362	94	196	18	0	24	9	0	0	0	0	5810
Percent	1.4%	69.3%	23.4%	1.6%	3.4%	0.3%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/27/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	10	218	74	8	21	2	0	3	2	0	0	0	0	338
12 PM	4	230	87	4	21	1	0	1	0	0	0	0	0	348
13:00	3	237	71	7	19	2	0	2	2	0	0	0	0	343
14:00	4	266	94	3	8	4	0	3	0	0	0	0	0	382
15:00	8	340	104	23	13	6	0	2	2	0	0	0	0	498
16:00	5	380	127	6	20	4	0	0	0	0	0	0	0	542
17:00	6	360	145	0	11	1	0	1	0	0	0	0	0	524
18:00	8	333	108	0	4	0	0	0	0	0	0	0	0	453
19:00	5	205	49	0	4	1	0	0	0	0	0	0	0	264
20:00	3	156	43	0	1	0	0	0	0	0	0	0	0	203
21:00	3	97	17	0	0	0	0	0	0	0	0	0	0	117
22:00	3	58	8	0	1	0	0	0	0	0	0	0	0	70
23:00	1	36	5	0	0	0	0	0	0	0	0	0	0	42
Total	63	2916	932	51	123	21	0	12	6	0	0	0	0	4124
Percent	1.5%	70.7%	22.6%	1.2%	3.0%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00		11:00	11:00					11:00
Vol.	10	218	74	8	21	2		3	2					338
PM Peak	15:00	16:00	17:00	15:00	12:00	15:00		14:00	13:00					16:00
Vol.	8	380	145	23	21	6		3	2					542

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/28/05	0	24	3	0	0	0	0	0	0	0	0	0	0	27
01:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
02:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
03:00	0	7	1	1	1	0	0	0	0	0	0	0	0	10
04:00	0	12	12	0	2	1	0	0	0	0	0	0	0	27
05:00	1	60	30	0	4	0	0	0	0	0	0	0	0	95
06:00	1	189	81	13	11	0	0	1	0	0	0	0	0	296
07:00	5	288	89	4	19	2	0	0	1	0	0	0	0	408
08:00	1	281	79	21	9	0	0	2	1	0	0	0	0	394
09:00	2	200	102	1	16	0	1	3	0	0	0	0	0	325
10:00	6	209	93	6	10	1	0	0	0	0	0	0	0	325
11:00	3	246	86	8	18	2	0	4	0	0	0	0	0	367
12 PM	7	239	70	4	15	1	0	2	1	0	0	0	0	339
13:00	6	238	87	2	18	3	0	1	0	0	0	0	0	355
14:00	12	279	105	2	12	4	0	3	0	0	0	0	0	417
15:00	6	334	122	25	17	0	0	1	0	0	0	0	0	505
16:00	12	371	143	6	12	2	0	5	1	0	0	0	0	552
17:00	14	357	134	1	16	1	0	1	0	0	0	0	0	524
18:00	1	301	95	0	7	0	0	2	0	0	0	0	0	406
19:00	1	252	74	0	3	0	0	1	0	0	0	0	0	331
20:00	0	148	38	0	5	0	0	1	0	0	0	0	0	192
21:00	0	99	29	0	3	0	0	0	0	0	0	0	0	131
22:00	1	67	7	0	1	0	0	0	0	0	0	0	0	76
23:00	1	46	2	0	0	0	0	0	0	0	0	0	0	49
Total	80	4265	1488	94	199	17	1	27	4	0	0	0	0	6175
Percent	1.3%	69.1%	24.1%	1.5%	3.2%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	09:00	08:00	07:00	07:00	09:00	11:00	07:00					07:00
Vol.	6	288	102	21	19	2	1	4	1					408
PM Peak	17:00	16:00	16:00	15:00	13:00	14:00		16:00	12:00					16:00
Vol.	14	371	143	25	18	4		5	1					552

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 508-583-1833

Community: Plymouth
 Community#_FC: 239_U5
 Recorder #: Jamar #6
 Tube Layout: L6 Basic
 SB, NB

Station ID:
 Site Code: 239
 Date Start: 27-Sep-05
 Date End: 29-Sep-05

State Rd, north of Old Sandwich Rd

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/29/05	1	25	3	0	0	0	0	0	0	0	0	0	0	29
01:00	0	11	8	0	0	0	0	0	0	0	0	0	0	19
02:00	0	8	2	1	0	0	0	0	0	0	0	0	0	11
03:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
04:00	0	13	11	0	1	0	0	0	0	0	0	0	0	25
05:00	0	50	32	1	2	0	0	0	0	0	0	0	0	85
06:00	3	194	87	12	12	0	0	0	0	0	0	0	0	308
07:00	2	286	89	1	19	0	0	1	0	0	0	0	0	398
08:00	3	315	86	24	15	2	0	0	1	0	0	0	0	446
09:00	3	214	80	6	13	2	1	1	3	0	0	0	0	323
10:00	5	220	63	2	22	0	0	2	0	0	0	0	0	314
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	17	1347	462	47	85	4	1	4	4	0	0	0	0	1971
Percent	0.9%	68.3%	23.4%	2.4%	4.3%	0.2%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	07:00	08:00	10:00	08:00	09:00	10:00	09:00					08:00
Vol.	5	315	89	24	22	2	1	2	3					446
PM Peak														
Vol.														
Grand Total	160	8528	2882	192	407	42	2	43	14	0	0	0	0	12270
Percent	1.3%	69.5%	23.5%	1.6%	3.3%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

*State Road,
South of Hedges Pond Road – Plymouth*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 1

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	429	12	47	100	118	110	34	6	0	1	1	0	0	0	0
01:00	427	24	30	93	132	102	37	9	0	0	0	0	0	0	0
02:00	444	16	35	83	126	126	51	4	3	0	0	0	0	0	0
03:00	575	24	51	121	151	160	55	9	2	1	1	0	0	0	0
04:00	651	14	34	153	184	185	69	7	3	2	0	0	0	0	0
05:00	688	21	44	146	186	191	84	13	0	2	0	1	0	0	0
06:00	615	12	25	73	170	221	96	13	1	2	2	0	0	0	0
07:00	493	13	32	80	144	147	67	8	2	0	0	0	0	0	0
08:00	326	7	20	56	69	105	57	9	1	1	0	1	0	0	0
09:00	229	8	20	31	39	69	52	10	0	0	0	0	0	0	0
10:00	129	2	12	19	18	40	30	7	0	1	0	0	0	0	0
11:00	66	0	3	6	12	21	21	3	0	0	0	0	0	0	0
Day Totals	5072	153	353	961	1349	1477	653	98	12	10	4	2	*	*	*
12:00 04/28	36	0	1	5	7	9	10	3	1	0	0	0	0	0	0
01:00	19	0	0	6	2	5	4	2	0	0	0	0	0	0	0
02:00	13	0	0	3	4	3	2	0	1	0	0	0	0	0	0
03:00	10	0	0	2	1	4	1	2	0	0	0	0	0	0	0
04:00	9	0	1	1	1	6	0	0	0	0	0	0	0	0	0
05:00	36	0	2	8	8	7	7	3	0	1	0	0	0	0	0
06:00	138	0	13	28	32	40	21	4	0	0	0	0	0	0	0
07:00	266	4	21	80	65	60	30	4	0	1	1	0	0	0	0
08:00	372	7	24	101	112	83	38	6	0	1	0	0	0	0	0
09:00	407	16	45	102	126	86	28	2	1	1	0	0	0	0	0
10:00	417	14	45	116	120	86	28	7	0	1	0	0	0	0	0
11:00	384	4	33	80	107	102	49	8	1	0	0	0	0	0	0
12:00 pm	471	19	38	110	136	106	55	4	2	1	0	0	0	0	0
01:00	443	12	39	87	123	118	56	6	1	1	0	0	0	0	0
02:00	539	9	58	133	139	138	50	5	2	4	0	1	0	0	0
03:00	610	17	49	115	178	164	68	11	3	3	2	0	0	0	0
04:00	706	31	74	156	217	157	59	10	0	2	0	0	0	0	0
05:00	685	20	50	122	190	198	88	16	1	0	0	0	0	0	0
06:00	599	13	25	111	128	179	115	25	2	1	0	0	0	0	0
07:00	456	12	26	77	117	128	80	13	2	1	0	0	0	0	0
08:00	360	13	22	57	83	120	56	8	0	1	0	0	0	0	0
09:00	261	11	14	34	47	83	60	11	1	0	0	0	0	0	0
10:00	147	6	11	32	23	42	23	10	0	0	0	0	0	0	0
11:00	66	4	3	8	14	20	12	4	1	0	0	0	0	0	0
Day Totals	7450	212	594	1574	1980	1944	940	164	19	19	3	1	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 2

Begin Time	Int. Total	NB													
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 04/29	40	1	4	4	8	10	10	3	0	0	0	0	0	0	0
01:00	26	0	1	4	7	7	6	1	0	0	0	0	0	0	0
02:00	8	0	0	1	0	2	5	0	0	0	0	0	0	0	0
03:00	9	0	0	1	0	3	2	2	1	0	0	0	0	0	0
04:00	14	0	0	1	4	4	2	2	1	0	0	0	0	0	0
05:00	30	0	0	5	9	7	4	4	1	0	0	0	0	0	0
06:00	136	2	9	37	27	33	25	2	1	0	0	0	0	0	0
07:00	278	8	23	53	69	72	43	8	2	0	0	0	0	0	0
08:00	355	5	30	53	83	105	66	11	1	1	0	0	0	0	0
09:00	395	2	22	77	109	128	49	6	2	0	0	0	0	0	0
10:00	386	2	17	60	110	112	74	8	3	0	0	0	0	0	0
11:00	444	5	27	65	135	140	59	12	0	1	0	0	0	0	0
Grand Total	14643	390	1080	2896	3890	4044	1938	321	43	31	7	3	0	0	0

Speed Statistics.

15th Percentile Speed : 21 MPH
 Median Speed (50th percentile): 28 MPH
 Average Speed - All Vehicles : 29 MPH
 85th Percentile Speed : 35 MPH
 95th Percentile Speed : 38 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 7934
 Percent of Vehicles in Pace : 54.27%
 Number of Vehicles > 40 MPH : 405
 Percent of Vehicles > 40 MPH: 2.77%

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 3

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	474	18	40	97	77	126	102	9	4	1	0	0	0	0	0
01:00	412	7	43	79	63	108	91	17	2	2	0	0	0	0	0
02:00	471	11	44	93	78	118	99	24	2	2	0	0	0	0	0
03:00	525	23	37	104	75	137	113	31	4	1	0	0	0	0	0
04:00	610	3	22	137	100	181	127	32	6	2	0	0	0	0	0
05:00	595	4	18	92	99	168	174	36	2	1	0	1	0	0	0
06:00	536	5	30	69	78	158	150	38	5	2	1	0	0	0	0
07:00	415	5	28	57	66	127	107	20	3	1	1	0	0	0	0
08:00	283	6	22	44	34	70	70	29	6	1	0	1	0	0	0
09:00	154	2	4	20	11	40	40	36	0	1	0	0	0	0	0
10:00	91	2	5	15	10	16	29	10	3	1	0	0	0	0	0
11:00	53	1	0	9	5	7	13	15	3	0	0	0	0	0	0
Day Totals	4619	87	293	816	696	1256	1115	297	40	15	2	2	*	*	*
12:00 04/28	16	0	0	0	2	1	7	3	3	0	0	0	0	0	0
01:00	8	0	0	2	1	1	3	1	0	0	0	0	0	0	0
02:00	9	0	1	3	2	0	2	1	0	0	0	0	0	0	0
03:00	7	0	0	0	1	2	0	2	1	0	0	1	0	0	0
04:00	22	0	3	3	0	1	7	6	1	0	1	0	0	0	0
05:00	109	0	5	21	11	14	36	11	8	3	0	0	0	0	0
06:00	350	0	18	74	33	89	99	32	5	0	0	0	0	0	0
07:00	530	14	43	109	57	131	143	28	3	1	1	0	0	0	0
08:00	527	6	45	123	62	167	104	17	3	0	0	0	0	0	0
09:00	496	6	50	141	71	143	71	10	4	0	0	0	0	0	0
10:00	433	2	44	114	72	113	70	14	4	0	0	0	0	0	0
11:00	426	4	30	86	58	105	101	34	8	0	0	0	0	0	0
12:00 pm	473	5	28	99	88	116	103	33	0	0	0	1	0	0	0
01:00	475	5	41	92	64	130	117	21	1	3	1	0	0	0	0
02:00	514	8	44	98	68	142	124	23	4	2	1	0	0	0	0
03:00	567	8	40	104	89	168	118	32	6	1	1	0	0	0	0
04:00	652	9	39	151	132	181	111	23	3	1	2	0	0	0	0
05:00	608	8	34	103	120	154	132	49	7	0	1	0	0	0	0
06:00	530	0	25	77	89	152	138	45	4	0	0	0	0	0	0
07:00	462	9	22	69	81	128	116	30	4	1	1	1	0	0	0
08:00	267	7	17	54	33	65	73	15	2	1	0	0	0	0	0
09:00	175	5	7	31	12	40	52	22	5	1	0	0	0	0	0
10:00	101	1	7	16	8	16	34	13	5	1	0	0	0	0	0
11:00	37	0	4	5	5	3	9	9	2	0	0	0	0	0	0
Day Totals	7794	97	547	1575	1159	2062	1770	474	83	15	9	3	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 4

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 04/29	21	0	2	7	0	0	8	1	2	1	0	0	0	0	0
01:00	14	0	0	1	0	3	5	5	0	0	0	0	0	0	0
02:00	13	0	1	3	0	2	2	3	2	0	0	0	0	0	0
03:00	13	1	0	4	1	2	4	0	0	1	0	0	0	0	0
04:00	22	0	2	5	1	2	3	5	3	1	0	0	0	0	0
05:00	112	0	8	17	8	11	36	23	9	0	0	0	0	0	0
06:00	352	0	15	73	37	61	114	45	6	0	1	0	0	0	0
07:00	561	3	17	90	64	144	179	61	2	0	0	1	0	0	0
08:00	507	3	21	101	82	123	126	43	5	1	1	1	0	0	0
09:00	490	5	22	106	74	135	109	32	7	0	0	0	0	0	0
10:00	442	0	19	96	69	121	112	22	1	1	0	1	0	0	0
11:00	420	1	26	78	58	122	105	24	4	1	1	0	0	0	0
Grand Total	15380	197	973	2972	2249	4044	3688	1035	164	36	14	8	0	0	0

Speed Statistics.

15th Percentile Speed : 22 MPH
 Median Speed (50th percentile): 31 MPH
 Average Speed - All Vehicles : 31 MPH
 85th Percentile Speed : 38 MPH
 95th Percentile Speed : 42 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number of Vehicles in Pace : 7732
 Percent of Vehicles in Pace : 50.31%
 Number of Vehicles > 40 MPH : 1257
 Percent of Vehicles > 40 MPH: 8.18%

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
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 NB, SB

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 5

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	903	30	87	197	195	236	136	15	4	2	1	0	0	0	0
01:00	839	31	73	172	195	210	128	26	2	2	0	0	0	0	0
02:00	915	27	79	176	204	244	150	28	5	2	0	0	0	0	0
03:00	1100	47	88	225	226	297	168	40	6	2	1	0	0	0	0
04:00	1261	17	56	290	284	366	196	39	9	4	0	0	0	0	0
05:00	1283	25	62	238	285	359	258	49	2	3	0	2	0	0	0
06:00	1151	17	55	142	248	379	246	51	6	4	3	0	0	0	0
07:00	908	18	60	137	210	274	174	28	5	1	1	0	0	0	0
08:00	609	13	42	100	103	175	127	38	7	2	0	2	0	0	0
09:00	383	10	24	51	50	109	92	46	0	1	0	0	0	0	0
10:00	220	4	17	34	28	56	59	17	3	2	0	0	0	0	0
11:00	119	1	3	15	17	28	34	18	3	0	0	0	0	0	0
Day Totals	9691	240	646	1777	2045	2733	1768	395	52	25	6	4	*	*	*
12:00 04/28	52	0	1	5	9	10	17	6	4	0	0	0	0	0	0
01:00	27	0	0	8	3	6	7	3	0	0	0	0	0	0	0
02:00	22	0	1	6	6	3	4	1	1	0	0	0	0	0	0
03:00	17	0	0	2	2	6	1	4	1	0	0	1	0	0	0
04:00	31	0	4	4	1	7	7	6	1	0	1	0	0	0	0
05:00	145	0	7	29	19	21	43	14	8	4	0	0	0	0	0
06:00	488	0	31	102	65	129	120	36	5	0	0	0	0	0	0
07:00	796	18	64	189	122	191	173	32	3	2	2	0	0	0	0
08:00	899	13	69	224	174	250	142	23	3	1	0	0	0	0	0
09:00	903	22	95	243	197	229	99	12	5	1	0	0	0	0	0
10:00	850	16	89	230	192	199	98	21	4	1	0	0	0	0	0
11:00	810	8	63	166	165	207	150	42	9	0	0	0	0	0	0
12:00 pm	944	24	66	209	224	222	158	37	2	1	0	1	0	0	0
01:00	918	17	80	179	187	248	173	27	2	4	1	0	0	0	0
02:00	1053	17	102	231	207	280	174	28	6	6	1	1	0	0	0
03:00	1177	25	89	219	267	332	186	43	9	4	3	0	0	0	0
04:00	1358	40	113	307	349	338	170	33	3	3	2	0	0	0	0
05:00	1293	28	84	225	310	352	220	65	8	0	1	0	0	0	0
06:00	1129	13	50	188	217	331	253	70	6	1	0	0	0	0	0
07:00	918	21	48	146	198	256	196	43	6	2	1	1	0	0	0
08:00	627	20	39	111	116	185	129	23	2	2	0	0	0	0	0
09:00	436	16	21	65	59	123	112	33	6	1	0	0	0	0	0
10:00	248	7	18	48	31	58	57	23	5	1	0	0	0	0	0
11:00	103	4	7	13	19	23	21	13	3	0	0	0	0	0	0
Day Totals	15244	309	1141	3149	3139	4006	2710	638	102	34	12	4	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
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 NB, SB

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 6

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 04/29	61	1	6	11	8	10	18	4	2	1	0	0	0	0	0
01:00	40	0	1	5	7	10	11	6	0	0	0	0	0	0	0
02:00	21	0	1	4	0	4	7	3	2	0	0	0	0	0	0
03:00	22	1	0	5	1	5	6	2	1	1	0	0	0	0	0
04:00	36	0	2	6	5	6	5	7	4	1	0	0	0	0	0
05:00	142	0	8	22	17	18	40	27	10	0	0	0	0	0	0
06:00	488	2	24	110	64	94	139	47	7	0	1	0	0	0	0
07:00	839	11	40	143	133	216	222	69	4	0	0	1	0	0	0
08:00	862	8	51	154	165	228	192	54	6	2	1	1	0	0	0
09:00	885	7	44	183	183	263	158	38	9	0	0	0	0	0	0
10:00	828	2	36	156	179	233	186	30	4	1	0	1	0	0	0
11:00	864	6	53	143	193	262	164	36	4	2	1	0	0	0	0
Grand Total	30023	587	2053	5868	6139	8088	5626	1356	207	67	21	11	0	0	0

Speed Statistics.

15th Percentile Speed : 21 MPH
 Median Speed (50th percentile): 30 MPH
 Average Speed - All Vehicles : 30 MPH
 85th Percentile Speed : 37 MPH
 95th Percentile Speed : 40 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 14227
 Percent of Vehicles in Pace : 47.44%
 Number of Vehicles > 40 MPH : 1662
 Percent of Vehicles > 40 MPH: 5.54%

Community:Plymouth
 RIN/FC:93/U5
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Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 1

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	NB											
					Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class Eight	3 Axle w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi		
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	432	6	313	82	8	10	3	0	5	5	0	0	0	0	0	0
01:00	426	11	314	78	4	6	3	0	4	6	0	0	0	0	0	0
02:00	446	8	338	61	4	8	4	0	11	11	0	0	0	0	1	1
03:00	576	6	428	86	16	14	5	0	17	4	0	0	0	0	0	0
04:00	652	7	491	108	10	15	3	0	16	2	0	0	0	0	0	0
05:00	690	6	542	110	7	8	3	0	13	1	0	0	0	0	0	0
06:00	616	2	485	94	1	7	5	0	21	0	0	0	0	0	1	1
07:00	495	8	402	70	3	3	0	0	9	0	0	0	0	0	0	0
08:00	328	2	262	50	0	6	4	0	4	0	0	0	0	0	0	0
09:00	229	0	190	29	0	2	3	0	5	0	0	0	0	0	0	0
10:00	128	2	105	17	2	1	0	0	1	0	0	0	0	0	0	0
11:00	66	0	60	5	0	0	1	0	0	0	0	0	0	0	0	0
Day Totals	5084	58	3930	790	55	80	34	*	106	29	*	*	*	*	2	2
12:00 04/28	36	0	31	5	0	0	0	0	0	0	0	0	0	0	0	0
01:00	19	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0
02:00	13	0	9	3	1	0	0	0	0	0	0	0	0	0	0	0
03:00	10	0	6	3	0	1	0	0	0	0	0	0	0	0	0	0
04:00	9	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	36	2	22	7	1	2	1	0	0	1	0	0	0	0	0	0
06:00	139	0	97	33	5	0	3	0	1	0	0	0	0	0	0	0
07:00	266	1	178	64	8	8	2	0	4	1	0	0	0	0	0	0
08:00	372	2	281	64	6	8	1	0	9	1	0	0	0	0	0	0
09:00	410	4	300	69	7	8	7	1	12	2	0	0	0	0	0	0
10:00	419	3	315	75	3	13	2	0	7	1	0	0	0	0	0	0
11:00	386	2	282	78	2	8	4	0	9	1	0	0	0	0	0	0
12:00 pm	473	5	350	95	4	5	5	0	7	2	0	0	0	0	0	0
01:00	442	10	331	76	6	4	4	0	10	1	0	0	0	0	0	0
02:00	540	5	417	82	11	9	6	0	7	3	0	0	0	0	0	0
03:00	614	10	467	95	12	4	7	0	17	2	0	0	0	0	0	0
04:00	711	8	544	117	11	8	4	0	18	1	0	0	0	0	0	0
05:00	687	13	530	109	4	8	5	0	18	0	0	0	0	0	0	0
06:00	601	5	491	83	1	8	0	0	13	0	0	0	0	0	0	0
07:00	457	5	367	64	2	4	2	0	13	0	0	0	0	0	0	0
08:00	360	3	299	39	1	8	7	0	3	0	0	0	0	0	0	0
09:00	261	1	215	36	0	1	5	0	3	0	0	0	0	0	0	0
10:00	146	2	130	12	0	1	0	0	1	0	0	0	0	0	0	0
11:00	66	1	58	6	0	0	1	0	0	0	0	0	0	0	0	0
Day Totals	7473	82	5744	1218	85	109	66	1	152	16	*	*	*	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
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Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 2

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	NB										
					Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class Eight	3 Axle w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi	
12:00 04/29	40	0	36	2	0	0	1	0	1	0	0	0	0	0	
01:00	26	0	19	7	0	0	0	0	0	0	0	0	0	0	
02:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
03:00	9	0	6	1	1	0	0	0	1	0	0	0	0	0	
04:00	14	0	10	2	0	2	0	0	0	0	0	0	0	0	
05:00	30	1	23	4	1	0	0	0	1	0	0	0	0	0	
06:00	137	0	88	39	1	1	4	0	3	1	0	0	0	0	
07:00	277	1	197	48	12	5	5	1	6	2	0	0	0	0	
08:00	357	1	272	62	7	6	3	0	5	1	0	0	0	0	
09:00	394	0	300	68	8	9	3	0	6	0	0	0	0	0	
10:00	385	5	272	80	5	9	4	0	9	1	0	0	0	0	
11:00	444	4	353	64	5	10	3	3	2	0	0	0	0	0	
Totals	14678	152	11257	2386	180	231	123	5	292	50	0	0	0	2	
Percent		1.0%	76.6%	16.2%	1.2%	1.5%	.8%	.0%	1.9%	.3%	.0%	.0%	.0%	.0%	

Community:Plymouth
 RIN/FC:93/U5
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 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 3

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	SB							Class 3 Axle 6/7 Trl Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
					Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Axle 6/7 Trl Single	5 Axle Multi	6 Axle Multi				
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	475	5	355	90	4	8	3	0	9	0	0	0	0	0	1
01:00	414	4	308	61	7	17	6	0	9	2	0	0	0	0	0
02:00	472	6	347	74	12	15	3	0	10	2	0	0	0	0	3
03:00	529	8	386	95	8	11	6	0	12	1	0	0	0	0	2
04:00	615	11	449	117	6	10	6	1	14	1	0	0	0	0	0
05:00	596	3	438	108	4	20	3	1	19	0	0	0	0	0	0
06:00	538	5	400	81	5	14	6	0	27	0	0	0	0	0	0
07:00	415	2	332	66	1	3	1	0	10	0	0	0	0	0	0
08:00	282	7	221	43	1	5	1	0	4	0	0	0	0	0	0
09:00	154	1	126	21	0	4	0	0	2	0	0	0	0	0	0
10:00	91	0	71	17	1	0	1	0	1	0	0	0	0	0	0
11:00	53	0	49	4	0	0	0	0	0	0	0	0	0	0	0
Day Totals	4634	52	3482	777	49	107	36	2	117	6	*	*	*	*	6
12:00 04/28	16	0	14	2	0	0	0	0	0	0	0	0	0	0	0
01:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0
02:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
03:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
04:00	22	0	17	3	0	2	0	0	0	0	0	0	0	0	0
05:00	109	2	71	28	0	6	2	0	0	0	0	0	0	0	0
06:00	351	2	244	81	7	12	1	0	3	1	0	0	0	0	0
07:00	532	3	387	105	12	10	2	0	9	3	0	0	0	0	1
08:00	526	2	395	86	5	17	9	0	11	1	0	0	0	0	0
09:00	497	4	372	87	6	15	4	0	9	0	0	0	0	0	0
10:00	436	3	311	83	3	8	7	0	17	4	0	0	0	0	0
11:00	428	2	321	79	3	12	3	0	7	1	0	0	0	0	0
12:00 pm	474	7	334	92	6	13	6	0	13	3	0	0	0	0	0
01:00	476	7	342	94	7	8	8	0	9	1	0	0	0	0	0
02:00	519	8	384	81	10	13	6	1	15	1	0	0	0	0	0
03:00	571	6	415	104	6	11	9	0	20	0	0	0	0	0	0
04:00	658	8	502	104	14	5	3	0	22	0	0	0	0	0	0
05:00	610	8	470	98	2	8	2	0	21	1	0	0	0	0	0
06:00	529	3	431	69	0	6	4	0	16	0	0	0	0	0	0
07:00	464	2	368	71	2	7	1	0	13	0	0	0	0	0	0
08:00	267	3	207	39	2	11	1	0	4	0	0	0	0	0	0
09:00	174	0	151	19	0	1	2	0	1	0	0	0	0	0	0
10:00	101	1	84	13	1	1	0	0	1	0	0	0	0	0	0
11:00	37	0	32	5	0	0	0	0	0	0	0	0	0	0	0
Day Totals	7821	71	5872	1347	86	166	70	1	191	16	*	*	*	*	1

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 SB

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 4

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Axle Eight w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
12:00 04/29	21	0	16	5	0	0	0	0	0	0	0	0	0
01:00	14	0	14	0	0	0	0	0	0	0	0	0	0
02:00	13	0	10	2	0	1	0	0	0	0	0	0	0
03:00	13	0	11	2	0	0	0	0	0	0	0	0	0
04:00	22	0	14	7	0	1	0	0	0	0	0	0	0
05:00	112	1	75	29	0	6	0	0	1	0	0	0	0
06:00	353	2	239	92	5	10	2	0	2	1	0	0	0
07:00	560	8	418	100	10	14	3	0	7	0	0	0	0
08:00	506	2	380	93	9	12	0	0	8	2	0	0	0
09:00	490	4	379	80	6	15	2	0	4	0	0	0	0
10:00	441	3	325	80	5	15	3	0	7	3	0	0	0
11:00	420	4	309	81	4	11	2	0	8	1	0	0	0
Totals	15420	147	11544	2695	174	358	118	3	345	29	0	0	7
Percent		.9%	74.8%	17.4%	1.1%	2.3%	.7%	.0%	2.2%	.1%	.0%	.0%	.0%

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
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 Brockton, MA 02301
 (508) 583-1833
 NB, SB

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 5

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Axle Eight w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	907	11	668	172	12	18	6	0	14	5	0	0	1
01:00	840	15	622	139	11	23	9	0	13	8	0	0	0
02:00	918	14	685	135	16	23	7	0	21	13	0	0	4
03:00	1105	14	814	181	24	25	11	0	29	5	0	0	2
04:00	1267	18	940	225	16	25	9	1	30	3	0	0	0
05:00	1286	9	980	218	11	28	6	1	32	1	0	0	0
06:00	1154	7	885	175	6	21	11	0	48	0	0	0	1
07:00	910	10	734	136	4	6	1	0	19	0	0	0	0
08:00	610	9	483	93	1	11	5	0	8	0	0	0	0
09:00	383	1	316	50	0	6	3	0	7	0	0	0	0
10:00	219	2	176	34	3	1	1	0	2	0	0	0	0
11:00	119	0	109	9	0	0	1	0	0	0	0	0	0
Day Totals	9718	110	7412	1567	104	187	70	2	223	35	*	*	8
12:00 04/28	52	0	45	7	0	0	0	0	0	0	0	0	0
01:00	27	0	22	5	0	0	0	0	0	0	0	0	0
02:00	22	0	17	4	1	0	0	0	0	0	0	0	0
03:00	17	0	12	4	0	1	0	0	0	0	0	0	0
04:00	31	0	25	3	0	3	0	0	0	0	0	0	0
05:00	145	4	93	35	1	8	3	0	0	1	0	0	0
06:00	490	2	341	114	12	12	4	0	4	1	0	0	0
07:00	798	4	565	169	20	18	4	0	13	4	0	0	1
08:00	898	4	676	150	11	25	10	0	20	2	0	0	0
09:00	907	8	672	156	13	23	11	1	21	2	0	0	0
10:00	855	6	626	158	6	21	9	0	24	5	0	0	0
11:00	814	4	603	157	5	20	7	0	16	2	0	0	0
12:00 pm	947	12	684	187	10	18	11	0	20	5	0	0	0
01:00	918	17	673	170	13	12	12	0	19	2	0	0	0
02:00	1059	13	801	163	21	22	12	1	22	4	0	0	0
03:00	1185	16	882	199	18	15	16	0	37	2	0	0	0
04:00	1369	16	1046	221	25	13	7	0	40	1	0	0	0
05:00	1297	21	1000	207	6	16	7	0	39	1	0	0	0
06:00	1130	8	922	152	1	14	4	0	29	0	0	0	0
07:00	921	7	735	135	4	11	3	0	26	0	0	0	0
08:00	627	6	506	78	3	19	8	0	7	0	0	0	0
09:00	435	1	366	55	0	2	7	0	4	0	0	0	0
10:00	247	3	214	25	1	2	0	0	2	0	0	0	0
11:00	103	1	90	11	0	0	1	0	0	0	0	0	0
Day Totals	15294	153	11616	2565	171	275	136	2	343	32	*	*	1

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 NB, SB

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 6

Begin Time	Int. Total	Motor cycle	Car w/ trailr	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class Eight	3 Axle w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
12:00 04/29	61	0	52	7	0	0	1	0	1	0	0	0	0	0
01:00	40	0	33	7	0	0	0	0	0	0	0	0	0	0
02:00	21	0	17	3	0	1	0	0	0	0	0	0	0	0
03:00	22	0	17	3	1	0	0	0	1	0	0	0	0	0
04:00	36	0	24	9	0	3	0	0	0	0	0	0	0	0
05:00	142	2	98	33	1	6	0	0	2	0	0	0	0	0
06:00	490	2	327	131	6	11	6	0	5	2	0	0	0	0
07:00	837	9	615	148	22	19	8	1	13	2	0	0	0	0
08:00	863	3	652	155	16	18	3	0	13	3	0	0	0	0
09:00	884	4	679	148	14	24	5	0	10	0	0	0	0	0
10:00	826	8	597	160	10	24	7	0	16	4	0	0	0	0
11:00	864	8	662	145	9	21	5	3	10	1	0	0	0	0
Totals	30098	299	22801	5081	354	589	241	8	637	79	0	0	0	9
Percent		.9%	75.7%	16.8%	1.1%	1.9%	.8%	.0%	2.1%	.2%	.0%	.0%	.0%	.0%

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 07/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 1

Begin Time	Int. Total	NB													
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 07/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	546	42	56	104	115	165	57	5	0	2	0	0	0	0	0
01:00	520	21	38	93	131	162	65	9	0	0	1	0	0	0	0
02:00	495	43	39	87	146	116	54	9	1	0	0	0	0	0	0
03:00	568	25	52	128	165	142	49	3	1	1	2	0	0	0	0
04:00	746	90	102	163	194	135	49	9	2	1	1	0	0	0	0
05:00	720	46	55	162	230	171	52	1	1	2	0	0	0	0	0
06:00	650	48	49	99	173	199	74	6	0	0	1	1	0	0	0
07:00	531	31	41	94	125	156	73	9	0	0	2	0	0	0	0
08:00	457	20	34	78	125	137	55	6	1	0	1	0	0	0	0
09:00	283	5	13	52	78	93	31	7	1	3	0	0	0	0	0
10:00	202	3	7	18	45	70	56	3	0	0	0	0	0	0	0
11:00	103	3	4	14	26	30	20	5	0	1	0	0	0	0	0
Day Totals	5821	377	490	1092	1553	1576	635	72	7	10	8	1	*	*	*
12:00 07/28	70	0	5	13	10	23	14	5	0	0	0	0	0	0	0
01:00	40	0	2	12	1	12	9	3	1	0	0	0	0	0	0
02:00	18	0	1	5	1	5	4	2	0	0	0	0	0	0	0
03:00	18	0	2	2	3	5	5	1	0	0	0	0	0	0	0
04:00	10	0	1	1	3	2	2	1	0	0	0	0	0	0	0
05:00	18	0	0	5	2	5	3	3	0	0	0	0	0	0	0
06:00	107	0	10	29	26	24	15	3	0	0	0	0	0	0	0
07:00	219	6	27	58	43	45	34	4	1	0	1	0	0	0	0
08:00	353	10	35	98	80	97	32	1	0	0	0	0	0	0	0
09:00	434	13	41	147	147	62	23	1	0	0	0	0	0	0	0
10:00	500	39	70	139	135	92	21	3	0	1	0	0	0	0	0
11:00	457	16	43	107	140	119	31	0	1	0	0	0	0	0	0
12:00 pm	558	39	87	135	142	112	34	8	0	1	0	0	0	0	0
01:00	626	42	91	155	171	122	37	4	2	2	0	0	0	0	0
02:00	568	46	53	145	156	130	29	9	0	0	0	0	0	0	0
03:00	626	60	87	156	163	121	35	3	1	0	0	0	0	0	0
04:00	719	56	114	169	194	139	41	4	1	1	0	0	0	0	0
05:00	705	35	70	167	213	172	42	4	1	1	0	0	0	0	0
06:00	615	43	59	123	157	161	64	7	0	1	0	0	0	0	0
07:00	506	15	37	76	137	153	75	12	1	0	0	0	0	0	0
08:00	391	24	26	66	94	120	54	4	3	0	0	0	0	0	0
09:00	282	7	27	58	65	78	41	5	0	1	0	0	0	0	0
10:00	193	8	15	41	28	64	35	2	0	0	0	0	0	0	0
11:00	113	3	5	17	26	36	20	5	1	0	0	0	0	0	0
Day Totals	8146	462	908	1924	2137	1899	700	94	13	8	1	*	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
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Site Code : 000000000000
 Start Date: 07/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 2

Begin Time	Int. Total	NB														
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999	
12:00 07/29	70	2	2	16	10	21	18	1	0	0	0	0	0	0	0	
01:00	31	0	1	5	8	11	4	2	0	0	0	0	0	0	0	
02:00	21	0	0	1	6	7	7	0	0	0	0	0	0	0	0	
03:00	11	0	0	1	0	3	7	0	0	0	0	0	0	0	0	
04:00	9	0	0	1	0	2	6	0	0	0	0	0	0	0	0	
05:00	25	0	0	7	8	4	5	1	0	0	0	0	0	0	0	
06:00	111	1	9	21	34	23	19	3	1	0	0	0	0	0	0	
07:00	255	8	22	68	57	63	33	3	0	0	1	0	0	0	0	
08:00	361	4	20	88	96	110	36	5	0	1	1	0	0	0	0	
09:00	452	26	39	114	106	132	30	5	0	0	0	0	0	0	0	
10:00	484	11	31	113	163	125	37	4	0	0	0	0	0	0	0	
11:00	500	18	33	115	140	147	40	7	0	0	0	0	0	0	0	
Grand Total	16297	909	1555	3566	4318	4123	1577	197	21	19	11	1	0	0	0	

Speed Statistics.

15th Percentile Speed : 19 MPH
 Median Speed (50th percentile): 27 MPH
 Average Speed - All Vehicles : 27 MPH
 85th Percentile Speed : 33 MPH
 95th Percentile Speed : 38 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 8441
 Percent of Vehicles in Pace : 51.97%
 Number of Vehicles > 40 MPH : 249
 Percent of Vehicles > 40 MPH: 1.53%

Community:Plymouth
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Site Code : 000000000000
 Start Date: 07/27/2004
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 Page : 3

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 07/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	553	21	41	106	81	135	128	37	2	1	1	0	0	0	0
01:00	564	11	20	102	87	164	132	39	6	3	0	0	0	0	0
02:00	542	9	30	99	83	138	130	42	8	2	1	0	0	0	0
03:00	628	11	38	113	85	171	149	53	5	2	1	0	0	0	0
04:00	719	32	55	117	151	205	126	27	6	0	0	0	0	0	0
05:00	695	30	40	137	128	157	160	38	5	0	0	0	0	0	0
06:00	643	17	25	94	102	162	191	45	4	2	0	1	0	0	0
07:00	478	18	26	87	67	117	116	43	3	1	0	0	0	0	0
08:00	311	6	13	48	52	83	85	20	4	0	0	0	0	0	0
09:00	225	6	10	30	20	50	74	30	3	0	1	1	0	0	0
10:00	117	2	4	24	12	23	37	13	2	0	0	0	0	0	0
11:00	69	0	1	10	9	14	18	14	3	0	0	0	0	0	0
Day Totals	5544	163	303	967	877	1419	1346	401	51	11	4	2	*	*	*
12:00 07/28	35	0	1	3	2	8	17	4	0	0	0	0	0	0	0
01:00	22	0	2	2	4	4	5	3	2	0	0	0	0	0	0
02:00	8	0	2	1	2	2	0	1	0	0	0	0	0	0	0
03:00	25	1	3	3	2	2	8	5	1	0	0	0	0	0	0
04:00	29	0	1	4	3	3	8	6	2	2	0	0	0	0	0
05:00	81	0	3	13	4	9	28	18	4	2	0	0	0	0	0
06:00	288	3	13	62	21	33	94	47	9	5	1	0	0	0	0
07:00	447	5	23	78	48	96	130	63	3	1	0	0	0	0	0
08:00	490	12	26	107	70	124	113	37	1	0	0	0	0	0	0
09:00	502	6	49	146	84	111	90	15	1	0	0	0	0	0	0
10:00	594	28	50	132	86	151	120	23	3	1	0	0	0	0	0
11:00	565	17	44	126	71	164	103	36	4	0	0	0	0	0	0
12:00 pm	639	19	54	145	121	161	108	27	2	2	0	0	0	0	0
01:00	621	15	75	153	118	141	94	20	3	2	0	0	0	0	0
02:00	589	19	51	117	90	162	122	23	3	1	1	0	0	0	0
03:00	631	23	41	140	94	177	118	36	2	0	0	0	0	0	0
04:00	703	34	53	147	110	200	120	29	6	2	2	0	0	0	0
05:00	610	17	51	94	126	175	117	25	5	0	0	0	0	0	0
06:00	576	26	41	93	73	155	141	35	8	2	2	0	0	0	0
07:00	427	12	20	71	45	113	121	38	7	0	0	0	0	0	0
08:00	309	6	9	47	39	68	92	42	6	0	0	0	0	0	0
09:00	203	2	5	36	19	51	67	20	3	0	0	0	0	0	0
10:00	133	0	1	20	17	35	32	24	3	1	0	0	0	0	0
11:00	98	0	4	19	9	17	23	19	5	2	0	0	0	0	0
Day Totals	8625	245	622	1759	1258	2162	1871	596	83	23	6	*	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 07/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 4

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 07/29	45	1	2	8	3	9	12	7	3	0	0	0	0	0	0
01:00	13	0	0	2	2	3	6	0	0	0	0	0	0	0	0
02:00	13	0	1	1	0	0	4	4	1	2	0	0	0	0	0
03:00	15	0	0	3	1	0	4	3	2	2	0	0	0	0	0
04:00	25	1	2	5	3	1	3	7	3	0	0	0	0	0	0
05:00	96	0	4	17	10	5	29	22	7	2	0	0	0	0	0
06:00	292	0	15	51	34	30	85	63	9	5	0	0	0	0	0
07:00	475	7	12	97	56	81	138	76	4	3	1	0	0	0	0
08:00	527	7	23	120	59	128	131	48	11	0	0	0	0	0	0
09:00	579	12	35	145	92	130	134	27	2	1	1	0	0	0	0
10:00	548	3	32	114	99	135	132	30	3	0	0	0	0	0	0
11:00	544	9	24	110	77	135	155	30	3	0	1	0	0	0	0
Grand Total	17341	448	1075	3399	2571	4238	4050	1314	182	49	13	2	0	0	0

Speed Statistics.

15th Percentile Speed : 21 MPH
 Median Speed (50th percentile): 31 MPH
 Average Speed - All Vehicles : 31 MPH
 85th Percentile Speed : 38 MPH
 95th Percentile Speed : 42 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number of Vehicles in Pace : 8288
 Percent of Vehicles in Pace : 47.87%
 Number of Vehicles > 40 MPH : 1560
 Percent of Vehicles > 40 MPH: 9.01%

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
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 (508) 583-1833
 NB, SB

Site Code : 000000000000
 Start Date: 07/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 5

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 07/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	1099	63	97	210	196	300	185	42	2	3	1	0	0	0	0
01:00	1084	32	58	195	218	326	197	48	6	3	1	0	0	0	0
02:00	1037	52	69	186	229	254	184	51	9	2	1	0	0	0	0
03:00	1196	36	90	241	250	313	198	56	6	3	3	0	0	0	0
04:00	1465	122	157	280	345	340	175	36	8	1	1	0	0	0	0
05:00	1415	76	95	299	358	328	212	39	6	2	0	0	0	0	0
06:00	1293	65	74	193	275	361	265	51	4	2	1	2	0	0	0
07:00	1009	49	67	181	192	273	189	52	3	1	2	0	0	0	0
08:00	768	26	47	126	177	220	140	26	5	0	1	0	0	0	0
09:00	508	11	23	82	98	143	105	37	4	3	1	1	0	0	0
10:00	319	5	11	42	57	93	93	16	2	0	0	0	0	0	0
11:00	172	3	5	24	35	44	38	19	3	1	0	0	0	0	0
Day Totals	11365	540	793	2059	2430	2995	1981	473	58	21	12	3	*	*	*
12:00 07/28	105	0	6	16	12	31	31	9	0	0	0	0	0	0	0
01:00	62	0	4	14	5	16	14	6	3	0	0	0	0	0	0
02:00	26	0	3	6	3	7	4	3	0	0	0	0	0	0	0
03:00	43	1	5	5	5	7	13	6	1	0	0	0	0	0	0
04:00	39	0	2	5	6	5	10	7	2	2	0	0	0	0	0
05:00	99	0	3	18	6	14	31	21	4	2	0	0	0	0	0
06:00	395	3	23	91	47	57	109	50	9	5	1	0	0	0	0
07:00	666	11	50	136	91	141	164	67	4	1	1	0	0	0	0
08:00	843	22	61	205	150	221	145	38	1	0	0	0	0	0	0
09:00	936	19	90	293	231	173	113	16	1	0	0	0	0	0	0
10:00	1094	67	120	271	221	243	141	26	3	2	0	0	0	0	0
11:00	1022	33	87	233	211	283	134	36	5	0	0	0	0	0	0
12:00 pm	1197	58	141	280	263	273	142	35	2	3	0	0	0	0	0
01:00	1247	57	166	308	289	263	131	24	5	4	0	0	0	0	0
02:00	1157	65	104	262	246	292	151	32	3	1	1	0	0	0	0
03:00	1257	83	128	296	257	298	153	39	3	0	0	0	0	0	0
04:00	1422	90	167	316	304	339	161	33	7	3	2	0	0	0	0
05:00	1315	52	121	261	339	347	159	29	6	1	0	0	0	0	0
06:00	1191	69	100	216	230	316	205	42	8	3	2	0	0	0	0
07:00	933	27	57	147	182	266	196	50	8	0	0	0	0	0	0
08:00	700	30	35	113	133	188	146	46	9	0	0	0	0	0	0
09:00	485	9	32	94	84	129	108	25	3	1	0	0	0	0	0
10:00	326	8	16	61	45	99	67	26	3	1	0	0	0	0	0
11:00	211	3	9	36	35	53	43	24	6	2	0	0	0	0	0
Day Totals	16771	707	1530	3683	3395	4061	2571	690	96	31	7	*	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 NB, SB

Site Code : 000000000000
 Start Date: 07/27/2004
 File I.D. : STATE_S_HEDGE
 Page : 6

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 07/29	115	3	4	24	13	30	30	8	3	0	0	0	0	0	0
01:00	44	0	1	7	10	14	10	2	0	0	0	0	0	0	0
02:00	34	0	1	2	6	7	11	4	1	2	0	0	0	0	0
03:00	26	0	0	4	1	3	11	3	2	2	0	0	0	0	0
04:00	34	1	2	6	3	3	9	7	3	0	0	0	0	0	0
05:00	121	0	4	24	18	9	34	23	7	2	0	0	0	0	0
06:00	403	1	24	72	68	53	104	66	10	5	0	0	0	0	0
07:00	730	15	34	165	113	144	171	79	4	3	2	0	0	0	0
08:00	888	11	43	208	155	238	167	53	11	1	1	0	0	0	0
09:00	1031	38	74	259	198	262	164	32	2	1	1	0	0	0	0
10:00	1032	14	63	227	262	260	169	34	3	0	0	0	0	0	0
11:00	1044	27	57	225	217	282	195	37	3	0	1	0	0	0	0
Grand Total	33638	1357	2630	6965	6889	8361	5627	1511	203	68	24	3	0	0	0

Speed Statistics.

15th Percentile Speed : 21 MPH
 Median Speed (50th percentile): 28 MPH
 Average Speed - All Vehicles : 29 MPH
 85th Percentile Speed : 37 MPH
 95th Percentile Speed : 40 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 15250
 Percent of Vehicles in Pace : 45.45%
 Number of Vehicles > 40 MPH : 1809
 Percent of Vehicles > 40 MPH: 5.39%

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 07/27/2004
 File I.D. : C:\DOCUMENTS
 Page : 1

NB

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Eight w/ Trl	3 Axle 6/7 Single	5 Axle Multi	6 Axle Multi	7 Axle Multi		
12:00 07/27	*	*	*	*	*	*	*	*	*	*	*	*	*		
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
12:00 pm	547	11	427	78	1	6	3	1	18	2	0	0	0		
01:00	522	6	411	72	3	10	1	0	17	2	0	0	0		
02:00	497	10	392	73	1	3	9	0	9	0	0	0	0		
03:00	569	11	449	83	1	8	3	0	11	3	0	0	0		
04:00	752	13	566	125	5	15	7	0	20	1	0	0	0		
05:00	724	14	539	128	4	14	5	0	20	0	0	0	0		
06:00	654	8	533	86	4	5	1	0	17	0	0	0	0		
07:00	535	10	411	89	1	6	4	0	14	0	0	0	0		
08:00	459	8	380	61	0	2	1	0	7	0	0	0	0		
09:00	283	3	235	38	1	1	0	0	4	1	0	0	0		
10:00	202	0	175	22	0	2	1	0	2	0	0	0	0		
11:00	103	1	86	11	1	0	2	0	2	0	0	0	0		
Day Totals	5847	95	4604	866	22	72	37	1	141	9	*	*	*	*	*
12:00 07/28	70	0	58	9	0	0	2	0	1	0	0	0	0		
01:00	40	0	33	6	0	0	1	0	0	0	0	0	0		
02:00	18	0	14	2	0	1	1	0	0	0	0	0	0		
03:00	18	0	13	1	1	0	2	0	1	0	0	0	0		
04:00	10	0	7	1	0	0	2	0	0	0	0	0	0		
05:00	18	0	14	2	0	1	1	0	0	0	0	0	0		
06:00	107	0	72	28	0	4	3	0	0	0	0	0	0		
07:00	219	3	146	51	4	5	5	0	4	1	0	0	0		
08:00	352	8	258	65	3	3	5	0	9	1	0	0	0		
09:00	433	3	317	75	3	14	4	1	10	6	0	0	0		
10:00	501	3	375	85	5	12	7	1	12	1	0	0	0		
11:00	457	5	348	80	1	8	6	0	9	0	0	0	0		
12:00 pm	560	11	431	84	2	9	4	0	19	0	0	0	0		
01:00	630	5	480	94	8	11	10	1	18	3	0	0	0		
02:00	572	8	441	79	5	8	7	0	23	1	0	0	0		
03:00	630	8	498	95	2	4	8	1	13	1	0	0	0		
04:00	723	14	551	110	5	13	6	0	23	1	0	0	0		
05:00	709	6	558	114	2	8	5	0	16	0	0	0	0		
06:00	619	9	493	85	3	7	4	0	18	0	0	0	0		
07:00	508	3	422	62	2	7	3	0	9	0	0	0	0		
08:00	392	7	324	53	0	2	1	0	5	0	0	0	0		
09:00	282	1	237	38	0	0	0	0	6	0	0	0	0		
10:00	194	0	171	19	0	0	2	0	2	0	0	0	0		
11:00	113	0	96	16	0	0	1	0	0	0	0	0	0		
Day Totals	8175	94	6357	1254	46	117	90	4	198	15	*	*	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
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Site Code : 000000000000
 Start Date: 07/27/2004
 File I.D. : C:\DOCUMENTS
 Page : 2

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	NB										
					Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Eight w/ Trl	3 Axle 6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi		
12:00 07/29	70	0	61	8	0	0	0	0	0	1	0	0	0	0	
01:00	31	0	25	5	0	0	1	0	0	0	0	0	0	0	
02:00	21	0	16	3	0	1	1	0	0	0	0	0	0	0	
03:00	11	0	7	3	1	0	0	0	0	0	0	0	0	0	
04:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
05:00	25	0	20	2	0	1	1	0	1	0	0	0	0	0	
06:00	110	0	72	34	0	3	0	0	1	0	0	0	0	0	
07:00	255	4	170	56	0	8	5	0	10	2	0	0	0	0	
08:00	361	2	259	66	5	7	8	0	11	3	0	0	0	0	
09:00	453	9	329	79	2	16	5	1	7	5	0	0	0	0	
10:00	483	5	376	80	3	7	3	0	6	3	0	0	0	0	
11:00	501	5	393	75	1	11	5	0	11	0	0	0	0	0	
Totals	16352	214	12697	2532	80	243	156	6	387	37	0	0	0	0	
Percent		1.3%	77.6%	15.4%	.4%	1.4%	.9%	.0%	2.3%	.2%	.0%	.0%	.0%	.0%	

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
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Site Code : 000000000000
 Start Date: 07/27/2004
 File I.D. : C:\DOCUMENTS
 Page : 3

SB

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Eight w/ Trl	3 Axle 6/7 Single	5 Axle Multi	6 Axle Multi	7 Axle Multi		
12:00 07/27	*	*	*	*	*	*	*	*	*	*	*	*	*		
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*		
12:00 pm	555	10	405	109	4	15	3	0	8	1	0	0	0		
01:00	565	9	411	111	3	12	5	1	11	2	0	0	0		
02:00	543	8	402	99	5	11	4	0	13	1	0	0	0		
03:00	632	11	448	127	5	11	8	0	20	2	0	0	0		
04:00	724	10	509	161	10	13	4	0	16	1	0	0	0		
05:00	700	12	503	141	6	15	2	0	20	1	0	0	0		
06:00	647	8	470	130	4	9	5	0	21	0	0	0	0		
07:00	480	5	375	79	1	7	2	0	11	0	0	0	0		
08:00	311	6	233	64	0	1	2	0	5	0	0	0	0		
09:00	224	1	179	38	1	2	0	1	3	0	0	0	0		
10:00	117	0	91	18	1	1	0	0	6	0	0	0	0		
11:00	69	0	55	11	0	1	0	0	2	0	0	0	0		
Day Totals	5567	80	4081	1088	40	98	35	1	136	8	*	*	*	*	*
12:00 07/28	35	0	28	4	0	0	0	0	3	0	0	0	0		
01:00	22	0	15	6	0	1	0	0	0	0	0	0	0		
02:00	8	0	6	1	0	1	0	0	0	0	0	0	0		
03:00	25	0	19	4	1	0	1	0	0	0	0	0	0		
04:00	29	0	21	8	0	0	0	0	0	0	0	0	0		
05:00	81	0	52	28	0	1	0	0	0	0	0	0	0		
06:00	288	1	185	91	0	10	0	0	1	0	0	0	0		
07:00	447	1	309	110	2	14	6	0	5	0	0	0	0		
08:00	491	4	350	103	3	14	2	1	12	2	0	0	0		
09:00	501	3	347	106	6	20	6	0	10	3	0	0	0		
10:00	599	8	430	117	11	17	4	2	7	3	0	0	0		
11:00	567	5	401	123	3	18	4	0	13	0	0	0	0		
12:00 pm	643	7	449	138	6	13	8	0	22	0	0	0	0		
01:00	625	6	438	138	9	12	9	0	11	2	0	0	0		
02:00	591	6	430	120	2	9	6	0	17	1	0	0	0		
03:00	635	7	456	127	3	17	7	0	16	2	0	0	0		
04:00	708	14	488	138	10	19	2	0	36	0	0	0	0		
05:00	614	8	430	130	5	12	3	0	25	1	0	0	0		
06:00	580	6	434	109	4	11	5	0	11	0	0	0	0		
07:00	427	2	334	62	3	13	2	0	11	0	0	0	0		
08:00	309	0	241	56	2	3	4	0	3	0	0	0	0		
09:00	202	0	168	29	1	1	0	0	3	0	0	0	0		
10:00	133	0	114	19	0	0	0	0	0	0	0	0	0		
11:00	98	0	83	13	1	0	0	0	1	0	0	0	0		
Day Totals	8658	78	6228	1780	72	206	69	3	207	14	*	*	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 07/27/2004
 File I.D. : C:\DOCUMENTS
 Page : 4

Begin Time	Int. Total	Motor cycle	Car w/ trailr	Pickup /Van	SB									
					Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Eight w/ Trl	3 Axle 6/7 Single	5 Axle Multi	6 Axle Multi	7 Axle Multi	
12:00 07/29	45	0	41	4	0	0	0	0	0	0	0	0	0	0
01:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0
02:00	13	0	10	2	0	1	0	0	0	0	0	0	0	0
03:00	15	0	13	2	0	0	0	0	0	0	0	0	0	0
04:00	25	0	18	7	0	0	0	0	0	0	0	0	0	0
05:00	96	0	57	36	0	2	0	0	1	0	0	0	0	0
06:00	292	0	185	92	0	11	2	0	2	0	0	0	0	0
07:00	474	6	327	109	2	20	3	0	6	1	0	0	0	0
08:00	527	5	375	107	2	17	4	0	16	1	0	0	0	0
09:00	580	7	399	129	3	20	5	0	16	1	0	0	0	0
10:00	547	7	393	110	3	15	7	0	9	3	0	0	0	0
11:00	545	4	370	127	8	19	5	0	12	0	0	0	0	0
Totals	17397	187	12509	3594	130	409	130	4	405	28	0	0	0	1
Percent		1.0%	71.9%	20.6%	.7%	2.3%	.7%	.0%	2.3%	.1%	.0%	.0%	.0%	.0%

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 NB, SB

Site Code : 000000000000
 Start Date: 07/27/2004
 File I.D. : C:\DOCUMENTS
 Page : 5

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Axle Eight w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi		
12:00 07/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	1102	21	832	187	5	21	6	1	26	3	0	0	0	0	0
01:00	1087	15	822	183	6	22	6	1	28	4	0	0	0	0	0
02:00	1040	18	794	172	6	14	13	0	22	1	0	0	0	0	0
03:00	1201	22	897	210	6	19	11	0	31	5	0	0	0	0	0
04:00	1476	23	1075	286	15	28	11	0	36	2	0	0	0	0	0
05:00	1424	26	1042	269	10	29	7	0	40	1	0	0	0	0	0
06:00	1301	16	1003	216	8	14	6	0	38	0	0	0	0	0	0
07:00	1015	15	786	168	2	13	6	0	25	0	0	0	0	0	0
08:00	770	14	613	125	0	3	3	0	12	0	0	0	0	0	0
09:00	507	4	414	76	2	3	0	0	7	1	0	0	0	0	0
10:00	319	0	266	40	1	3	1	0	8	0	0	0	0	0	0
11:00	172	1	141	22	1	1	2	0	4	0	0	0	0	0	0
Day Totals	11414	175	8685	1954	62	170	72	2	277	17	*	*	*	*	*
12:00 07/28	105	0	86	13	0	0	2	0	4	0	0	0	0	0	0
01:00	62	0	48	12	0	1	1	0	0	0	0	0	0	0	0
02:00	26	0	20	3	0	2	1	0	0	0	0	0	0	0	0
03:00	43	0	32	5	2	0	3	0	1	0	0	0	0	0	0
04:00	39	0	28	9	0	0	2	0	0	0	0	0	0	0	0
05:00	99	0	66	30	0	2	1	0	0	0	0	0	0	0	0
06:00	395	1	257	119	0	14	3	0	1	0	0	0	0	0	0
07:00	666	4	455	161	6	19	11	0	9	1	0	0	0	0	0
08:00	843	12	608	168	6	17	7	1	21	3	0	0	0	0	0
09:00	934	6	664	181	9	34	10	1	20	9	0	0	0	0	0
10:00	1100	11	805	202	16	29	11	3	19	4	0	0	0	0	0
11:00	1024	10	749	203	4	26	10	0	22	0	0	0	0	0	0
12:00 pm	1203	18	880	222	8	22	12	0	41	0	0	0	0	0	0
01:00	1255	11	918	232	17	23	19	1	29	5	0	0	0	0	0
02:00	1163	14	871	199	7	17	13	0	40	2	0	0	0	0	0
03:00	1265	15	954	222	5	21	15	1	29	3	0	0	0	0	0
04:00	1431	28	1039	248	15	32	8	0	59	1	0	0	0	0	1
05:00	1323	14	988	244	7	20	8	0	41	1	0	0	0	0	0
06:00	1199	15	927	194	7	18	9	0	29	0	0	0	0	0	0
07:00	935	5	756	124	5	20	5	0	20	0	0	0	0	0	0
08:00	701	7	565	109	2	5	5	0	8	0	0	0	0	0	0
09:00	484	1	405	67	1	1	0	0	9	0	0	0	0	0	0
10:00	327	0	285	38	0	0	2	0	2	0	0	0	0	0	0
11:00	211	0	179	29	1	0	1	0	1	0	0	0	0	0	0
Day Totals	16833	172	12585	3034	118	323	159	7	405	29	*	*	*	*	1

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd south of Hedges Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 NB, SB

Site Code : 000000000000
 Start Date: 07/27/2004
 File I.D. : C:\DOCUMENTS
 Page : 6

Begin Time	Int. Total	Motor cycle	Car w/ trailr	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class Eight	3 Axle w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
12:00 07/29	115	0	102	12	0	0	0	0	1	0	0	0	0	0
01:00	44	0	37	6	0	0	1	0	0	0	0	0	0	0
02:00	34	0	26	5	0	2	1	0	0	0	0	0	0	0
03:00	26	0	20	5	1	0	0	0	0	0	0	0	0	0
04:00	34	0	26	8	0	0	0	0	0	0	0	0	0	0
05:00	121	0	77	38	0	3	1	0	2	0	0	0	0	0
06:00	402	0	257	126	0	14	2	0	3	0	0	0	0	0
07:00	729	10	497	165	2	28	8	0	16	3	0	0	0	0
08:00	888	7	634	173	7	24	12	0	27	4	0	0	0	0
09:00	1033	16	728	208	5	36	10	1	23	6	0	0	0	0
10:00	1030	12	769	190	6	22	10	0	15	6	0	0	0	0
11:00	1046	9	763	202	9	30	10	0	23	0	0	0	0	0
Totals	33749	401	25206	6126	210	652	286	10	792	65	0	0	0	1
Percent		1.1%	74.6%	18.1%	.6%	1.9%	.8%	.0%	2.3%	.1%	.0%	.0%	.0%	.0%

*State Road,
North of Herring Pond Road – Plymouth*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_N_HERRI
 Page : 1

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	537	82	121	49	76	122	71	12	4	0	0	0	0	0	0
02:00	493	55	74	37	67	152	82	21	4	1	0	0	0	0	0
03:00	565	66	95	50	96	155	84	16	2	1	0	0	0	0	0
04:00	706	80	124	81	123	170	106	18	1	2	1	0	0	0	0
05:00	694	86	99	62	102	189	129	21	5	1	0	0	0	0	0
06:00	628	78	113	55	69	183	105	19	3	2	1	0	0	0	0
07:00	566	67	107	38	71	153	115	13	2	0	0	0	0	0	0
08:00	433	42	74	29	56	115	82	32	2	0	1	0	0	0	0
09:00	286	40	69	19	26	63	55	12	2	0	0	0	0	0	0
10:00	147	10	19	11	15	45	36	10	1	0	0	0	0	0	0
11:00	95	4	16	5	12	18	29	9	2	0	0	0	0	0	0
Day Totals	5150	610	911	436	713	1365	894	183	28	7	3	*	*	*	*
12:00 04/28	36	1	6	2	3	8	10	4	2	0	0	0	0	0	0
01:00	16	1	2	1	2	6	3	0	1	0	0	0	0	0	0
02:00	11	0	2	2	1	5	1	0	0	0	0	0	0	0	0
03:00	10	0	0	0	1	3	4	1	1	0	0	0	0	0	0
04:00	15	0	2	1	0	2	6	1	2	0	1	0	0	0	0
05:00	68	8	12	3	7	12	15	9	1	1	0	0	0	0	0
06:00	283	52	93	11	20	43	54	10	0	0	0	0	0	0	0
07:00	664	147	200	55	83	116	53	9	1	0	0	0	0	0	0
08:00	714	131	184	62	108	146	75	8	0	0	0	0	0	0	0
09:00	649	160	175	63	94	117	36	4	0	0	0	0	0	0	0
10:00	582	125	147	54	87	114	47	6	2	0	0	0	0	0	0
11:00	505	65	112	49	77	114	73	13	2	0	0	0	0	0	0
12:00 pm	590	84	123	58	80	126	99	18	1	1	0	0	0	0	0
01:00	544	60	120	41	71	136	92	22	0	2	0	0	0	0	0
02:00	553	68	102	50	90	149	79	12	2	1	0	0	0	0	0
03:00	612	66	127	56	98	163	92	9	1	0	0	0	0	0	0
04:00	702	69	119	58	121	182	128	23	1	1	0	0	0	0	0
05:00	718	78	129	66	128	181	111	20	5	0	0	0	0	0	0
06:00	672	77	116	58	101	167	126	21	3	2	1	0	0	0	0
07:00	572	68	108	41	71	128	122	28	3	1	1	1	0	0	0
08:00	435	38	77	21	78	143	71	6	1	0	0	0	0	0	0
09:00	289	32	65	9	36	70	65	12	0	0	0	0	0	0	0
10:00	153	12	22	6	14	37	42	16	3	0	1	0	0	0	0
11:00	94	6	15	5	16	21	22	7	2	0	0	0	0	0	0
Day Totals	9487	1348	2058	772	1387	2189	1426	259	34	9	4	1	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_N_HERRI
 Page : 2

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 04/29	37	1	5	0	5	7	15	4	0	0	0	0	0	0	0
01:00	20	1	2	1	1	6	5	3	1	0	0	0	0	0	0
02:00	17	2	0	0	3	6	3	3	0	0	0	0	0	0	0
03:00	17	0	0	0	0	6	6	1	4	0	0	0	0	0	0
04:00	15	0	2	1	1	3	2	3	2	1	0	0	0	0	0
05:00	63	4	7	1	7	12	21	7	3	1	0	0	0	0	0
06:00	310	76	104	19	19	32	45	15	0	0	0	0	0	0	0
07:00	714	150	209	56	62	125	87	24	1	0	0	0	0	0	0
08:00	722	168	201	62	80	104	94	12	1	0	0	0	0	0	0
09:00	649	123	164	67	78	126	77	12	2	0	0	0	0	0	0
10:00	591	100	131	55	67	136	87	12	3	0	0	0	0	0	0
11:00	534	87	127	33	69	119	76	18	3	2	0	0	0	0	0
12:00 pm	547	80	127	27	62	150	88	9	4	0	0	0	0	0	0
Grand Total	18873	2750	4048	1530	2554	4386	2926	565	86	20	7	1	0	0	0

Speed Statistics.

15th Percentile Speed : 15 MPH
 Median Speed (50th percentile): 27 MPH
 Average Speed - All Vehicles : 26 MPH
 85th Percentile Speed : 36 MPH
 95th Percentile Speed : 39 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number of Vehicles in Pace : 7312
 Percent of Vehicles in Pace : 39.10%
 Number of Vehicles > 40 MPH : 679
 Percent of Vehicles > 40 MPH: 3.63%

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_N_HERRI
 Page : 3

Begin Time	Int. Total	NB														76 9999	
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75			
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	398	13	42	74	137	95	33	3	1	0	0	0	0	0	0	0	0
02:00	391	14	39	64	118	117	35	3	1	0	0	0	0	0	0	0	0
03:00	511	20	56	70	143	158	57	4	2	1	0	0	0	0	0	0	0
04:00	630	46	66	96	205	163	41	11	1	1	0	0	0	0	0	0	0
05:00	637	44	82	110	144	190	57	8	2	0	0	0	0	0	0	0	0
06:00	711	28	70	105	204	231	54	15	0	4	0	0	0	0	0	0	0
07:00	494	16	40	76	145	151	58	5	2	0	1	0	0	0	0	0	0
08:00	360	6	23	34	86	140	58	10	1	2	0	0	0	0	0	0	0
09:00	248	3	12	19	52	112	44	6	0	0	0	0	0	0	0	0	0
10:00	152	0	7	2	33	74	21	13	2	0	0	0	0	0	0	0	0
11:00	79	0	1	3	18	32	20	2	1	1	0	0	0	0	0	0	0
Day Totals	4611	190	438	653	1285	1463	478	80	13	9	2	*	*	*	*	*	*
12:00 04/28	50	0	0	0	7	22	18	3	0	0	0	0	0	0	0	0	0
01:00	25	0	0	2	6	12	5	0	0	0	0	0	0	0	0	0	0
02:00	18	0	2	0	5	8	3	0	0	0	0	0	0	0	0	0	0
03:00	11	0	1	0	4	3	2	0	1	0	0	0	0	0	0	0	0
04:00	7	0	2	1	0	3	0	1	0	0	0	0	0	0	0	0	0
05:00	36	2	15	4	3	11	1	0	0	0	0	0	0	0	0	0	0
06:00	91	5	15	12	16	23	16	4	0	0	0	0	0	0	0	0	0
07:00	213	22	38	33	56	48	14	2	0	0	0	0	0	0	0	0	0
08:00	301	27	39	42	108	60	21	4	0	0	0	0	0	0	0	0	0
09:00	382	50	72	74	97	65	20	4	0	0	0	0	0	0	0	0	0
10:00	369	16	49	59	137	83	21	1	3	0	0	0	0	0	0	0	0
11:00	348	10	44	65	85	99	38	4	2	1	0	0	0	0	0	0	0
12:00 pm	436	13	44	95	131	109	35	6	1	1	1	0	0	0	0	0	0
01:00	422	16	40	69	122	128	39	4	1	2	1	0	0	0	0	0	0
02:00	477	19	56	76	151	145	22	5	2	1	0	0	0	0	0	0	0
03:00	555	16	40	85	182	181	47	2	1	0	1	0	0	0	0	0	0
04:00	678	43	82	110	199	178	55	6	2	3	0	0	0	0	0	0	0
05:00	678	50	101	122	174	180	43	6	1	1	0	0	0	0	0	0	0
06:00	645	22	79	102	171	180	68	13	6	4	0	0	0	0	0	0	0
07:00	534	18	39	81	133	185	66	11	0	1	0	0	0	0	0	0	0
08:00	375	14	25	56	104	133	38	5	0	0	0	0	0	0	0	0	0
09:00	276	1	14	36	71	119	31	3	0	1	0	0	0	0	0	0	0
10:00	184	0	7	11	38	92	34	2	0	0	0	0	0	0	0	0	0
11:00	78	0	2	8	15	27	23	1	1	1	0	0	0	0	0	0	0
Day Totals	7189	344	806	1143	2015	2094	660	87	21	16	3	*	*	*	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_N_HERRI
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Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 04/29	46	0	0	1	12	18	11	4	0	0	0	0	0	0	0
01:00	28	1	1	3	4	15	3	1	0	0	0	0	0	0	0
02:00	19	0	0	0	2	10	7	0	0	0	0	0	0	0	0
03:00	5	0	0	0	1	3	0	1	0	0	0	0	0	0	0
04:00	14	0	1	0	4	1	4	3	1	0	0	0	0	0	0
05:00	31	1	15	3	2	8	1	1	0	0	0	0	0	0	0
06:00	91	5	19	7	14	27	12	6	1	0	0	0	0	0	0
07:00	229	21	39	42	42	58	19	7	1	0	0	0	0	0	0
08:00	305	36	45	48	76	74	23	3	0	0	0	0	0	0	0
09:00	397	25	68	75	97	92	33	6	1	0	0	0	0	0	0
10:00	392	23	43	66	107	117	29	7	0	0	0	0	0	0	0
11:00	376	14	34	61	93	130	36	5	0	2	1	0	0	0	0
12:00 pm	427	15	45	77	133	122	28	7	0	0	0	0	0	0	0
Grand Total	14160	675	1554	2179	3887	4232	1344	218	38	27	6	0	0	0	0

Speed Statistics.

15th Percentile Speed : 19 MPH
 Median Speed (50th percentile): 28 MPH
 Average Speed - All Vehicles : 28 MPH
 85th Percentile Speed : 34 MPH
 95th Percentile Speed : 38 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 8119
 Percent of Vehicles in Pace : 57.50%
 Number of Vehicles > 40 MPH : 289
 Percent of Vehicles > 40 MPH: 2.05%

Community:Plymouth
RIN/FC:93/U5
Serial #:L0709800
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Old Colony Planning Council
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SB, NB

Site Code : 000000000000
Start Date: 04/27/2004
File I.D. : STATE_N_HERRI
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Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	935	95	163	123	213	217	104	15	5	0	0	0	0	0	0
02:00	884	69	113	101	185	269	117	24	5	1	0	0	0	0	0
03:00	1076	86	151	120	239	313	141	20	4	2	0	0	0	0	0
04:00	1336	126	190	177	328	333	147	29	2	3	1	0	0	0	0
05:00	1331	130	181	172	246	379	186	29	7	1	0	0	0	0	0
06:00	1339	106	183	160	273	414	159	34	3	6	1	0	0	0	0
07:00	1060	83	147	114	216	304	173	18	4	0	1	0	0	0	0
08:00	793	48	97	63	142	255	140	42	3	2	1	0	0	0	0
09:00	534	43	81	38	78	175	99	18	2	0	0	0	0	0	0
10:00	299	10	26	13	48	119	57	23	3	0	0	0	0	0	0
11:00	174	4	17	8	30	50	49	11	3	1	1	0	0	0	0
Day Totals	9761	800	1349	1089	1998	2828	1372	263	41	16	5	*	*	*	*
12:00 04/28	86	1	6	2	10	30	28	7	2	0	0	0	0	0	0
01:00	41	1	2	3	8	18	8	0	1	0	0	0	0	0	0
02:00	29	0	4	2	6	13	4	0	0	0	0	0	0	0	0
03:00	21	0	1	0	5	6	6	1	2	0	0	0	0	0	0
04:00	22	0	4	2	0	5	6	2	2	0	1	0	0	0	0
05:00	104	10	27	7	10	23	16	9	1	1	0	0	0	0	0
06:00	374	57	108	23	36	66	70	14	0	0	0	0	0	0	0
07:00	877	169	238	88	139	164	67	11	1	0	0	0	0	0	0
08:00	1015	158	223	104	216	206	96	12	0	0	0	0	0	0	0
09:00	1031	210	247	137	191	182	56	8	0	0	0	0	0	0	0
10:00	951	141	196	113	224	197	68	7	5	0	0	0	0	0	0
11:00	853	75	156	114	162	213	111	17	4	1	0	0	0	0	0
12:00 pm	1026	97	167	153	211	235	134	24	2	2	1	0	0	0	0
01:00	966	76	160	110	193	264	131	26	1	4	1	0	0	0	0
02:00	1030	87	158	126	241	294	101	17	4	2	0	0	0	0	0
03:00	1167	82	167	141	280	344	139	11	2	0	1	0	0	0	0
04:00	1380	112	201	168	320	360	183	29	3	4	0	0	0	0	0
05:00	1396	128	230	188	302	361	154	26	6	1	0	0	0	0	0
06:00	1317	99	195	160	272	347	194	34	9	6	1	0	0	0	0
07:00	1106	86	147	122	204	313	188	39	3	2	1	1	0	0	0
08:00	810	52	102	77	182	276	109	11	1	0	0	0	0	0	0
09:00	565	33	79	45	107	189	96	15	0	1	0	0	0	0	0
10:00	337	12	29	17	52	129	76	18	3	0	1	0	0	0	0
11:00	172	6	17	13	31	48	45	8	3	1	0	0	0	0	0
Day Totals	16676	1692	2864	1915	3402	4283	2086	346	55	25	7	1	*	*	*

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 SB, NB

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_N_HERRI
 Page : 6

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 04/29	83	1	5	1	17	25	26	8	0	0	0	0	0	0	0
01:00	48	2	3	4	5	21	8	4	1	0	0	0	0	0	0
02:00	36	2	0	0	5	16	10	3	0	0	0	0	0	0	0
03:00	22	0	0	0	1	9	6	2	4	0	0	0	0	0	0
04:00	29	0	3	1	5	4	6	6	3	1	0	0	0	0	0
05:00	94	5	22	4	9	20	22	8	3	1	0	0	0	0	0
06:00	401	81	123	26	33	59	57	21	1	0	0	0	0	0	0
07:00	943	171	248	98	104	183	106	31	2	0	0	0	0	0	0
08:00	1027	204	246	110	156	178	117	15	1	0	0	0	0	0	0
09:00	1046	148	232	142	175	218	110	18	3	0	0	0	0	0	0
10:00	983	123	174	121	174	253	116	19	3	0	0	0	0	0	0
11:00	910	101	161	94	162	249	112	23	3	4	1	0	0	0	0
12:00 pm	974	95	172	104	195	272	116	16	4	0	0	0	0	0	0
Grand Total	33033	3425	5602	3709	6441	8618	4270	783	124	47	13	1	0	0	0

Speed Statistics.

15th Percentile Speed : 16 MPH
 Median Speed (50th percentile): 27 MPH
 Average Speed - All Vehicles : 27 MPH
 85th Percentile Speed : 35 MPH
 95th Percentile Speed : 38 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 15059
 Percent of Vehicles in Pace : 45.88%
 Number of Vehicles > 40 MPH : 968
 Percent of Vehicles > 40 MPH: 2.95%

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_N_HERRI
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Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	SB	2 Axle	3 Axle	4 Axle	Class	3 Axle	6/7 Ax	5 Axle	6 Axle	7 Axle
						Bus	6 Tire	Single	Single	Eight w/ Trl	Single	Multi	Multi	Multi
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	542	11	419	73	8	10	7	0	8	6	0	0	0	0
02:00	495	16	359	77	10	15	6	0	6	6	0	0	0	0
03:00	571	7	439	71	7	14	8	3	10	11	0	0	0	1
04:00	715	14	530	112	16	12	8	0	16	7	0	0	0	0
05:00	703	20	521	120	8	16	3	0	14	1	0	0	0	0
06:00	634	14	484	86	6	15	8	0	21	0	0	0	0	0
07:00	573	20	447	73	5	6	6	0	16	0	0	0	0	0
08:00	435	10	357	54	1	4	1	0	8	0	0	0	0	0
09:00	289	10	228	44	1	3	2	0	1	0	0	0	0	0
10:00	147	3	125	16	0	0	0	0	3	0	0	0	0	0
11:00	95	1	84	9	0	0	1	0	0	0	0	0	0	0
Day Totals	5199	126	3993	735	62	95	50	3	103	31	*	*	*	1
12:00 04/28	36	0	35	1	0	0	0	0	0	0	0	0	0	0
01:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0
02:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0
03:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
04:00	15	0	11	4	0	0	0	0	0	0	0	0	0	0
05:00	68	2	42	18	0	4	1	1	0	0	0	0	0	0
06:00	286	10	201	52	3	7	9	0	3	1	0	0	0	0
07:00	676	25	497	111	9	14	9	0	7	4	0	0	0	0
08:00	724	24	535	119	15	11	10	1	7	1	0	0	0	1
09:00	659	30	485	96	13	16	9	0	8	2	0	0	0	0
10:00	591	21	435	98	4	10	10	0	11	2	0	0	0	0
11:00	511	8	389	81	5	6	10	1	9	2	0	0	0	0
12:00 pm	596	24	421	104	11	16	4	0	11	4	1	0	0	0
01:00	551	20	421	79	2	11	6	0	9	3	0	0	0	0
02:00	559	15	412	91	9	10	4	1	14	2	0	0	0	1
03:00	617	14	474	94	4	5	9	1	13	3	0	0	0	0
04:00	710	18	537	110	15	9	4	0	17	0	0	0	0	0
05:00	726	17	564	101	11	6	2	0	25	0	0	0	0	0
06:00	677	12	535	90	7	11	5	0	16	0	0	0	0	1
07:00	577	12	466	69	3	10	4	0	13	0	0	0	0	0
08:00	437	9	349	56	3	9	4	0	7	0	0	0	0	0
09:00	291	2	250	29	1	1	4	0	4	0	0	0	0	0
10:00	153	4	128	17	0	1	1	0	2	0	0	0	0	0
11:00	95	2	82	9	0	1	0	0	1	0	0	0	0	0
Day Totals	9592	269	7300	1435	115	158	105	5	177	24	1	*	*	3

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
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Old Colony Planning Council
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 SB

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_N_HERRI
 Page : 2

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Axle Eight w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
12:00 04/29	36	0	34	2	0	0	0	0	0	0	0	0	0
01:00	20	0	16	4	0	0	0	0	0	0	0	0	0
02:00	17	1	15	1	0	0	0	0	0	0	0	0	0
03:00	17	0	13	4	0	0	0	0	0	0	0	0	0
04:00	15	0	10	4	0	1	0	0	0	0	0	0	0
05:00	62	0	44	16	0	1	0	0	1	0	0	0	0
06:00	316	8	228	65	2	5	5	0	3	0	0	0	0
07:00	726	29	522	128	14	14	7	2	9	0	0	1	0
08:00	733	23	554	111	19	9	8	0	8	1	0	0	0
09:00	657	16	498	104	14	13	3	0	9	0	0	0	0
10:00	600	12	459	96	6	12	5	1	7	2	0	0	0
11:00	540	6	401	98	7	12	5	0	9	2	0	0	0
12:00 pm	552	12	418	89	7	11	7	0	8	0	0	0	0
Totals	19082	502	14505	2892	246	331	195	11	334	60	1	1	0
Percent		2.6%	76.0%	15.1%	1.2%	1.7%	1.0%	.0%	1.7%	.3%	.0%	.0%	.0%

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
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Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_N_HERRI
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Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	NB							Class 3 Axle w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
					Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Axle Eight	3 Axle	4 Axle					
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	401	4	296	67	10	7	3	0	8	6	0	0	0	0	0	0
02:00	394	3	288	63	5	9	5	1	9	10	0	0	0	0	1	
03:00	515	7	392	64	10	9	8	0	16	9	0	0	0	0	0	
04:00	633	12	475	97	16	15	4	1	11	2	0	0	0	0	0	
05:00	639	7	493	100	8	9	5	0	15	2	0	0	0	0	0	
06:00	717	14	564	91	7	9	9	0	22	1	0	0	0	0	0	
07:00	497	4	373	85	2	6	6	0	21	0	0	0	0	0	0	
08:00	358	2	300	42	2	2	3	0	7	0	0	0	0	0	0	
09:00	249	1	200	37	0	7	0	0	4	0	0	0	0	0	0	
10:00	152	1	121	24	3	2	0	0	1	0	0	0	0	0	0	
11:00	79	0	69	9	0	0	0	0	1	0	0	0	0	0	0	
Day Totals	4634	55	3571	679	63	75	43	2	115	30	*	*	*	*	*	
12:00 04/28	50	0	43	6	0	0	1	0	0	0	0	0	0	0	0	
01:00	25	0	21	4	0	0	0	0	0	0	0	0	0	0	0	
02:00	18	0	14	3	1	0	0	0	0	0	0	0	0	0	0	
03:00	11	0	8	3	0	0	0	0	0	0	0	0	0	0	0	
04:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	36	0	29	4	0	1	2	0	0	0	0	0	0	0	0	
06:00	90	0	65	19	5	1	0	0	0	0	0	0	0	0	0	
07:00	215	9	130	44	17	5	0	0	9	1	0	0	0	0	0	
08:00	304	11	212	49	13	6	1	0	11	1	0	0	0	0	0	
09:00	389	10	277	51	10	11	11	0	18	1	0	0	0	0	0	
10:00	372	3	270	65	8	4	8	1	12	1	0	0	0	0	0	
11:00	351	7	252	59	6	15	4	0	7	1	0	0	0	0	0	
12:00 pm	439	4	322	74	10	12	4	0	11	2	0	0	0	0	0	
01:00	425	8	320	66	7	7	3	0	11	3	0	0	0	0	0	
02:00	480	12	355	84	6	5	4	1	11	2	0	0	0	0	0	
03:00	558	9	416	88	9	9	7	0	16	4	0	0	0	0	0	
04:00	683	11	507	110	21	7	5	0	22	0	0	0	0	0	0	
05:00	684	16	519	103	6	15	4	0	20	1	0	0	0	0	0	
06:00	652	9	516	88	11	6	4	0	17	1	0	0	0	0	0	
07:00	537	8	421	79	5	6	4	0	14	0	0	0	0	0	0	
08:00	373	2	302	54	3	5	1	0	6	0	0	0	0	0	0	
09:00	276	1	235	32	2	2	0	0	4	0	0	0	0	0	0	
10:00	184	0	153	25	0	3	1	0	2	0	0	0	0	0	0	
11:00	78	0	70	7	1	0	0	0	0	0	0	0	0	0	0	
Day Totals	7237	120	5463	1118	141	120	64	2	191	18	*	*	*	*	*	

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_N_HERRI
 Page : 4

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	NB										
					Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Eight w/ Trl	3 Axle 6/7 Single	5 Axle Multi	6 Axle Multi	7 Axle Multi		
12:00 04/29	46	0	39	7	0	0	0	0	0	0	0	0	0	0	
01:00	28	0	26	2	0	0	0	0	0	0	0	0	0	0	
02:00	19	0	13	6	0	0	0	0	0	0	0	0	0	0	
03:00	5	0	3	0	1	0	0	0	1	0	0	0	0	0	
04:00	14	0	10	2	1	1	0	0	0	0	0	0	0	0	
05:00	31	0	23	4	2	0	1	0	1	0	0	0	0	0	
06:00	90	2	61	24	1	0	1	0	1	0	0	0	0	0	
07:00	232	9	158	35	12	8	2	0	7	1	0	0	0	0	
08:00	307	8	218	51	15	4	3	0	6	2	0	0	0	0	
09:00	400	9	288	55	22	11	6	0	9	0	0	0	0	0	
10:00	395	9	273	79	9	11	4	0	8	2	0	0	0	0	
11:00	380	4	275	64	7	10	8	1	11	0	0	0	0	0	
12:00 pm	430	10	333	54	10	9	5	0	8	1	0	0	0	0	
Totals	14248	226	10754	2180	284	249	137	5	358	54	0	0	0	1	
Percent		1.5%	75.4%	15.3%	1.9%	1.7%	.9%	.0%	2.5%	.3%	.0%	.0%	.0%	.0%	

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
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 SB, NB

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_N_HERRI
 Page : 5

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Axle Eight w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
12:00 04/27	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	943	15	715	140	18	17	10	0	16	12	0	0	0
02:00	889	19	647	140	15	24	11	1	15	16	0	0	1
03:00	1086	14	831	135	17	23	16	3	26	20	0	0	1
04:00	1348	26	1005	209	32	27	12	1	27	9	0	0	0
05:00	1342	27	1014	220	16	25	8	0	29	3	0	0	0
06:00	1351	28	1048	177	13	24	17	0	43	1	0	0	0
07:00	1070	24	820	158	7	12	12	0	37	0	0	0	0
08:00	793	12	657	96	3	6	4	0	15	0	0	0	0
09:00	538	11	428	81	1	10	2	0	5	0	0	0	0
10:00	299	4	246	40	3	2	0	0	4	0	0	0	0
11:00	174	1	153	18	0	0	1	0	1	0	0	0	0
Day Totals	9833	181	7564	1414	125	170	93	5	218	61	*	*	2
12:00 04/28	86	0	78	7	0	0	1	0	0	0	0	0	0
01:00	41	0	34	7	0	0	0	0	0	0	0	0	0
02:00	29	0	23	5	1	0	0	0	0	0	0	0	0
03:00	21	0	17	4	0	0	0	0	0	0	0	0	0
04:00	22	0	17	5	0	0	0	0	0	0	0	0	0
05:00	104	2	71	22	0	5	3	1	0	0	0	0	0
06:00	376	10	266	71	8	8	9	0	3	1	0	0	0
07:00	891	34	627	155	26	19	9	0	16	5	0	0	0
08:00	1028	35	747	168	28	17	11	1	18	2	0	0	1
09:00	1048	40	762	147	23	27	20	0	26	3	0	0	0
10:00	963	24	705	163	12	14	18	1	23	3	0	0	0
11:00	862	15	641	140	11	21	14	1	16	3	0	0	0
12:00 pm	1035	28	743	178	21	28	8	0	22	6	1	0	0
01:00	976	28	741	145	9	18	9	0	20	6	0	0	0
02:00	1039	27	767	175	15	15	8	2	25	4	0	0	1
03:00	1175	23	890	182	13	14	16	1	29	7	0	0	0
04:00	1393	29	1044	220	36	16	9	0	39	0	0	0	0
05:00	1410	33	1083	204	17	21	6	0	45	1	0	0	0
06:00	1329	21	1051	178	18	17	9	0	33	1	0	0	1
07:00	1114	20	887	148	8	16	8	0	27	0	0	0	0
08:00	810	11	651	110	6	14	5	0	13	0	0	0	0
09:00	567	3	485	61	3	3	4	0	8	0	0	0	0
10:00	337	4	281	42	0	4	2	0	4	0	0	0	0
11:00	173	2	152	16	1	1	0	0	1	0	0	0	0
Day Totals	16829	389	12763	2553	256	278	169	7	368	42	1	*	3

Community:Plymouth
 RIN/FC:93/U5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 SB, NB

Site Code : 000000000000
 Start Date: 04/27/2004
 File I.D. : STATE_N_HERRI
 Page : 6

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Eight w/ Trl	3 Axle 6/7 Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
12:00 04/29	82	0	73	9	0	0	0	0	0	0	0	0	0
01:00	48	0	42	6	0	0	0	0	0	0	0	0	0
02:00	36	1	28	7	0	0	0	0	0	0	0	0	0
03:00	22	0	16	4	1	0	0	0	1	0	0	0	0
04:00	29	0	20	6	1	2	0	0	0	0	0	0	0
05:00	93	0	67	20	2	1	1	0	2	0	0	0	0
06:00	406	10	289	89	3	5	6	0	4	0	0	0	0
07:00	958	38	680	163	26	22	9	2	16	1	0	1	0
08:00	1040	31	772	162	34	13	11	0	14	3	0	0	0
09:00	1057	25	786	159	36	24	9	0	18	0	0	0	0
10:00	995	21	732	175	15	23	9	1	15	4	0	0	0
11:00	920	10	676	162	14	22	13	1	20	2	0	0	0
12:00 pm	982	22	751	143	17	20	12	0	16	1	0	0	0
Totals	33330	728	25259	5072	530	580	332	16	692	114	1	1	0
Percent		2.1%	75.7%	15.2%	1.5%	1.7%	1.0%	.0%	2.0%	.3%	.0%	.0%	.0%

Community:Plymouth
 RIN/FC:93/R5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 07/20/2004
 File I.D. : STATE_N_HERRI
 Page : 1

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 07/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	693	137	142	65	110	149	70	17	3	0	0	0	0	0	0
01:00	719	84	139	67	116	207	95	11	0	0	0	0	0	0	0
02:00	648	77	121	59	87	156	118	27	2	1	0	0	0	0	0
03:00	687	90	134	56	99	180	107	18	1	2	0	0	0	0	0
04:00	752	103	109	65	121	204	120	27	2	1	0	0	0	0	0
05:00	776	123	142	83	119	185	99	19	4	1	1	0	0	0	0
06:00	713	105	128	48	87	187	128	28	2	0	0	0	0	0	0
07:00	625	86	109	39	67	181	114	22	4	2	0	1	0	0	0
08:00	468	56	85	32	55	133	83	20	4	0	0	0	0	0	0
09:00	334	38	52	24	54	96	58	9	2	0	0	1	0	0	0
10:00	203	21	43	7	24	59	35	10	2	2	0	0	0	0	0
11:00	108	10	23	5	10	24	21	15	0	0	0	0	0	0	0
Day Totals	6726	930	1227	550	949	1761	1048	223	26	9	1	2	*	*	*
12:00 07/21	41	0	4	0	7	9	17	3	1	0	0	0	0	0	0
01:00	30	5	2	0	6	6	8	3	0	0	0	0	0	0	0
02:00	15	1	1	1	1	3	5	3	0	0	0	0	0	0	0
03:00	17	0	0	1	3	3	5	3	2	0	0	0	0	0	0
04:00	29	0	2	0	4	8	7	6	2	0	0	0	0	0	0
05:00	181	26	60	11	10	20	36	16	2	0	0	0	0	0	0
06:00	562	118	211	38	39	61	71	22	2	0	0	0	0	0	0
07:00	732	166	248	53	55	102	82	26	0	0	0	0	0	0	0
08:00	790	211	223	84	87	91	80	14	0	0	0	0	0	0	0
09:00	733	203	190	71	102	107	51	9	0	0	0	0	0	0	0
10:00	773	154	151	68	143	180	72	4	1	0	0	0	0	0	0
11:00	723	161	148	64	116	151	68	12	3	0	0	0	0	0	0
12:00 pm	749	167	166	72	96	153	82	11	2	0	0	0	0	0	0
01:00	661	146	134	57	88	125	87	23	1	0	0	0	0	0	0
02:00	715	135	141	70	92	157	98	19	3	0	0	0	0	0	0
03:00	809	150	159	64	117	197	104	16	2	0	0	0	0	0	0
04:00	829	158	172	83	140	158	106	11	1	0	0	0	0	0	0
05:00	790	137	132	74	113	215	104	13	1	1	0	0	0	0	0
06:00	720	129	157	59	75	171	114	14	1	0	0	0	0	0	0
07:00	610	92	126	42	66	167	98	16	2	1	0	0	0	0	0
08:00	444	67	88	24	55	110	77	22	0	1	0	0	0	0	0
09:00	351	45	68	20	54	101	55	6	2	0	0	0	0	0	0
10:00	216	23	38	8	17	56	57	13	4	0	0	0	0	0	0
11:00	113	9	22	4	13	16	38	10	1	0	0	0	0	0	0
Day Totals	11633	2303	2643	968	1499	2367	1522	295	33	3	*	*	*	*	*

Community:Plymouth
 RIN/FC:93/R5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
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 (508) 583-1833

Site Code : 000000000000
 Start Date: 07/20/2004
 File I.D. : STATE_N_HERRI
 Page : 2

Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 07/22	70	4	8	3	6	17	18	13	0	1	0	0	0	0	0
01:00	26	1	1	2	3	5	9	4	1	0	0	0	0	0	0
02:00	9	0	1	0	1	1	4	2	0	0	0	0	0	0	0
03:00	19	2	0	1	1	6	3	6	0	0	0	0	0	0	0
04:00	33	0	1	3	0	7	14	7	1	0	0	0	0	0	0
05:00	180	29	67	9	10	24	28	12	1	0	0	0	0	0	0
06:00	566	136	199	42	39	70	55	23	2	0	0	0	0	0	0
07:00	777	180	240	60	78	129	72	18	0	0	0	0	0	0	0
08:00	795	239	237	82	80	93	48	16	0	0	0	0	0	0	0
09:00	742	190	185	75	94	126	63	9	0	0	0	0	0	0	0
10:00	736	189	187	56	110	115	66	13	0	0	0	0	0	0	0
11:00	614	91	146	36	87	124	108	22	0	0	0	0	0	0	0
Grand Total	22926	4294	5142	1887	2957	4845	3058	663	64	13	1	2	0	0	0

Speed Statistics.

15th Percentile Speed : 11 MPH
 Median Speed (50th percentile): 25 MPH
 Average Speed - All Vehicles : 25 MPH
 85th Percentile Speed : 35 MPH
 95th Percentile Speed : 38 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number of Vehicles in Pace : 7903
 Percent of Vehicles in Pace : 34.88%
 Number of Vehicles > 40 MPH : 743
 Percent of Vehicles > 40 MPH: 3.28%

Community:Plymouth
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 70 School Street
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 (508) 583-1833

Site Code : 000000000000
 Start Date: 07/20/2004
 File I.D. : STATE_N_HERRI
 Page : 3

Begin Time	Int. Total	NB													
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 07/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	513	44	66	110	125	122	39	3	2	2	0	0	0	0	0
01:00	488	44	49	98	134	125	31	6	1	0	0	0	0	0	0
02:00	482	32	51	65	145	139	41	6	1	2	0	0	0	0	0
03:00	551	26	38	64	154	191	58	16	2	2	0	0	0	0	0
04:00	715	66	79	122	202	188	48	7	3	0	0	0	0	0	0
05:00	718	56	79	106	195	215	55	7	3	2	0	0	0	0	0
06:00	667	57	61	99	192	179	65	10	1	3	0	0	0	0	0
07:00	486	24	40	69	140	147	60	5	1	0	0	0	0	0	0
08:00	411	11	21	43	128	144	47	10	4	2	1	0	0	0	0
09:00	302	7	15	27	74	120	49	8	2	0	0	0	0	0	0
10:00	178	0	2	10	47	71	41	7	0	0	0	0	0	0	0
11:00	92	2	4	4	13	37	26	2	4	0	0	0	0	0	0
Day Totals	5603	369	505	817	1549	1678	560	87	24	13	1	*	*	*	*
12:00 07/21	56	1	1	2	7	21	19	4	1	0	0	0	0	0	0
01:00	25	0	0	2	4	7	9	3	0	0	0	0	0	0	0
02:00	16	0	0	1	1	10	3	1	0	0	0	0	0	0	0
03:00	14	0	0	0	3	3	7	1	0	0	0	0	0	0	0
04:00	16	1	1	2	3	6	3	0	0	0	0	0	0	0	0
05:00	45	4	14	6	4	10	4	3	0	0	0	0	0	0	0
06:00	128	23	21	10	19	36	15	4	0	0	0	0	0	0	0
07:00	238	33	41	29	48	53	25	8	1	0	0	0	0	0	0
08:00	415	47	63	87	100	86	29	2	1	0	0	0	0	0	0
09:00	508	94	92	89	113	96	21	3	0	0	0	0	0	0	0
10:00	465	54	46	91	151	106	14	2	1	0	0	0	0	0	0
11:00	503	62	66	106	136	109	19	4	0	1	0	0	0	0	0
12:00 pm	542	58	69	110	164	102	32	4	2	1	0	0	0	0	0
01:00	513	58	54	82	163	121	33	2	0	0	0	0	0	0	0
02:00	543	48	57	85	187	130	32	2	2	0	0	0	0	0	0
03:00	619	65	71	109	178	152	40	2	1	1	0	0	0	0	0
04:00	708	91	88	152	191	132	46	7	1	0	0	0	0	0	0
05:00	780	85	104	149	210	183	39	7	2	1	0	0	0	0	0
06:00	668	56	80	115	173	168	66	7	1	2	0	0	0	0	0
07:00	481	31	36	57	136	167	49	3	2	0	0	0	0	0	0
08:00	410	18	32	55	104	149	42	5	4	0	1	0	0	0	0
09:00	297	5	11	24	92	117	41	4	3	0	0	0	0	0	0
10:00	170	1	5	14	39	65	36	9	1	0	0	0	0	0	0
11:00	101	1	0	3	13	42	34	6	2	0	0	0	0	0	0
Day Totals	8261	836	952	1380	2239	2071	658	93	25	6	1	*	*	*	*

Community:Plymouth
 RIN/FC:93/R5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 07/20/2004
 File I.D. : STATE_N_HERRI
 Page : 4

Begin Time	Int. Total	NB													
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 07/22	68	0	1	6	9	24	20	5	3	0	0	0	0	0	0
01:00	32	0	2	1	4	15	6	4	0	0	0	0	0	0	0
02:00	9	0	0	0	1	5	3	0	0	0	0	0	0	0	0
03:00	10	0	1	0	1	5	3	0	0	0	0	0	0	0	0
04:00	18	0	3	2	1	2	4	6	0	0	0	0	0	0	0
05:00	60	6	22	7	4	10	7	4	0	0	0	0	0	0	0
06:00	134	19	26	13	21	30	15	10	0	0	0	0	0	0	0
07:00	245	35	23	32	58	69	21	5	2	0	0	0	0	0	0
08:00	395	60	61	83	95	69	25	1	1	0	0	0	0	0	0
09:00	496	71	72	82	138	103	28	1	1	0	0	0	0	0	0
10:00	406	51	55	77	105	83	30	5	0	0	0	0	0	0	0
11:00	430	38	30	40	129	150	37	4	2	0	0	0	0	0	0
Grand Total	16167	1485	1753	2540	4354	4314	1417	225	58	19	2	0	0	0	0

Speed Statistics.

15th Percentile Speed : 17 MPH
 Median Speed (50th percentile): 27 MPH
 Average Speed - All Vehicles : 27 MPH
 85th Percentile Speed : 33 MPH
 95th Percentile Speed : 38 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 8668
 Percent of Vehicles in Pace : 53.92%
 Number of Vehicles > 40 MPH : 304
 Percent of Vehicles > 40 MPH: 1.89%

Community:Plymouth
 RIN/FC:93/R5
 Serial #:L0709800
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Old Colony Planning Council
 70 School Street
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 (508) 583-1833
 SB, NB

Site Code : 00000000000
 Start Date: 07/20/2004
 File I.D. : STATE_N_HERRI
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Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 07/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	1206	181	208	175	235	271	109	20	5	2	0	0	0	0	0
01:00	1207	128	188	165	250	332	126	17	1	0	0	0	0	0	0
02:00	1130	109	172	124	232	295	159	33	3	3	0	0	0	0	0
03:00	1238	116	172	120	253	371	165	34	3	4	0	0	0	0	0
04:00	1467	169	188	187	323	392	168	34	5	1	0	0	0	0	0
05:00	1494	179	221	189	314	400	154	26	7	3	1	0	0	0	0
06:00	1380	162	189	147	279	366	193	38	3	3	0	0	0	0	0
07:00	1111	110	149	108	207	328	174	27	5	2	0	1	0	0	0
08:00	879	67	106	75	183	277	130	30	8	2	1	0	0	0	0
09:00	636	45	67	51	128	216	107	17	4	0	0	1	0	0	0
10:00	381	21	45	17	71	130	76	17	2	2	0	0	0	0	0
11:00	200	12	27	9	23	61	47	17	4	0	0	0	0	0	0
Day Totals	12329	1299	1732	1367	2498	3439	1608	310	50	22	2	2	*	*	*
12:00 07/21	97	1	5	2	14	30	36	7	2	0	0	0	0	0	0
01:00	55	5	2	2	10	13	17	6	0	0	0	0	0	0	0
02:00	31	1	1	2	2	13	8	4	0	0	0	0	0	0	0
03:00	31	0	0	1	6	6	12	4	2	0	0	0	0	0	0
04:00	45	1	3	2	7	14	10	6	2	0	0	0	0	0	0
05:00	226	30	74	17	14	30	40	19	2	0	0	0	0	0	0
06:00	690	141	232	48	58	97	86	26	2	0	0	0	0	0	0
07:00	970	199	289	82	103	155	107	34	1	0	0	0	0	0	0
08:00	1205	258	286	171	187	177	109	16	1	0	0	0	0	0	0
09:00	1241	297	282	160	215	203	72	12	0	0	0	0	0	0	0
10:00	1238	208	197	159	294	286	86	6	2	0	0	0	0	0	0
11:00	1226	223	214	170	252	260	87	16	3	1	0	0	0	0	0
12:00 pm	1291	225	235	182	260	255	114	15	4	1	0	0	0	0	0
01:00	1174	204	188	139	251	246	120	25	1	0	0	0	0	0	0
02:00	1258	183	198	155	279	287	130	21	5	0	0	0	0	0	0
03:00	1428	215	230	173	295	349	144	18	3	1	0	0	0	0	0
04:00	1537	249	260	235	331	290	152	18	2	0	0	0	0	0	0
05:00	1570	222	236	223	323	398	143	20	3	2	0	0	0	0	0
06:00	1388	185	237	174	248	339	180	21	2	2	0	0	0	0	0
07:00	1091	123	162	99	202	334	147	19	4	1	0	0	0	0	0
08:00	854	85	120	79	159	259	119	27	4	1	1	0	0	0	0
09:00	648	50	79	44	146	218	96	10	5	0	0	0	0	0	0
10:00	386	24	43	22	56	121	93	22	5	0	0	0	0	0	0
11:00	214	10	22	7	26	58	72	16	3	0	0	0	0	0	0
Day Totals	19894	3139	3595	2348	3738	4438	2180	388	58	9	1	*	*	*	*

Community:Plymouth
 RIN/FC:93/R5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 SB, NB

Site Code : 000000000000
 Start Date: 07/20/2004
 File I.D. : STATE_N_HERRI
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Begin Time	Int. Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 07/22	138	4	9	9	15	41	38	18	3	1	0	0	0	0	0
01:00	58	1	3	3	7	20	15	8	1	0	0	0	0	0	0
02:00	18	0	1	0	2	6	7	2	0	0	0	0	0	0	0
03:00	29	2	1	1	2	11	6	6	0	0	0	0	0	0	0
04:00	51	0	4	5	1	9	18	13	1	0	0	0	0	0	0
05:00	240	35	89	16	14	34	35	16	1	0	0	0	0	0	0
06:00	700	155	225	55	60	100	70	33	2	0	0	0	0	0	0
07:00	1022	215	263	92	136	198	93	23	2	0	0	0	0	0	0
08:00	1190	299	298	165	175	162	73	17	1	0	0	0	0	0	0
09:00	1238	261	257	157	232	229	91	10	1	0	0	0	0	0	0
10:00	1142	240	242	133	215	198	96	18	0	0	0	0	0	0	0
11:00	1044	129	176	76	216	274	145	26	2	0	0	0	0	0	0
Grand Total	39093	5779	6895	4427	7311	9159	4475	888	122	32	3	2	0	0	0

Speed Statistics.

15th Percentile Speed : 15 MPH
 Median Speed (50th percentile): 26 MPH
 Average Speed - All Vehicles : 26 MPH
 85th Percentile Speed : 34 MPH
 95th Percentile Speed : 38 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 16470
 Percent of Vehicles in Pace : 42.52%
 Number of Vehicles > 40 MPH : 1047
 Percent of Vehicles > 40 MPH: 2.70%

Community:Plymouth
 RIN/FC:93/R5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 07/20/2004
 File I.D. : C:\DOCUMENTS
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Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	SB							Class 3 Axle 6/7 Trl Single	5 Axle Multi	6 Axle Multi	7 Axle Multi		
					Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Axle 6/7 Trl Single	5 Axle Multi	6 Axle Multi						
12:00 07/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	703	27	522	109	6	16	4	0	16	3	0	0	0	0	0	0	0
01:00	727	20	535	126	3	18	10	0	15	0	0	0	0	0	0	0	0
02:00	656	24	491	108	6	8	7	0	11	1	0	0	0	0	0	0	0
03:00	695	25	511	118	6	15	6	1	13	0	0	0	0	0	0	0	0
04:00	762	22	561	119	7	15	10	0	22	5	0	1	0	0	0	0	0
05:00	789	37	563	128	6	17	8	1	28	1	0	0	0	0	0	0	0
06:00	723	18	564	103	2	14	4	0	18	0	0	0	0	0	0	0	0
07:00	633	25	478	96	3	9	7	0	15	0	0	0	0	0	0	0	0
08:00	474	20	353	80	1	10	3	0	7	0	0	0	0	0	0	0	0
09:00	337	6	260	56	1	3	5	0	6	0	0	0	0	0	0	0	0
10:00	203	2	170	28	0	0	2	0	1	0	0	0	0	0	0	0	0
11:00	109	0	97	11	0	0	1	0	0	0	0	0	0	0	0	0	0
Day Totals	6811	226	5105	1082	41	125	67	2	152	10	*	1	*	*	*	*	*
12:00 07/21	41	0	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	30	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	15	0	13	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	17	0	13	2	0	0	2	0	0	0	0	0	0	0	0	0	0
04:00	29	0	19	9	0	0	0	0	1	0	0	0	0	0	0	0	0
05:00	185	4	124	40	1	6	7	0	3	0	0	0	0	0	0	0	0
06:00	573	21	397	129	2	12	4	0	7	1	0	0	0	0	0	0	0
07:00	745	23	537	150	3	16	5	1	9	1	0	0	0	0	0	0	0
08:00	802	32	597	130	3	16	7	1	14	1	0	0	0	0	0	1	0
09:00	747	35	515	145	11	19	5	2	14	1	0	0	0	0	0	0	0
10:00	783	27	570	122	3	24	13	1	21	2	0	0	0	0	0	0	0
11:00	735	20	557	105	4	25	8	0	14	2	0	0	0	0	0	0	0
12:00 pm	760	32	570	118	4	17	4	0	14	1	0	0	0	0	0	0	0
01:00	670	31	500	103	4	12	6	1	11	2	0	0	0	0	0	0	0
02:00	723	32	542	103	4	15	6	0	18	3	0	0	0	0	0	0	0
03:00	820	33	588	143	8	16	10	0	22	0	0	0	0	0	0	0	0
04:00	841	35	621	136	7	13	8	0	20	1	0	0	0	0	0	0	0
05:00	797	37	591	126	5	12	4	0	22	0	0	0	0	0	0	0	0
06:00	729	29	551	106	8	9	8	0	18	0	0	0	0	0	0	0	0
07:00	618	29	488	80	1	7	3	0	10	0	0	0	0	0	0	0	0
08:00	450	17	338	69	3	9	6	0	8	0	0	0	0	0	0	0	0
09:00	354	11	288	44	1	2	4	0	4	0	0	0	0	0	0	0	0
10:00	219	8	181	21	0	4	2	0	3	0	0	0	0	0	0	0	0
11:00	113	1	96	16	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	11796	457	8755	1910	72	235	112	6	233	15	*	*	*	*	*	1	*

Community:Plymouth
 RIN/FC:93/R5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
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 SB

Site Code : 000000000000
 Start Date: 07/20/2004
 File I.D. : C:\DOCUMENTS
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Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Axle Eight w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
12:00 07/22	71	0	63	8	0	0	0	0	0	0	0	0	0
01:00	26	0	23	3	0	0	0	0	0	0	0	0	0
02:00	9	0	8	0	0	1	0	0	0	0	0	0	0
03:00	19	0	17	2	0	0	0	0	0	0	0	0	0
04:00	33	0	24	7	1	0	0	0	1	0	0	0	0
05:00	182	3	128	43	0	6	1	0	1	0	0	0	0
06:00	577	19	400	127	2	13	6	0	9	1	0	0	0
07:00	790	16	570	162	4	18	7	2	7	4	0	0	0
08:00	811	36	611	117	11	20	6	1	7	2	0	0	0
09:00	757	32	566	118	7	17	6	0	11	0	0	0	0
10:00	748	36	570	100	7	15	10	0	8	2	0	0	0
11:00	621	18	467	105	5	15	2	0	8	1	0	0	0
Totals	23251	843	17307	3784	150	465	217	11	437	35	0	1	0
Percent		3.6%	74.4%	16.2%	.6%	2.0%	.9%	.0%	1.8%	.1%	.0%	.0%	.0%

Community:Plymouth
 RIN/FC:93/R5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
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Site Code : 000000000000
 Start Date: 07/20/2004
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NB

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Eight w/ Trl	3 Axle 6/7 Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
12:00 07/20	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	519	15	381	81	7	15	6	1	12	1	0	0	0
01:00	492	14	355	84	5	11	5	3	15	0	0	0	0
02:00	484	11	366	75	6	7	6	1	10	2	0	0	0
03:00	554	9	412	97	7	9	6	0	12	2	0	0	0
04:00	720	18	516	123	5	13	12	1	25	6	0	0	1
05:00	724	19	541	113	5	11	5	0	30	0	0	0	0
06:00	673	22	499	120	4	11	4	0	12	1	0	0	0
07:00	490	15	396	58	2	7	3	0	9	0	0	0	0
08:00	413	5	330	55	5	6	3	0	9	0	0	0	0
09:00	302	5	234	52	1	3	2	0	5	0	0	0	0
10:00	178	2	143	28	0	2	1	0	2	0	0	0	0
11:00	92	1	76	14	0	0	0	0	1	0	0	0	0
Day Totals	5641	136	4249	900	47	95	53	6	142	12	*	*	1
12:00 07/21	56	2	47	7	0	0	0	0	0	0	0	0	0
01:00	25	0	24	1	0	0	0	0	0	0	0	0	0
02:00	16	0	13	0	1	1	1	0	0	0	0	0	0
03:00	14	0	10	2	1	0	1	0	0	0	0	0	0
04:00	16	0	12	3	0	0	0	0	0	1	0	0	0
05:00	44	1	29	11	1	1	1	0	0	0	0	0	0
06:00	130	3	91	25	4	4	0	1	2	0	0	0	0
07:00	241	15	153	54	2	4	3	0	5	5	0	0	0
08:00	421	17	275	69	11	18	6	0	24	1	0	0	0
09:00	513	19	355	96	7	18	6	0	12	0	0	0	0
10:00	469	9	329	89	4	21	6	0	10	1	0	0	0
11:00	510	14	363	89	7	14	8	1	14	0	0	0	0
12:00 pm	546	18	408	83	8	10	4	0	13	2	0	0	0
01:00	518	19	383	77	8	12	7	0	10	2	0	0	0
02:00	547	10	414	83	8	12	5	0	15	0	0	0	0
03:00	625	17	465	94	10	15	7	1	14	2	0	0	0
04:00	716	24	523	115	6	14	10	0	22	2	0	0	0
05:00	786	21	562	144	9	20	8	0	22	0	0	0	0
06:00	674	24	513	95	4	12	3	0	23	0	0	0	0
07:00	485	13	377	62	6	7	2	0	17	1	0	0	0
08:00	412	9	331	56	2	2	2	0	10	0	0	0	0
09:00	296	5	238	40	2	2	4	0	5	0	0	0	0
10:00	170	3	139	22	1	2	0	0	3	0	0	0	0
11:00	101	3	84	11	0	2	0	0	1	0	0	0	0
Day Totals	8331	246	6138	1328	102	191	84	3	222	17	*	*	*

Community:Plymouth
 RIN/FC:93/R5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833

Site Code : 000000000000
 Start Date: 07/20/2004
 File I.D. : C:\DOCUMENTS
 Page : 4

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	NB										
					Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Eight w/ Trl	3 Axle 6/7 Single	5 Axle Multi	6 Axle Multi	7 Axle Multi		
12:00 07/22	68	0	58	9	0	1	0	0	0	0	0	0	0	0	0
01:00	32	1	27	4	0	0	0	0	0	0	0	0	0	0	0
02:00	9	0	7	0	1	1	0	0	0	0	0	0	0	0	0
03:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0
04:00	18	0	14	3	0	0	0	0	0	1	0	0	0	0	0
05:00	60	2	49	9	0	0	0	0	0	0	0	0	0	0	0
06:00	136	5	92	26	2	5	4	0	2	0	0	0	0	0	0
07:00	249	11	164	47	4	11	1	0	7	4	0	0	0	0	0
08:00	401	17	266	74	13	15	8	0	6	2	0	0	0	0	0
09:00	502	14	375	77	8	12	3	0	10	3	0	0	0	0	0
10:00	410	14	304	57	7	10	8	1	9	0	0	0	0	0	0
11:00	434	8	324	75	4	8	2	1	12	0	0	0	0	0	0
Totals	16301	454	12075	2611	188	349	163	11	410	39	0	0	0	1	
Percent		2.7%	74.0%	16.0%	1.1%	2.1%	1.0%	.0%	2.5%	.2%	.0%	.0%	.0%	.0%	

Community:Plymouth
 RIN/FC:93/R5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 SB, NB

Site Code : 000000000000
 Start Date: 07/20/2004
 File I.D. : C:\DOCUMENTS
 Page : 5

Begin Time	Int. Total	Motor cycle	Car w/ trailer	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Axle Eight w/ Trl	6/7 Ax Single	5 Axle Multi	6 Axle Multi	7 Axle Multi
12:00 07/20	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	1222	42	903	190	13	31	10	1	28	4	0	0	0
01:00	1219	34	890	210	8	29	15	3	30	0	0	0	0
02:00	1140	35	857	183	12	15	13	1	21	3	0	0	0
03:00	1249	34	923	215	13	24	12	1	25	2	0	0	0
04:00	1482	40	1077	242	12	28	22	1	47	11	0	1	0
05:00	1513	56	1104	241	11	28	13	1	58	1	0	0	0
06:00	1396	40	1063	223	6	25	8	0	30	1	0	0	0
07:00	1123	40	874	154	5	16	10	0	24	0	0	0	0
08:00	887	25	683	135	6	16	6	0	16	0	0	0	0
09:00	639	11	494	108	2	6	7	0	11	0	0	0	0
10:00	381	4	313	56	0	2	3	0	3	0	0	0	0
11:00	201	1	173	25	0	0	1	0	1	0	0	0	0
Day Totals	12452	362	9354	1982	88	220	120	8	294	22	*	1	* 1
12:00 07/21	97	2	80	15	0	0	0	0	0	0	0	0	0
01:00	55	0	50	5	0	0	0	0	0	0	0	0	0
02:00	31	0	26	1	1	2	1	0	0	0	0	0	0
03:00	31	0	23	4	1	0	3	0	0	0	0	0	0
04:00	45	0	31	12	0	0	0	0	1	1	0	0	0
05:00	229	5	153	51	2	7	8	0	3	0	0	0	0
06:00	703	24	488	154	6	16	4	1	9	1	0	0	0
07:00	986	38	690	204	5	20	8	1	14	6	0	0	0
08:00	1223	49	872	199	14	34	13	1	38	2	0	0	1
09:00	1260	54	870	241	18	37	11	2	26	1	0	0	0
10:00	1252	36	899	211	7	45	19	1	31	3	0	0	0
11:00	1245	34	920	194	11	39	16	1	28	2	0	0	0
12:00 pm	1306	50	978	201	12	27	8	0	27	3	0	0	0
01:00	1188	50	883	180	12	24	13	1	21	4	0	0	0
02:00	1270	42	956	186	12	27	11	0	33	3	0	0	0
03:00	1445	50	1053	237	18	31	17	1	36	2	0	0	0
04:00	1557	59	1144	251	13	27	18	0	42	3	0	0	0
05:00	1583	58	1153	270	14	32	12	0	44	0	0	0	0
06:00	1403	53	1064	201	12	21	11	0	41	0	0	0	0
07:00	1103	42	865	142	7	14	5	0	27	1	0	0	0
08:00	862	26	669	125	5	11	8	0	18	0	0	0	0
09:00	650	16	526	84	3	4	8	0	9	0	0	0	0
10:00	389	11	320	43	1	6	2	0	6	0	0	0	0
11:00	214	4	180	27	0	2	0	0	1	0	0	0	0
Day Totals	20127	703	14893	3238	174	426	196	9	455	32	*	*	* 1

Community:Plymouth
 RIN/FC:93/R5
 Serial #:L0709800
 Local:State Rd north of Herring Pond Rd

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
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 SB, NB

Site Code : 000000000000
 Start Date: 07/20/2004
 File I.D. : C:\DOCUMENTS
 Page : 6

Begin Time	Int. Total	Motor cycle	Car w/ trailr	Pickup /Van	Bus	2 Axle 6 Tire	3 Axle Single	4 Axle Single	Class 3 Axle 6/7 Trl	5 Axle Multi	6 Axle Multi	7 Axle Multi
12:00 07/22	139	0	121	17	0	1	0	0	0	0	0	0
01:00	58	1	50	7	0	0	0	0	0	0	0	0
02:00	18	0	15	0	1	2	0	0	0	0	0	0
03:00	29	0	25	4	0	0	0	0	0	0	0	0
04:00	51	0	38	10	1	0	0	0	1	1	0	0
05:00	242	5	177	52	0	6	1	0	1	0	0	0
06:00	713	24	492	153	4	18	10	0	11	1	0	0
07:00	1039	27	734	209	8	29	8	2	14	8	0	0
08:00	1212	53	877	191	24	35	14	1	13	4	0	0
09:00	1259	46	941	195	15	29	9	0	21	3	0	0
10:00	1158	50	874	157	14	25	18	1	17	2	0	0
11:00	1055	26	791	180	9	23	4	1	20	1	0	0
Totals	39552	1297	29382	6395	338	814	380	22	847	74	0	1
Percent		3.2%	74.2%	16.1%	.8%	2.0%	.9%	.0%	2.1%	.1%	.0%	.0%

*State Road,
At Bourne Town Line - Plymouth*

**Route 3A @
Tarklin Road**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: TDC-8 (3)

Staff: RG

File Name : 145_Summer&Tarklin_AM

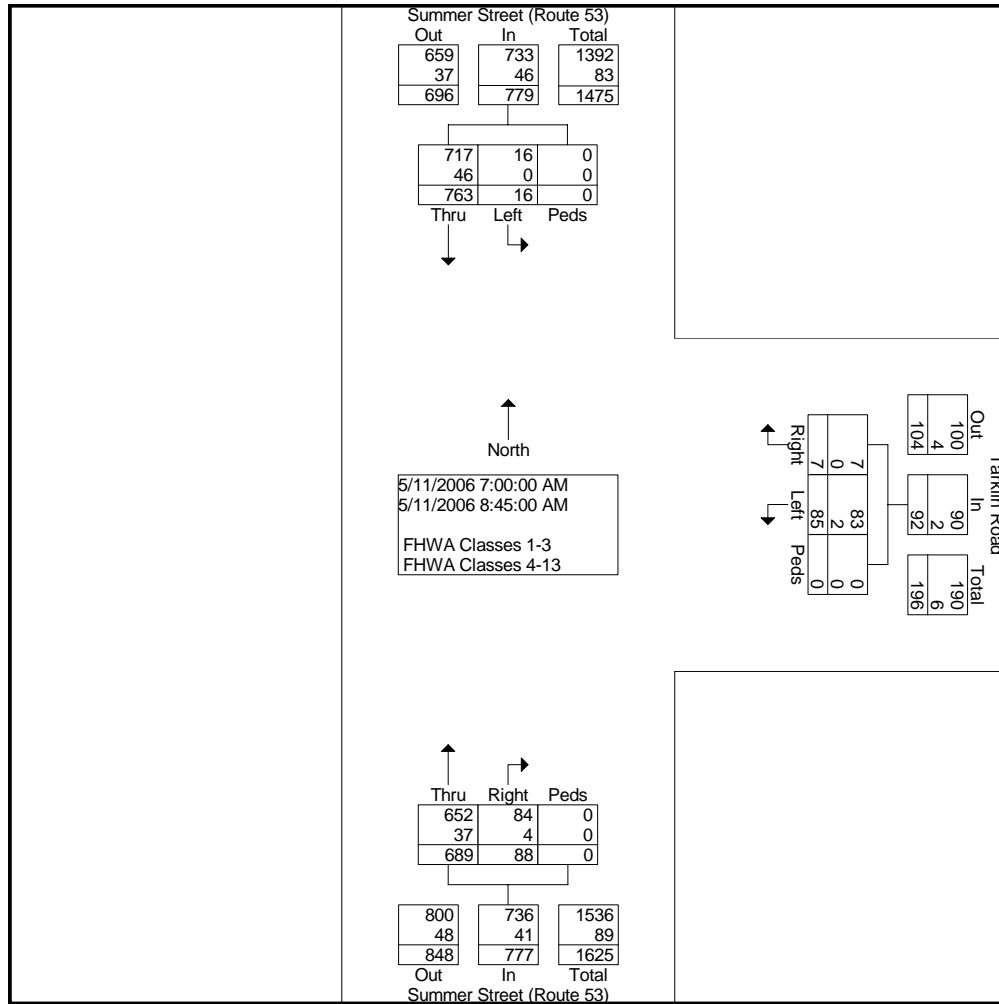
Site Code : 00000145

Start Date : 5/11/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	Summer Street (Route 53) Southbound					Tarklin Road Westbound					Summer Street (Route 53) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	76	0	0	78	13	0	0	0	13	0	80	3	0	83	174
07:15 AM	3	93	0	0	96	10	0	1	0	11	0	63	6	0	69	176
07:30 AM	1	94	0	0	95	7	0	0	0	7	0	70	8	0	78	180
07:45 AM	2	92	0	0	94	13	0	2	0	15	0	58	12	0	70	179
Total	8	355	0	0	363	43	0	3	0	46	0	271	29	0	300	709
08:00 AM	1	92	0	0	93	8	0	1	0	9	0	91	10	0	101	203
08:15 AM	3	104	0	0	107	9	0	0	0	9	0	106	11	0	117	233
08:30 AM	1	99	0	0	100	12	0	2	0	14	0	113	16	0	129	243
08:45 AM	3	113	0	0	116	13	0	1	0	14	0	108	22	0	130	260
Total	8	408	0	0	416	42	0	4	0	46	0	418	59	0	477	939
Grand Total	16	763	0	0	779	85	0	7	0	92	0	689	88	0	777	1648
Apprch %	2.1	97.9	0.0	0.0		92.4	0.0	7.6	0.0		0.0	88.7	11.3	0.0		
Total %	1.0	46.3	0.0	0.0	47.3	5.2	0.0	0.4	0.0	5.6	0.0	41.8	5.3	0.0	47.1	

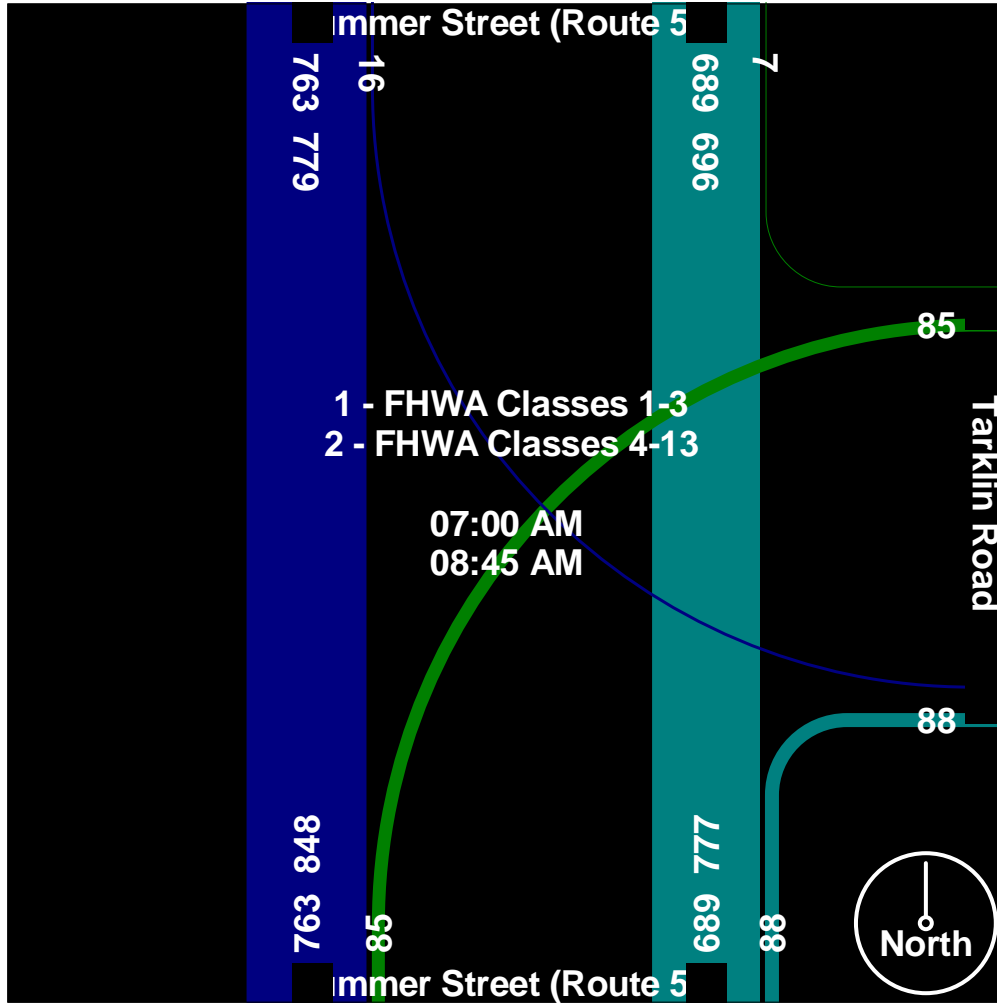


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Weather: Clear
Board #: TDC-8 (3)
Staff: RG

File Name : 145_Summer&Tarklin_AM
Site Code : 00000145
Start Date : 5/11/2006
Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: TDC-8 (3)

Staff: RG

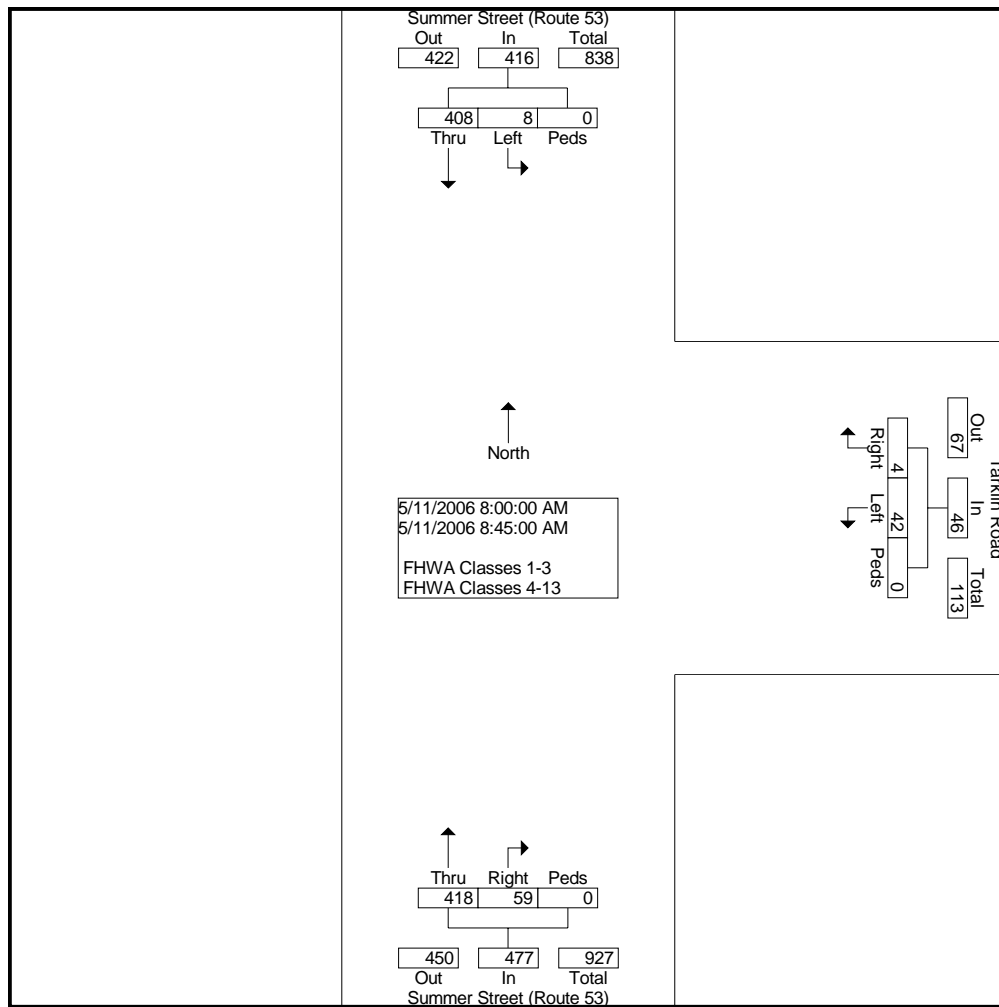
File Name : 145_Summer&Tarklin_AM

Site Code : 00000145

Start Date : 5/11/2006

Page No : 3

Start Time	Summer Street (Route 53) Southbound					Tarklin Road Westbound					Summer Street (Route 53) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	08:00 AM															
Volume	8	408	0	0	416	42	0	4	0	46	0	418	59	0	477	939
Percent	1.9	98.1	0.0	0.0		91.3	0.0	8.7	0.0		0.0	87.6	12.4	0.0		
08:45 Volume	3	113	0	0	116	13	0	1	0	14	0	108	22	0	130	260
Peak Factor																
High Int.	08:45 AM															
Volume	3	113	0	0	116	12	0	2	0	14	0	108	22	0	130	0.903
Peak Factor	0.897										0.821					

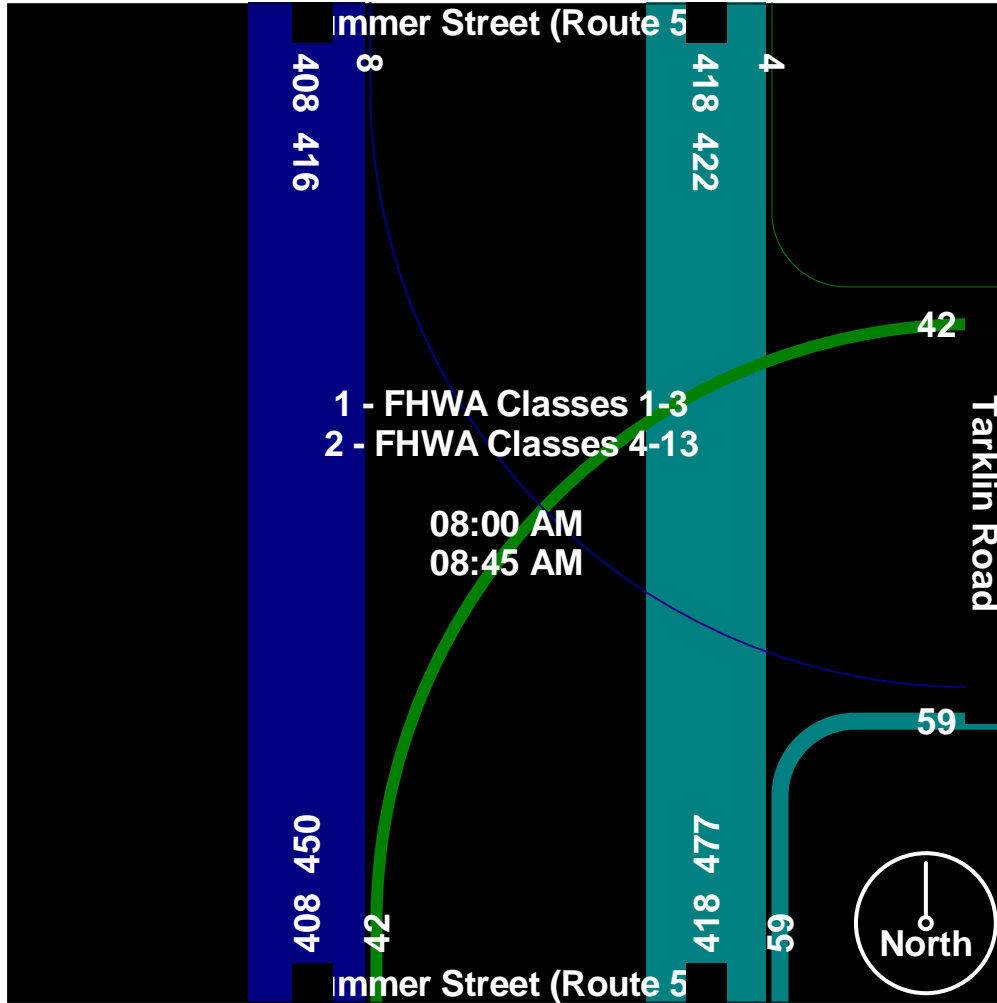


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Weather: Clear
Board #: TDC-8 (3)
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File Name : 145_Summer&Tarklin_AM
Site Code : 00000145
Start Date : 5/11/2006
Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: TDC-8 (3)

Staff: RG

File Name : 145_Summer&Tarklin_PM

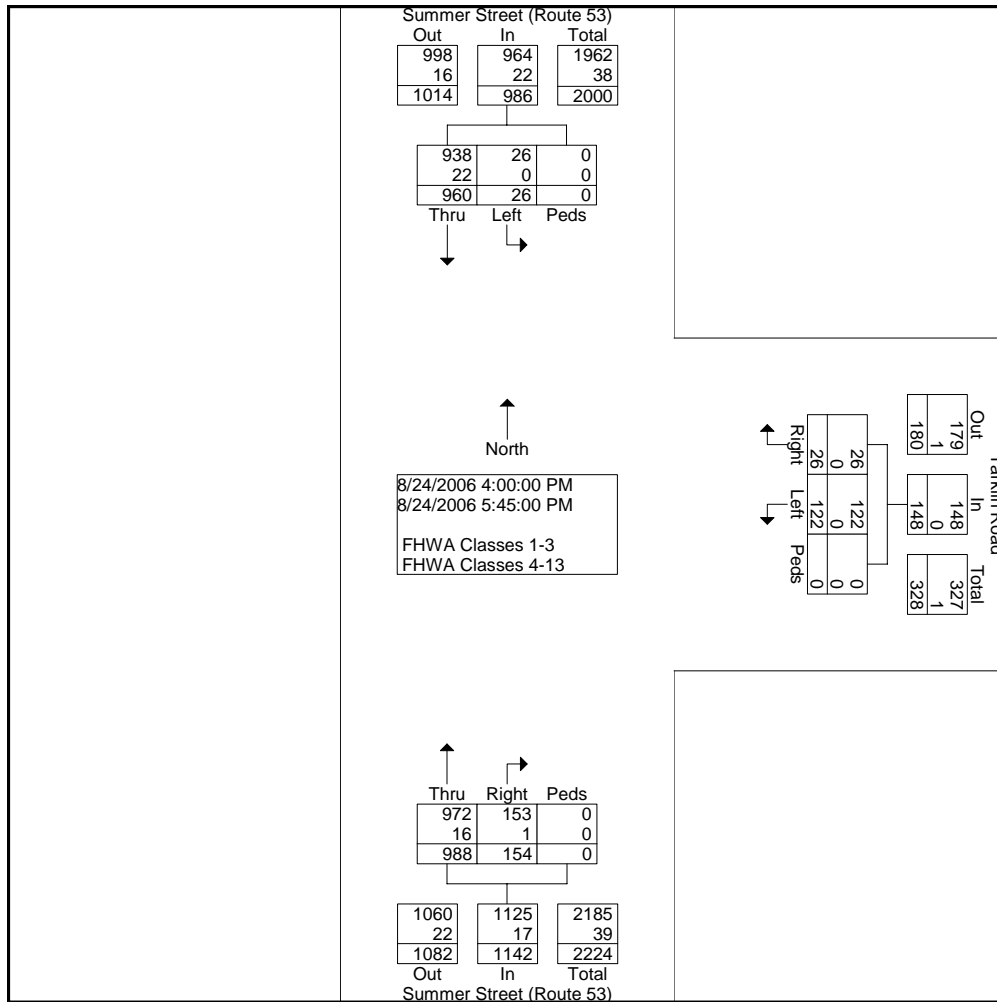
Site Code : 00000145

Start Date : 8/24/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time Factor	Summer Street (Route 53) Southbound					Tarklin Road Westbound					Summer Street (Route 53) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	3	137	0	0	140	14	0	4	0	18	0	127	25	0	152	310
04:15 PM	1	131	0	0	132	12	0	4	0	16	0	126	22	0	148	296
04:30 PM	6	112	0	0	118	10	0	4	0	14	0	113	21	0	134	266
04:45 PM	1	124	0	0	125	16	0	1	0	17	0	129	23	0	152	294
Total	11	504	0	0	515	52	0	13	0	65	0	495	91	0	586	1166
05:00 PM	3	139	0	0	142	14	0	4	0	18	0	123	8	0	131	291
05:15 PM	4	124	0	0	128	21	0	6	0	27	0	129	21	0	150	305
05:30 PM	4	99	0	0	103	23	0	2	0	25	0	104	15	0	119	247
05:45 PM	4	94	0	0	98	12	0	1	0	13	0	137	19	0	156	267
Total	15	456	0	0	471	70	0	13	0	83	0	493	63	0	556	1110
Grand Total	26	960	0	0	986	122	0	26	0	148	0	988	154	0	1142	2276
Apprch %	2.6	97.4	0.0	0.0		82.4	0.0	17.6	0.0		0.0	86.5	13.5	0.0		
Total %	1.1	42.2	0.0	0.0	43.3	5.4	0.0	1.1	0.0	6.5	0.0	43.4	6.8	0.0	50.2	



Old Colony Planning Council

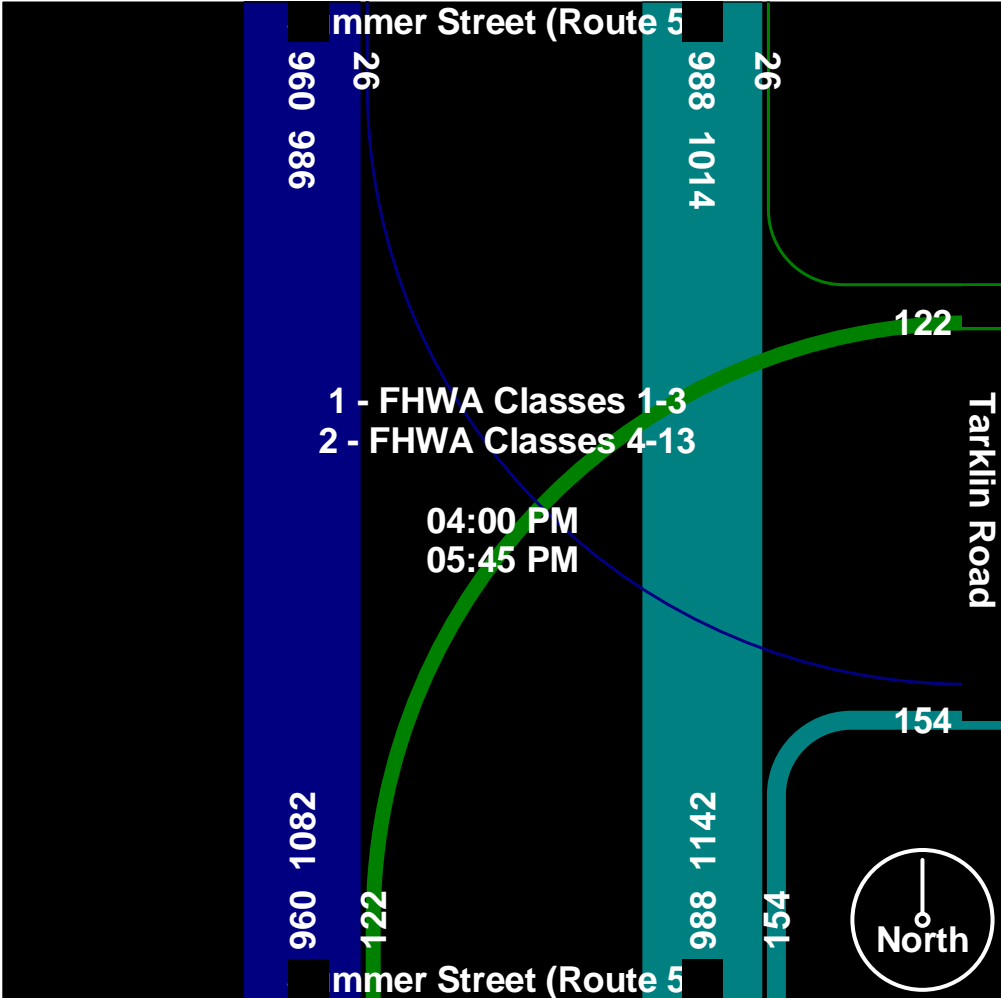
70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston
Weather: Clear
Board #: TDC-8 (3)
Staff: RG

File Name : 145_Summer&Tarklin_PM
Site Code : 00000145
Start Date : 8/24/2006
Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: TDC-8 (3)

Staff: RG

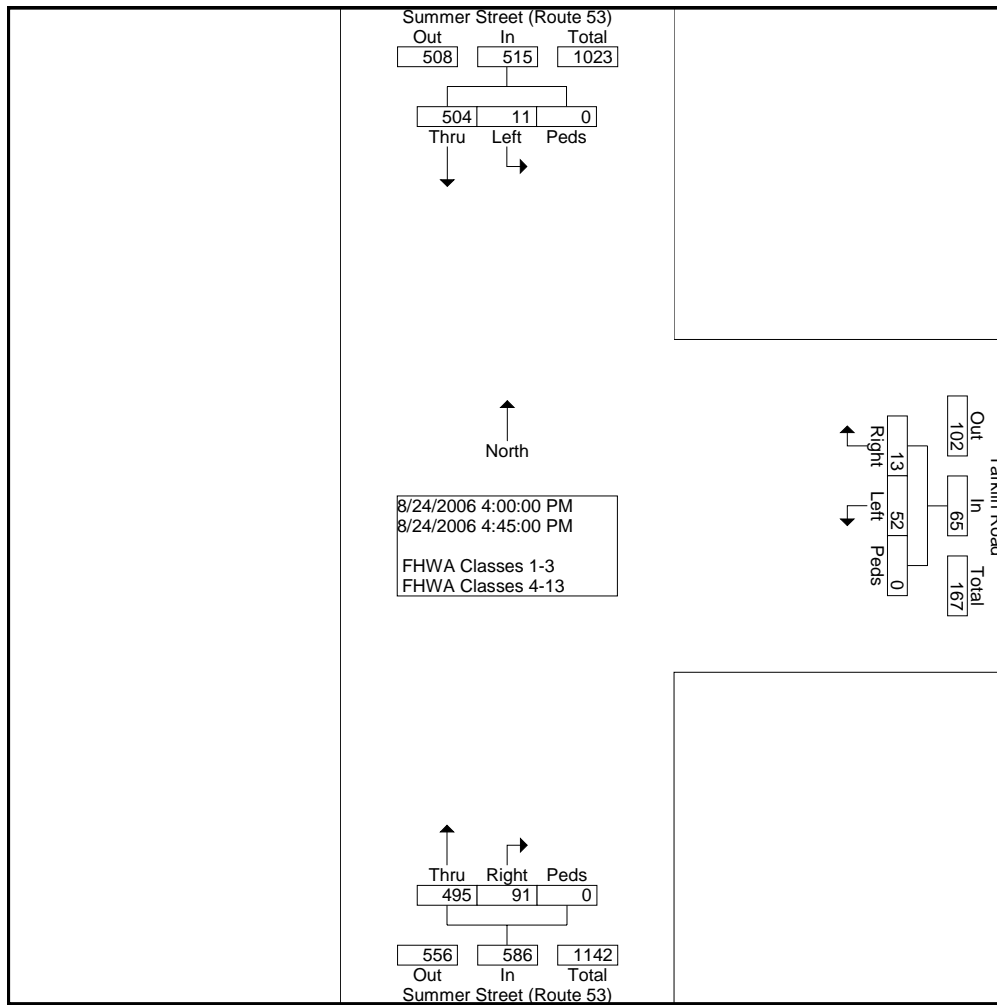
File Name : 145_Summer&Tarklin_PM

Site Code : 00000145

Start Date : 8/24/2006

Page No : 3

Start Time	Summer Street (Route 53) Southbound					Tarklin Road Westbound					Summer Street (Route 53) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	04:00 PM															
Volume	11	504	0	0	515	52	0	13	0	65	0	495	91	0	586	1166
Percent	2.1	97.9	0.0	0.0		80.0	0.0	20.0	0.0		0.0	84.5	15.5	0.0		
04:00 Volume	3	137	0	0	140	14	0	4	0	18	0	127	25	0	152	310
Peak Factor																
High Int.	04:00 PM															
Volume	3	137	0	0	140	14	0	4	0	18	0	127	25	0	152	0.940
Peak Factor	0.920										0.903					



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: TDC-8 (3)

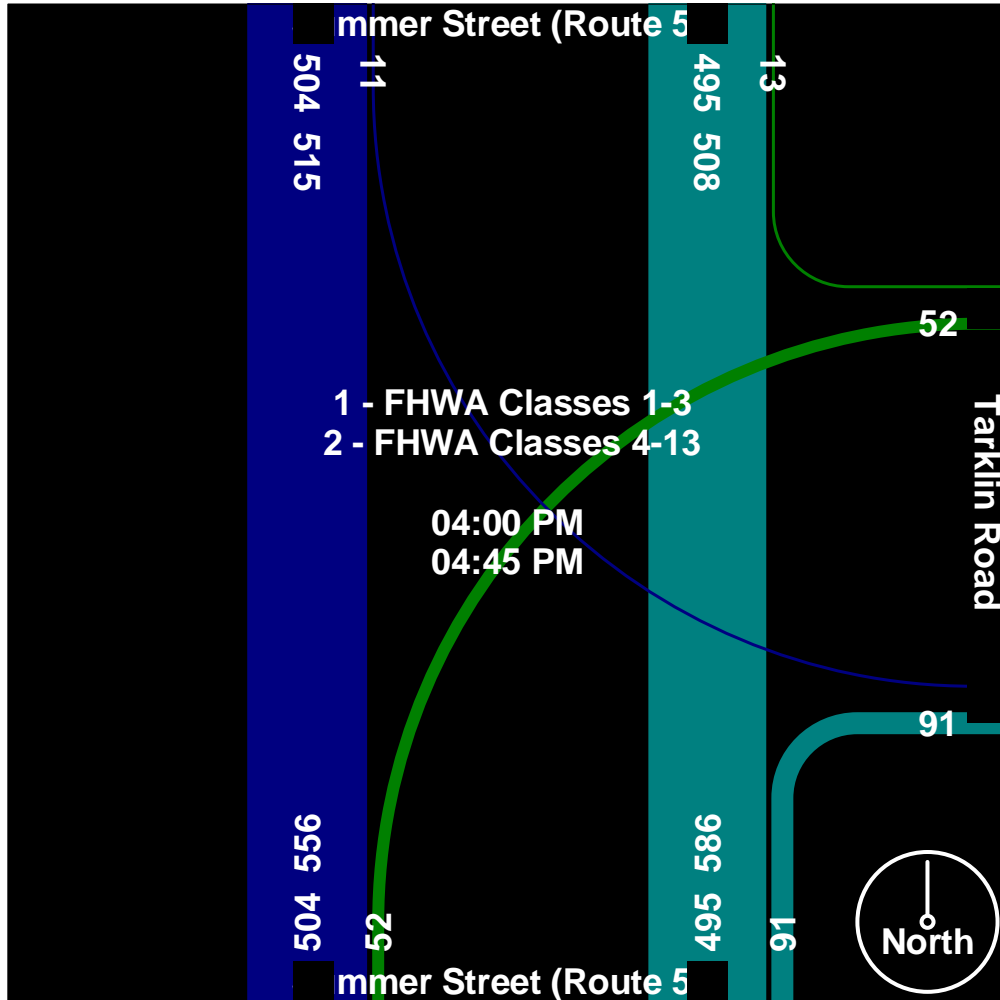
Staff: RG

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Site Code : 00000145

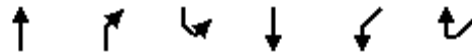
Start Date : 8/24/2006

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HCM Unsignalized Intersection Capacity Analysis
 3: Summer Street & Tarklin Road

2007 AM Peak Hour LOS
 5/11/2006 8:00 am



Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑			↑	↑↑	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	401	57	8	392	40	4
Peak Hour Factor	0.92	0.92	0.90	0.90	0.82	0.82
Hourly flow rate (vph)	440	63	9	440	49	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			503	929	251	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			503	929	251	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			99	81	99	
cM capacity (veh/h)			1058	264	748	

Direction, Lane #	NB 1	NB 2	SB 1	SW 1
Volume Total	293	209	449	54
Volume Left	0	0	9	49
Volume Right	0	63	0	5
cSH	1700	1700	1058	281
Volume to Capacity	0.17	0.12	0.01	0.19
Queue Length 95th (ft)	0	0	1	18
Control Delay (s)	0.0	0.0	0.3	20.9
Lane LOS			A	C
Approach Delay (s)	0.0		0.3	20.9
Approach LOS				C

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Summer Street & Tarklin Road

2007 PM Peak Hour LOS
 8/24/2006 4:00 pm

	↑	↗	↖	↓	↘	↙
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑			↑	↘↙	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	391	72	9	477	41	10
Peak Hour Factor	0.96	0.96	0.92	0.92	0.90	0.90
Hourly flow rate (vph)	411	76	10	524	46	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			487	993	244	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			487	993	244	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			99	81	99	
cM capacity (veh/h)			1072	240	757	
Direction, Lane #	NB 1	NB 2	SB 1	SW 1		
Volume Total	274	213	534	57		
Volume Left	0	0	10	46		
Volume Right	0	76	0	11		
cSH	1700	1700	1072	277		
Volume to Capacity	0.16	0.13	0.01	0.21		
Queue Length 95th (ft)	0	0	1	19		
Control Delay (s)	0.0	0.0	0.3	21.3		
Lane LOS			A	C		
Approach Delay (s)	0.0		0.3	21.3		
Approach LOS				C		
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			42.6%	ICU Level of Service		A
Analysis Period (min)			15			

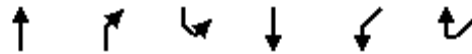
HCM Unsignalized Intersection Capacity Analysis
 3: Summer Street & Tarklin Road

2012 AM Peak Hour LOS
 5/11/2006 8:00 am

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑			↑	↘↘	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	401	57	8	392	40	4
Peak Hour Factor	0.92	0.92	0.90	0.90	0.82	0.82
Hourly flow rate (vph)	466	66	10	466	52	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			533	985	266	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			533	985	266	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			99	79	99	
cM capacity (veh/h)			1031	243	732	
Direction, Lane #	NB 1	NB 2	SB 1	SW 1		
Volume Total	311	222	476	57		
Volume Left	0	0	10	52		
Volume Right	0	66	0	5		
cSH	1700	1700	1031	259		
Volume to Capacity	0.18	0.13	0.01	0.22		
Queue Length 95th (ft)	0	0	1	21		
Control Delay (s)	0.0	0.0	0.3	22.8		
Lane LOS			A	C		
Approach Delay (s)	0.0		0.3	22.8		
Approach LOS				C		
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			38.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: Summer Street & Tarklin Road

2012 PM Peak Hour LOS
 8/24/2006 4:00 pm



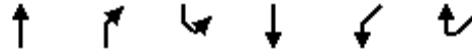
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑			↑	↑↑	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	391	72	9	477	41	10
Peak Hour Factor	0.96	0.96	0.92	0.92	0.90	0.90
Hourly flow rate (vph)	436	80	10	555	49	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			516	1052	258	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			516	1052	258	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			99	78	98	
cM capacity (veh/h)			1046	220	741	

Direction, Lane #	NB 1	NB 2	SB 1	SW 1
Volume Total	291	226	565	61
Volume Left	0	0	10	49
Volume Right	0	80	0	12
cSH	1700	1700	1046	255
Volume to Capacity	0.17	0.13	0.01	0.24
Queue Length 95th (ft)	0	0	1	23
Control Delay (s)	0.0	0.0	0.3	23.5
Lane LOS			A	C
Approach Delay (s)	0.0		0.3	23.5
Approach LOS				C

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization	44.6%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Summer Street & Tarklin Road

2020 AM Peak Hour LOS
 5/11/2006 8:00 am



Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑			↑	↔	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	401	57	8	392	40	4
Peak Hour Factor	0.92	0.92	0.90	0.90	0.82	0.82
Hourly flow rate (vph)	514	73	10	514	58	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			587	1086	294	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			587	1086	294	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			99	72	99	
cM capacity (veh/h)			984	209	703	

Direction, Lane #	NB 1	NB 2	SB 1	SW 1
Volume Total	343	245	524	63
Volume Left	0	0	10	58
Volume Right	0	73	0	6
cSH	1700	1700	984	223
Volume to Capacity	0.20	0.14	0.01	0.28
Queue Length 95th (ft)	0	0	1	28
Control Delay (s)	0.0	0.0	0.3	27.4
Lane LOS			A	D
Approach Delay (s)	0.0		0.3	27.4
Approach LOS				D

Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization	41.9%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Summer Street & Tarklin Road

2020 PM Peak Hour LOS
 8/24/2006 4:00 pm



Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑			↑	↑↑	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	391	72	9	477	41	10
Peak Hour Factor	0.96	0.96	0.92	0.92	0.90	0.90
Hourly flow rate (vph)	481	88	12	612	54	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			569	1160	285	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			569	1160	285	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			99	71	98	
cM capacity (veh/h)			999	187	712	

Direction, Lane #	NB 1	NB 2	SB 1	SW 1
Volume Total	320	249	623	67
Volume Left	0	0	12	54
Volume Right	0	88	0	13
cSH	1700	1700	999	218
Volume to Capacity	0.19	0.15	0.01	0.31
Queue Length 95th (ft)	0	0	1	31
Control Delay (s)	0.0	0.0	0.3	28.6
Lane LOS			A	D
Approach Delay (s)	0.0		0.3	28.6
Approach LOS				D

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)		15	

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Kingston COUNT DATE : 8/24/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Summer Street (Route 3A)

RIN #

MINOR STREET(S) : Tarklin Road

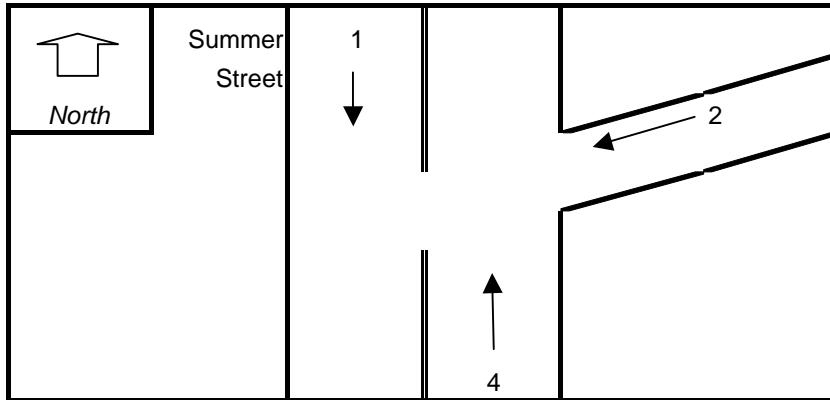
RIN #

RIN #

RIN #

RIN #

**INTERSECTION
DIAGRAM**
(Label Approaches)



INTERSECTION
REF #

Peak Hour Volumes

APPROACH :	1	2	3			
DIRECTION :	SB	WB	NB			
VOLUMES (PM) :	411	52	468			

** Volumes adjusted to 2007 average annual levels

" K " FACTOR : 0.09 APPROACH ADT : 10,344 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 11 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 3.67

CRASH RATE CALCULATION : 0.971 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	15.61%	Statewide Average:	Signalized	11.62%
	Unsignalized	64.60%		Unsignalized	47.14%

**Route 3A @
Route 53**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 10/05/2005

Board #: DB-400 (2)

Staff: BM

File Name : 145_Route_3A&Route_53_AM

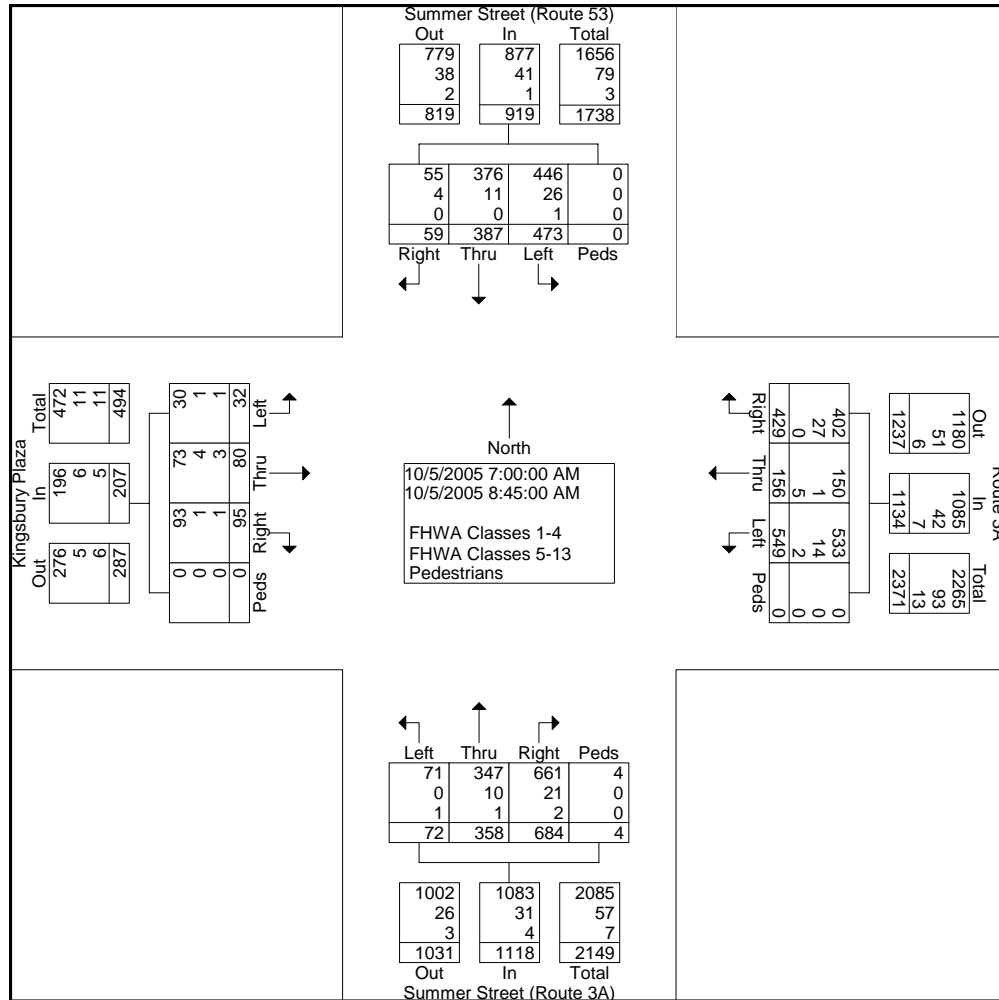
Site Code : 00000145

Start Date : 10/5/2005

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Summer Street (Route 53) Southbound					Route 3A Westbound					Summer Street (Route 3A) Northbound					Kingsbury Plaza Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	37	55	6	0	98	46	17	53	0	116	2	35	94	0	131	3	7	6	0	16	361
07:15 AM	47	53	4	0	104	55	21	38	0	114	10	35	77	0	122	2	10	16	0	28	368
07:30 AM	58	44	4	0	106	76	22	47	0	145	3	37	104	3	147	2	9	9	0	20	418
07:45 AM	61	45	11	0	117	75	30	62	0	167	6	46	92	1	145	2	9	11	0	22	451
Total	203	197	25	0	425	252	90	200	0	542	21	153	367	4	545	9	35	42	0	86	1598
08:00 AM	69	38	4	0	111	68	11	58	0	137	14	47	93	0	154	5	15	10	0	30	432
08:15 AM	59	39	14	0	112	69	16	52	0	137	7	56	90	0	153	7	16	3	0	26	428
08:30 AM	75	45	2	0	122	76	13	58	0	147	13	51	75	0	139	5	6	13	0	24	432
08:45 AM	67	68	14	0	149	84	26	61	0	171	17	51	59	0	127	6	8	27	0	41	488
Total	270	190	34	0	494	297	66	229	0	592	51	205	317	0	573	23	45	53	0	121	1780
Grand Total	473	387	59	0	919	549	156	429	0	1134	72	358	684	4	1118	32	80	95	0	207	3378
Apprch %	51.5	42.1	6.4	0.0		48.4	13.8	37.8	0.0		6.4	32.0	61.2	0.4		15.5	38.6	45.9	0.0		
Total %	14.0	11.5	1.7	0.0	27.2	16.3	4.6	12.7	0.0	33.6	2.1	10.6	20.2	0.1	33.1	0.9	2.4	2.8	0.0	6.1	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 10/05/2005

Board #: DB-400 (2)

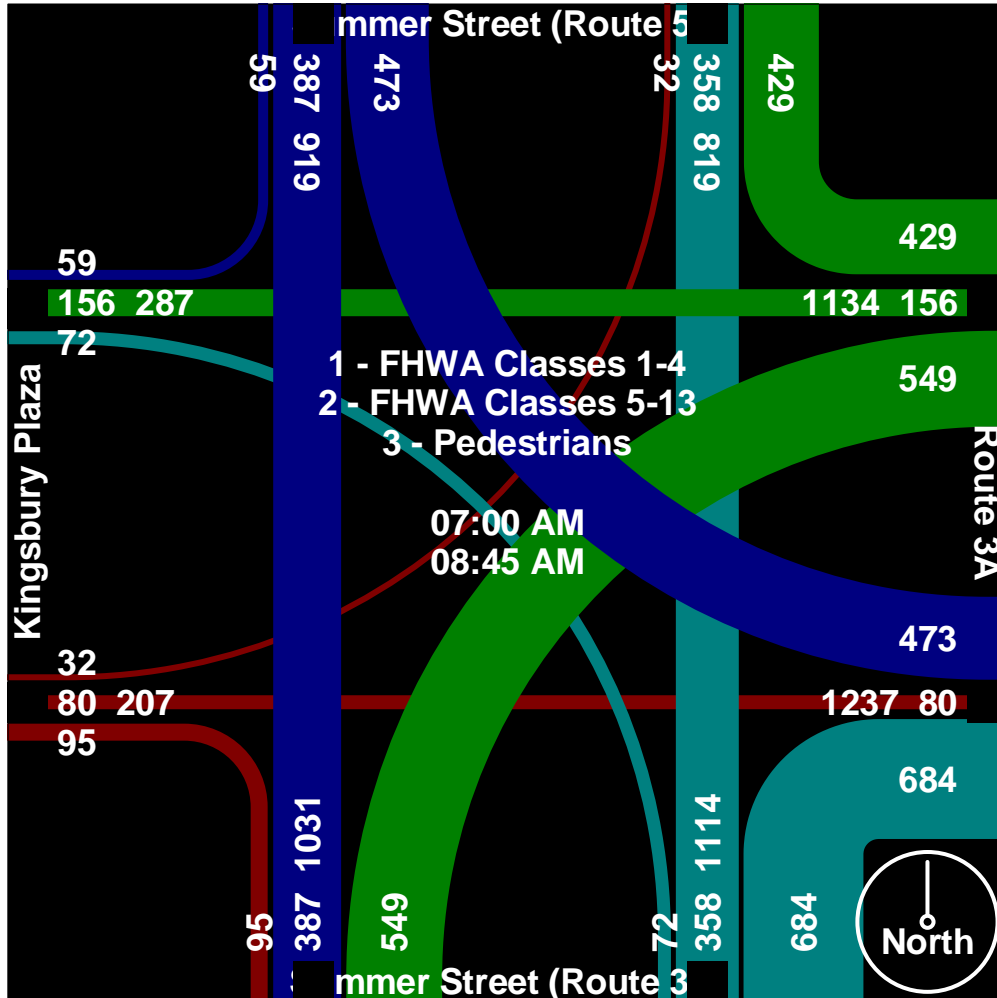
Staff: BM

File Name : 145_Route_3A&Route_53_AM

Site Code : 00000145

Start Date : 10/5/2005

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 10/05/2005

Board #: DB-400 (2)

Staff: BM

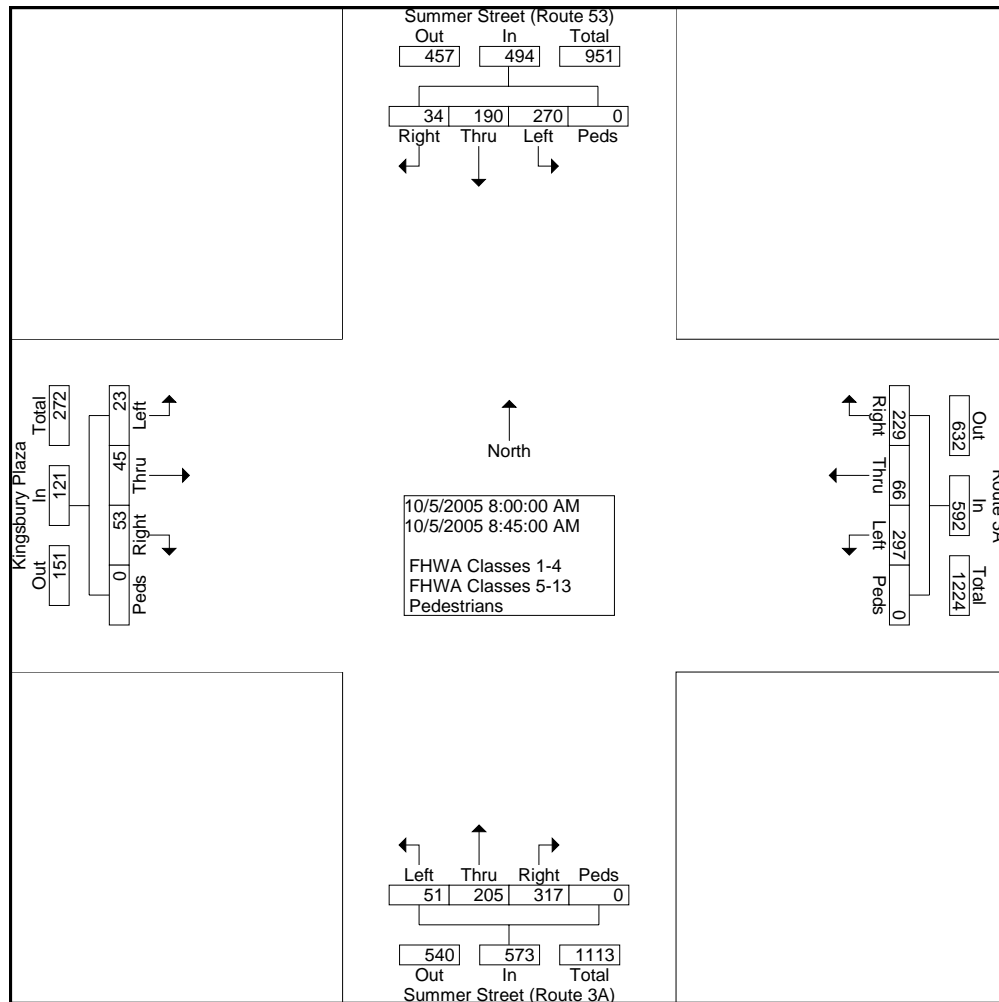
File Name : 145_Route_3A&Route_53_AM

Site Code : 00000145

Start Date : 10/5/2005

Page No : 3

Start Time	Summer Street (Route 53) Southbound					Route 3A Westbound					Summer Street (Route 3A) Northbound					Kingsbury Plaza Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	270	190	34	0	494	297	66	229	0	592	51	205	317	0	573	23	45	53	0	121	1780
Percent	54.7	38.5	6.9	0.0		50.2	11.1	38.7	0.0		8.9	35.8	55.3	0.0		19.0	37.2	43.8	0.0		
08:45																					
Volume	67	68	14	0	149	84	26	61	0	171	17	51	59	0	127	6	8	27	0	41	488
Peak Factor																					
High Int.	08:45 AM																				
Volume	67	68	14	0	149	84	26	61	0	171	14	47	93	0	154	6	8	27	0	41	0.912
Peak Factor	0.829					0.865					0.930					0.738					



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

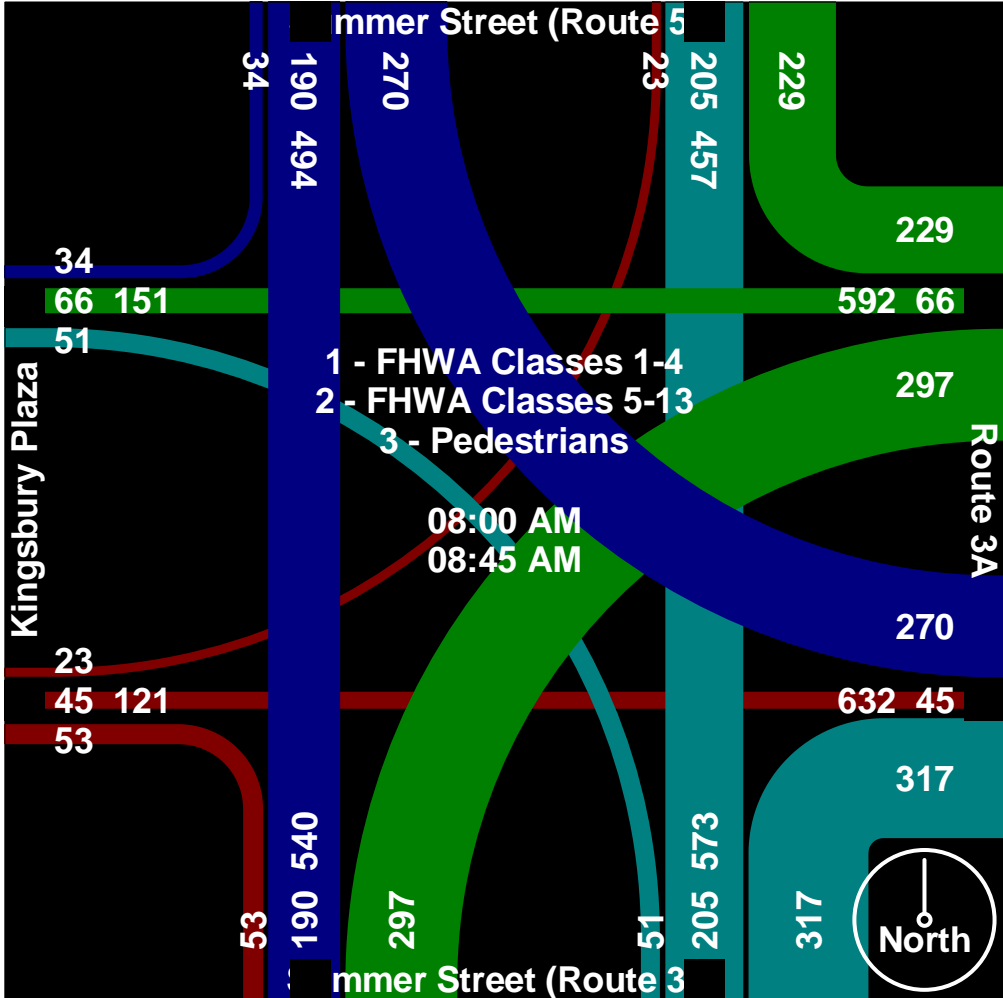
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Site Code : 00000145

Start Date : 10/5/2005

Page No : 4

Community: Kingston
Date: 10/05/2005
Board #: DB-400 (2)
Staff: BM



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/10/06

Board #: DB-400 (1) & TDC-8 (3)

Staff: BM & JC

File Name : 145_Route_3&Route_53_PM

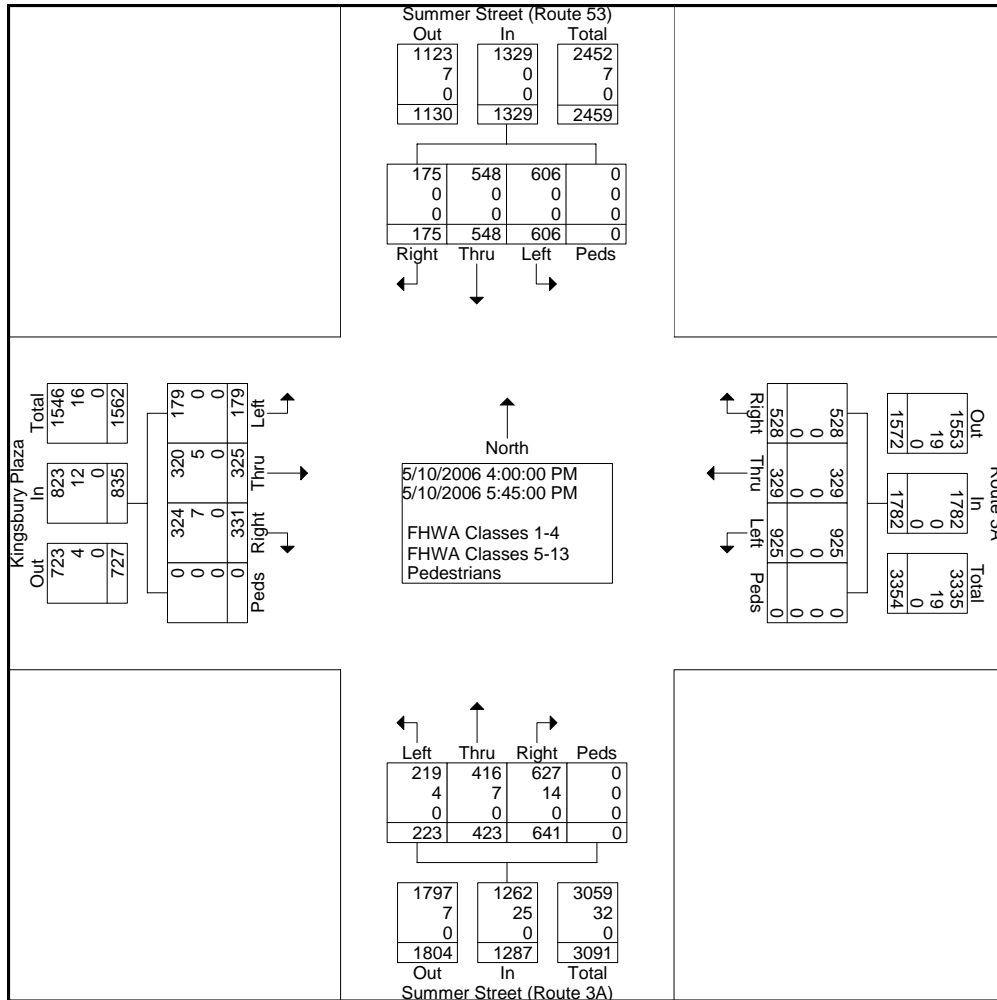
Site Code : 00000145

Start Date : 5/10/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Summer Street (Route 53) Southbound					Route 3A Westbound					Summer Street (Route 3A) Northbound					Kingsbury Plaza Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	96	74	22	0	192	129	47	77	0	253	26	50	89	0	165	22	37	50	0	109	719
04:15 PM	67	75	24	0	166	126	45	66	0	237	36	52	70	0	158	23	42	47	0	112	673
04:30 PM	91	70	25	0	186	105	37	48	0	190	30	65	95	0	190	28	32	43	0	103	669
04:45 PM	60	61	23	0	144	118	39	50	0	207	27	47	76	0	150	18	53	38	0	109	610
Total	314	280	94	0	688	478	168	241	0	887	119	214	330	0	663	91	164	178	0	433	2671
05:00 PM	79	75	19	0	173	109	47	63	0	219	23	58	79	0	160	21	38	42	0	101	653
05:15 PM	81	66	26	0	173	118	43	77	0	238	30	52	102	0	184	28	46	51	0	125	720
05:30 PM	78	66	9	0	153	129	34	68	0	231	21	38	65	0	124	24	43	29	0	96	604
05:45 PM	54	61	27	0	142	91	37	79	0	207	30	61	65	0	156	15	34	31	0	80	585
Total	292	268	81	0	641	447	161	287	0	895	104	209	311	0	624	88	161	153	0	402	2562
Grand Total	606	548	175	0	1329	925	329	528	0	1782	223	423	641	0	1287	179	325	331	0	835	5233
Apprch %	45.6	41.2	13.2	0.0		51.9	18.5	29.6	0.0		17.3	32.9	49.8	0.0		21.4	38.9	39.6	0.0		
Total %	11.6	10.5	3.3	0.0	25.4	17.7	6.3	10.1	0.0	34.1	4.3	8.1	12.2	0.0	24.6	3.4	6.2	6.3	0.0	16.0	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/10/06

Board #: DB-400 (1) & TDC-8 (3)

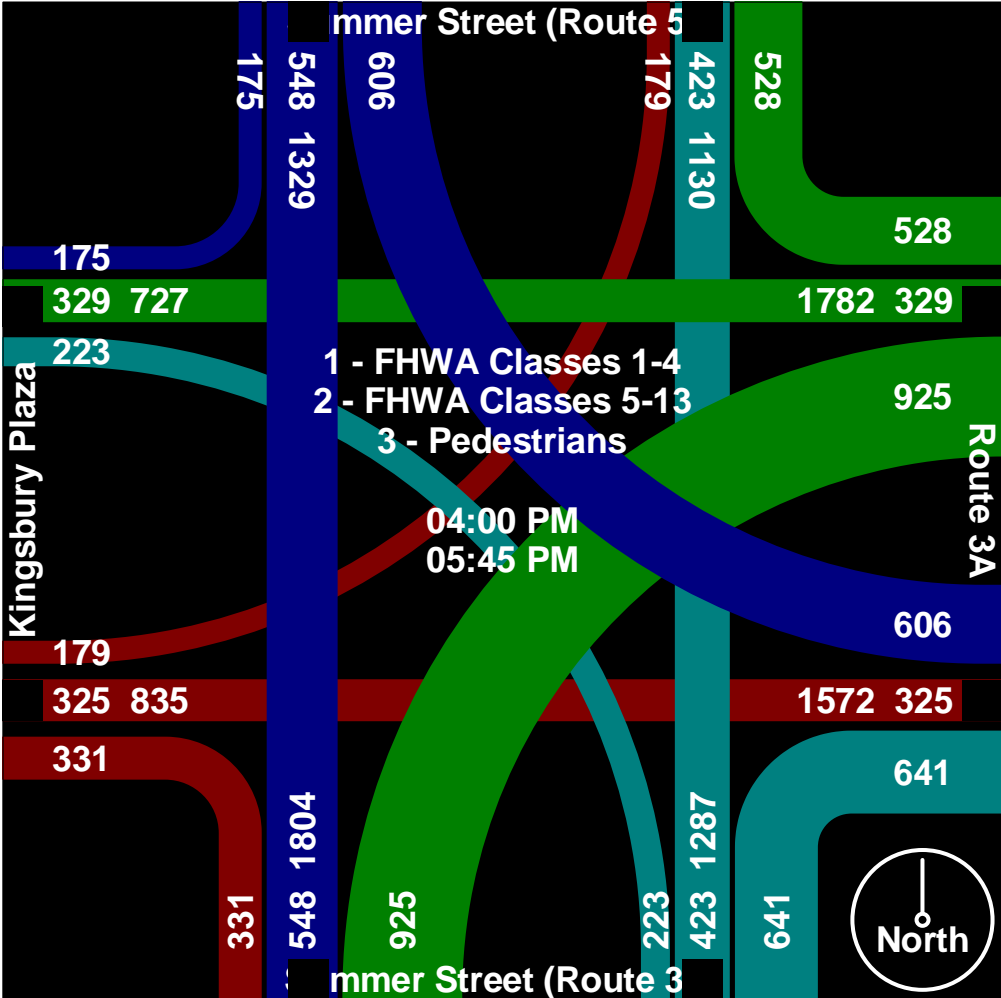
Staff: BM & JC

File Name : 145_Route_3&Route_53_PM

Site Code : 00000145

Start Date : 5/10/2006

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/10/06

Board #: DB-400 (1) & TDC-8 (3)

Staff: BM & JC

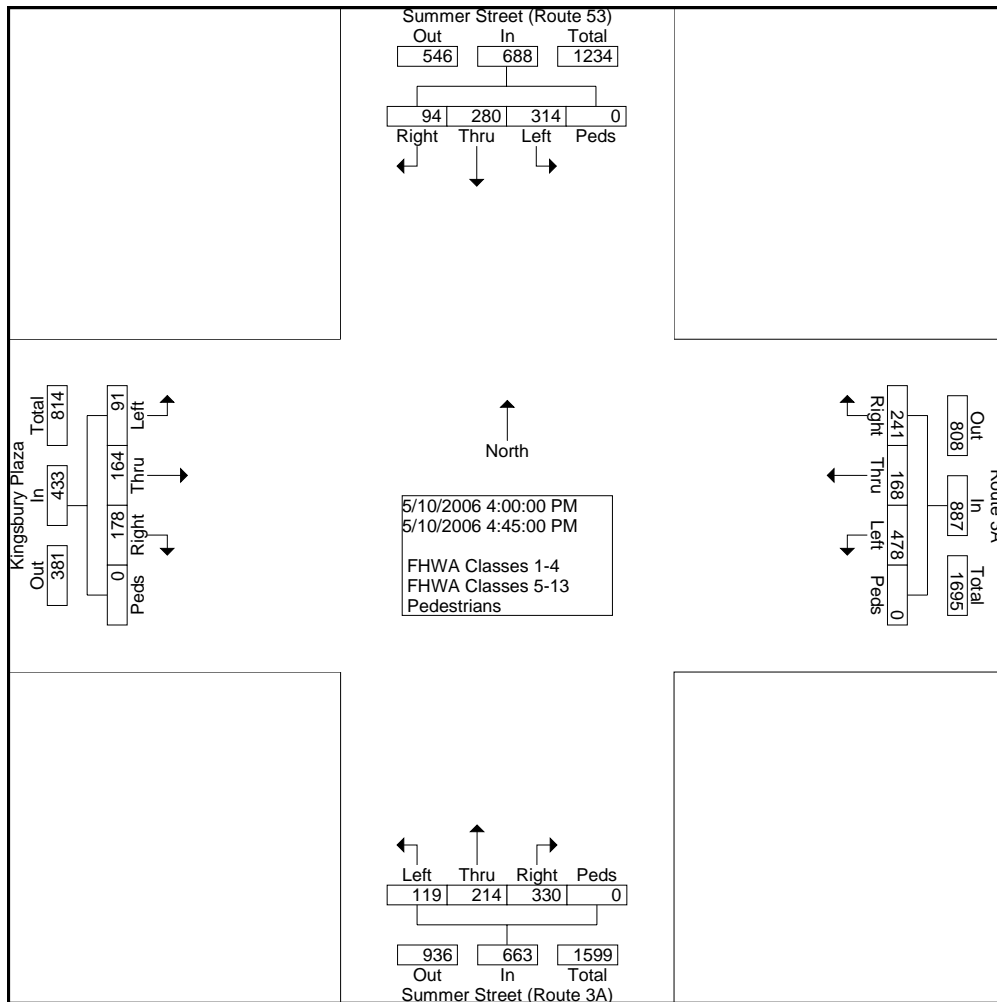
File Name : 145_Route_3&Route_53_PM

Site Code : 00000145

Start Date : 5/10/2006

Page No : 3

Start Time	Summer Street (Route 53) Southbound					Route 3A Westbound					Summer Street (Route 3A) Northbound					Kingsbury Plaza Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	314	280	94	0	688	478	168	241	0	887	119	214	330	0	663	91	164	178	0	433	2671
Percent	45.6	40.7	13.7	0.0		53.9	18.9	27.2	0.0		17.9	32.3	49.8	0.0		21.0	37.9	41.1	0.0		
04:00																					
Volume	96	74	22	0	192	129	47	77	0	253	26	50	89	0	165	22	37	50	0	109	719
Peak Factor																					
High Int.	04:00 PM																				
Volume	96	74	22	0	192	129	47	77	0	253	30	65	95	0	190	23	42	47	0	112	0.929
Peak Factor	0.896					0.876					0.872					0.967					



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/10/06

Board #: DB-400 (1) & TDC-8 (3)

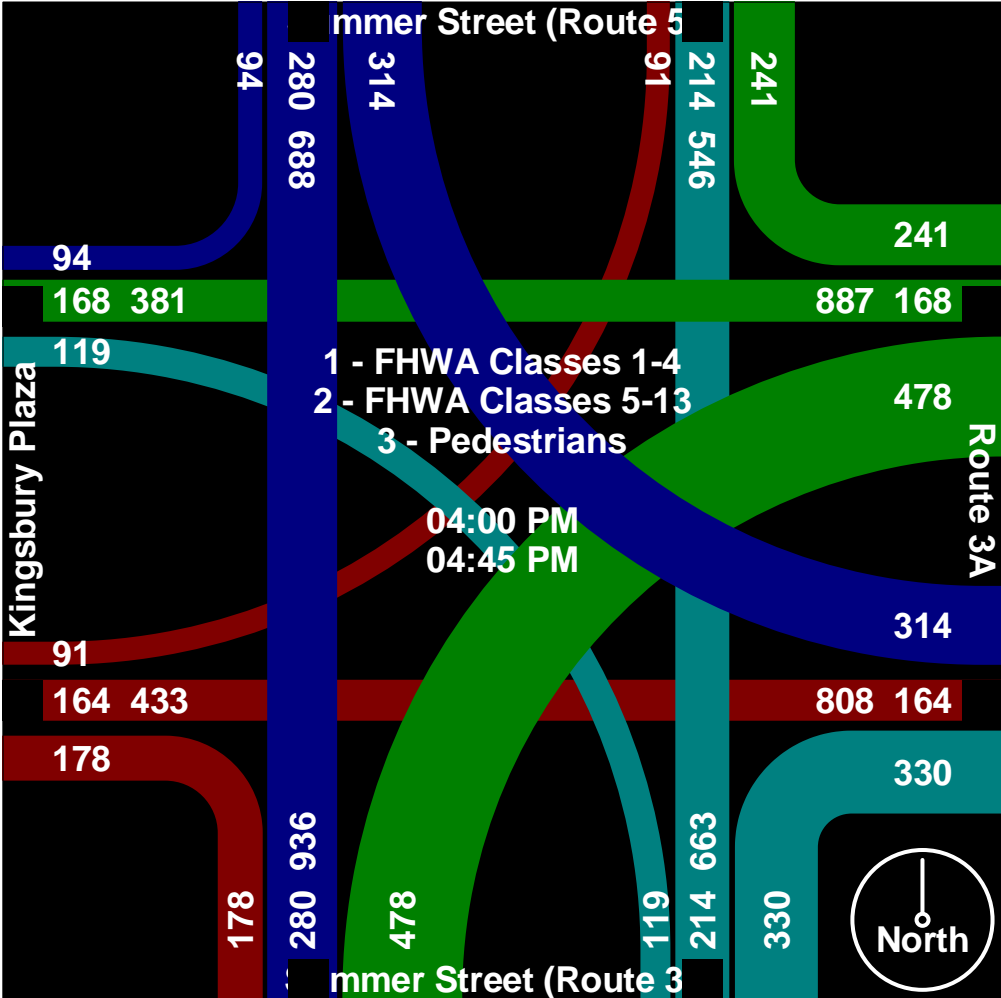
Staff: BM & JC

File Name : 145_Route_3&Route_53_PM

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




















Start Date : 5/10/2006

Page No : 4



HCM Signalized Intersection Capacity Analysis
3: Route 3A & Route 53

2007 AM Peak Hour LOS
8/9/2006 8:00 am

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1832	1583	1770	1645		1770	1863	1583	1770	1863	1583
Flt Permitted		0.77	1.00	0.47	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1431	1583	868	1645		1770	1863	1583	1770	1863	1583
Volume (vph)	23	45	52	294	65	227	50	203	314	268	188	34
Peak-hour factor, PHF	0.74	0.74	0.74	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	32	62	72	345	76	266	55	223	344	329	231	42
RTOR Reduction (vph)	0	0	63	0	172	0	0	0	265	0	0	26
Lane Group Flow (vph)	0	94	9	345	170	0	55	223	79	329	231	16
Turn Type	Perm		Perm	pm+pt			Prot		Perm	Prot		Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)		8.1	8.1	21.9	21.9		5.0	14.1	14.1	13.7	22.8	22.8
Effective Green, g (s)		8.1	8.1	21.9	21.9		5.0	14.1	14.1	13.7	22.8	22.8
Actuated g/C Ratio		0.13	0.13	0.35	0.35		0.08	0.23	0.23	0.22	0.37	0.37
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		188	208	451	584		143	426	362	393	688	585
v/s Ratio Prot				c0.12	0.10		0.03	c0.12		c0.19	0.12	
v/s Ratio Perm		0.07	0.01	c0.15					0.05			0.01
v/c Ratio		0.50	0.05	0.76	0.29		0.38	0.52	0.22	0.84	0.34	0.03
Uniform Delay, d1		24.9	23.4	16.1	14.3		26.9	20.9	19.3	22.9	14.0	12.4
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.1	0.1	7.6	0.3		1.7	1.2	0.3	14.3	0.3	0.0
Delay (s)		27.0	23.5	23.7	14.6		28.6	22.0	19.6	37.3	14.3	12.4
Level of Service		C	C	C	B		C	C	B	D	B	B
Approach Delay (s)		25.5			19.2			21.3			26.7	
Approach LOS		C			B			C			C	
Intersection Summary												
HCM Average Control Delay			22.5			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			61.7			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			59.3%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: Route 3A & Route 53

2007 PM Peak Hour LOS
 11/2/2005 4:15 pm



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↗	↖	↖	↖	↗	↖	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1843	1583	1770	1698		1770	1863	1583	1770	1863	1583
Flt Permitted		0.73	1.00	0.44	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1372	1583	815	1698		1770	1863	1583	1770	1863	1583
Volume (vph)	87	157	169	459	161	231	114	205	288	109	169	92
Peak-hour factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88	0.87	0.87	0.87	0.90	0.90	0.90
Growth Factor (vph)	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	91	163	176	527	185	265	132	238	334	122	190	103
RTOR Reduction (vph)	0	0	114	0	50	0	0	0	266	0	0	82
Lane Group Flow (vph)	0	254	62	527	400	0	132	238	68	122	190	21
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm		Perm	pm+pt			Prot		Perm	Prot		Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)		35.1	35.1	58.2	58.2		9.6	20.4	20.4	9.5	20.3	20.3
Effective Green, g (s)		35.1	35.1	58.2	58.2		9.6	20.4	20.4	9.5	20.3	20.3
Actuated g/C Ratio		0.35	0.35	0.58	0.58		0.10	0.20	0.20	0.09	0.20	0.20
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		481	555	656	987		170	380	323	168	378	321
v/s Ratio Prot				c0.15	0.24		c0.07	c0.13		0.07	0.10	
v/s Ratio Perm		0.19	0.04	c0.31					0.04			0.01
v/c Ratio		0.53	0.11	0.80	0.41		0.78	0.63	0.21	0.73	0.50	0.07
Uniform Delay, d1		25.9	22.0	13.6	11.5		44.2	36.4	33.2	44.0	35.4	32.2
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.1	0.1	7.1	0.3		19.6	3.2	0.3	14.4	1.1	0.1
Delay (s)		26.9	22.0	20.6	11.7		63.8	39.6	33.5	58.5	36.5	32.3
Level of Service		C	C	C	B		E	D	C	E	D	C
Approach Delay (s)		24.9			16.5			41.2			41.9	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM Average Control Delay	29.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	100.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Route 3A & Route 53

2012 AM Peak Hour LOS
8/9/2006 8:00 am



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕		↕	↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1832	1583	1770	1646		1770	1863	1583	1770	1863	1583
Flt Permitted		0.76	1.00	0.47	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1417	1583	874	1646		1770	1863	1583	1770	1863	1583
Volume (vph)	23	45	52	294	65	227	50	203	314	268	188	34
Peak-hour factor, PHF	0.74	0.74	0.74	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83
Growth Factor (vph)	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	34	66	76	365	81	282	58	236	365	349	245	44
RTOR Reduction (vph)	0	0	66	0	182	0	0	0	283	0	0	28
Lane Group Flow (vph)	0	100	10	365	181	0	58	236	82	349	245	16
Turn Type	Perm		Perm	pm+pt			Prot		Perm	Prot		Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)		8.4	8.4	22.3	22.3		5.1	14.2	14.2	14.5	23.6	23.6
Effective Green, g (s)		8.4	8.4	22.3	22.3		5.1	14.2	14.2	14.5	23.6	23.6
Actuated g/C Ratio		0.13	0.13	0.35	0.35		0.08	0.23	0.23	0.23	0.37	0.37
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		189	211	450	583		143	420	357	407	698	593
v/s Ratio Prot				c0.13	0.11		0.03	c0.13		c0.20	0.13	
v/s Ratio Perm		0.07	0.01	c0.16					0.05			0.01
v/c Ratio		0.53	0.05	0.81	0.31		0.41	0.56	0.23	0.86	0.35	0.03
Uniform Delay, d1		25.5	23.8	17.0	14.8		27.5	21.6	19.9	23.3	14.2	12.4
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.7	0.1	10.6	0.3		1.9	1.7	0.3	16.2	0.3	0.0
Delay (s)		28.1	23.9	27.6	15.1		29.4	23.4	20.3	39.4	14.5	12.5
Level of Service		C	C	C	B		C	C	C	D	B	B
Approach Delay (s)		26.3			21.4			22.2			28.0	
Approach LOS		C			C			C			C	

Intersection Summary

HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	63.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Route 3A & Route 53

2012 PM Peak Hour LOS
11/2/2005 4:15 pm



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↗	↖	↖	↖	↗	↖	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1843	1583	1770	1698		1770	1863	1583	1770	1863	1583
Flt Permitted		0.72	1.00	0.42	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1348	1583	778	1698		1770	1863	1583	1770	1863	1583
Volume (vph)	87	157	169	459	161	231	114	205	288	109	169	92
Peak-hour factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88	0.87	0.87	0.87	0.90	0.90	0.90
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	96	173	186	558	196	281	140	252	354	130	201	109
RTOR Reduction (vph)	0	0	121	0	50	0	0	0	282	0	0	87
Lane Group Flow (vph)	0	269	65	558	427	0	140	252	72	130	201	22
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm		Perm	pm+pt			Prot		Perm	Prot		Perm
Protected Phases		4		3	8		5	2		1		6
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)		35.0	35.0	58.7	58.7		9.8	20.4	20.4	9.7	20.3	20.3
Effective Green, g (s)		35.0	35.0	58.7	58.7		9.8	20.4	20.4	9.7	20.3	20.3
Actuated g/C Ratio		0.35	0.35	0.58	0.58		0.10	0.20	0.20	0.10	0.20	0.20
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		468	550	647	989		172	377	320	170	375	319
v/s Ratio Prot				c0.17	0.25		c0.08	c0.14		0.07	0.11	
v/s Ratio Perm		0.20	0.04	c0.33					0.05			0.01
v/c Ratio		0.57	0.12	0.86	0.43		0.81	0.67	0.22	0.76	0.54	0.07
Uniform Delay, d1		26.8	22.4	14.2	11.7		44.6	37.1	33.6	44.4	36.0	32.6
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.7	0.1	11.4	0.3		24.6	4.4	0.4	18.3	1.5	0.1
Delay (s)		28.5	22.5	25.6	12.0		69.2	41.5	33.9	62.7	37.5	32.7
Level of Service		C	C	C	B		E	D	C	E	D	C
Approach Delay (s)		26.1			19.4			43.1			43.8	
Approach LOS		C			B			D			D	

Intersection Summary

HCM Average Control Delay	31.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	100.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Route 3A & Route 53

2020 AM Peak Hour LOS
8/9/2006 8:00 am



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕		↕	↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1832	1583	1770	1646		1770	1863	1583	1770	1863	1583
Flt Permitted		0.74	1.00	0.47	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1386	1583	870	1646		1770	1863	1583	1770	1863	1583
Volume (vph)	23	45	52	294	65	227	50	203	314	268	188	34
Peak-hour factor, PHF	0.74	0.74	0.74	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83
Growth Factor (vph)	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%
Adj. Flow (vph)	37	72	84	402	89	310	64	260	402	384	270	49
RTOR Reduction (vph)	0	0	73	0	193	0	0	0	309	0	0	31
Lane Group Flow (vph)	0	109	11	402	206	0	64	260	93	384	270	18
Turn Type	Perm		Perm	pm+pt			Prot		Perm	Prot		Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)		8.5	8.5	22.7	22.7		5.2	14.8	14.8	14.5	24.1	24.1
Effective Green, g (s)		8.5	8.5	22.7	22.7		5.2	14.8	14.8	14.5	24.1	24.1
Actuated g/C Ratio		0.13	0.13	0.35	0.35		0.08	0.23	0.23	0.23	0.38	0.38
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		184	210	452	584		144	431	366	401	702	596
v/s Ratio Prot				c0.14	0.13		0.04	c0.14		c0.22	0.14	
v/s Ratio Perm		0.08	0.01	c0.17					0.06			0.01
v/c Ratio		0.59	0.05	0.89	0.35		0.44	0.60	0.25	0.96	0.38	0.03
Uniform Delay, d1		26.1	24.2	18.1	15.2		28.0	22.0	20.1	24.4	14.5	12.6
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		5.0	0.1	18.8	0.4		2.2	2.4	0.4	33.7	0.4	0.0
Delay (s)		31.2	24.3	36.9	15.6		30.2	24.4	20.5	58.2	14.9	12.6
Level of Service		C	C	D	B		C	C	C	E	B	B
Approach Delay (s)		28.2			26.3			22.7			38.4	
Approach LOS		C			C			C			D	











Intersection Summary

HCM Average Control Delay	28.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
2: Cranberry Crossing & Route 3A

2020 PM Peak Hour LOS
11/2/2005 4:15 pm

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	65	155	510	46	164	835
Peak Hour Factor	0.77	0.77	0.94	0.94	0.95	0.95
Hourly flow rate (vph)	100	240	646	58	205	1046
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						176
pX, platoon unblocked	0.66					
vC, conflicting volume	2132	675			704	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2702	675			704	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	47			77	
cM capacity (veh/h)	12	454			894	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	340	704	1251			
Volume Left	100	0	205			
Volume Right	240	58	0			
cSH	38	1700	894			
Volume to Capacity	8.88	0.41	0.23			
Queue Length 95th (ft)	Err	0	22			
Control Delay (s)	Err	0.0	6.8			
Lane LOS	F		A			
Approach Delay (s)	Err	0.0	6.8			
Approach LOS	F					
Intersection Summary						
Average Delay		1484.9				
Intersection Capacity Utilization		112.6%		ICU Level of Service		H
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
3: Route 3A & Route 53

Route 3A Corridor Study
2012 AM Peak Hour LOS w/ Improvement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	3458	
Flt Permitted	0.70	1.00	1.00	0.46	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1312	1863	1583	859	1863	1583	1770	1863	1583	1770	3458	
Volume (vph)	23	45	52	294	65	227	50	203	314	268	188	34
Peak-hour factor, PHF	0.74	0.74	0.74	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83
Growth Factor (vph)	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	34	66	76	365	81	282	58	236	365	349	245	44
RTOR Reduction (vph)	0	0	67	0	0	186	0	0	280	0	20	0
Lane Group Flow (vph)	34	66	9	365	81	96	58	236	85	349	269	0
Turn Type	Perm		Perm	pm+pt		Perm	Prot		Perm	Prot		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			
Actuated Green, G (s)	7.3	7.3	7.3	21.6	21.6	21.6	4.8	14.8	14.8	15.2	25.2	
Effective Green, g (s)	7.3	7.3	7.3	21.6	21.6	21.6	4.8	14.8	14.8	15.2	25.2	
Actuated g/C Ratio	0.11	0.11	0.11	0.34	0.34	0.34	0.08	0.23	0.23	0.24	0.40	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	151	214	182	439	633	538	134	434	368	423	1370	
v/s Ratio Prot		0.04		c0.13	0.04		0.03	c0.13		c0.20	0.08	
v/s Ratio Perm	0.03		0.01	c0.15		0.06			0.05			
v/c Ratio	0.23	0.31	0.05	0.83	0.13	0.18	0.43	0.54	0.23	0.83	0.20	
Uniform Delay, d1	25.6	25.8	25.1	17.9	14.5	14.8	28.1	21.4	19.8	22.9	12.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	0.8	0.1	12.6	0.1	0.2	2.2	1.4	0.3	12.4	0.1	
Delay (s)	26.3	26.7	25.2	30.5	14.6	14.9	30.3	22.8	20.1	35.3	12.6	
Level of Service	C	C	C	C	B	B	C	C	C	D	B	
Approach Delay (s)		26.0			22.7			22.0			25.0	
Approach LOS		C			C			C			C	

























Intersection Summary

HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	63.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Route 3A & Route 53

Route 3A Corridor Study
2012 PM Peak Hour LOS w/ Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	0.95
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1863	1583	1770	1863	1583	1770	1863	1583	1770	3353	3353
Flt Permitted	0.63	1.00	1.00	0.56	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1206	1863	1583	1042	1863	1583	1770	1863	1583	1770	3353	3353
Volume (vph)	87	157	169	459	161	231	114	205	288	109	169	92
Peak-hour factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88	0.87	0.87	0.87	0.90	0.90	0.90
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	96	173	186	558	196	281	140	252	354	130	201	109
RTOR Reduction (vph)	0	0	109	0	0	129	0	0	271	0	85	0
Lane Group Flow (vph)	96	173	77	558	196	152	140	252	83	130	225	0
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm		Perm	pm+pt		Perm	Prot		Perm	Prot		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8		2				
Actuated Green, G (s)	35.0	35.0	35.0	46.0	46.0	46.0	8.8	20.0	20.0	7.0	18.2	
Effective Green, g (s)	35.0	35.0	35.0	46.0	46.0	46.0	8.8	20.0	20.0	7.0	18.2	
Actuated g/C Ratio	0.41	0.41	0.41	0.54	0.54	0.54	0.10	0.24	0.24	0.08	0.21	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	497	767	652	624	1008	857	183	438	372	146	718	
v/s Ratio Prot		0.09		c0.07	0.11		c0.08	c0.14		0.07	0.07	
v/s Ratio Perm	0.08		0.05	c0.41		0.10			0.05			
v/c Ratio	0.19	0.23	0.12	0.89	0.19	0.18	0.77	0.58	0.22	0.89	0.31	
Uniform Delay, d1	16.0	16.2	15.5	17.5	10.0	9.9	37.1	28.7	26.2	38.6	28.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.2	0.1	15.2	0.1	0.1	17.2	1.8	0.3	43.7	0.3	
Delay (s)	16.2	16.4	15.5	32.7	10.1	10.0	54.3	30.6	26.5	82.4	28.4	
Level of Service	B	B	B	C	B	A	D	C	C	F	C	
Approach Delay (s)		16.0			22.3			33.1			44.3	
Approach LOS		B			C			C			D	
Intersection Summary												
HCM Average Control Delay			27.8				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			85.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			100.6%				ICU Level of Service		G			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: Route 3A & Route 53

Route 3A Corridor Study
2020 AM Peak Hour LOS w/ Improvement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	3458	
Flt Permitted	0.70	1.00	1.00	0.46	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1303	1863	1583	850	1863	1583	1770	1863	1583	1770	3458	
Volume (vph)	23	45	52	294	65	227	50	203	314	268	188	34
Peak-hour factor, PHF	0.74	0.74	0.74	0.87	0.87	0.87	0.93	0.93	0.93	0.83	0.83	0.83
Growth Factor (vph)	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%
Adj. Flow (vph)	37	72	84	402	89	310	64	260	402	384	270	49
RTOR Reduction (vph)	0	0	75	0	0	203	0	0	309	0	18	0
Lane Group Flow (vph)	37	72	9	402	89	107	64	260	93	384	301	0
Turn Type	Perm		Perm	pm+pt		Perm	Prot		Perm	Prot		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			
Actuated Green, G (s)	7.2	7.2	7.2	23.9	23.9	23.9	4.8	15.9	15.9	17.2	28.3	
Effective Green, g (s)	7.2	7.2	7.2	23.9	23.9	23.9	4.8	15.9	15.9	17.2	28.3	
Actuated g/C Ratio	0.10	0.10	0.10	0.35	0.35	0.35	0.07	0.23	0.23	0.25	0.41	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	136	194	165	464	645	548	123	429	365	441	1418	
v/s Ratio Prot		0.04		c0.16	0.05		0.04	c0.14		c0.22	0.09	
v/s Ratio Perm	0.03		0.01	c0.14		0.07			0.06			
v/c Ratio	0.27	0.37	0.05	0.87	0.14	0.20	0.52	0.61	0.25	0.87	0.21	
Uniform Delay, d1	28.5	28.8	27.8	19.4	15.5	15.8	31.0	23.7	21.7	24.8	13.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.1	1.2	0.1	15.5	0.1	0.2	3.9	2.4	0.4	16.9	0.1	
Delay (s)	29.6	30.0	28.0	34.9	15.6	16.0	34.9	26.2	22.1	41.7	13.2	
Level of Service	C	C	C	C	B	B	C	C	C	D	B	
Approach Delay (s)		29.0			25.4			24.7			28.8	
Approach LOS		C			C			C			C	

























Intersection Summary

HCM Average Control Delay	26.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	69.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Route 3A & Route 53

Route 3A Corridor Study
2020 PM Peak Hour LOS w/ Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	0.95
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1863	1583	1770	1863	1583	1770	1863	1583	1770	3352	3352
Flt Permitted	0.62	1.00	1.00	0.54	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1184	1863	1583	1007	1863	1583	1770	1863	1583	1770	3352	3352
Volume (vph)	87	157	169	459	161	231	114	205	288	109	169	92
Peak-hour factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88	0.87	0.87	0.87	0.90	0.90	0.90
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	106	191	206	615	216	310	155	278	391	143	222	121
RTOR Reduction (vph)	0	0	121	0	0	142	0	0	299	0	85	0
Lane Group Flow (vph)	106	191	85	615	216	168	155	278	92	143	258	0
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm		Perm	pm+pt		Perm	Prot		Perm	Prot		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8		2				
Actuated Green, G (s)	35.0	35.0	35.0	46.0	46.0	46.0	9.7	20.0	20.0	7.0	17.3	
Effective Green, g (s)	35.0	35.0	35.0	46.0	46.0	46.0	9.7	20.0	20.0	7.0	17.3	
Actuated g/C Ratio	0.41	0.41	0.41	0.54	0.54	0.54	0.11	0.24	0.24	0.08	0.20	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	488	767	652	608	1008	857	202	438	372	146	682	
v/s Ratio Prot		0.10		c0.08	0.12		0.09	c0.15		c0.08	0.08	
v/s Ratio Perm	0.09		0.05	c0.46		0.11			0.06			
v/c Ratio	0.22	0.25	0.13	1.01	0.21	0.20	0.77	0.63	0.25	0.98	0.38	
Uniform Delay, d1	16.2	16.4	15.5	19.8	10.1	10.0	36.6	29.2	26.4	38.9	29.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.2	0.1	39.4	0.1	0.1	15.9	3.0	0.3	67.4	0.4	
Delay (s)	16.4	16.6	15.6	59.1	10.2	10.1	52.5	32.2	26.7	106.4	29.6	
Level of Service	B	B	B	E	B	B	D	C	C	F	C	
Approach Delay (s)		16.1			36.6			33.4			52.2	
Approach LOS		B			D			C			D	
Intersection Summary												
HCM Average Control Delay			34.8				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			85.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			101.3%				ICU Level of Service		G			
Analysis Period (min)			15									
c Critical Lane Group												

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : **Kingston** COUNT DATE : **5/10/2006**

MHD USE ONLY

DISTRICT : UNSIGNALIZED : SIGNALIZED :

Source #

~ INTERSECTION DATA ~

MAJOR STREET : **Summer Street (Route 53/3A)**

RIN #

MINOR STREET(S) : **Duxbury Road / Kingsbury Plaza (Route 3A)**

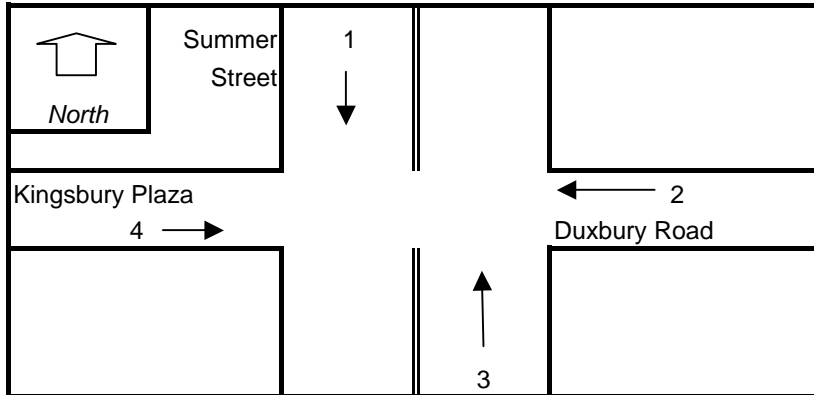
RIN #

RIN #

RIN #

RIN #

**INTERSECTION
DIAGRAM**
(Label Approaches)



INTERSECTION
REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	667	860	643	420		

*** Volumes adjusted to 2007 average annual levels*

" K " FACTOR : APPROACH ADT : ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : # OF YEARS : AVERAGE # OF ACCIDENTS (A) :

CRASH RATE CALCULATION : RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

2005 Statewide Averages:

Signalized	0.84
Unsignalized	0.59

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	-13.11%	Statewide Average: Signalized	-16.10%
Unsignalized	23.71%	Unsignalized	10.59%

**Route 3A @
Cranberry Crossing**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 11/02/05

Board #: TDC-8 (4)

Staff: BM

File Name : 145_Summer&CranberryCrossing_AM

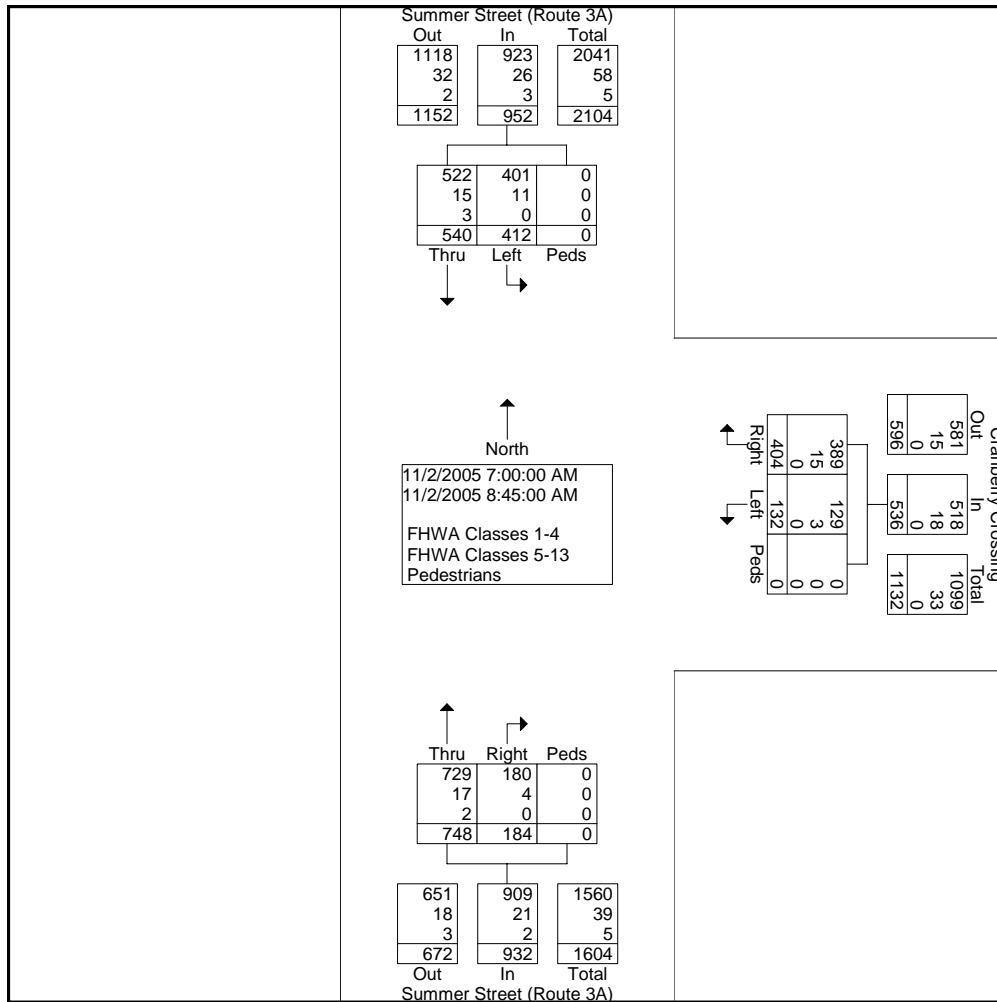
Site Code : 00000145

Start Date : 11/2/2005

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Summer Street (Route 3A) Southbound					Cranberry Crossing Westbound					Summer Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	37	56	0	0	93	14	0	46	0	60	0	73	21	0	94	247
07:15 AM	47	49	0	0	96	10	0	45	0	55	0	77	23	0	100	251
07:30 AM	48	48	0	0	96	12	0	48	0	60	0	82	14	0	96	252
07:45 AM	45	74	0	0	119	17	0	64	0	81	0	100	21	0	121	321
Total	177	227	0	0	404	53	0	203	0	256	0	332	79	0	411	1071
08:00 AM	52	72	0	0	124	25	0	50	0	75	0	99	36	0	135	334
08:15 AM	49	78	0	0	127	12	0	54	0	66	0	106	19	0	125	318
08:30 AM	65	81	0	0	146	24	0	43	0	67	0	99	26	0	125	338
08:45 AM	69	82	0	0	151	18	0	54	0	72	0	112	24	0	136	359
Total	235	313	0	0	548	79	0	201	0	280	0	416	105	0	521	1349
Grand Total	412	540	0	0	952	132	0	404	0	536	0	748	184	0	932	2420
Apprch %	43.3	56.7	0.0	0.0		24.6	0.0	75.4	0.0		0.0	80.3	19.7	0.0		
Total %	17.0	22.3	0.0	0.0	39.3	5.5	0.0	16.7	0.0	22.1	0.0	30.9	7.6	0.0	38.5	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

File Name : 145_Summer&CranberryCrossing_AM

Site Code : 00000145

Start Date : 11/2/2005

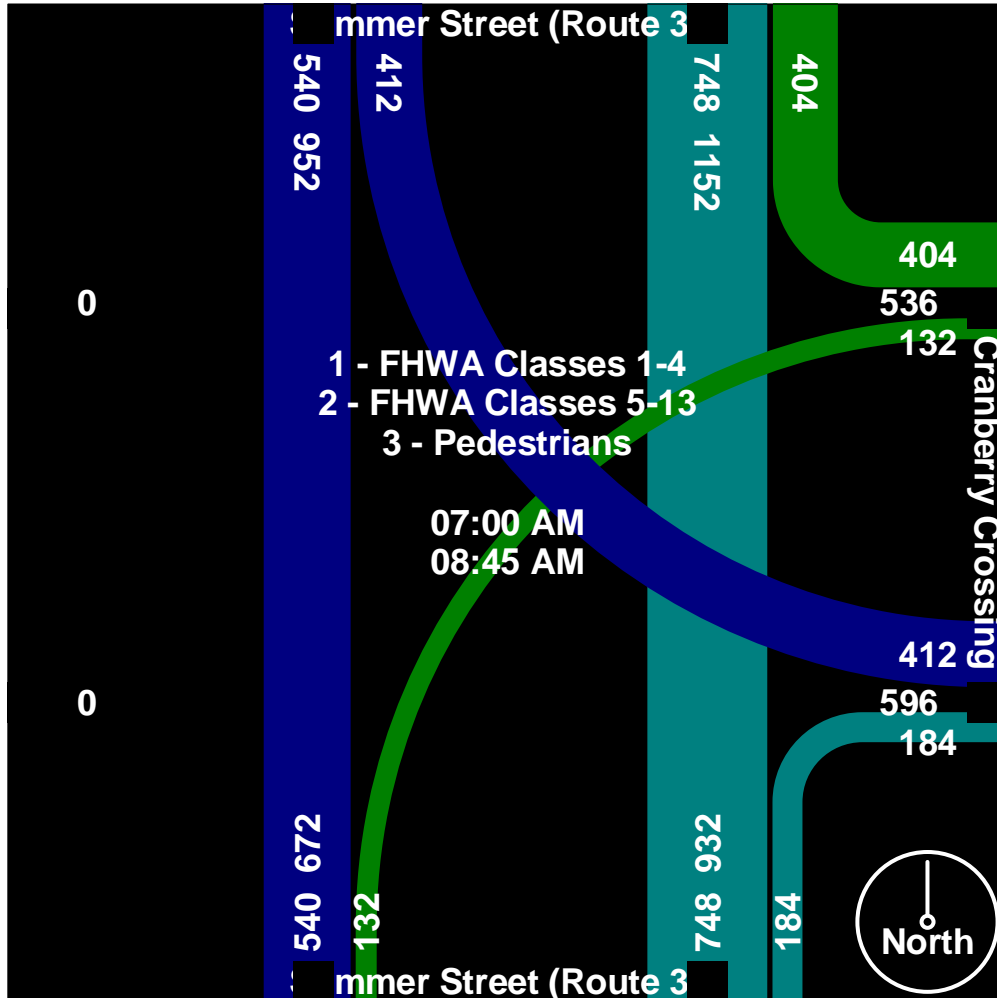
Page No : 2

Community: Kingston

Date: 11/02/05

Board #: TDC-8 (4)

Staff: BM



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 11/02/05

Board #: TDC-8 (4)

Staff: BM

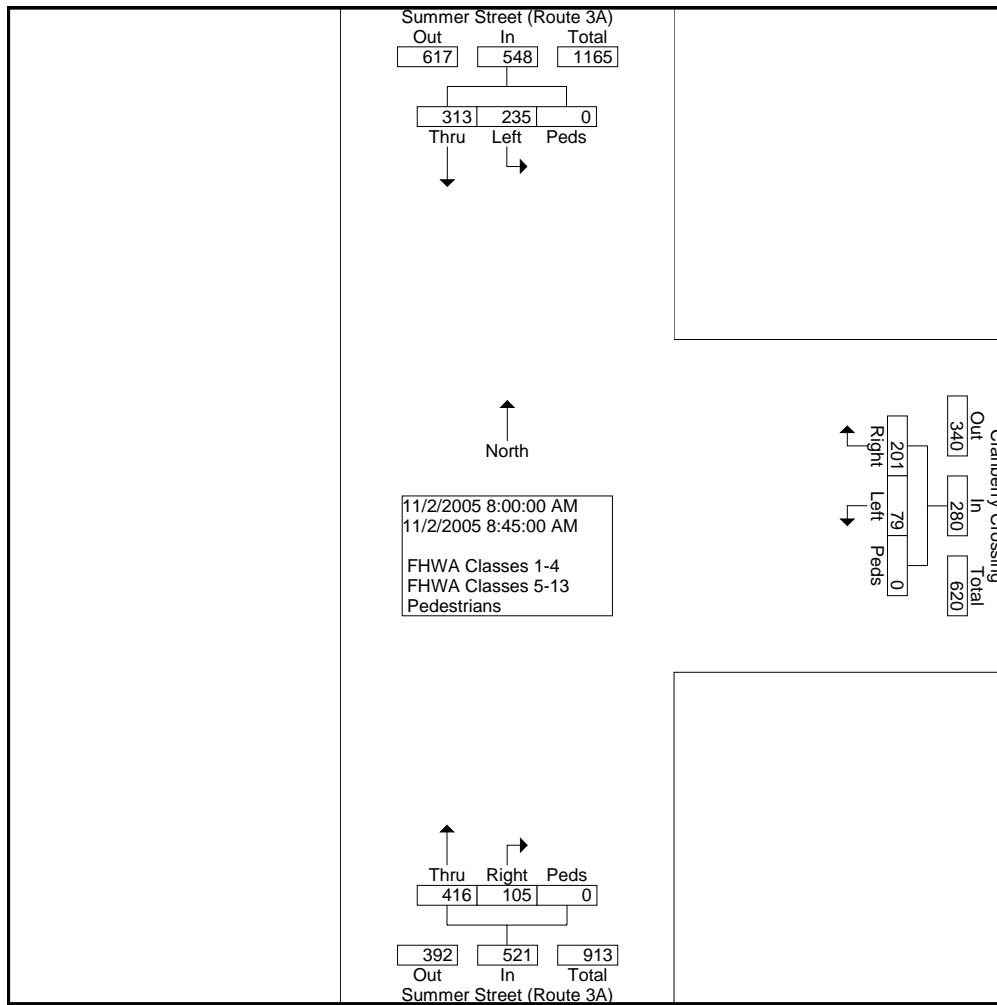
File Name : 145_Summer&CranberryCrossing_AM

Site Code : 00000145

Start Date : 11/2/2005

Page No : 3

Start Time	Summer Street (Route 3A) Southbound					Cranberry Crossing Westbound					Summer Street (Route 3A) Northbound					Int. Total	
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	235	313	0	0	548	79	0	201	0	280	0	416	105	0	521	1349	
Percent	42.9	57.1	0.0	0.0		28.2	0.0	71.8	0.0		0.0	79.8	20.2	0.0			
08:45 Volume	69	82	0	0	151	18	0	54	0	72	0	112	24	0	136	359	
Peak Factor																	
High Int.	08:45 AM																
Volume	69	82	0	0	151	25	0	50	0	75	0	112	24	0	136	0.939	
Peak Factor	0.907										0.933						



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 11/02/05

Board #: TDC-8 (4)

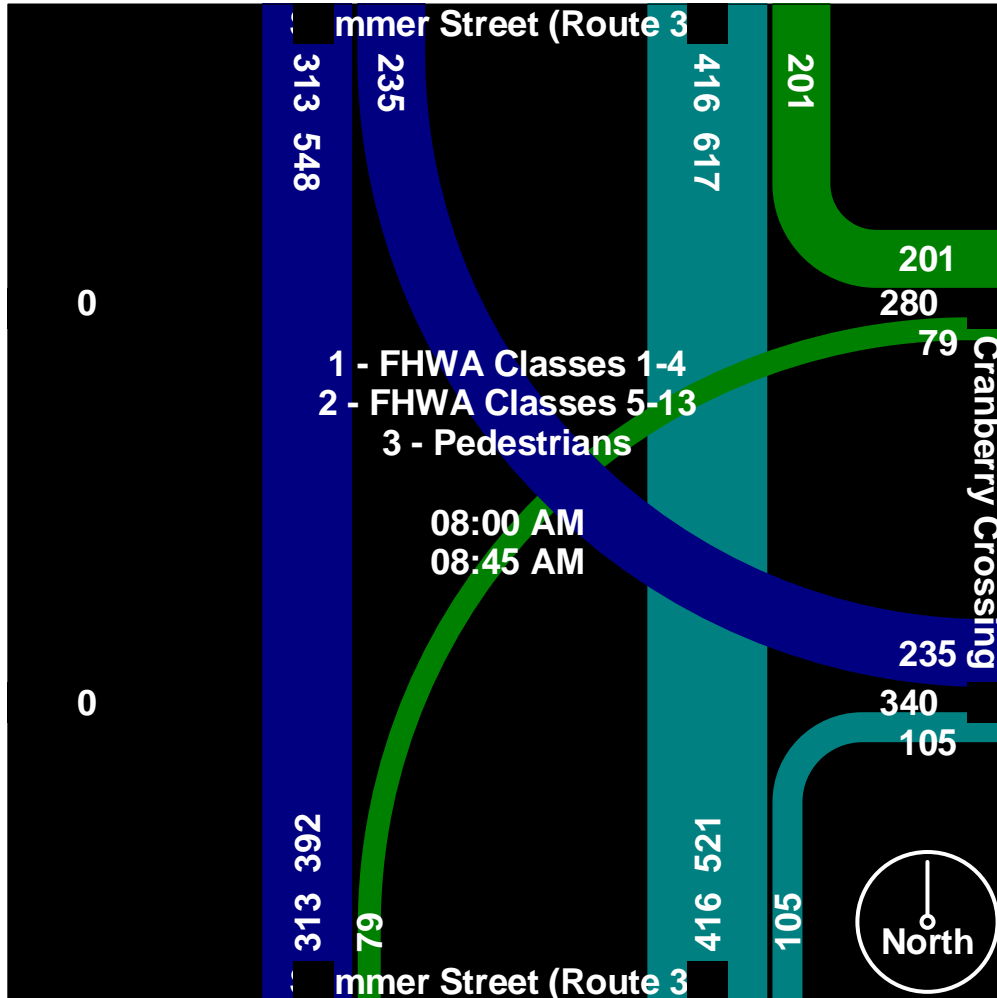
Staff: BM

File Name : 145_Summer&CranberryCrossing_AM

Site Code : 00000145

Start Date : 11/2/2005

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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 11/02/05

Board #: TDC-8 (4)

Staff: BM

File Name : 145_Summer&CranberryCrossing_PM

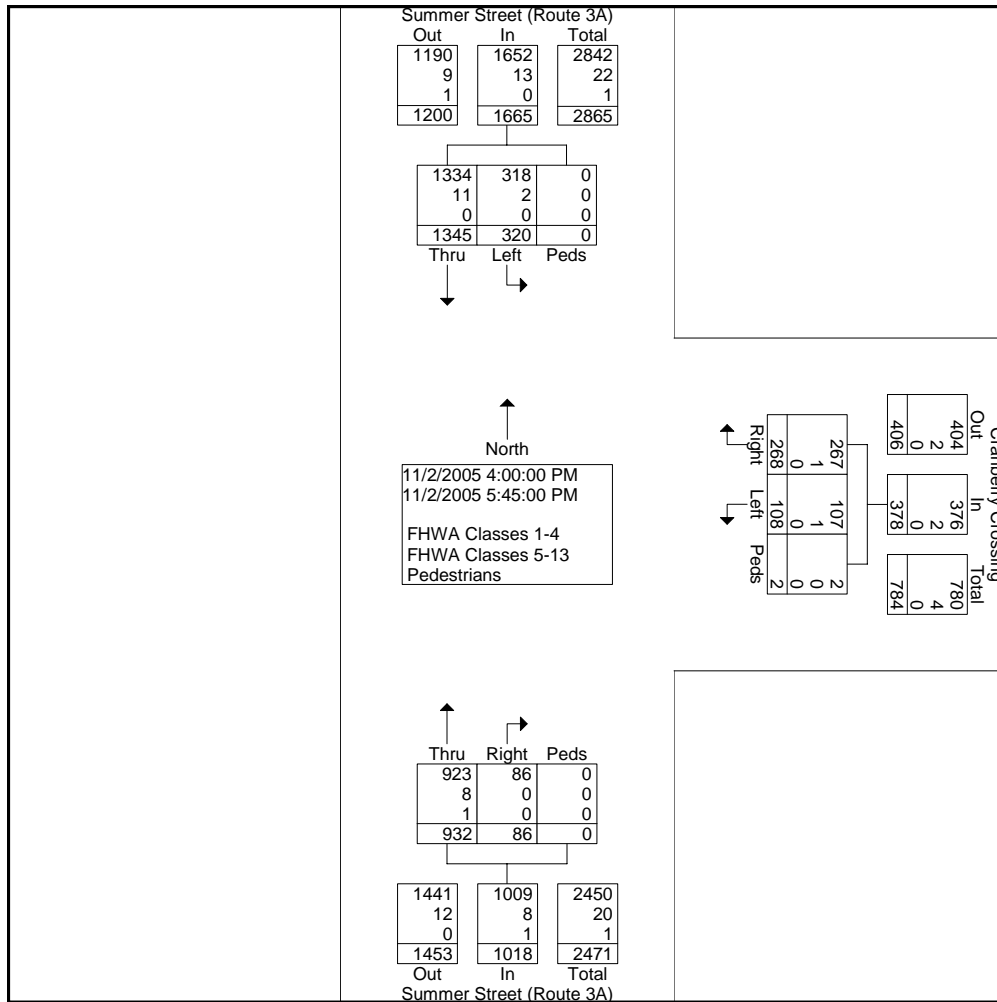
Site Code : 0000145

Start Date : 11/2/2005

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Summer Street (Route 3A) Southbound					Cranberry Crossing Westbound					Summer Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	42	173	0	0	215	21	0	45	1	67	0	131	7	0	138	420
04:15 PM	33	173	0	0	206	14	0	34	0	48	0	126	12	0	138	392
04:30 PM	41	181	0	0	222	13	0	34	0	47	0	104	9	0	113	382
04:45 PM	37	193	0	0	230	13	0	32	0	45	0	116	15	0	131	406
Total	153	720	0	0	873	61	0	145	1	207	0	477	43	0	520	1600
05:00 PM	47	151	0	0	198	12	0	36	0	48	0	120	11	0	131	377
05:15 PM	43	166	0	0	209	13	0	33	0	46	0	132	11	0	143	398
05:30 PM	38	166	0	0	204	12	0	29	0	41	0	118	8	0	126	371
05:45 PM	39	142	0	0	181	10	0	25	1	36	0	85	13	0	98	315
Total	167	625	0	0	792	47	0	123	1	171	0	455	43	0	498	1461
Grand Total	320	1345	0	0	1665	108	0	268	2	378	0	932	86	0	1018	3061
Apprch %	19.2	80.8	0.0	0.0		28.6	0.0	70.9	0.5		0.0	91.6	8.4	0.0		
Total %	10.5	43.9	0.0	0.0	54.4	3.5	0.0	8.8	0.1	12.3	0.0	30.4	2.8	0.0	33.3	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 11/02/05

Board #: TDC-8 (4)

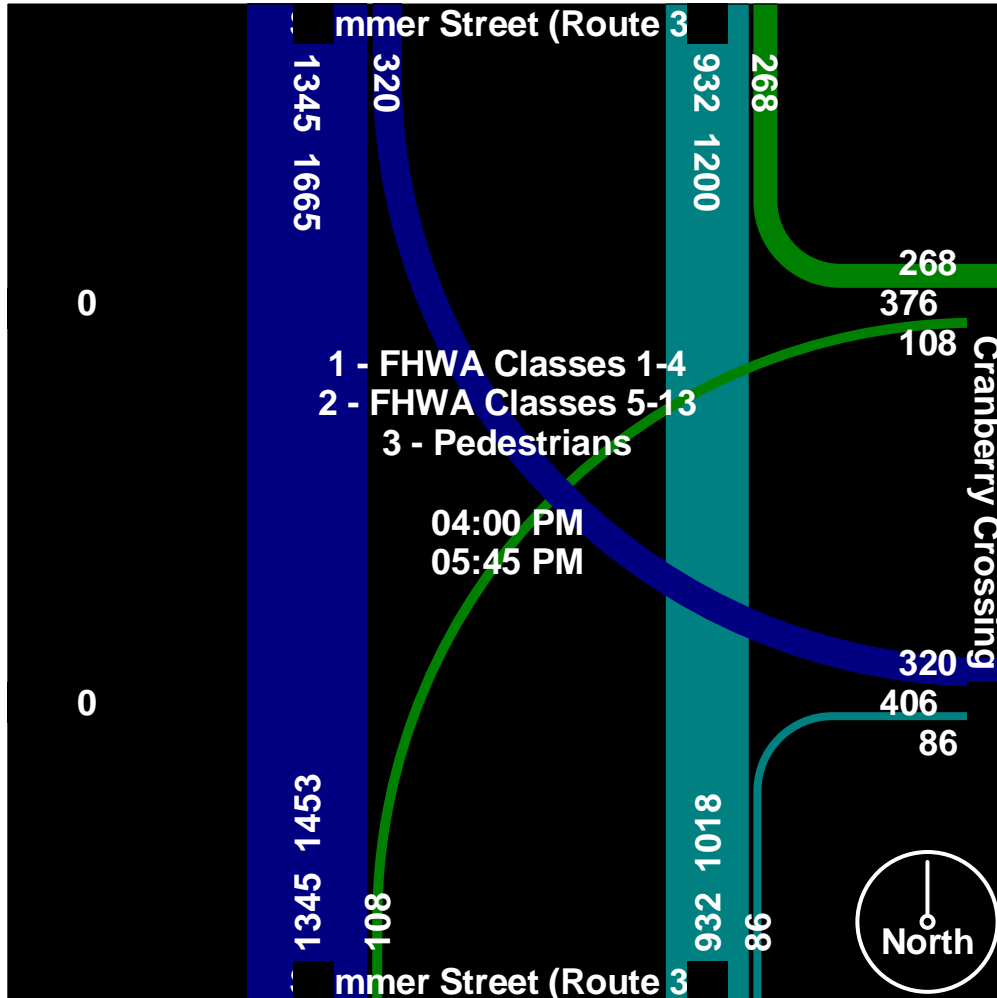
Staff: BM

File Name : 145_Summer&CranberryCrossing_PM

Site Code : 00000145

Start Date : 11/2/2005

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 11/02/05

Board #: TDC-8 (4)

Staff: BM

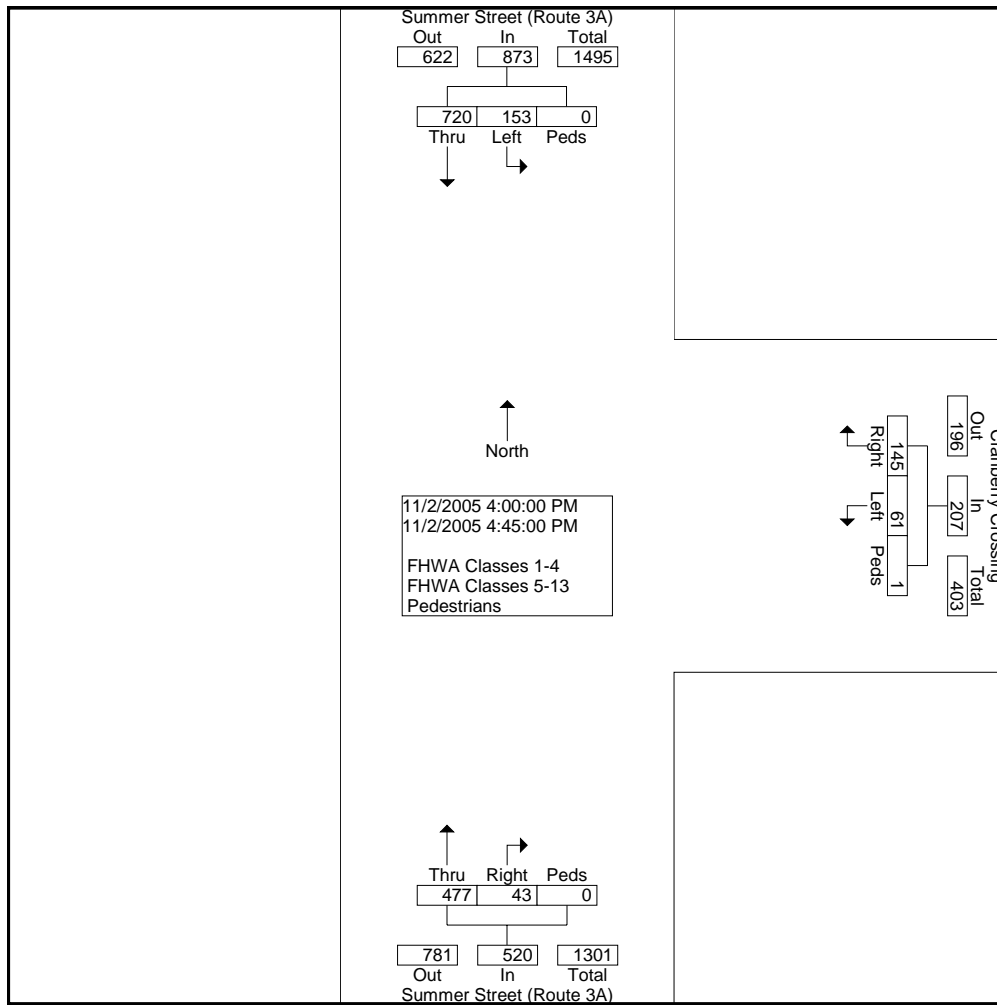
File Name : 145_Summer&CranberryCrossing_PM

Site Code : 00000145

Start Date : 11/2/2005

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Start Time	Summer Street (Route 3A) Southbound					Cranberry Crossing Westbound					Summer Street (Route 3A) Northbound					Int. Total	
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total		
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	153	720	0	0	873	61	0	145	1	207	0	477	43	0	520	1600	
Percent	17.5	82.5	0.0	0.0		29.5	0.0	70.0	0.5		0.0	91.7	8.3	0.0			
04:00 Volume	42	173	0	0	215	21	0	45	1	67	0	131	7	0	138	420	
Peak Factor																	
High Int.	04:45 PM																
Volume	37	193	0	0	230	21	0	45	1	67	0	131	7	0	138	0.952	
Peak Factor	0.949										0.772					0.942	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

File Name : 145_Summer&CranberryCrossing_PM

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Start Date : 11/2/2005

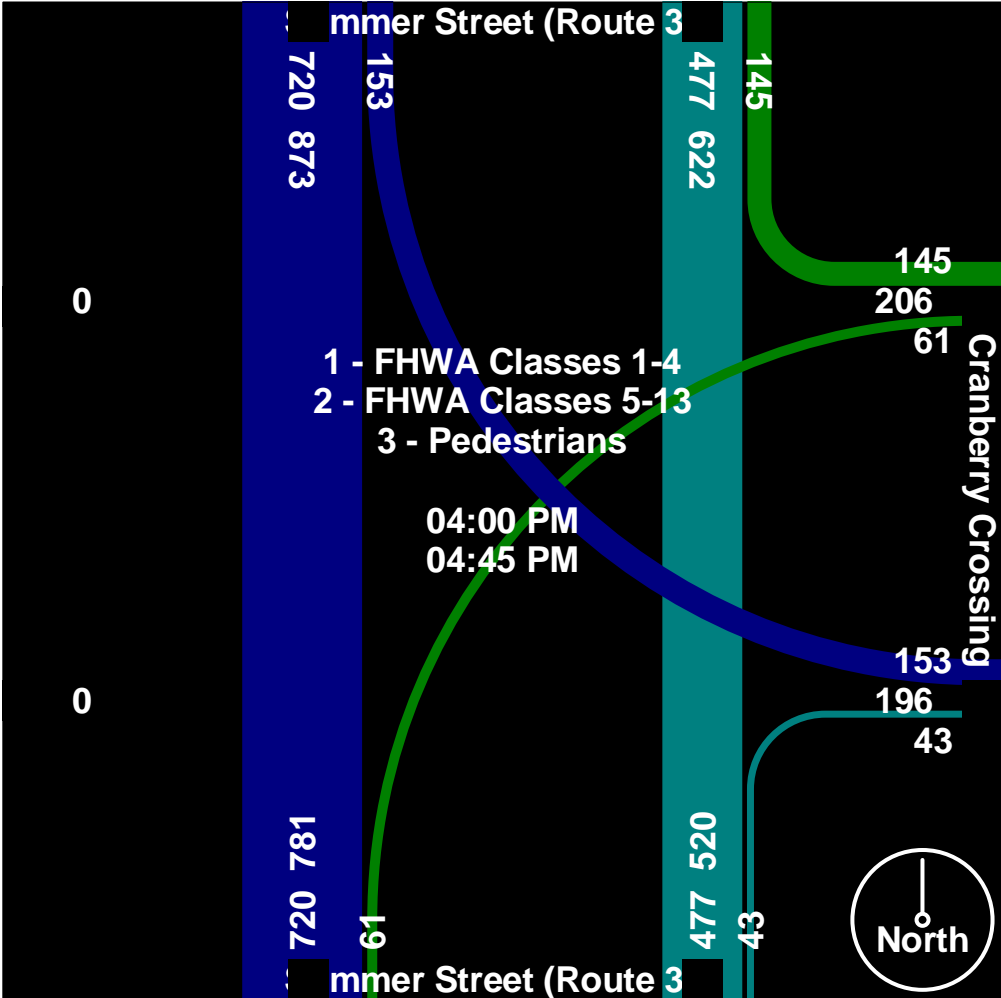
Page No : 4

Community: Kingston

Date: 11/02/05

Board #: TDC-8 (4)

Staff: BM



HCM Unsignalized Intersection Capacity Analysis
 2: Cranberry Crossing & Route 3A

2007 AM Peak Hour LOS
 8/9/2006 8:00 am













Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶			↷
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	85	215	445	112	251	335
Peak Hour Factor	0.93	0.93	0.96	0.96	0.91	0.91
Hourly flow rate (vph)	93	236	473	119	281	375
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						176
pX, platoon unblocked	0.76					
vC, conflicting volume	1470	532			592	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1620	532			592	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	57			71	
cM capacity (veh/h)	61	547			984	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	329	592	657
Volume Left	93	0	281
Volume Right	236	119	0
cSH	173	1700	984
Volume to Capacity	1.90	0.35	0.29
Queue Length 95th (ft)	614	0	30
Control Delay (s)	471.9	0.0	6.5
Lane LOS	F		A
Approach Delay (s)	471.9	0.0	6.5
Approach LOS	F		

Intersection Summary			
Average Delay		101.1	
Intersection Capacity Utilization		77.8%	ICU Level of Service D
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 2: Cranberry Crossing & Route 3A

2007 PM Peak Hour LOS
 11/2/2005 4:15 pm

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	65	155	510	46	164	835
Peak Hour Factor	0.77	0.77	0.94	0.94	0.95	0.95
Hourly flow rate (vph)	86	205	553	50	176	897
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						176
pX, platoon unblocked	0.73					
vC, conflicting volume	1827	578			603	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2132	578			603	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	60			82	
cM capacity (veh/h)	33	515			974	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	291	603	1073			
Volume Left	86	0	176			
Volume Right	205	50	0			
cSH	96	1700	974			
Volume to Capacity	3.03	0.35	0.18			
Queue Length 95th (ft)	Err	0	16			
Control Delay (s)	Err	0.0	4.6			
Lane LOS	F		A			
Approach Delay (s)	Err	0.0	4.6			
Approach LOS	F					
Intersection Summary						
Average Delay		1483.7				
Intersection Capacity Utilization		98.0%		ICU Level of Service		F
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
 2: Cranberry Crossing & Route 3A

2012 AM Peak Hour LOS
 8/9/2006 8:00 am













Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶			↷
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	85	215	445	112	251	335
Peak Hour Factor	0.93	0.93	0.96	0.96	0.91	0.91
Hourly flow rate (vph)	99	250	501	126	298	398
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						176
pX, platoon unblocked	0.74					
vC, conflicting volume	1557	564			627	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1752	564			627	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	52			69	
cM capacity (veh/h)	48	525			955	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	348	627	695
Volume Left	99	0	298
Volume Right	250	126	0
cSH	139	1700	955
Volume to Capacity	2.51	0.37	0.31
Queue Length 95th (ft)	762	0	33
Control Delay (s)	750.4	0.0	6.9
Lane LOS	F		A
Approach Delay (s)	750.4	0.0	6.9
Approach LOS	F		

Intersection Summary			
Average Delay		159.4	
Intersection Capacity Utilization		81.8%	ICU Level of Service D
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 2: Cranberry Crossing & Route 3A

2012 PM Peak Hour LOS
 11/2/2005 4:15 pm

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	65	155	510	46	164	835
Peak Hour Factor	0.77	0.77	0.94	0.94	0.95	0.95
Hourly flow rate (vph)	91	217	586	53	186	949
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						176
pX, platoon unblocked	0.71					
vC, conflicting volume	1935	612			639	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2319	612			639	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	56			80	
cM capacity (veh/h)	24	493			945	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	309	639	1136			
Volume Left	91	0	186			
Volume Right	217	53	0			
cSH	72	1700	945			
Volume to Capacity	4.30	0.38	0.20			
Queue Length 95th (ft)	Err	0	18			
Control Delay (s)	Err	0.0	5.2			
Lane LOS	F		A			
Approach Delay (s)	Err	0.0	5.2			
Approach LOS	F					
Intersection Summary						
Average Delay		1484.0				
Intersection Capacity Utilization		103.1%		ICU Level of Service		G
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
2: Cranberry Crossing & Route 3A

2020 AM Peak Hour LOS
8/9/2006 8:00 am



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶			↷
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	85	215	445	112	251	335
Peak Hour Factor	0.93	0.93	0.96	0.96	0.91	0.91
Hourly flow rate (vph)	109	275	552	139	328	438
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		1				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						176
pX, platoon unblocked	0.71					
vC, conflicting volume	1716	621			690	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2014	621			690	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	44			64	
cM capacity (veh/h)	29	487			904	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	384	690	766
Volume Left	109	0	328
Volume Right	275	139	0
cSH	89	1700	904
Volume to Capacity	4.30	0.41	0.36
Queue Length 95th (ft)	Err	0	42
Control Delay (s)	Err	0.0	8.0
Lane LOS	F		A
Approach Delay (s)	Err	0.0	8.0
Approach LOS	F		

Intersection Summary			
Average Delay		2088.6	
Intersection Capacity Utilization		89.1%	ICU Level of Service E
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
3: Route 3A & Route 53

2020 PM Peak Hour LOS
11/2/2005 4:15 pm



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↗	↖	↖	↖	↗	↖	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1843	1583	1770	1698		1770	1863	1583	1770	1863	1583
Flt Permitted		0.69	1.00	0.38	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1304	1583	715	1698		1770	1863	1583	1770	1863	1583
Volume (vph)	87	157	169	459	161	231	114	205	288	109	169	92
Peak-hour factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88	0.87	0.87	0.87	0.90	0.90	0.90
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	106	191	206	615	216	310	155	278	391	143	222	121
RTOR Reduction (vph)	0	0	135	0	50	0	0	0	312	0	0	97
Lane Group Flow (vph)	0	297	71	615	476	0	155	278	79	143	222	24
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm		Perm	pm+pt			Prot		Perm	Prot		Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)		35.0	35.0	59.0	59.0		10.0	20.6	20.6	9.9	20.5	20.5
Effective Green, g (s)		35.0	35.0	59.0	59.0		10.0	20.6	20.6	9.9	20.5	20.5
Actuated g/C Ratio		0.34	0.34	0.58	0.58		0.10	0.20	0.20	0.10	0.20	0.20
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		450	546	623	987		174	378	321	173	376	320
v/s Ratio Prot				c0.19	0.28		c0.09	c0.15		0.08	0.12	
v/s Ratio Perm		0.23	0.04	c0.38					0.05			0.02
v/c Ratio		0.66	0.13	0.99	0.48		0.89	0.74	0.25	0.83	0.59	0.08
Uniform Delay, d1		28.2	22.8	17.2	12.4		45.2	37.9	33.9	45.0	36.7	32.8
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		3.6	0.1	32.5	0.4		38.8	7.3	0.4	26.4	2.5	0.1
Delay (s)		31.8	22.9	49.7	12.7		84.0	45.2	34.3	71.3	39.2	32.9
Level of Service		C	C	D	B		F	D	C	E	D	C
Approach Delay (s)		28.2			32.7			47.3			47.1	
Approach LOS		C			C			D			D	

Intersection Summary

HCM Average Control Delay	38.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	101.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

MassHighway

CRASH RATE WORKSHEET

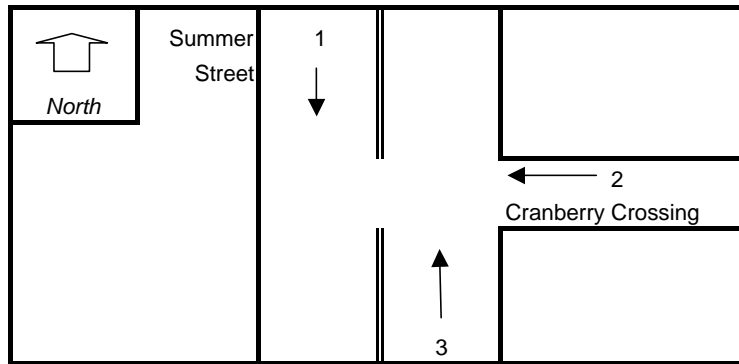
CITY/TOWN : Kingston COUNT DATE : 11/2/2005 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Summer Street (Route 3A)
 MINOR STREET(S) : Cranberry Crossing

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3		
DIRECTION :	SB	WB	NB		
VOLUMES (PM) :	1073	291	603		

*** Volumes adjusted to 2007 annual average levels*

" K " FACTOR : 0.09 APPROACH ADT : 21,856 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS :	3	# OF YEARS :	3	AVERAGE # OF ACCIDENTS (A) :	1.00
------------------------	---	--------------	---	--------------------------------	------

CRASH RATE CALCULATION : 0.125 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-85.08%	Statewide Average:	Signalized	-85.59%
	Unsignalized	-78.75%		Unsignalized	-81.01%

**Route 3A @
Tremont Street**

Old Colony Planning Council 70 School Street

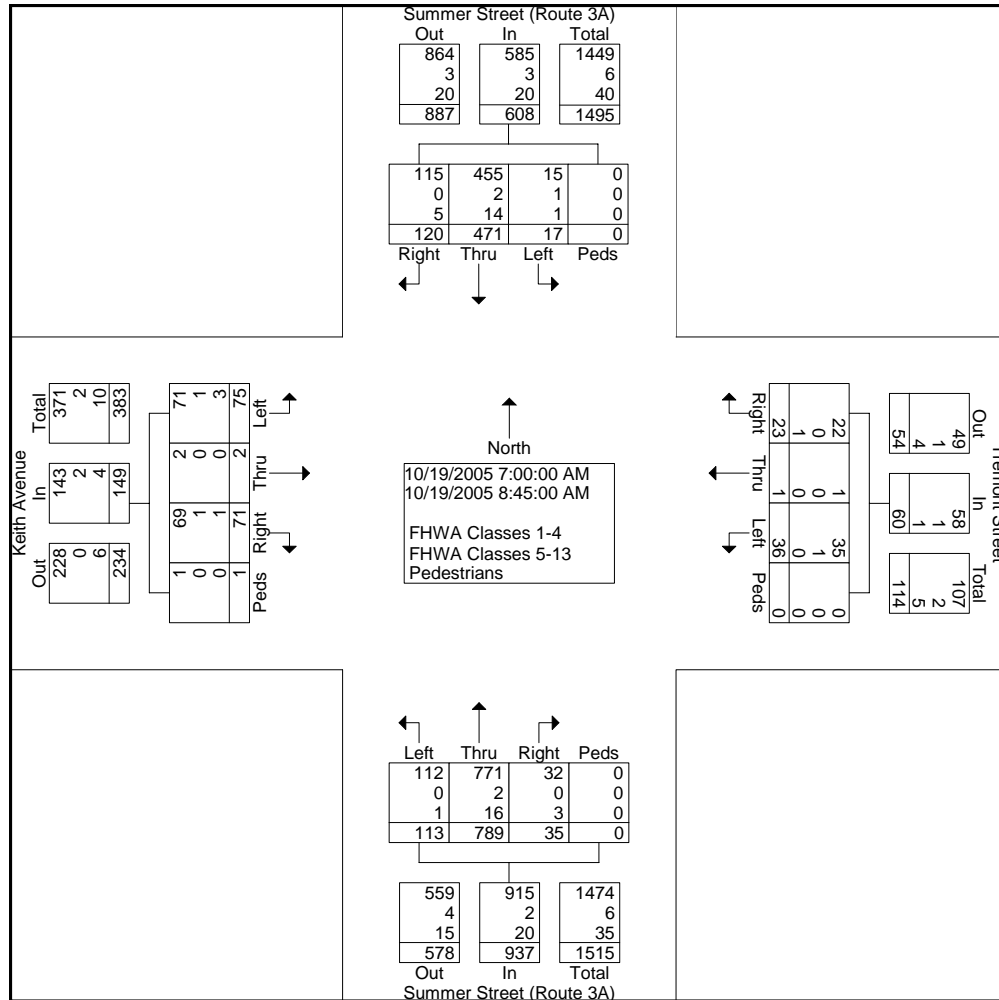
Community: Kingston
Date: 10/19/05
Board #: DB-400 (1)
Staff: BM

Brockton, MA 02301
508-583-1833

File Name : 145_Summer&Tremont&Stop&Shop_AM
Site Code : 00000145
Start Date : 10/19/2005
Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Summer Street (Route 3A) Southbound					Tremont Street Westbound					Summer Street (Route 3A) Northbound					Keith Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	49	13	0	64	3	0	3	0	6	14	85	4	0	103	1	0	8	0	9	182
07:15 AM	0	61	18	0	79	2	0	5	0	7	7	67	4	0	78	10	0	12	0	22	186
07:30 AM	0	51	17	0	68	4	0	3	0	7	11	96	4	0	111	6	0	6	0	12	198
07:45 AM	2	62	10	0	74	5	0	2	0	7	16	100	6	0	122	15	1	4	0	20	223
Total	4	223	58	0	285	14	0	13	0	27	48	348	18	0	414	32	1	30	0	63	789
08:00 AM	4	51	18	0	73	8	0	3	0	11	18	122	4	0	144	9	0	5	0	14	242
08:15 AM	3	60	13	0	76	8	0	2	0	10	11	99	8	0	118	11	0	6	0	17	221
08:30 AM	4	75	13	0	92	3	0	2	0	5	13	102	5	0	120	13	0	17	1	31	248
08:45 AM	2	62	18	0	82	3	1	3	0	7	23	118	0	0	141	10	1	13	0	24	254
Total	13	248	62	0	323	22	1	10	0	33	65	441	17	0	523	43	1	41	1	86	965
Grand Total	17	471	120	0	608	36	1	23	0	60	113	789	35	0	937	75	2	71	1	149	1754
Apprch %	2.8	77.5	19.7	0.0		60.0	1.7	38.3	0.0		12.1	84.2	3.7	0.0		50.3	1.3	47.7	0.7		
Total %	1.0	26.9	6.8	0.0	34.7	2.1	0.1	1.3	0.0	3.4	6.4	45.0	2.0	0.0	53.4	4.3	0.1	4.0	0.1	8.5	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

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Site Code : 00000145

Start Date : 10/19/2005

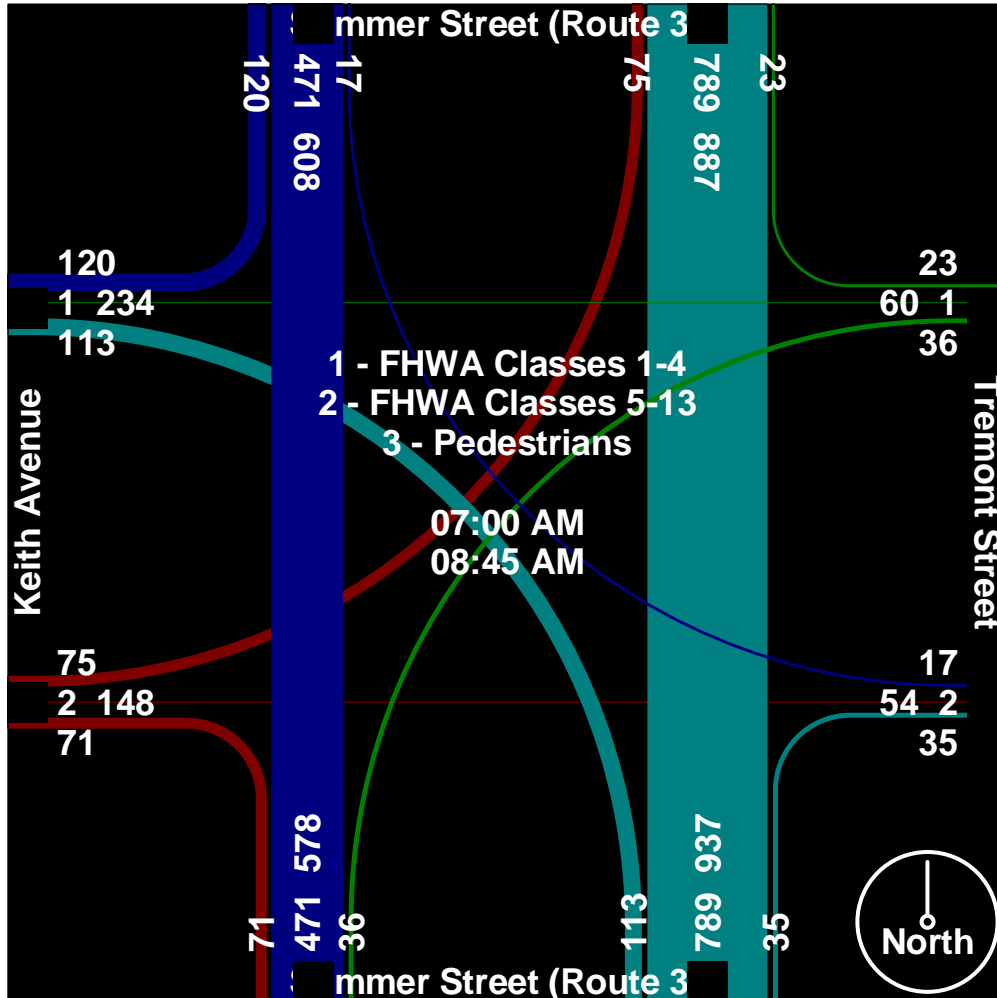
Page No : 2

Community: Kingston

Date: 10/19/05

Board #: DB-400 (1)

Staff: BM



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70 School Street

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508-583-1833

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Site Code : 00000145

Start Date : 10/19/2005

Page No : 3

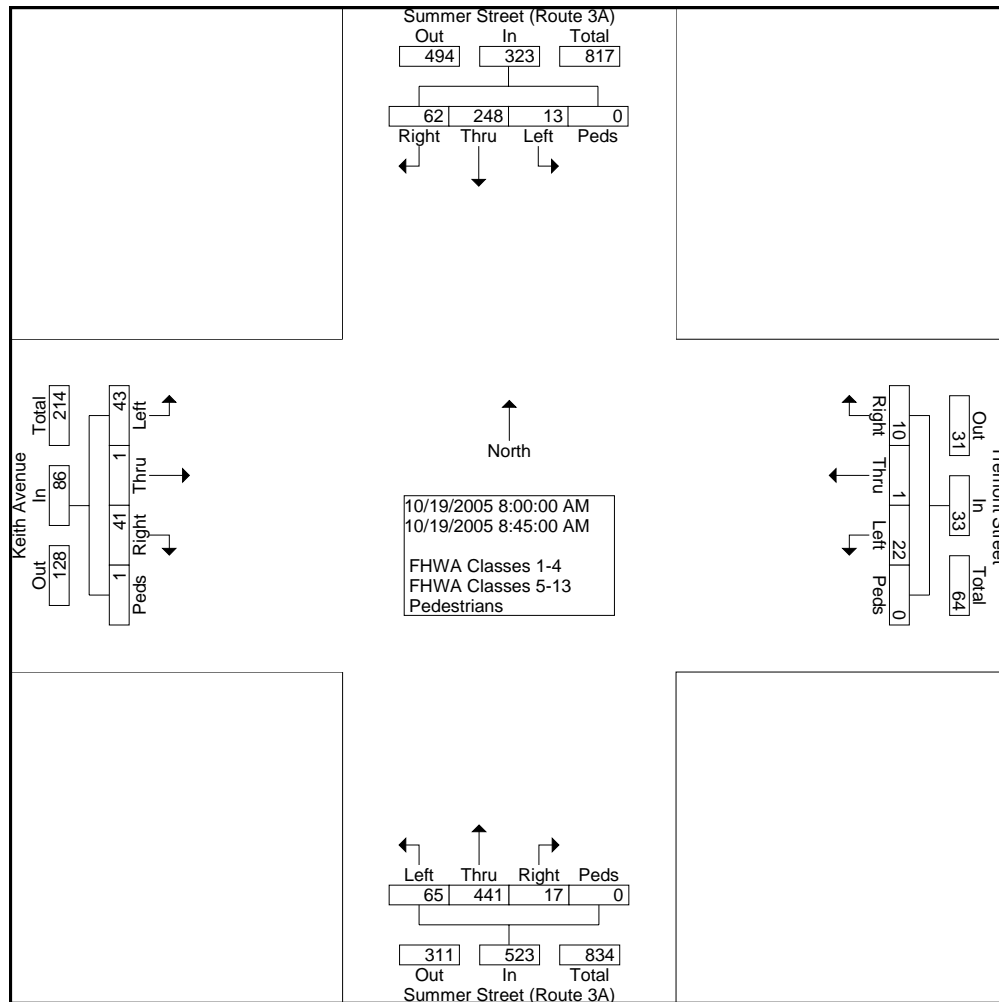
Community: Kingston

Date: 10/19/05

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Staff: BM

Start Time	Summer Street (Route 3A) Southbound					Tremont Street Westbound					Summer Street (Route 3A) Northbound					Keith Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	13	248	62	0	323	22	1	10	0	33	65	441	17	0	523	43	1	41	1	86	965
Percent	4.0	76.8	19.2	0.0		66.7	3.0	30.3	0.0		12.4	84.3	3.3	0.0		50.0	1.2	47.7	1.2		
08:45																					
Volume	2	62	18	0	82	3	1	3	0	7	23	118	0	0	141	10	1	13	0	24	254
Peak Factor																					
High Int.	08:30 AM																				
Volume	4	75	13	0	92	8	0	3	0	11	18	122	4	0	144	13	0	17	1	31	0.950
Peak Factor	0.878					0.750					0.908					0.694					



Old Colony Planning Council

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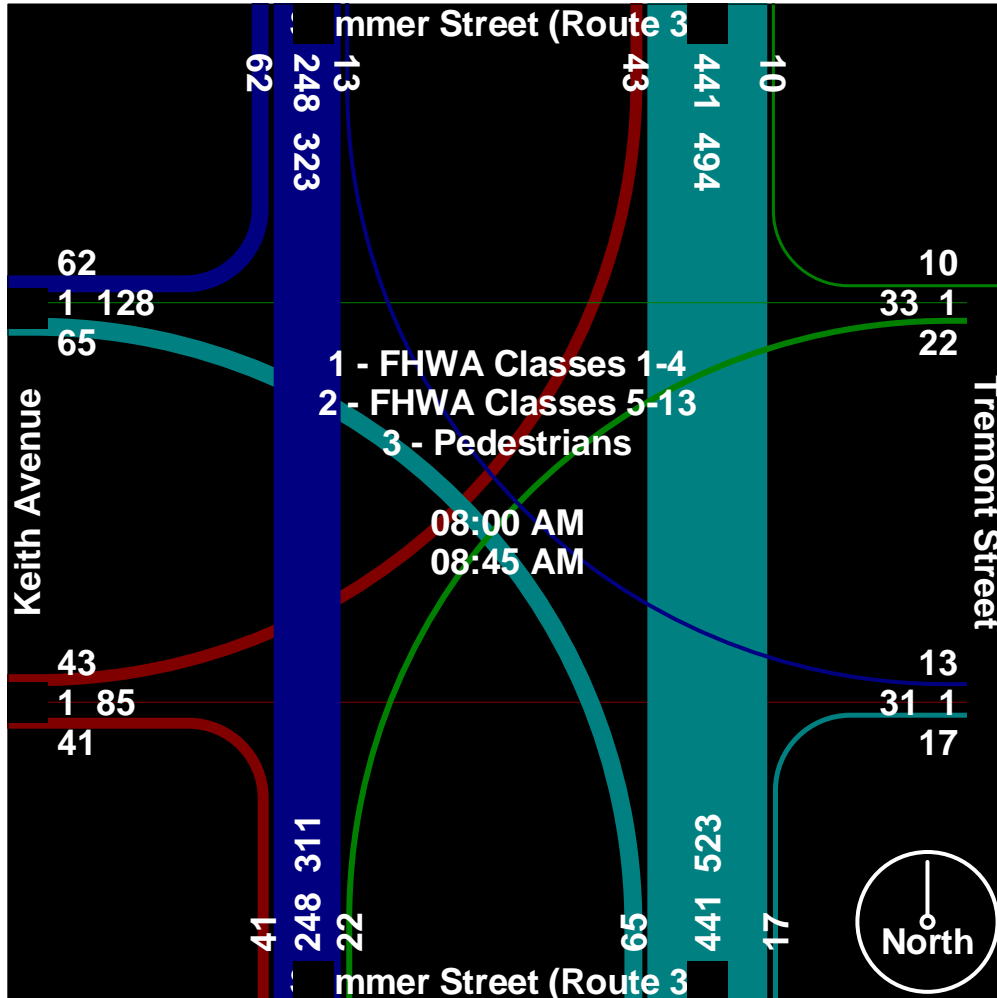
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Old Colony Planning Council 70 School Street

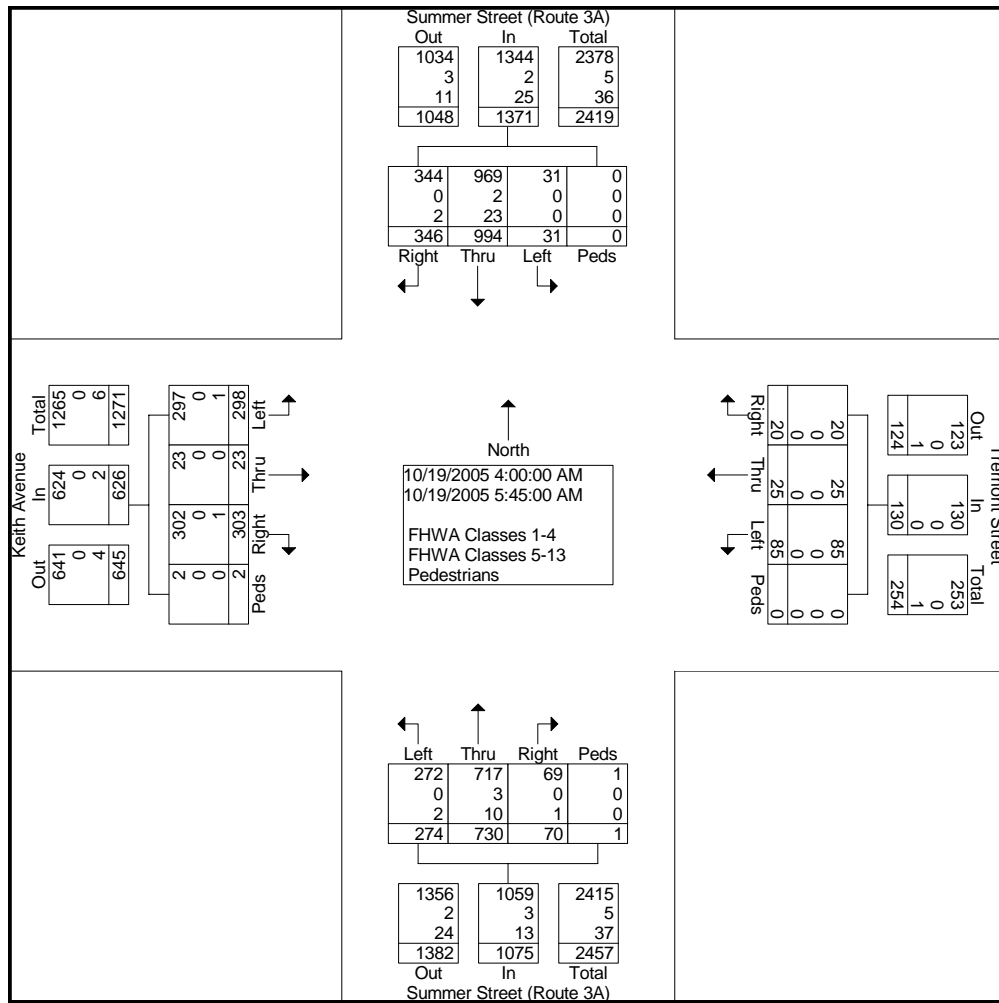
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Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Summer Street (Route 3A) Southbound					Tremont Street Westbound					Summer Street (Route 3A) Northbound					Keith Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 AM	2	125	55	0	182	8	2	1	0	11	36	112	11	0	159	30	3	40	0	73	425
04:15 AM	1	146	39	0	186	5	2	4	0	11	35	101	6	0	142	40	1	32	0	73	412
04:30 AM	5	109	45	0	159	15	3	1	0	19	27	95	4	0	126	36	1	38	0	75	379
04:45 AM	2	117	43	0	162	12	1	3	0	16	32	82	7	1	122	42	3	31	0	76	376
Total	10	497	182	0	689	40	8	9	0	57	130	390	28	1	549	148	8	141	0	297	1592
05:00 AM	3	118	40	0	161	8	1	2	0	11	39	74	11	0	124	44	1	36	0	81	377
05:15 AM	10	124	47	0	181	9	4	3	0	16	43	85	9	0	137	38	4	35	1	78	412
05:30 AM	5	141	41	0	187	11	8	2	0	21	25	92	18	0	135	31	3	41	0	75	418
05:45 AM	3	114	36	0	153	17	4	4	0	25	37	89	4	0	130	37	7	50	1	95	403
Total	21	497	164	0	682	45	17	11	0	73	144	340	42	0	526	150	15	162	2	329	1610
Grand Total	31	994	346	0	1371	85	25	20	0	130	274	730	70	1	1075	298	23	303	2	626	3202
Apprch %	2.3	72.5	25.2	0.0		65.4	19.2	15.4	0.0		25.5	67.9	6.5	0.1		47.6	3.7	48.4	0.3		
Total %	1.0	31.0	10.8	0.0	42.8	2.7	0.8	0.6	0.0	4.1	8.6	22.8	2.2	0.0	33.6	9.3	0.7	9.5	0.1	19.6	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

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Site Code : 00000145

Start Date : 10/19/2005

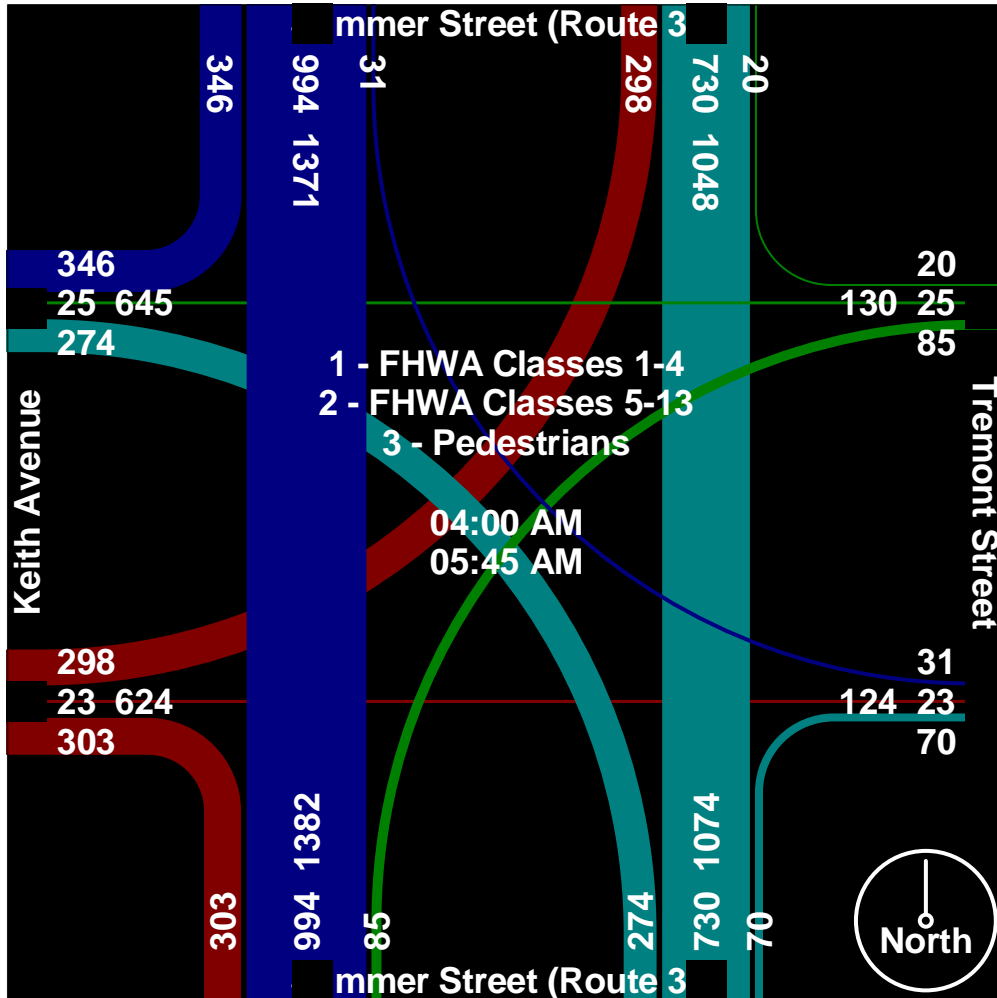
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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 10/19/05

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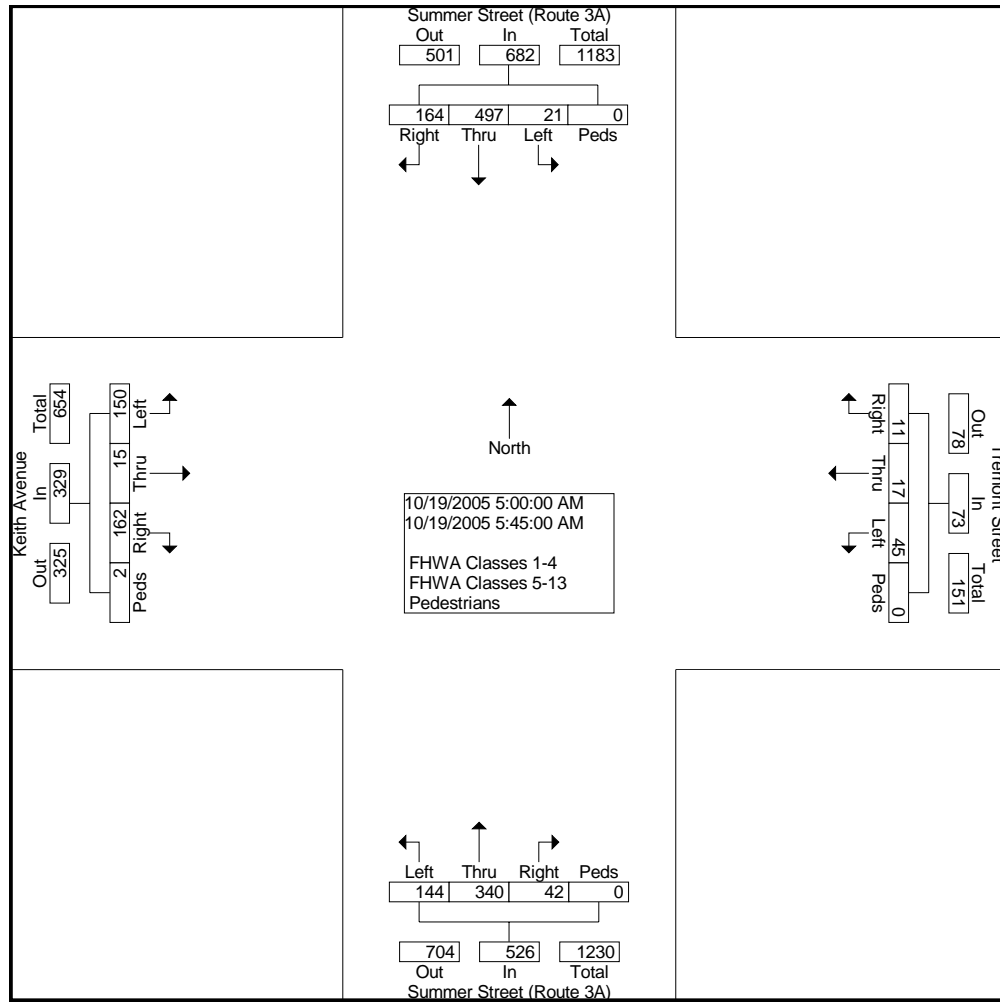
File Name : 145_Summer&Tremont&Stop&Shop_PM

Site Code : 00000145

Start Date : 10/19/2005

Page No : 3

Start Time	Summer Street (Route 3A) Southbound					Tremont Street Westbound					Summer Street (Route 3A) Northbound					Keith Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 AM to 05:45 AM - Peak 1 of 1																					
Intersection	05:00 AM																				
Volume	21	497	164	0	682	45	17	11	0	73	144	340	42	0	526	150	15	162	2	329	1610
Percent	3.1	72.9	24.0	0.0		61.6	23.3	15.1	0.0		27.4	64.6	8.0	0.0		45.6	4.6	49.2	0.6		
05:30																					
Volume	5	141	41	0	187	11	8	2	0	21	25	92	18	0	135	31	3	41	0	75	418
Peak Factor																					
High Int.	05:30 AM																				
Volume	5	141	41	0	187	05:45 AM					05:15 AM					05:45 AM					0.963
Peak Factor	0.912										0.960					0.866					



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

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Start Date : 10/19/2005

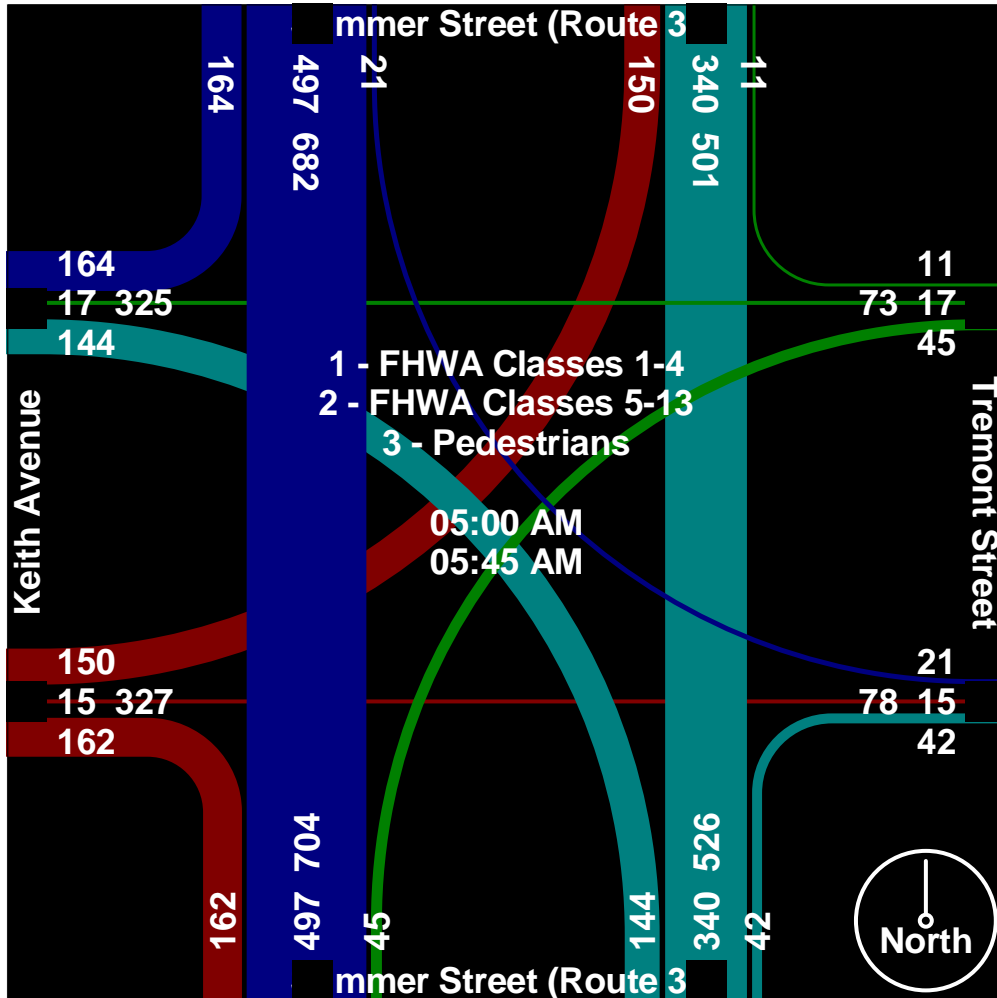
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Community: Kingston

Date: 10/19/05

Board #: DB-400 (1)

Staff: BM



HCM Signalized Intersection Capacity Analysis
Route 3A @ Summer Hill Plaza

2007 AM Peak Hour LOS
10/19/2005 8:00 am

























Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	13	11	11	11	13	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frbp, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00	1.00	1.00		
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frt	1.00	0.85		1.00	0.99		1.00	1.00	0.85	0.96		
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.97		
Satd. Flow (prot)	1719	1534		1847	1773		1558	1906	1553	1927		
Flt Permitted	0.95	1.00		0.44	1.00		0.48	1.00	1.00	0.97		
Satd. Flow (perm)	1719	1534		854	1773		781	1906	1553	1927		
Volume (vph)	43	1	41	64	437	17	13	246	61	22	1	10
Peak-hour factor, PHF	0.69	0.69	0.69	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	64	1	61	72	490	19	15	285	71	30	1	14
RTOR Reduction (vph)	0	54	0	0	1	0	0	0	43	13	0	0
Lane Group Flow (vph)	64	8	0	72	508	0	15	285	28	32	0	0
Confl. Peds. (#/hr)	1	1	1									
Heavy Vehicles (%)	5%	0%	3%	1%	3%	4%	12%	3%	4%	3%	2%	4%
Turn Type	Split			pm+pt			Perm		Perm	Prot		
Protected Phases	4	4		5	2			6		8		
Permitted Phases				2			6		6			
Actuated Green, G (s)	7.3	7.3		40.8	40.8		27.8	27.8	27.8	3.2		
Effective Green, g (s)	7.8	7.8		41.3	41.3		28.3	28.3	28.3	3.7		
Actuated g/C Ratio	0.11	0.11		0.58	0.58		0.40	0.40	0.40	0.05		
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	189	168		622	1030		311	759	618	100		
v/s Ratio Prot	c0.04	0.01		0.01	c0.29			0.15		c0.02		
v/s Ratio Perm				0.05			0.02		0.02			
v/c Ratio	0.34	0.05		0.12	0.49		0.05	0.38	0.05	0.32		
Uniform Delay, d1	29.3	28.3		7.0	8.8		13.1	15.1	13.1	32.5		
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.1	0.1		0.4	1.7		0.3	1.4	0.1	1.8		
Delay (s)	30.3	28.4		7.4	10.4		13.4	16.6	13.3	34.3		
Level of Service	C	C		A	B		B	B	B	C		
Approach Delay (s)		29.4			10.1			15.8		34.3		
Approach LOS		C			B			B		C		

Intersection Summary

HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	71.1	Sum of lost time (s)	18.3
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
Route 3A @ Tremont St

Route 3A Corridor Study
2007 PM Peak Hour LOS

												
Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	13	11	11	11	13	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frbp, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00	1.00	1.00		
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frt	1.00	0.86		1.00	0.98		1.00	1.00	0.85	0.95		
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.97		
Satd. Flow (prot)	1805	1598		1847	1770		1745	1925	1599	1982		
Flt Permitted	0.95	1.00		0.21	1.00		0.53	1.00	1.00	0.97		
Satd. Flow (perm)	1805	1598		404	1770		964	1925	1599	1982		
Volume (vph)	149	15	160	143	337	42	21	403	162	46	17	11
Peak-hour factor, PHF	0.87	0.87	0.87	0.96	0.96	0.96	0.91	0.91	0.91	0.73	0.73	0.73
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	175	18	188	152	358	45	24	452	182	64	24	15
RTOR Reduction (vph)	0	162	0	0	4	0	0	0	105	6	0	0
Lane Group Flow (vph)	175	44	0	152	399	0	24	452	77	97	0	0
Confl. Peds. (#/hr)	1	1	1									
Heavy Vehicles (%)	0%	0%	0%	1%	2%	2%	0%	2%	1%	0%	0%	0%
Turn Type	Split			pm+pt			Perm		Perm	Prot		
Protected Phases	4	4		5	2			6		8		
Permitted Phases				2			6		6			
Actuated Green, G (s)	11.0	11.0		44.5	44.5		26.7	26.7	26.7	6.1		
Effective Green, g (s)	11.5	11.5		45.0	45.0		27.2	27.2	27.2	6.6		
Actuated g/C Ratio	0.14	0.14		0.55	0.55		0.33	0.33	0.33	0.08		
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	254	225		466	975		321	641	532	160		
v/s Ratio Prot	c0.10	0.03		0.06	c0.23			c0.23		c0.05		
v/s Ratio Perm				0.12			0.02		0.05			
v/c Ratio	0.69	0.20		0.33	0.41		0.07	0.71	0.14	0.60		
Uniform Delay, d1	33.4	31.0		11.4	10.6		18.6	23.8	19.1	36.3		
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Incremental Delay, d2	7.6	0.4		1.9	1.3		0.5	6.4	0.6	6.3		
Delay (s)	41.0	31.5		13.3	11.9		19.1	30.2	19.7	42.6		
Level of Service	D	C		B	B		B	C	B	D		
Approach Delay (s)		35.8			12.3			26.9		42.6		
Approach LOS		D			B			C		D		
Intersection Summary												
HCM Average Control Delay			25.1			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			81.7			Sum of lost time (s)			22.6			
Intersection Capacity Utilization			62.6%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												























HCM Signalized Intersection Capacity Analysis
Route 3A @ Summer Hill Plaza

2012 AM Peak Hour LOS
10/19/2005 8:00 am

Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	13	11	11	11	13	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frbp, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00	1.00	1.00		
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frt	1.00	0.85		1.00	0.99		1.00	1.00	0.85	0.96		
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.97		
Satd. Flow (prot)	1719	1538		1847	1773		1558	1906	1553	1929		
Flt Permitted	0.95	1.00		0.42	1.00		0.46	1.00	1.00	0.97		
Satd. Flow (perm)	1719	1538		821	1773		760	1906	1553	1929		
Volume (vph)	43	1	41	64	437	17	13	246	61	22	1	10
Peak-hour factor, PHF	0.69	0.69	0.69	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Growth Factor (vph)	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	67	2	64	76	519	20	16	302	75	32	1	14
RTOR Reduction (vph)	0	57	0	0	1	0	0	0	45	13	0	0
Lane Group Flow (vph)	67	9	0	76	538	0	16	302	30	34	0	0
Confl. Peds. (#/hr)	1	1	1									
Heavy Vehicles (%)	5%	0%	3%	1%	3%	4%	12%	3%	4%	3%	2%	4%
Turn Type	Split			pm+pt			Perm		Perm	Prot		
Protected Phases	4	4		5	2			6		8		
Permitted Phases				2			6		6			
Actuated Green, G (s)	7.3	7.3		40.8	40.8		27.8	27.8	27.8	3.2		
Effective Green, g (s)	7.8	7.8		41.3	41.3		28.3	28.3	28.3	3.7		
Actuated g/C Ratio	0.11	0.11		0.58	0.58		0.40	0.40	0.40	0.05		
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	189	169		607	1030		303	759	618	100		
v/s Ratio Prot	c0.04	0.01		0.02	c0.30			0.16		c0.02		
v/s Ratio Perm				0.06			0.02		0.02			
v/c Ratio	0.35	0.05		0.13	0.52		0.05	0.40	0.05	0.34		
Uniform Delay, d1	29.3	28.3		7.1	9.0		13.2	15.3	13.1	32.5		
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.1	0.1		0.4	1.9		0.3	1.6	0.1	2.0		
Delay (s)	30.5	28.5		7.5	10.9		13.5	16.9	13.3	34.5		
Level of Service	C	C		A	B		B	B	B	C		
Approach Delay (s)		29.5			10.4			16.0		34.5		
Approach LOS		C			B			B		C		
Intersection Summary												
HCM Average Control Delay			15.4			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			71.1			Sum of lost time (s)				18.3		
Intersection Capacity Utilization			64.5%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
Route 3A @ Tremont St

Route 3A Corridor Study
2012 PM Peak Hour LOS

												
Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	13	11	11	11	13	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frbp, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00	1.00	1.00		
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frt	1.00	0.86		1.00	0.98		1.00	1.00	0.85	0.95		
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.97		
Satd. Flow (prot)	1805	1598		1847	1771		1745	1925	1599	1982		
Flt Permitted	0.95	1.00		0.18	1.00		0.51	1.00	1.00	0.97		
Satd. Flow (perm)	1805	1598		348	1771		944	1925	1599	1982		
Volume (vph)	149	15	160	143	337	42	21	403	162	46	17	11
Peak-hour factor, PHF	0.87	0.87	0.87	0.96	0.96	0.96	0.91	0.91	0.91	0.73	0.73	0.73
Growth Factor (vph)	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	185	19	199	161	379	47	25	478	192	68	25	16
RTOR Reduction (vph)	0	170	0	0	4	0	0	0	105	6	0	0
Lane Group Flow (vph)	185	48	0	161	422	0	25	478	87	103	0	0
Confl. Peds. (#/hr)	1	1	1									
Heavy Vehicles (%)	0%	0%	0%	1%	2%	2%	0%	2%	1%	0%	0%	0%
Turn Type	Split			pm+pt			Perm		Perm	Prot		
Protected Phases	4	4		5	2			6		8		
Permitted Phases				2			6		6			
Actuated Green, G (s)	11.3	11.3		44.5	44.5		26.7	26.7	26.7	6.1		
Effective Green, g (s)	11.8	11.8		45.0	45.0		27.2	27.2	27.2	6.6		
Actuated g/C Ratio	0.14	0.14		0.55	0.55		0.33	0.33	0.33	0.08		
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	260	230		443	972		313	639	530	160		
v/s Ratio Prot	c0.10	0.03		0.06	c0.24			c0.25		c0.05		
v/s Ratio Perm				0.14			0.03		0.05			
v/c Ratio	0.71	0.21		0.36	0.43		0.08	0.75	0.16	0.64		
Uniform Delay, d1	33.5	31.0		12.0	11.0		18.8	24.4	19.4	36.6		
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Incremental Delay, d2	8.9	0.4		2.3	1.4		0.5	7.8	0.7	8.5		
Delay (s)	42.3	31.4		14.3	12.4		19.3	32.2	20.0	45.0		
Level of Service	D	C		B	B		B	C	C	D		
Approach Delay (s)		36.4			12.9			28.4		45.0		
Approach LOS		D			B			C		D		
Intersection Summary												
HCM Average Control Delay			26.1			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			82.0			Sum of lost time (s)			22.6			
Intersection Capacity Utilization			64.5%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
Route 3A @ Summer Hill Plaza

2020 AM Peak Hour LOS
10/19/2005 8:00 am

























Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	13	11	11	11	13	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frbp, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00	1.00	1.00		
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frt	1.00	0.85		1.00	0.99		1.00	1.00	0.85	0.95		
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.97		
Satd. Flow (prot)	1719	1537		1847	1773		1558	1906	1553	1926		
Flt Permitted	0.95	1.00		0.39	1.00		0.44	1.00	1.00	0.97		
Satd. Flow (perm)	1719	1537		760	1773		723	1906	1553	1926		
Volume (vph)	43	1	41	64	437	17	13	246	61	22	1	10
Peak-hour factor, PHF	0.69	0.69	0.69	0.91	0.91	0.91	0.88	0.88	0.88	0.75	0.75	0.75
Growth Factor (vph)	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%
Adj. Flow (vph)	74	2	71	84	571	22	18	333	82	35	2	16
RTOR Reduction (vph)	0	63	0	0	1	0	0	0	49	15	0	0
Lane Group Flow (vph)	74	10	0	84	592	0	18	333	33	38	0	0
Confl. Peds. (#/hr)	1	1	1									
Heavy Vehicles (%)	5%	0%	3%	1%	3%	4%	12%	3%	4%	3%	2%	4%
Turn Type	Split			pm+pt			Perm		Perm	Prot		
Protected Phases	4	4		5	2			6		8		
Permitted Phases				2			6		6			
Actuated Green, G (s)	7.4	7.4		40.8	40.8		27.8	27.8	27.8	3.2		
Effective Green, g (s)	7.9	7.9		41.3	41.3		28.3	28.3	28.3	3.7		
Actuated g/C Ratio	0.11	0.11		0.58	0.58		0.40	0.40	0.40	0.05		
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	191	171		578	1028		287	758	617	100		
v/s Ratio Prot	c0.04	0.01		0.02	c0.33			0.17		c0.02		
v/s Ratio Perm				0.07			0.02		0.02			
v/c Ratio	0.39	0.06		0.15	0.58		0.06	0.44	0.05	0.38		
Uniform Delay, d1	29.4	28.3		7.3	9.4		13.3	15.7	13.2	32.6		
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.3	0.1		0.5	2.3		0.4	1.8	0.2	2.4		
Delay (s)	30.7	28.5		7.8	11.8		13.7	17.5	13.4	35.0		
Level of Service	C	C		A	B		B	B	B	D		
Approach Delay (s)		29.6			11.3			16.6		35.0		
Approach LOS		C			B			B		D		

Intersection Summary

HCM Average Control Delay	16.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	18.3
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
Route 3A @ Tremont St

Route 3A Corridor Study
2020 PM Peak Hour LOS

												
Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	13	11	11	11	13	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frbp, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00	1.00	1.00		
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Frt	1.00	0.86		1.00	0.98		1.00	1.00	0.85	0.95		
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.97		
Satd. Flow (prot)	1805	1598		1847	1771		1745	1925	1599	1981		
Flt Permitted	0.95	1.00		0.13	1.00		0.49	1.00	1.00	0.97		
Satd. Flow (perm)	1805	1598		251	1771		907	1925	1599	1981		
Volume (vph)	149	15	160	143	337	42	21	403	162	46	17	11
Peak-hour factor, PHF	0.87	0.87	0.87	0.96	0.96	0.96	0.91	0.91	0.91	0.73	0.73	0.73
Growth Factor (vph)	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%
Adj. Flow (vph)	204	21	219	177	418	52	27	527	212	75	28	18
RTOR Reduction (vph)	0	186	0	0	4	0	0	0	106	6	0	0
Lane Group Flow (vph)	204	54	0	177	466	0	27	527	106	115	0	0
Confl. Peds. (#/hr)	1	1	1									
Heavy Vehicles (%)	0%	0%	0%	1%	2%	2%	0%	2%	1%	0%	0%	0%
Turn Type	Split			pm+pt			Perm		Perm	Prot		
Protected Phases	4	4		5	2			6		8		
Permitted Phases				2			6		6			
Actuated Green, G (s)	11.8	11.8		44.3	44.3		26.5	26.5	26.5	6.2		
Effective Green, g (s)	12.3	12.3		44.8	44.8		27.0	27.0	27.0	6.7		
Actuated g/C Ratio	0.15	0.15		0.54	0.54		0.33	0.33	0.33	0.08		
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	269	239		404	963		297	631	524	161		
v/s Ratio Prot	c0.11	0.03		0.07	c0.26			c0.27		c0.06		
v/s Ratio Perm				0.17			0.03		0.07			
v/c Ratio	0.76	0.22		0.44	0.48		0.09	0.84	0.20	0.71		
Uniform Delay, d1	33.6	30.9		13.4	11.6		19.2	25.6	19.9	36.9		
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		
Incremental Delay, d2	11.6	0.5		3.4	1.7		0.6	12.4	0.9	13.8		
Delay (s)	45.2	31.3		16.8	13.4		19.8	38.0	20.8	50.7		
Level of Service	D	C		B	B		B	D	C	D		
Approach Delay (s)		37.7			14.3			32.6		50.7		
Approach LOS		D			B			C		D		
Intersection Summary												
HCM Average Control Delay			28.9			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			82.4			Sum of lost time (s)			22.6			
Intersection Capacity Utilization			67.9%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

MassHighway

CRASH RATE WORKSHEET

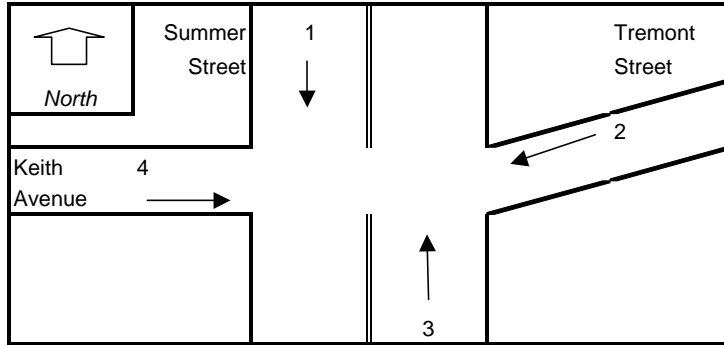
CITY/TOWN : Kingston COUNT DATE : 10/19/2005 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Summer Street (Route 3A)
 MINOR STREET(S) : Tremont Street / Keith Avenue / Stop and Shop

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

INTERSECTION
 DIAGRAM
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	659	74	531	332		

*** Volumes have been adjusted to 2007 annual average levels*

" K " FACTOR : 0.09 APPROACH ADT : 17,733 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 12 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 4.00

CRASH RATE CALCULATION : 0.618 RATE = $\frac{(A * 1,000,000)}{ADT * 365}$ (

Comments :

2005 District 5 Averages:		2005 Statewide Averages:	
Signalized	0.84	Signalized	0.87
Unsignalized	0.59	Unsignalized	0.66

Percentage Difference				
District 5 Average:	Signalized	-26.43%	Statewide Average: Signalized	-28.97%
	Unsignalized	4.74%	Unsignalized	-6.37%

**Route 3A @
Maple Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/9/06

Board #: TDC-8 (4)

Staff: JC

File Name : 145_Summer&Maple_AM

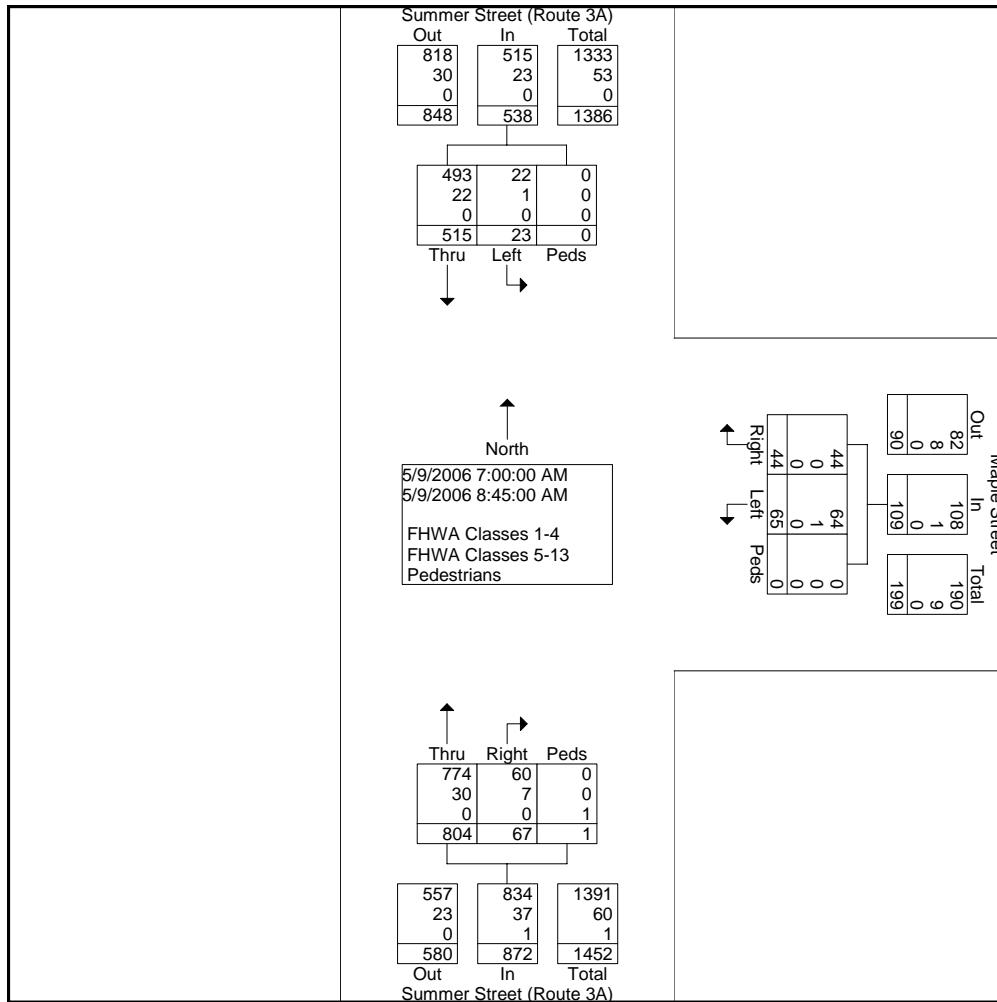
Site Code : 00000145

Start Date : 5/9/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Summer Street (Route 3A) Southbound					Maple Street Westbound					Summer Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	49	0	0	49	5	0	6	0	11	0	74	6	0	80	140
07:15 AM	3	57	0	0	60	6	0	2	0	8	0	86	8	0	94	162
07:30 AM	1	55	0	0	56	6	0	4	0	10	0	95	8	1	104	170
07:45 AM	4	56	0	0	60	12	0	6	0	18	0	78	10	0	88	166
Total	8	217	0	0	225	29	0	18	0	47	0	333	32	1	366	638
08:00 AM	1	70	0	0	71	10	0	3	0	13	0	112	9	0	121	205
08:15 AM	3	82	0	0	85	7	0	6	0	13	0	135	9	0	144	242
08:30 AM	2	75	0	0	77	11	0	9	0	20	0	101	11	0	112	209
08:45 AM	9	71	0	0	80	8	0	8	0	16	0	123	6	0	129	225
Total	15	298	0	0	313	36	0	26	0	62	0	471	35	0	506	881
Grand Total	23	515	0	0	538	65	0	44	0	109	0	804	67	1	872	1519
Apprch %	4.3	95.7	0.0	0.0		59.6	0.0	40.4	0.0		0.0	92.2	7.7	0.1		
Total %	1.5	33.9	0.0	0.0	35.4	4.3	0.0	2.9	0.0	7.2	0.0	52.9	4.4	0.1	57.4	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/9/06

Board #: TDC-8 (4)

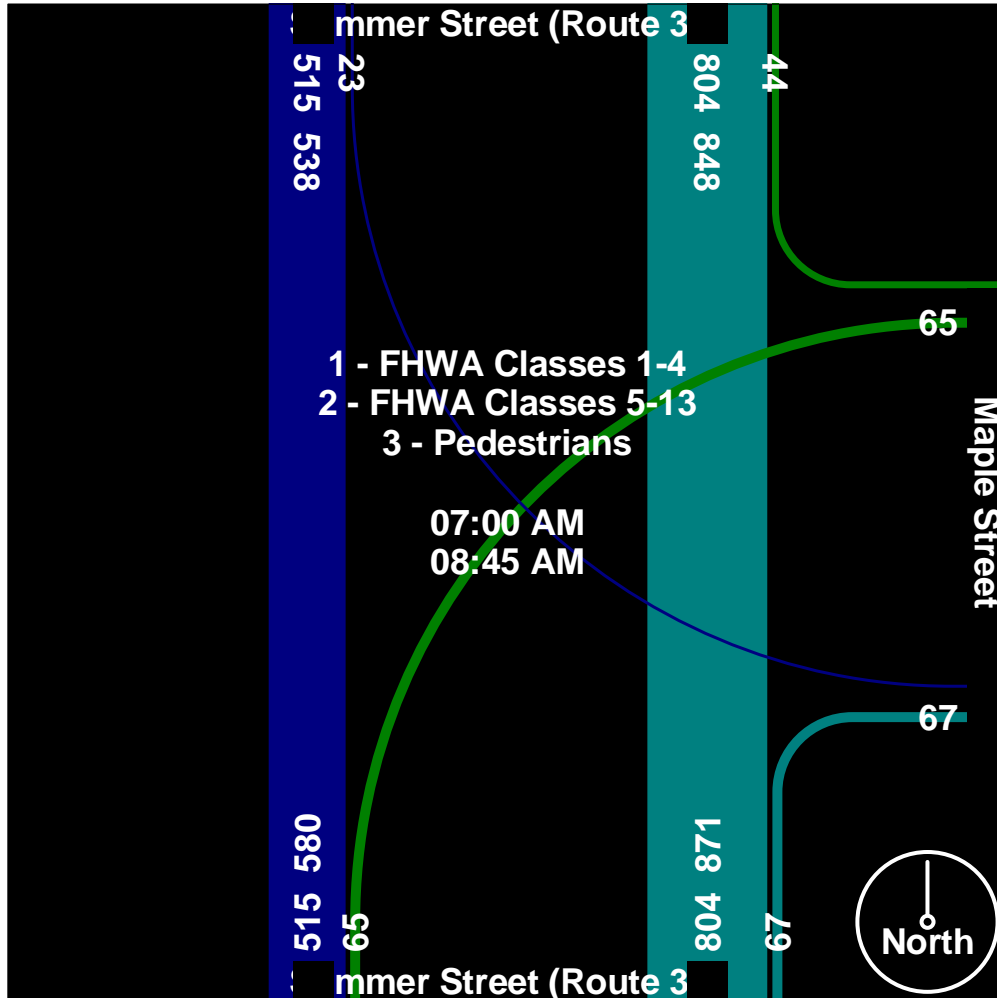
Staff: JC

File Name : 145_Summer&Maple_AM

Site Code : 00000145

Start Date : 5/9/2006

Page No : 2

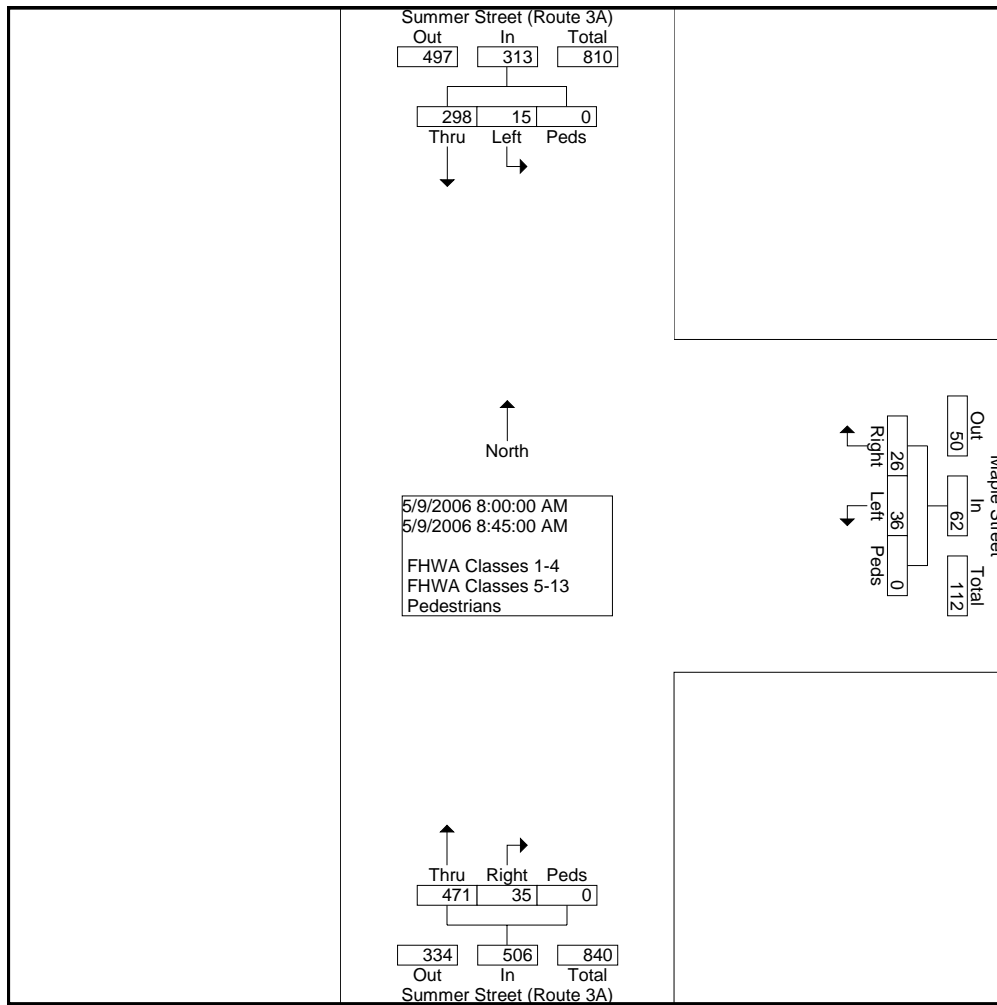


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Date: 5/9/06
Board #: TDC-8 (4)
Staff: JC

File Name : 145_Summer&Maple_AM
Site Code : 00000145
Start Date : 5/9/2006
Page No : 3

Start Time	Summer Street (Route 3A) Southbound					Maple Street Westbound					Summer Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	08:00 AM															
Volume	15	298	0	0	313	36	0	26	0	62	0	471	35	0	506	881
Percent	4.8	95.2	0.0	0.0		58.1	0.0	41.9	0.0		0.0	93.1	6.9	0.0		
08:15 Volume	3	82	0	0	85	7	0	6	0	13	0	135	9	0	144	242
Peak Factor																0.910
High Int.	08:15 AM					08:30 AM					08:15 AM					
Volume	3	82	0	0	85	11	0	9	0	20	0	135	9	0	144	
Peak Factor	0.921										0.775					0.878



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/9/06

Board #: TDC-8 (4)

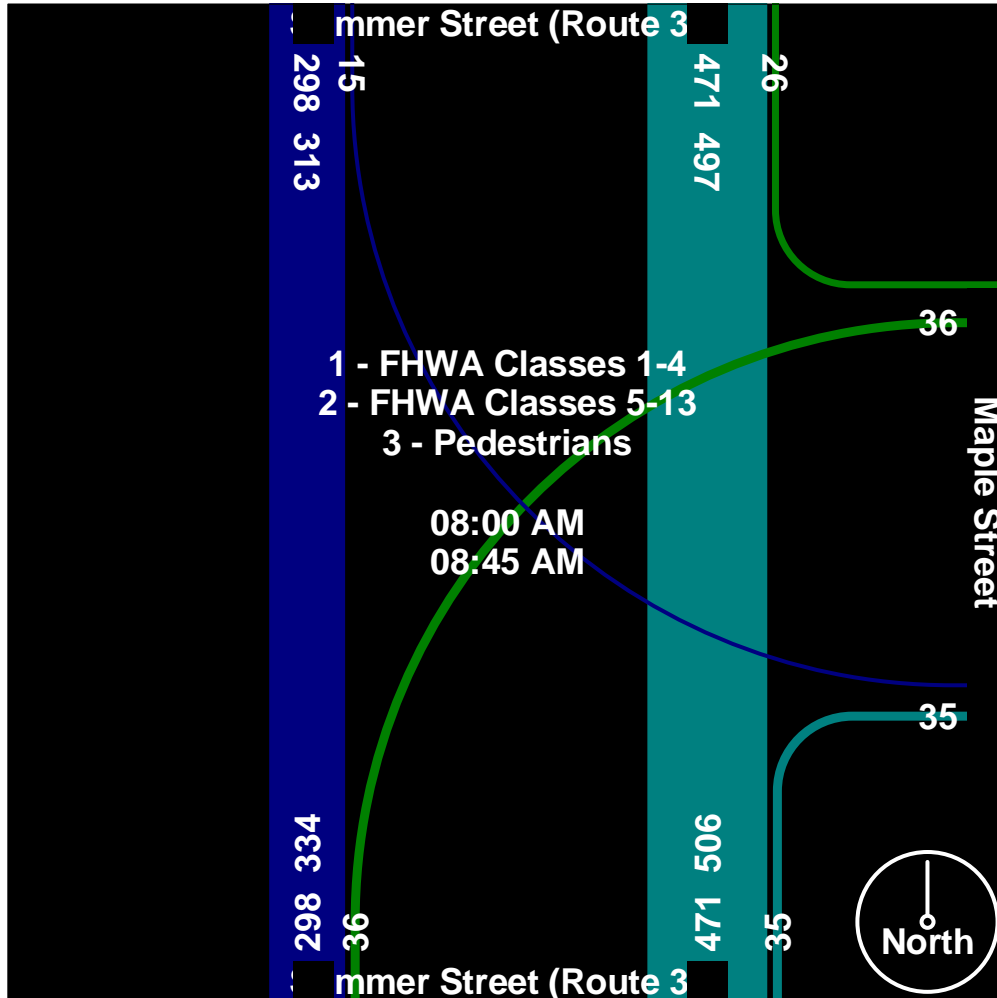
Staff: JC

File Name : 145_Summer&Maple_AM

Site Code : 00000145

Start Date : 5/9/2006

Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/9/06

Board #: TDC-8 (4)

Staff: JC

File Name : 145_Summer&Maple_PM

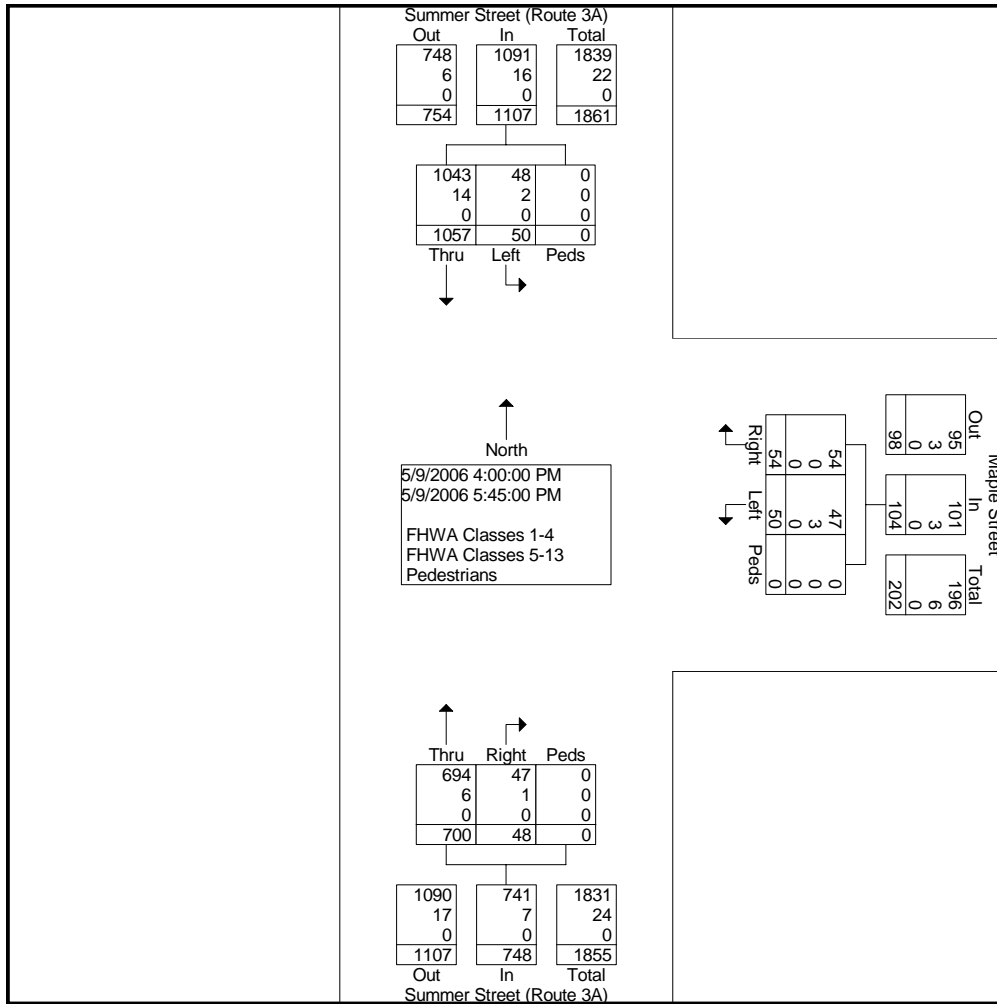
Site Code : 00000145

Start Date : 5/9/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time Factor	Summer Street (Route 3A) Southbound					Maple Street Westbound					Summer Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	4	137	0	0	141	13	0	7	0	20	0	89	5	0	94	255
04:15 PM	9	120	0	0	129	4	0	7	0	11	0	96	6	0	102	242
04:30 PM	10	141	0	0	151	11	0	9	0	20	0	94	6	0	100	271
04:45 PM	5	120	0	0	125	6	0	7	0	13	0	82	5	0	87	225
Total	28	518	0	0	546	34	0	30	0	64	0	361	22	0	383	993
05:00 PM	8	147	0	0	155	2	0	8	0	10	0	104	8	0	112	277
05:15 PM	5	136	0	0	141	9	0	8	0	17	0	92	4	0	96	254
05:30 PM	4	140	0	0	144	5	0	5	0	10	0	61	7	0	68	222
05:45 PM	5	116	0	0	121	0	0	3	0	3	0	82	7	0	89	213
Total	22	539	0	0	561	16	0	24	0	40	0	339	26	0	365	966
Grand Total	50	1057	0	0	1107	50	0	54	0	104	0	700	48	0	748	1959
Apprch %	4.5	95.5	0.0	0.0		48.1	0.0	51.9	0.0		0.0	93.6	6.4	0.0		
Total %	2.6	54.0	0.0	0.0	56.5	2.6	0.0	2.8	0.0	5.3	0.0	35.7	2.5	0.0	38.2	

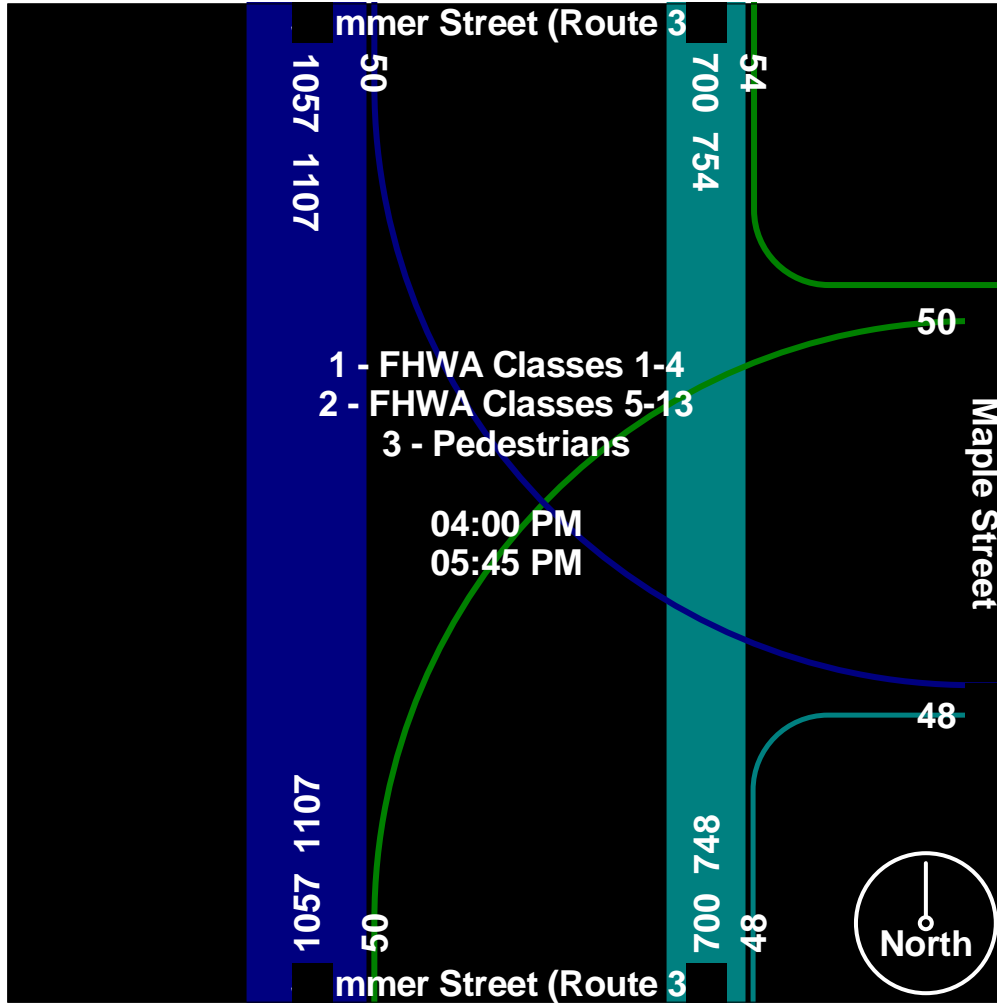


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Date: 5/9/06
Board #: TDC-8 (4)
Staff: JC

File Name : 145_Summer&Maple_PM
Site Code : 00000145
Start Date : 5/9/2006
Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/9/06

Board #: TDC-8 (4)

Staff: JC

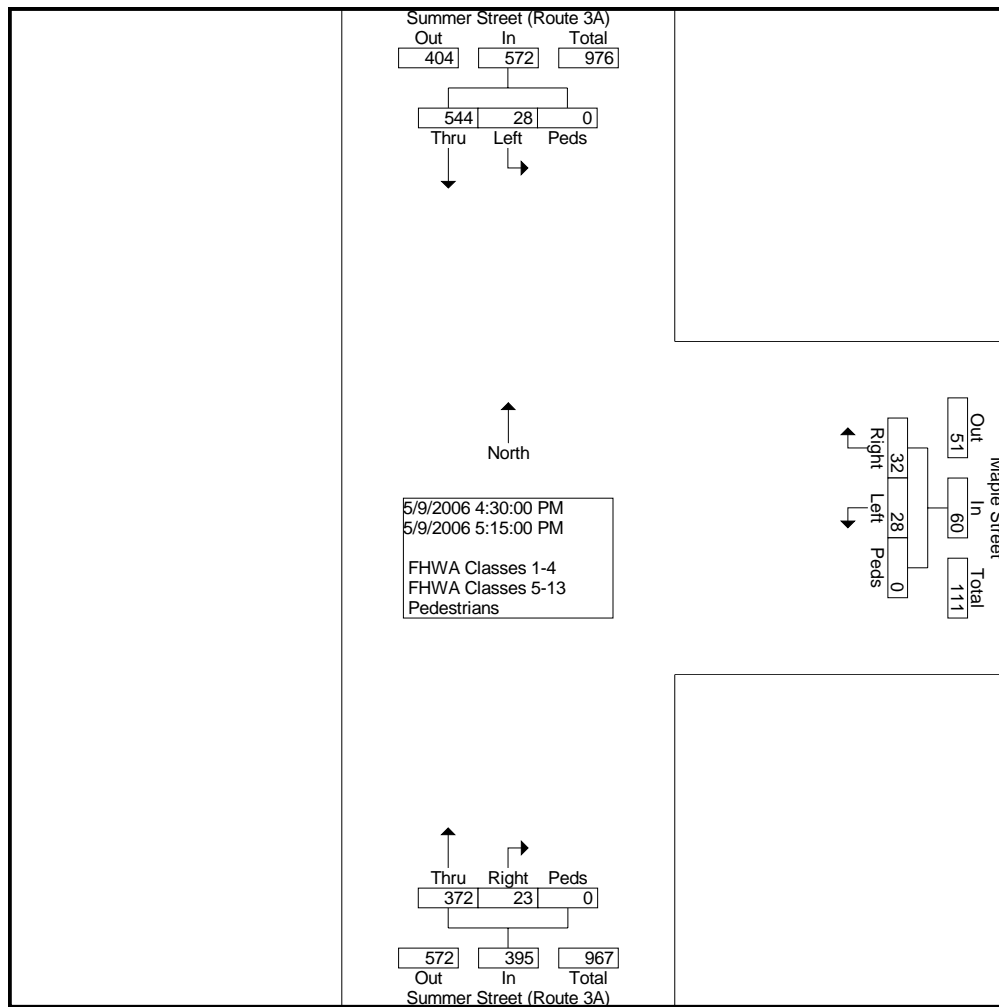
File Name : 145_Summer&Maple_PM

Site Code : 00000145

Start Date : 5/9/2006

Page No : 3

Start Time	Summer Street (Route 3A) Southbound					Maple Street Westbound					Summer Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	04:30 PM															
Volume	28	544	0	0	572	28	0	32	0	60	0	372	23	0	395	1027
Percent	4.9	95.1	0.0	0.0		46.7	0.0	53.3	0.0		0.0	94.2	5.8	0.0		
05:00 Volume	8	147	0	0	155	2	0	8	0	10	0	104	8	0	112	277
Peak Factor																
High Int.	05:00 PM															
Volume	8	147	0	0	155	11	0	9	0	20	0	104	8	0	112	0.927
Peak Factor	0.923					0.750					0.882					

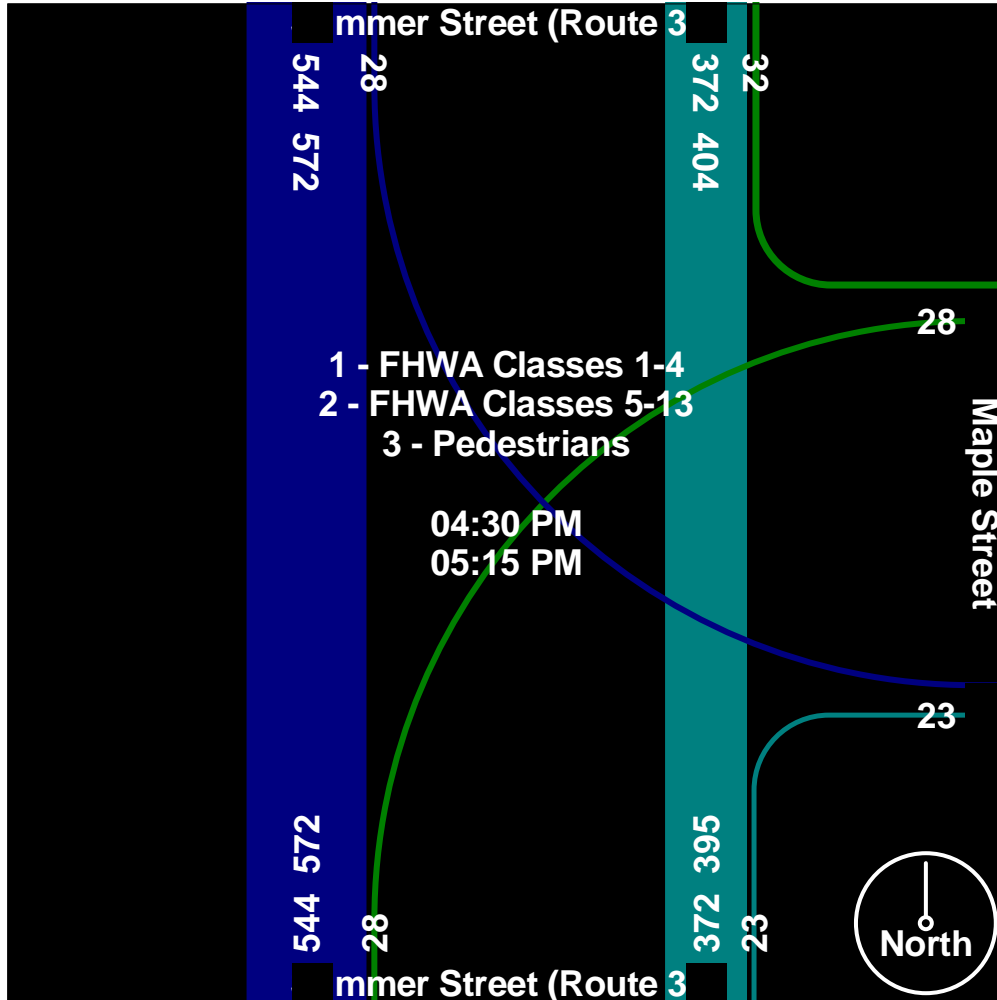


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Date: 5/9/06
Board #: TDC-8 (4)
Staff: JC

File Name : 145_Summer&Maple_PM
Site Code : 00000145
Start Date : 5/9/2006
Page No : 4



HCM Unsignalized Intersection Capacity Analysis
 3: Maple Street & Summer Street (3A)

Route 3A Corridor Study
 2007 AM Peak Hour LOS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↔
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	35	25	452	34	14	286
Peak Hour Factor	0.78	0.78	0.88	0.88	0.92	0.91
Hourly flow rate (vph)	45	32	519	39	15	317
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	886	538			558	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	886	538			558	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	94			98	
cM capacity (veh/h)	310	547			1003	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	78	558	333
Volume Left	45	0	15
Volume Right	32	39	0
cSH	378	1700	1003
Volume to Capacity	0.21	0.33	0.02
Queue Length 95th (ft)	19	0	1
Control Delay (s)	17.0	0.0	0.6
Lane LOS	C		A
Approach Delay (s)	17.0	0.0	0.6
Approach LOS	C		

Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Maple Street & Summer Street (3A)

Route 3A Corridor Study
 2007 PM Peak Hour LOS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	27	31	357	22	27	618
Peak Hour Factor	0.75	0.75	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	36	42	410	25	30	678
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1160	422			435	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1160	422			435	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	82	93			97	
cM capacity (veh/h)	207	636			1114	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	78	435	708			
Volume Left	36	0	30			
Volume Right	42	25	0			
cSH	323	1700	1114			
Volume to Capacity	0.24	0.26	0.03			
Queue Length 95th (ft)	23	0	2			
Control Delay (s)	19.7	0.0	0.7			
Lane LOS	C		A			
Approach Delay (s)	19.7	0.0	0.7			
Approach LOS	C					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			65.1%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: Maple Street & Summer Street (3A)

Route 3A Corridor Study
 2012 AM Peak Hour LOS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	35	25	452	34	14	286
Peak Hour Factor	0.78	0.78	0.88	0.88	0.92	0.91
Hourly flow rate (vph)	48	34	550	41	16	336
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	939	570			591	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	939	570			591	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	83	93			98	
cM capacity (veh/h)	288	525			975	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	82	591	353
Volume Left	48	0	16
Volume Right	34	41	0
cSH	355	1700	975
Volume to Capacity	0.23	0.35	0.02
Queue Length 95th (ft)	22	0	1
Control Delay (s)	18.2	0.0	0.6
Lane LOS	C		A
Approach Delay (s)	18.2	0.0	0.6
Approach LOS	C		

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Maple Street & Summer Street (3A)

Route 3A Corridor Study
 2012 PM Peak Hour LOS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	27	31	357	22	27	618
Peak Hour Factor	0.75	0.75	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	39	44	434	27	31	719
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1229	447			461	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1229	447			461	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	79	93			97	
cM capacity (veh/h)	187	615			1090	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	83	461	750			
Volume Left	39	0	31			
Volume Right	44	27	0			
cSH	298	1700	1090			
Volume to Capacity	0.28	0.27	0.03			
Queue Length 95th (ft)	28	0	2			
Control Delay (s)	21.7	0.0	0.8			
Lane LOS	C		A			
Approach Delay (s)	21.7	0.0	0.8			
Approach LOS	C					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			68.6%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: Maple Street & Summer Street (3A)

Route 3A Corridor Study
 2020 AM Peak Hour LOS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	35	25	452	34	14	286
Peak Hour Factor	0.78	0.78	0.88	0.88	0.92	0.91
Hourly flow rate (vph)	53	38	606	46	18	371
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1036	629			652	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1036	629			652	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	92			98	
cM capacity (veh/h)	252	486			925	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	91	652	389
Volume Left	53	0	18
Volume Right	38	46	0
cSH	315	1700	925
Volume to Capacity	0.29	0.38	0.02
Queue Length 95th (ft)	29	0	1
Control Delay (s)	21.0	0.0	0.6
Lane LOS	C		A
Approach Delay (s)	21.0	0.0	0.6
Approach LOS	C		

Intersection Summary			
Average Delay		1.9	
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Maple Street & Summer Street (3A)

Route 3A Corridor Study
 2020 PM Peak Hour LOS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶		↷			↷
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	27	31	357	22	27	618
Peak Hour Factor	0.75	0.75	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	42	49	479	30	35	793
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1355	493			508	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1355	493			508	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	73	92			97	
cM capacity (veh/h)	156	580			1047	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	91	508	827
Volume Left	42	0	35
Volume Right	49	30	0
cSH	256	1700	1047
Volume to Capacity	0.36	0.30	0.03
Queue Length 95th (ft)	39	0	3
Control Delay (s)	26.6	0.0	0.9
Lane LOS	D		A
Approach Delay (s)	26.6	0.0	0.9
Approach LOS	D		

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)		15	

MassHighway

CRASH RATE WORKSHEET

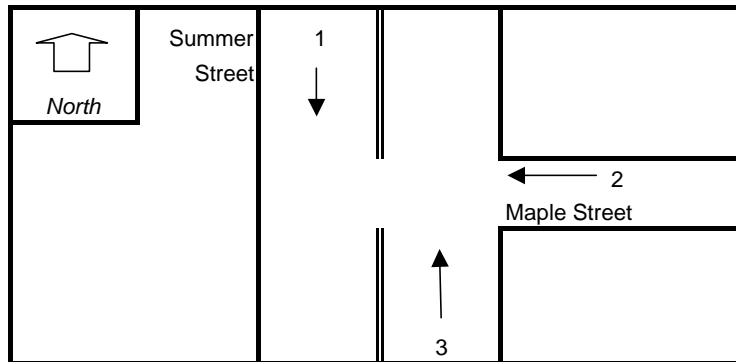
CITY/TOWN : Kingston COUNT DATE : 5/9/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Summer Street (Route 3A)
 MINOR STREET(S) : Maple Street

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3		
DIRECTION :	SB	WB	NB		
VOLUMES (AM/PM) :	708	78	435		

*** Volumes adjusted to 2007 seasonal average levels*

" K " FACTOR : 0.09 APPROACH ADT : 13,567 ADT = TOTAL VOL/"K" FACT.
 TOTAL # OF ACCIDENTS : 5 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 1.67

CRASH RATE CALCULATION : 0.337 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-59.93%	Statewide Average:	Signalized	-61.31%
	Unsignalized	-42.95%		Unsignalized	-49.00%

**Route 3A @
Evergreen Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (2)

Staff: KW

File Name : 145_Summer&Evergreen_AM

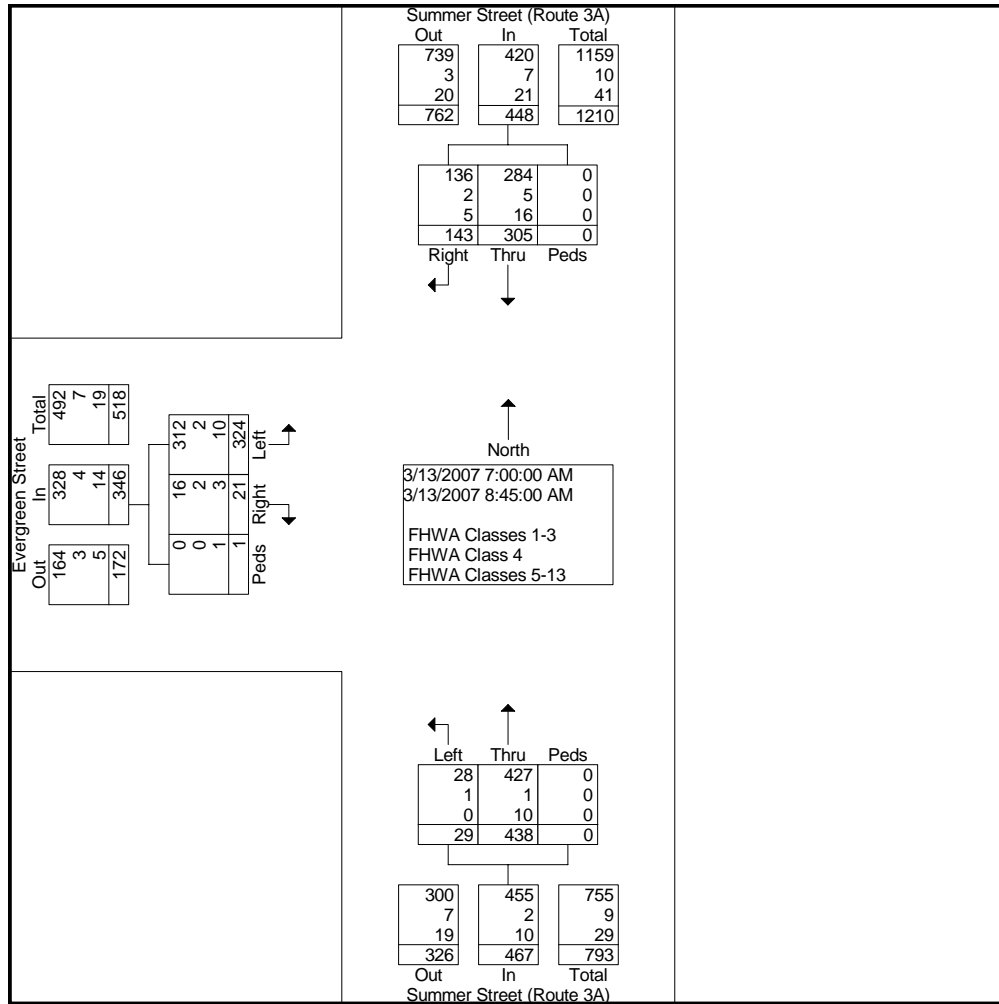
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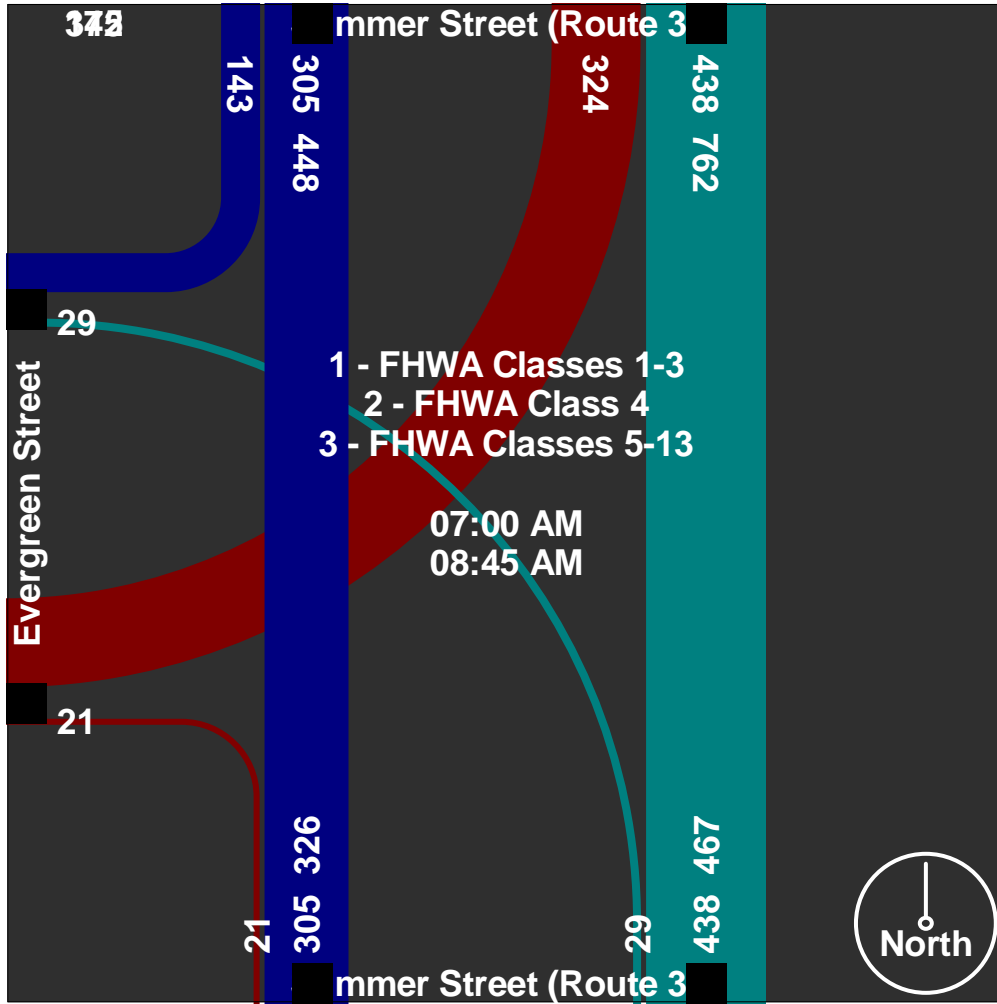
Start Date : 3/13/2007

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Summer Street (Route 3A) Southbound					Summer Street (Route 3A) Northbound					Evergreen Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	29	11	0	40	3	39	0	0	42	34	0	5	0	39	121
07:15 AM	0	31	16	0	47	0	37	0	0	37	40	0	3	0	43	127
07:30 AM	0	27	18	0	45	8	38	0	0	46	48	0	3	0	51	142
07:45 AM	0	32	15	0	47	3	40	0	0	43	48	0	4	0	52	142
Total	0	119	60	0	179	14	154	0	0	168	170	0	15	0	185	532
08:00 AM	0	44	20	0	64	1	72	0	0	73	47	0	1	0	48	185
08:15 AM	0	44	17	0	61	6	62	0	0	68	47	0	3	0	50	179
08:30 AM	0	56	25	0	81	3	70	0	0	73	26	0	1	0	27	181
08:45 AM	0	42	21	0	63	5	80	0	0	85	34	0	1	1	36	184
Total	0	186	83	0	269	15	284	0	0	299	154	0	6	1	161	729
Grand Total	0	305	143	0	448	29	438	0	0	467	324	0	21	1	346	1261
Apprch %	0.0	68.1	31.9	0.0	35.5	6.2	93.8	0.0	0.0	37.0	93.6	0.0	6.1	0.3	27.4	
Total %	0.0	24.2	11.3	0.0	35.5	2.3	34.7	0.0	0.0	37.0	25.7	0.0	1.7	0.1	27.4	

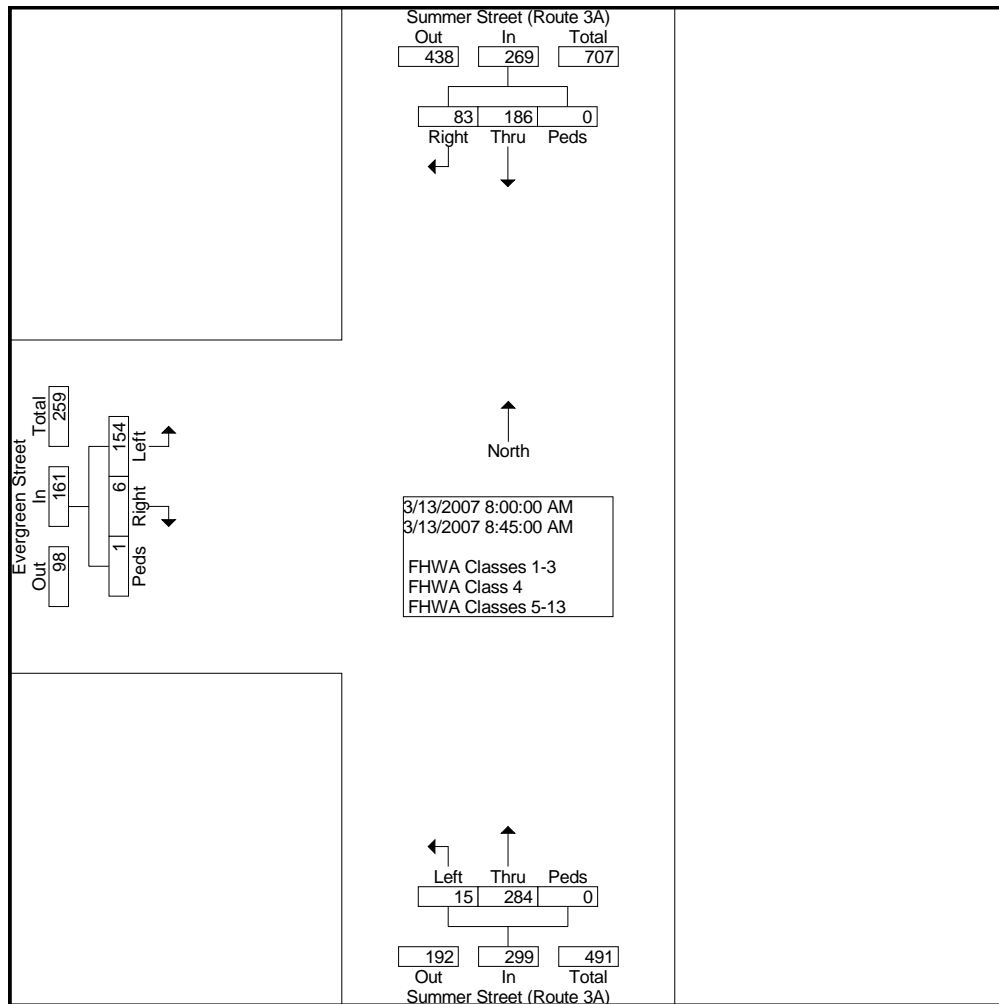


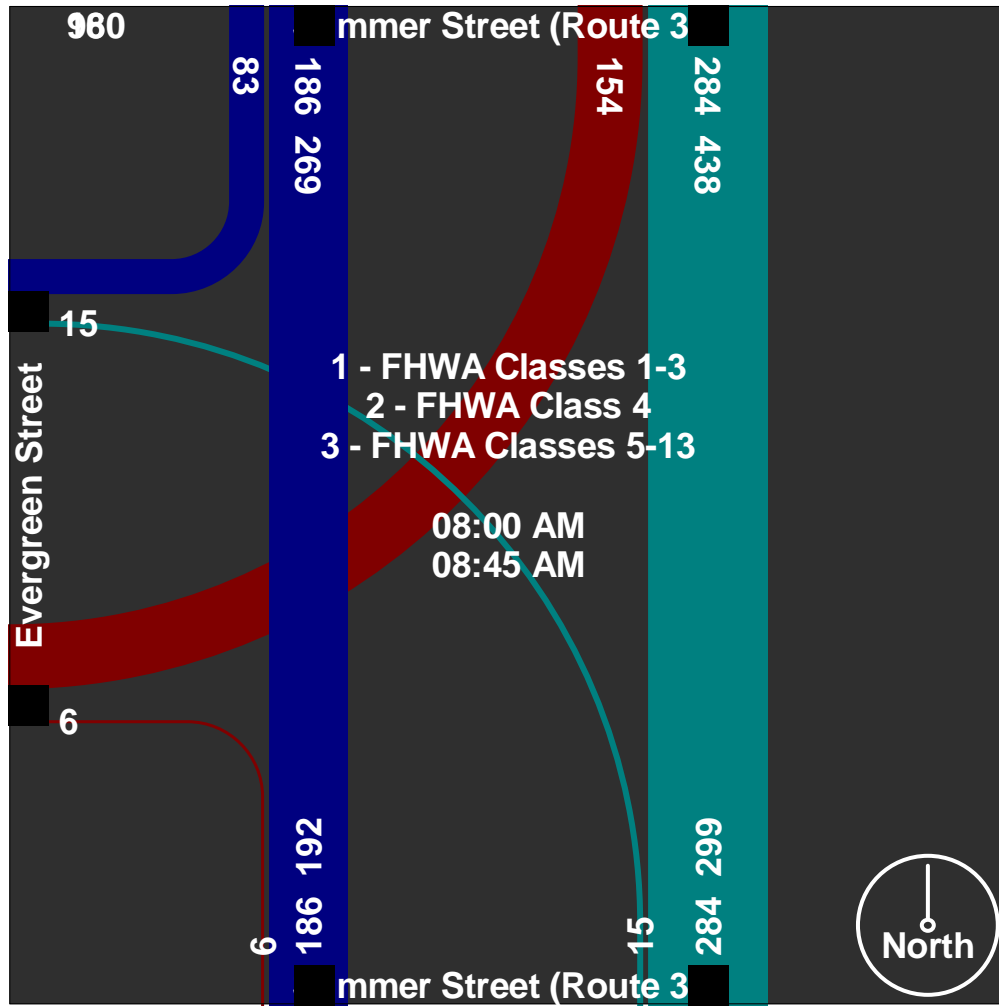


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

File Name : 145_Summer&Evergreen_AM
Site Code : 00000145
Start Date : 3/13/2007
Page No : 3

Start Time	Summer Street (Route 3A) Southbound					Summer Street (Route 3A) Northbound					Evergreen Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	08:00 AM															
Volume	0	186	83	0	269	15	284	0	0	299	154	0	6	1	161	729
Percent	0.0	69.1	30.9	0.0		5.0	95.0	0.0	0.0		95.7	0.0	3.7	0.6		
08:00 Volume	0	44	20	0	64	1	72	0	0	73	47	0	1	0	48	185
Peak Factor	0.985															
High Int.	08:30 AM															
Volume	0	56	25	0	81	5	80	0	0	85	47	0	3	0	50	
Peak Factor	0.830					0.879					0.805					





Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/11/06

Board #: DB-400 (2)

Staff: EC

File Name : 145_Summer&Evergreen_PM

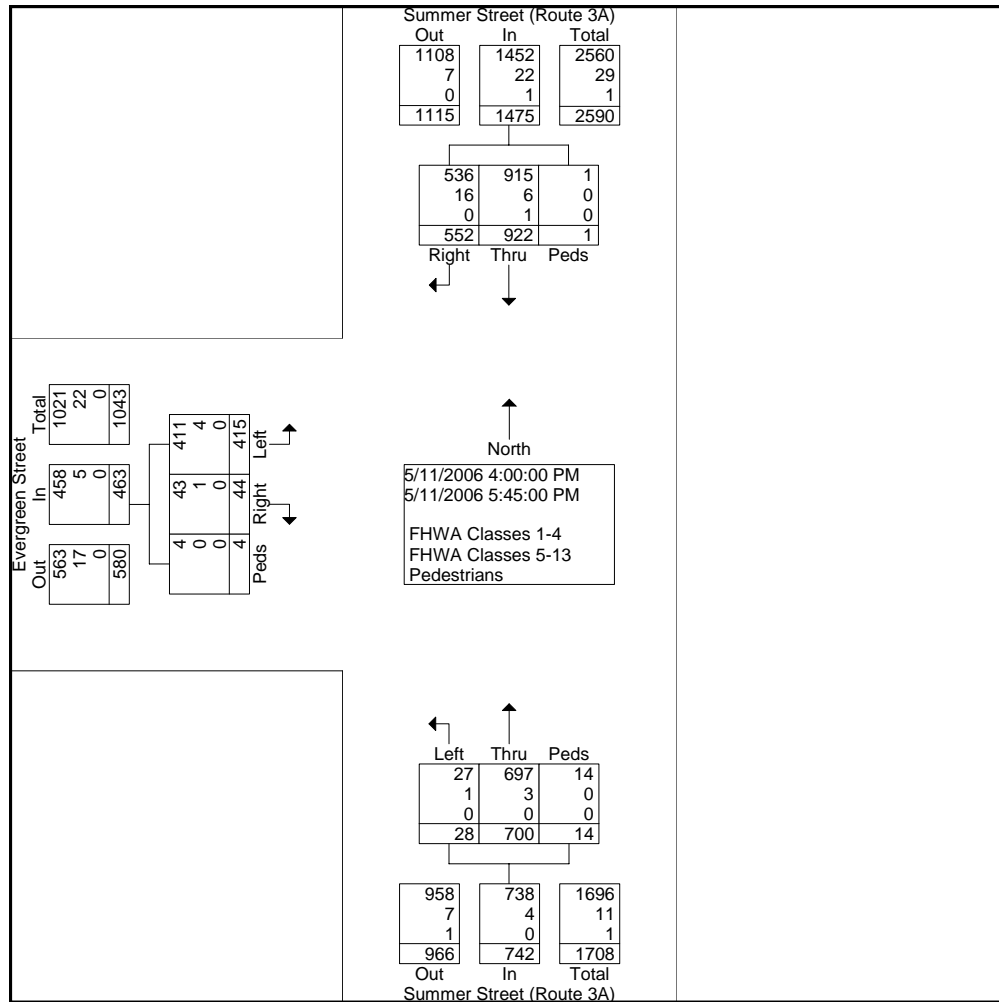
Site Code : 00000145

Start Date : 5/11/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Summer Street (Route 3A) Southbound					Summer Street (Route 3A) Northbound					Evergreen Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	105	87	0	192	2	84	0	1	87	55	0	6	0	61	340
04:15 PM	0	131	69	0	200	4	92	0	0	96	59	0	5	0	64	360
04:30 PM	0	124	61	1	186	0	91	0	6	97	56	0	5	2	63	346
04:45 PM	0	115	72	0	187	2	94	0	0	96	49	0	8	2	59	342
Total	0	475	289	1	765	8	361	0	7	376	219	0	24	4	247	1388
05:00 PM	0	109	64	0	173	8	89	0	1	98	66	0	10	0	76	347
05:15 PM	0	123	54	0	177	6	85	0	1	92	44	0	5	0	49	318
05:30 PM	0	121	74	0	195	3	91	0	1	95	49	0	4	0	53	343
05:45 PM	0	94	71	0	165	3	74	0	4	81	37	0	1	0	38	284
Total	0	447	263	0	710	20	339	0	7	366	196	0	20	0	216	1292
Grand Total	0	922	552	1	1475	28	700	0	14	742	415	0	44	4	463	2680
Apprch %	0.0	62.5	37.4	0.1		3.8	94.3	0.0	1.9		89.6	0.0	9.5	0.9		
Total %	0.0	34.4	20.6	0.0	55.0	1.0	26.1	0.0	0.5	27.7	15.5	0.0	1.6	0.1	17.3	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/11/06

Board #: DB-400 (2)

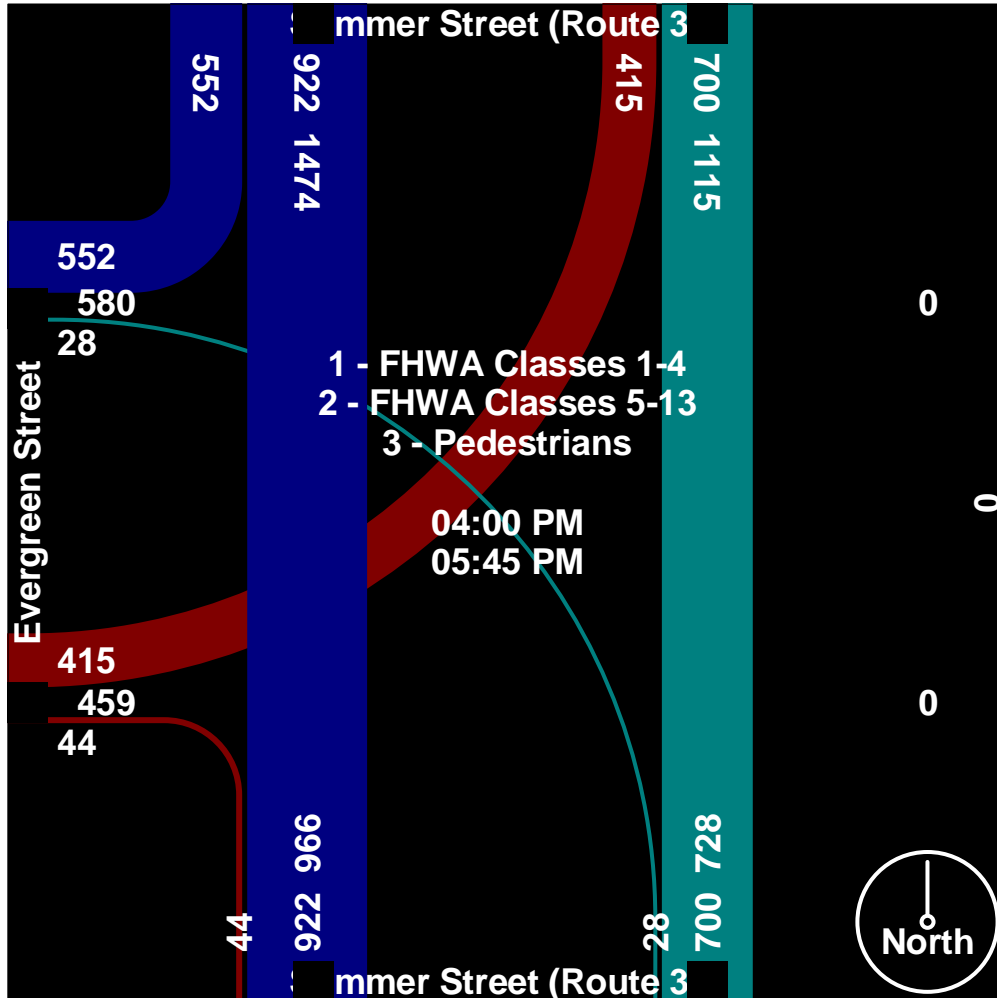
Staff: EC

File Name : 145_Summer&Evergreen_PM

Site Code : 00000145

Start Date : 5/11/2006

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/11/06

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Staff: EC

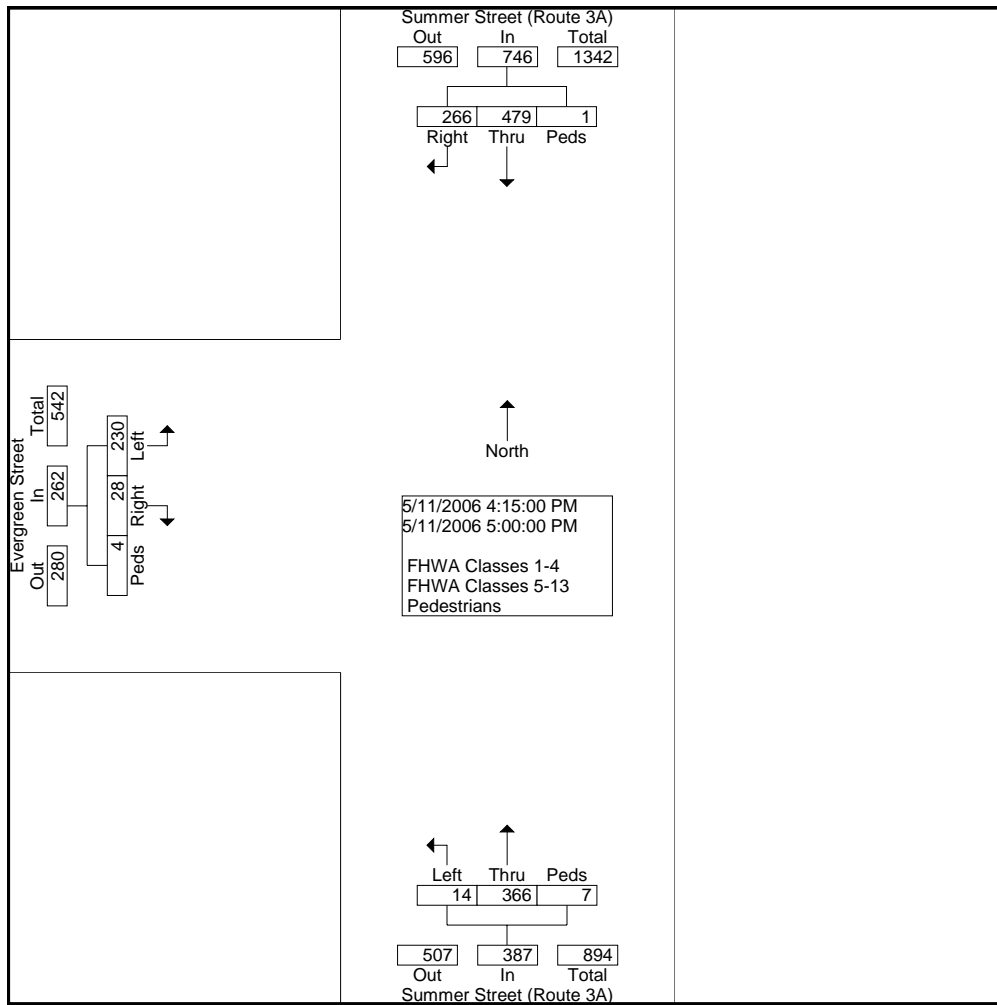
File Name : 145_Summer&Evergreen_PM

Site Code : 00000145

Start Date : 5/11/2006

Page No : 3

Start Time	Summer Street (Route 3A) Southbound					Summer Street (Route 3A) Northbound					Evergreen Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	04:15 PM															
Volume	0	479	266	1	746	14	366	0	7	387	230	0	28	4	262	1395
Percent	0.0	64.2	35.7	0.1		3.6	94.6	0.0	1.8		87.8	0.0	10.7	1.5		
04:15 Volume	0	131	69	0	200	4	92	0	0	96	59	0	5	0	64	360
Peak Factor																0.969
High Int.	04:15 PM					05:00 PM					05:00 PM					
Volume	0	131	69	0	200	8	89	0	1	98	66	0	10	0	76	
Peak Factor	0.933					0.987					0.862					



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

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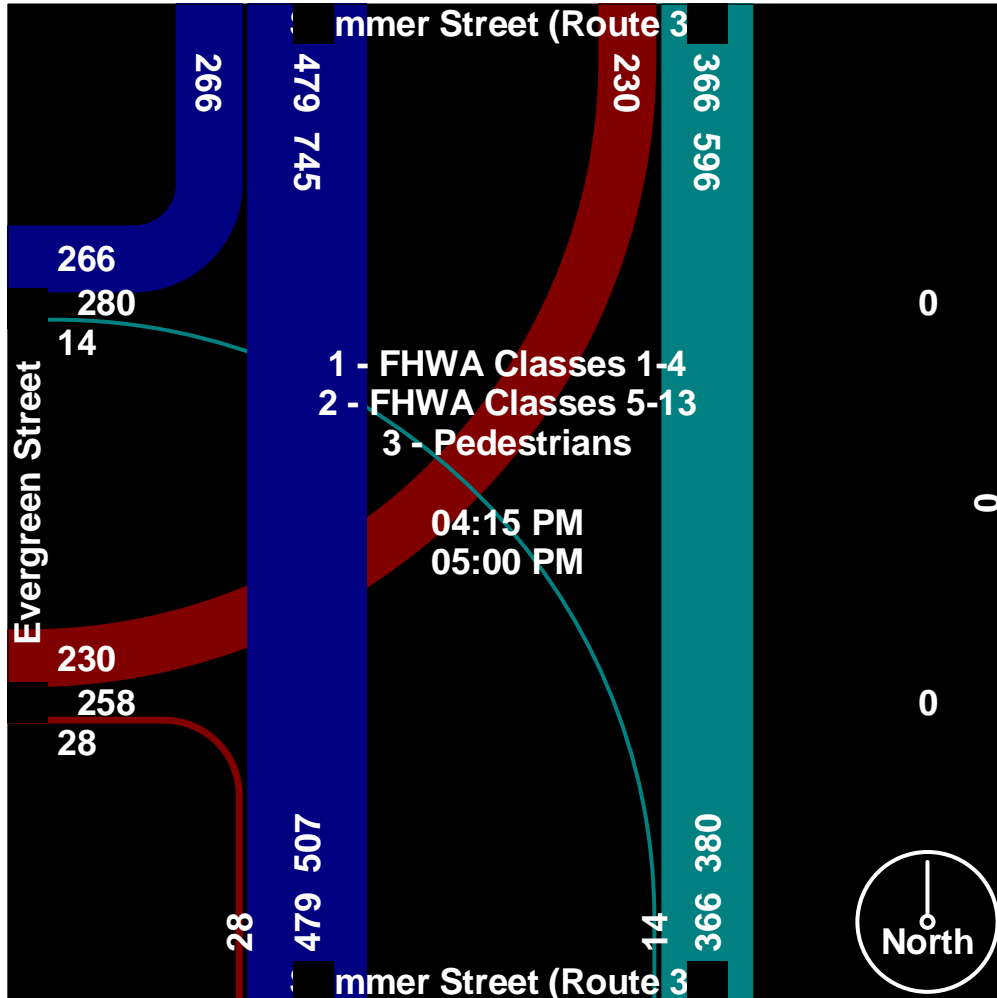
Staff: EC

File Name : 145_Summer&Evergreen_PM

Site Code : 00000145

Start Date : 5/11/2006

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HCM Signalized Intersection Capacity Analysis
 3: Evergreen Street & Summer Street (Route 3A)

Route 3A and Evergreen Street
 2007 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	15	15	15
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.99			1.00	0.96	
Flt Protected	0.95			1.00	1.00	
Satd. Flow (prot)	1785			2061	1971	
Flt Permitted	0.95			0.98	1.00	
Satd. Flow (perm)	1785			2019	1971	
Volume (vph)	182	7	18	335	219	98
Peak-hour factor, PHF	0.81	0.81	0.88	0.88	0.83	0.83
Adj. Flow (vph)	225	9	20	381	264	118
RTOR Reduction (vph)	2	0	0	0	21	0
Lane Group Flow (vph)	232	0	0	401	361	0
Heavy Vehicles (%)	1%	2%	4%	1%	1%	3%
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	11.6			54.0	54.0	
Effective Green, g (s)	11.6			54.0	54.0	
Actuated g/C Ratio	0.16			0.73	0.73	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	281			1481	1446	
v/s Ratio Prot	c0.13				0.18	
v/s Ratio Perm				c0.20		
v/c Ratio	0.83			0.27	0.25	
Uniform Delay, d1	30.0			3.3	3.2	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	17.7			0.5	0.4	
Delay (s)	47.8			3.7	3.6	
Level of Service	D			A	A	
Approach Delay (s)	47.8			3.7	3.6	
Approach LOS	D			A	A	
Intersection Summary						
HCM Average Control Delay			13.8		HCM Level of Service	B
HCM Volume to Capacity ratio			0.37			
Actuated Cycle Length (s)			73.6		Sum of lost time (s)	8.0
Intersection Capacity Utilization			49.5%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
 3: Evergreen Street & Summer Street (Route 3A)

Route 3A and Evergreen Street
 2007 PM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	15	15	15
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.99			1.00	0.95	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1772			2063	1956	
Flt Permitted	0.96			0.97	1.00	
Satd. Flow (perm)	1772			2008	1956	
Volume (vph)	221	27	14	351	460	255
Peak-hour factor, PHF	0.86	0.86	0.99	0.99	0.93	0.93
Growth Factor (vph)	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	260	32	14	358	500	277
RTOR Reduction (vph)	6	0	0	0	26	0
Lane Group Flow (vph)	286	0	0	372	751	0
Heavy Vehicles (%)	1%	2%	4%	1%	1%	3%
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	13.7			53.0	53.0	
Effective Green, g (s)	13.7			53.0	53.0	
Actuated g/C Ratio	0.18			0.71	0.71	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	325			1425	1388	
v/s Ratio Prot	c0.16				c0.38	
v/s Ratio Perm				0.19		
v/c Ratio	0.88			0.26	0.54	
Uniform Delay, d1	29.7			3.9	5.1	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	23.1			0.4	1.5	
Delay (s)	52.8			4.3	6.6	
Level of Service	D			A	A	
Approach Delay (s)	52.8			4.3	6.6	
Approach LOS	D			A	A	

Intersection Summary

HCM Average Control Delay	15.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: Evergreen Street & Summer Street (Route 3A)

Route 3A and Evergreen Street
 2012 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	15	15	15
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Fr _t	1.00			1.00	0.96	
Fl _t Protected	0.95			1.00	1.00	
Satd. Flow (prot)	1785			2061	1971	
Fl _t Permitted	0.95			0.97	1.00	
Satd. Flow (perm)	1785			2013	1971	
Volume (vph)	182	7	18	335	219	98
Peak-hour factor, PHF	0.81	0.81	0.88	0.88	0.83	0.83
Growth Factor (vph)	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	238	9	22	404	280	125
RTOR Reduction (vph)	2	0	0	0	21	0
Lane Group Flow (vph)	245	0	0	426	384	0
Heavy Vehicles (%)	1%	2%	4%	1%	1%	3%
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	11.8			54.0	54.0	
Effective Green, g (s)	11.8			54.0	54.0	
Actuated g/C Ratio	0.16			0.73	0.73	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	285			1473	1442	
v/s Ratio Prot	c0.14				0.19	
v/s Ratio Perm				c0.21		
v/c Ratio	0.86			0.29	0.27	
Uniform Delay, d ₁	30.2			3.4	3.3	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d ₂	22.3			0.5	0.5	
Delay (s)	52.5			3.9	3.7	
Level of Service	D			A	A	
Approach Delay (s)	52.5			3.9	3.7	
Approach LOS	D			A	A	

Intersection Summary

HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	73.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Evergreen Street & Summer Street (Route 3A)

Route 3A and Evergreen Street
2012 PM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	15	15	15
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Fr _t	0.99			1.00	0.95	
Fl _t Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1772			2063	1956	
Fl _t Permitted	0.96			0.97	1.00	
Satd. Flow (perm)	1772			2002	1956	
Volume (vph)	221	27	14	351	460	255
Peak-hour factor, PHF	0.86	0.86	0.99	0.99	0.93	0.93
Growth Factor (vph)	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	275	34	15	379	529	293
RTOR Reduction (vph)	6	0	0	0	27	0
Lane Group Flow (vph)	303	0	0	394	795	0
Heavy Vehicles (%)	1%	2%	4%	1%	1%	3%
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	14.0			53.0	53.0	
Effective Green, g (s)	14.0			53.0	53.0	
Actuated g/C Ratio	0.19			0.71	0.71	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	331			1415	1382	
v/s Ratio Prot	c0.17				c0.41	
v/s Ratio Perm				0.20		
v/c Ratio	0.92			0.28	0.58	
Uniform Delay, d ₁	29.9			4.0	5.4	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d ₂	28.9			0.5	1.7	
Delay (s)	58.8			4.5	7.2	
Level of Service	E			A	A	
Approach Delay (s)	58.8			4.5	7.2	
Approach LOS	E			A	A	

Intersection Summary

HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: Evergreen Street & Summer Street (Route 3A)

Route 3A and Evergreen Street
 2020 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	15	15	15
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Fr _t	1.00			1.00	0.96	
Fl _t Protected	0.95			1.00	1.00	
Satd. Flow (prot)	1785			2061	1971	
Fl _t Permitted	0.95			0.97	1.00	
Satd. Flow (perm)	1785			2008	1971	
Volume (vph)	182	7	18	335	219	98
Peak-hour factor, PHF	0.81	0.81	0.88	0.88	0.83	0.83
Growth Factor (vph)	116%	116%	116%	116%	116%	116%
Adj. Flow (vph)	261	10	24	442	306	137
RTOR Reduction (vph)	2	0	0	0	22	0
Lane Group Flow (vph)	269	0	0	466	421	0
Heavy Vehicles (%)	1%	2%	4%	1%	1%	3%
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	12.0			54.0	54.0	
Effective Green, g (s)	12.0			54.0	54.0	
Actuated g/C Ratio	0.16			0.73	0.73	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	289			1465	1438	
v/s Ratio Prot	c0.15				0.21	
v/s Ratio Perm				c0.23		
v/c Ratio	0.93			0.32	0.29	
Uniform Delay, d ₁	30.6			3.5	3.4	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d ₂	35.2			0.6	0.5	
Delay (s)	65.8			4.1	4.0	
Level of Service	E			A	A	
Approach Delay (s)	65.8			4.1	4.0	
Approach LOS	E			A	A	

Intersection Summary			
HCM Average Control Delay	18.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	74.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: Evergreen Street & Summer Street (Route 3A)

Route 3A and Evergreen Street
 2020 PM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	15	15	15
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Fr _t	0.99			1.00	0.95	
Fl _t Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1773			2063	1956	
Fl _t Permitted	0.96			0.96	1.00	
Satd. Flow (perm)	1773			1989	1956	
Volume (vph)	221	27	14	351	460	255
Peak-hour factor, PHF	0.86	0.86	0.99	0.99	0.93	0.93
Growth Factor (vph)	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	303	37	17	418	584	324
RTOR Reduction (vph)	6	0	0	0	27	0
Lane Group Flow (vph)	334	0	0	435	881	0
Heavy Vehicles (%)	1%	2%	4%	1%	1%	3%
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	14.0			53.0	53.0	
Effective Green, g (s)	14.0			53.0	53.0	
Actuated g/C Ratio	0.19			0.71	0.71	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	331			1406	1382	
v/s Ratio Prot	c0.19				c0.45	
v/s Ratio Perm				0.22		
v/c Ratio	1.01			0.31	0.64	
Uniform Delay, d ₁	30.5			4.1	5.9	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d ₂	52.0			0.6	2.3	
Delay (s)	82.5			4.7	8.1	
Level of Service	F			A	A	
Approach Delay (s)	82.5			4.7	8.1	
Approach LOS	F			A	A	

Intersection Summary

HCM Average Control Delay	22.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

MassHighway

CRASH RATE WORKSHEET

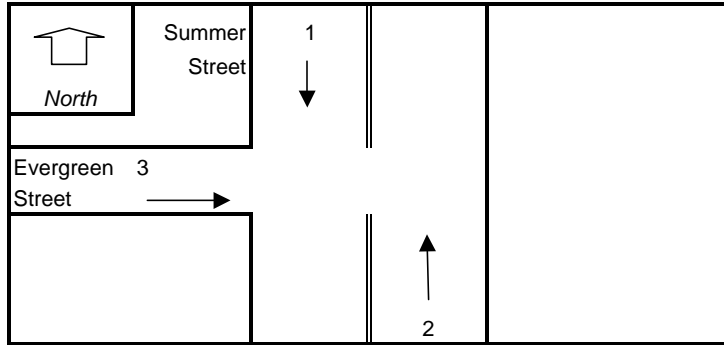
CITY/TOWN : Kingston COUNT DATE : 5/11/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Summer Street (Route 3A)
 MINOR STREET(S) : Evergreen Street

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3			
DIRECTION :	SB	NB	EB			
VOLUMES (AM/PM) :	723	375	254			

*** Volume adjusted to 2007 annual average levels*

" K " FACTOR : APPROACH ADT : ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : # OF YEARS : AVERAGE # OF ACCIDENTS (A) :

CRASH RATE CALCULATION : RATE = $(\frac{A * 1,000,000}{ADT * 365})$ (

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	-49.34%	Statewide Average: Signalized	-51.09%
Unsignalized	-27.87%	Unsignalized	-35.52%

**Route 3A @
Green Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/10/06

Board #: DB-400 (1)

Staff: RG

File Name : 145_Summer&Green_AM

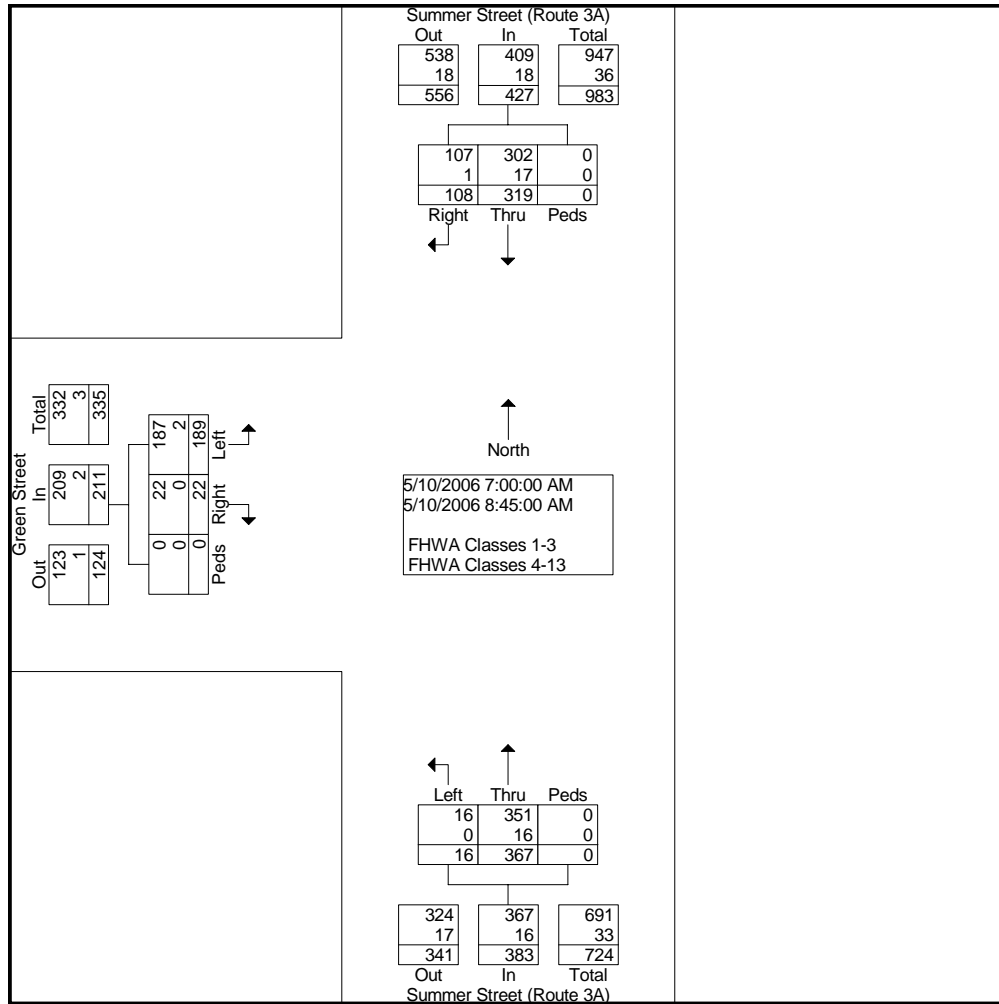
Site Code : 00000145

Start Date : 5/10/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time Factor	Summer Street (Route 3A) Southbound					Summer Street (Route 3A) Northbound					Green Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	19	5	0	24	0	35	0	0	35	12	0	0	0	12	71
07:15 AM	0	43	21	0	64	0	25	0	0	25	11	0	1	0	12	101
07:30 AM	0	27	14	0	41	0	38	0	0	38	24	0	2	0	26	105
07:45 AM	0	46	11	0	57	2	46	0	0	48	28	0	2	0	30	135
Total	0	135	51	0	186	2	144	0	0	146	75	0	5	0	80	412
08:00 AM	0	54	10	0	64	2	29	0	0	31	32	0	1	0	33	128
08:15 AM	0	43	16	0	59	3	56	0	0	59	27	0	6	0	33	151
08:30 AM	0	44	17	0	61	4	79	0	0	83	22	0	5	0	27	171
08:45 AM	0	43	14	0	57	5	59	0	0	64	33	0	5	0	38	159
Total	0	184	57	0	241	14	223	0	0	237	114	0	17	0	131	609
Grand Total	0	319	108	0	427	16	367	0	0	383	189	0	22	0	211	1021
Apprch %	0.0	74.7	25.3	0.0		4.2	95.8	0.0	0.0		89.6	0.0	10.4	0.0		
Total %	0.0	31.2	10.6	0.0	41.8	1.6	35.9	0.0	0.0	37.5	18.5	0.0	2.2	0.0	20.7	

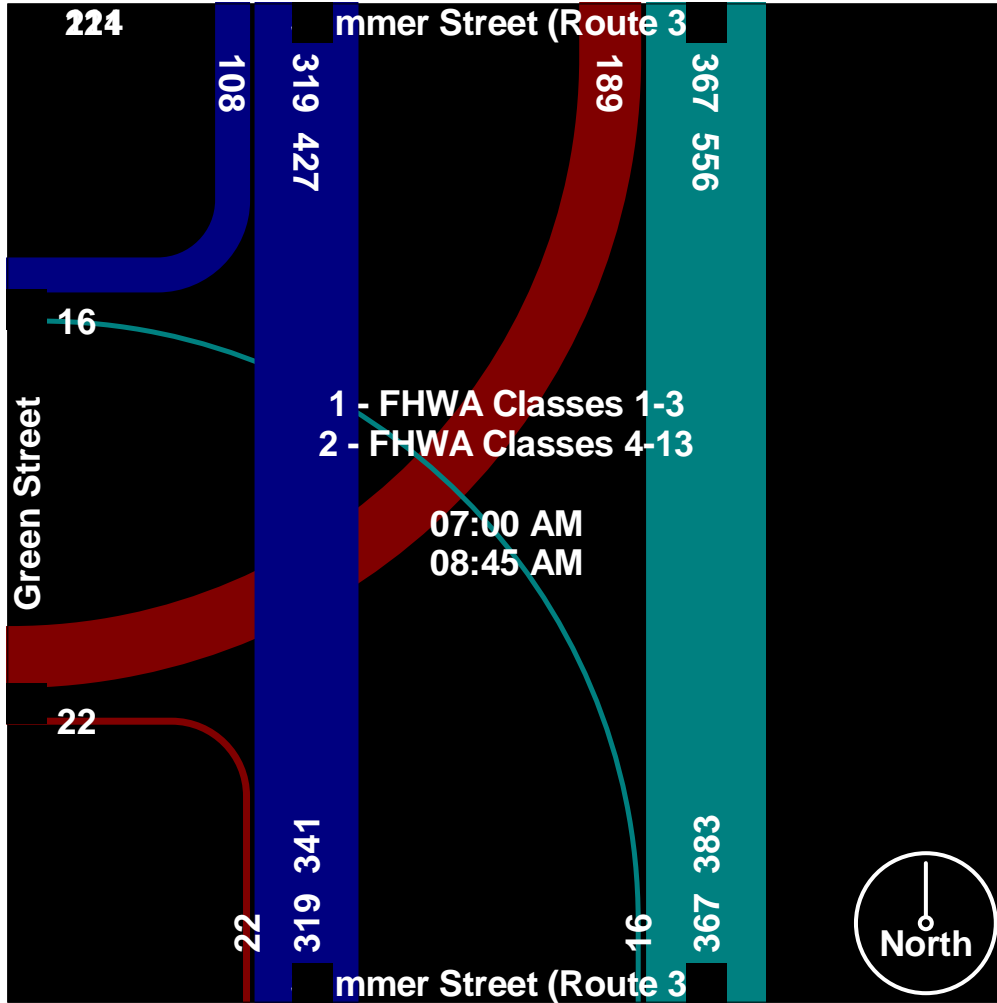


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/10/06

Board #: DB-400 (1)

Staff: RG

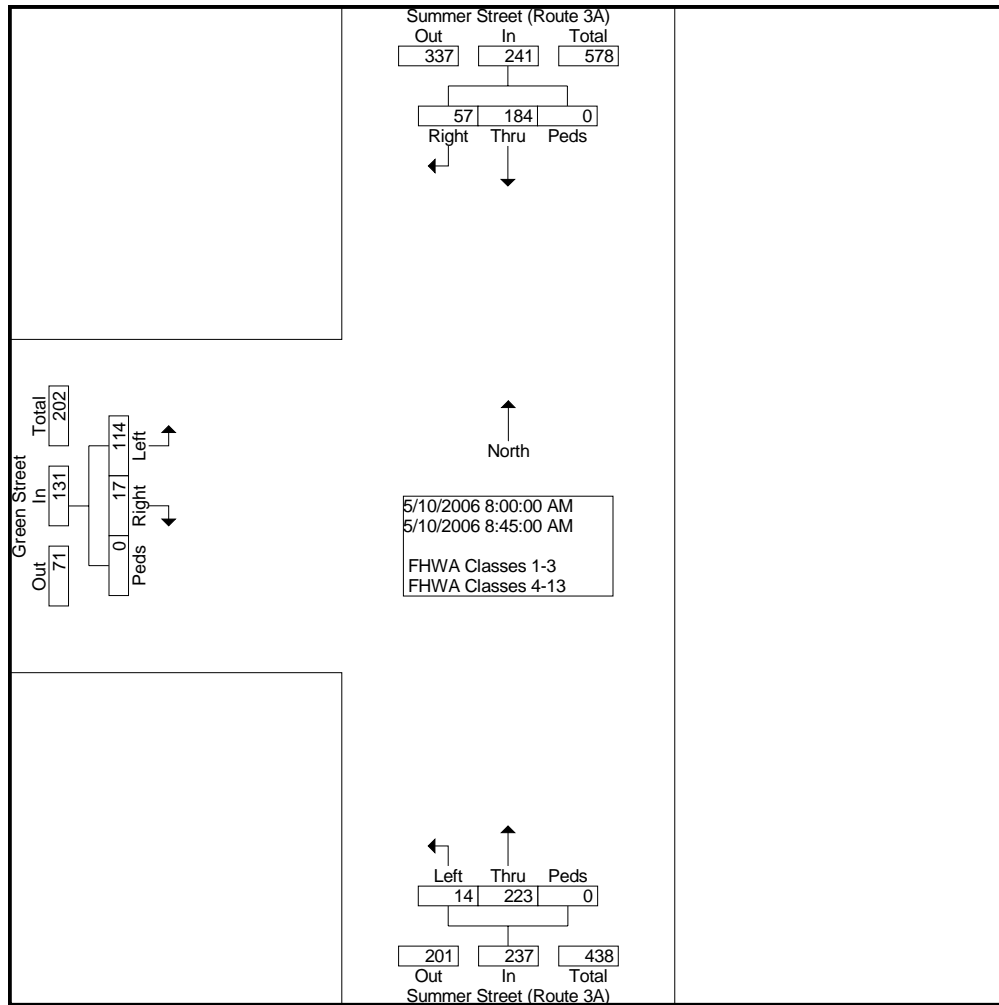
File Name : 145_Summer&Green_AM

Site Code : 00000145

Start Date : 5/10/2006

Page No : 3

Start Time	Summer Street (Route 3A) Southbound					Summer Street (Route 3A) Northbound					Green Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	08:00 AM															
Volume	0	184	57	0	241	14	223	0	0	237	114	0	17	0	131	609
Percent	0.0	76.3	23.7	0.0		5.9	94.1	0.0	0.0		87.0	0.0	13.0	0.0		
08:30 Volume	0	44	17	0	61	4	79	0	0	83	22	0	5	0	27	171
Peak Factor																
High Int.	08:00 AM															
Volume	0	54	10	0	64	4	79	0	0	83	33	0	5	0	38	0.890
Peak Factor	0.941					0.714					0.862					



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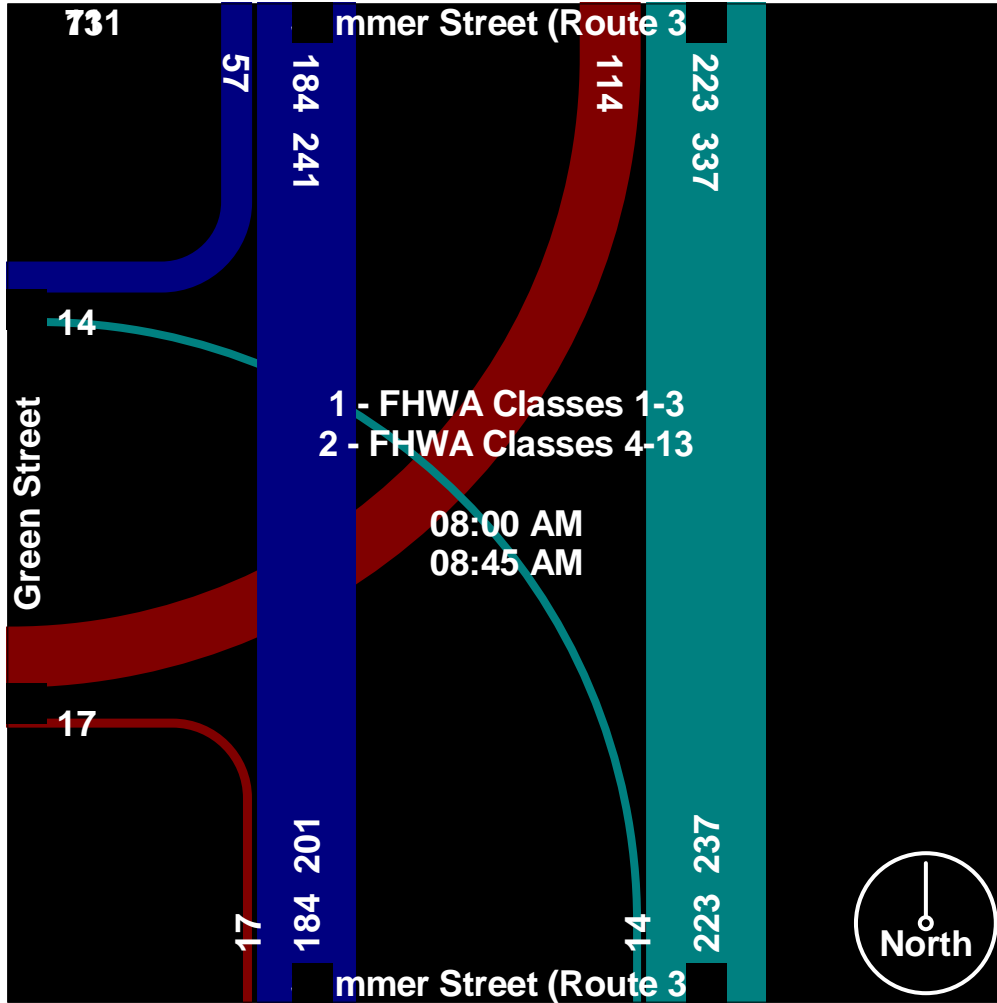
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Start Date : 5/10/2006

Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (1)

Staff: RG

File Name : 145_Summer&Green_PM

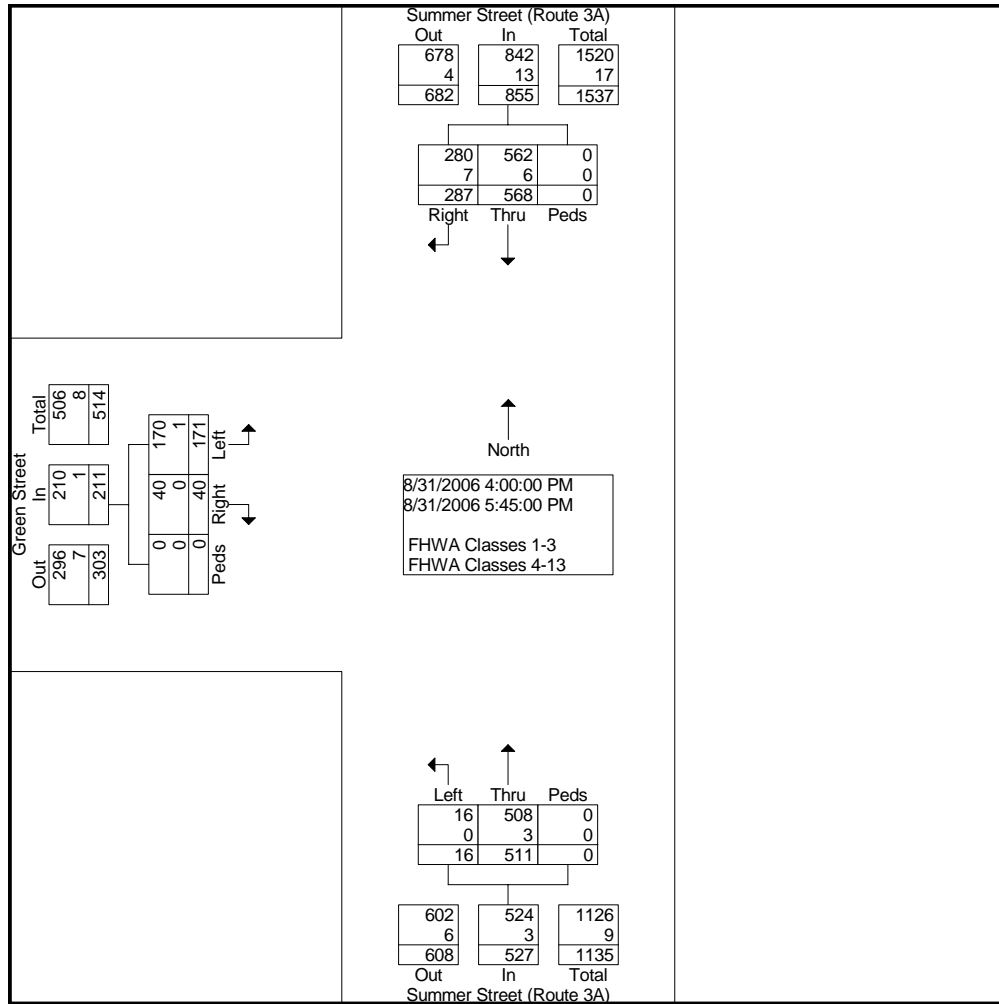
Site Code : 00000145

Start Date : 8/31/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time Factor	Summer Street (Route 3A) Southbound					Summer Street (Route 3A) Northbound					Green Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	65	39	0	104	0	64	0	0	64	26	0	2	0	28	196
04:15 PM	0	80	26	0	106	1	87	0	0	88	28	0	1	0	29	223
04:30 PM	0	89	43	0	132	4	80	0	0	84	23	0	5	0	28	244
04:45 PM	0	82	33	0	115	4	55	0	0	59	21	0	14	0	35	209
Total	0	316	141	0	457	9	286	0	0	295	98	0	22	0	120	872
05:00 PM	0	80	35	0	115	3	54	0	0	57	25	0	7	0	32	204
05:15 PM	0	62	34	0	96	1	57	0	0	58	15	0	5	0	20	174
05:30 PM	0	54	37	0	91	2	60	0	0	62	20	0	5	0	25	178
05:45 PM	0	56	40	0	96	1	54	0	0	55	13	0	1	0	14	165
Total	0	252	146	0	398	7	225	0	0	232	73	0	18	0	91	721
Grand Total	0	568	287	0	855	16	511	0	0	527	171	0	40	0	211	1593
Apprch %	0.0	66.4	33.6	0.0		3.0	97.0	0.0	0.0		81.0	0.0	19.0	0.0		
Total %	0.0	35.7	18.0	0.0	53.7	1.0	32.1	0.0	0.0	33.1	10.7	0.0	2.5	0.0	13.2	

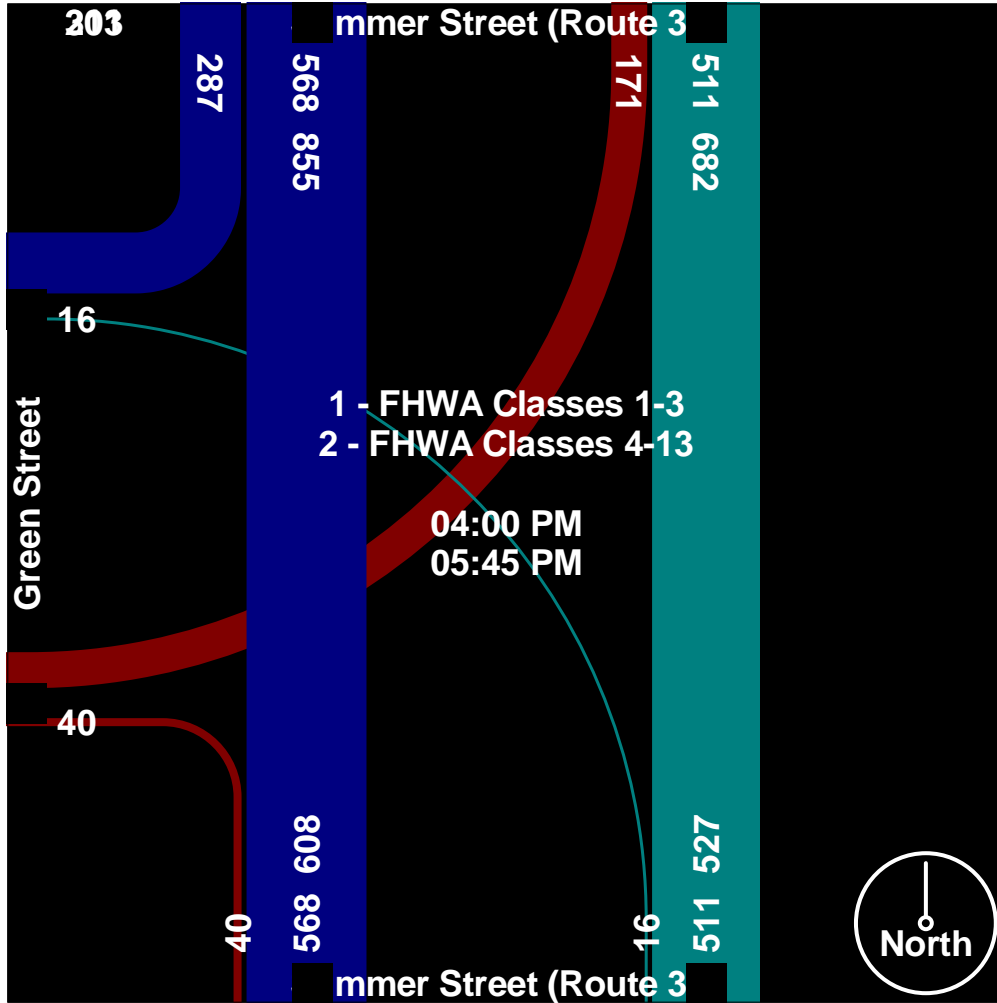


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508-583-1833

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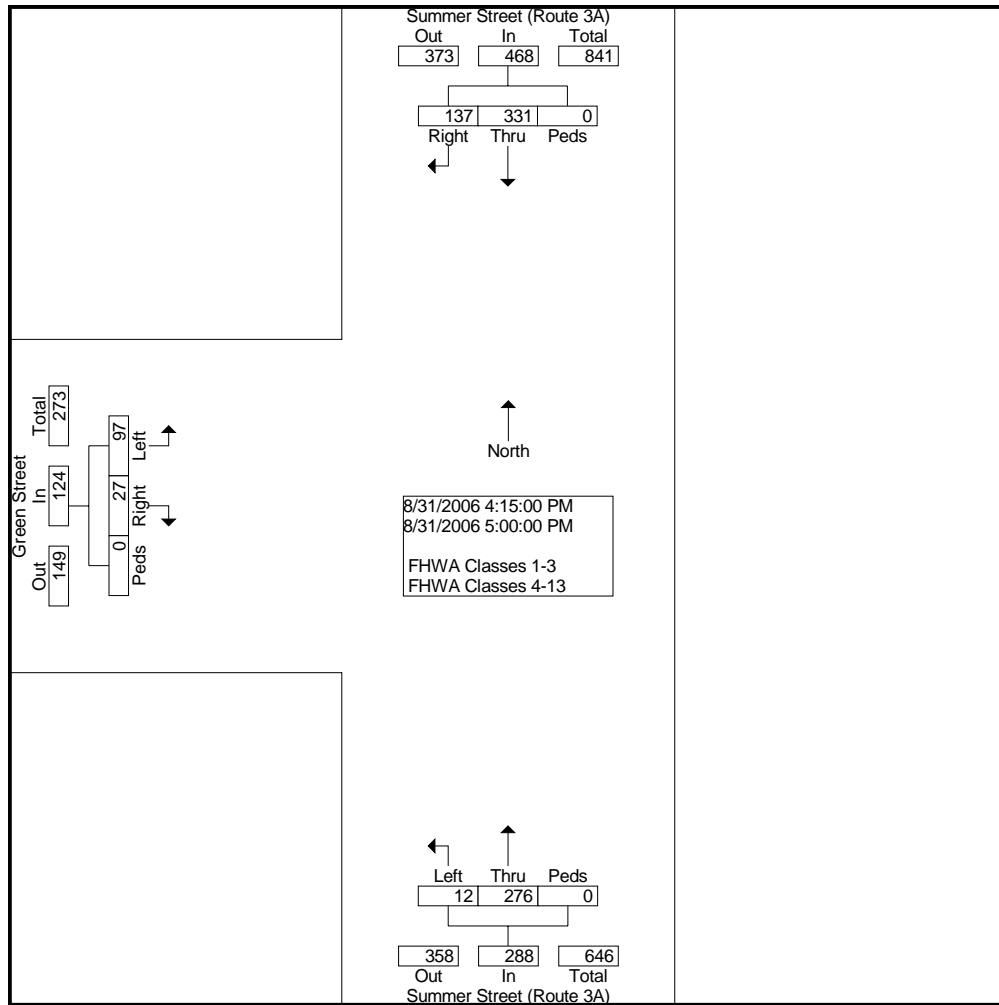
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Start Date : 8/31/2006

Page No : 3

Start Time	Summer Street (Route 3A) Southbound					Summer Street (Route 3A) Northbound					Green Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	04:15 PM															
Volume	0	331	137	0	468	12	276	0	0	288	97	0	27	0	124	880
Percent	0.0	70.7	29.3	0.0		4.2	95.8	0.0	0.0		78.2	0.0	21.8	0.0		
04:30 Volume	0	89	43	0	132	4	80	0	0	84	23	0	5	0	28	244
Peak Factor																0.902
High Int.	04:30 PM					04:15 PM					04:45 PM					
Volume	0	89	43	0	132	1	87	0	0	88	21	0	14	0	35	
Peak Factor	0.886										0.818					0.886

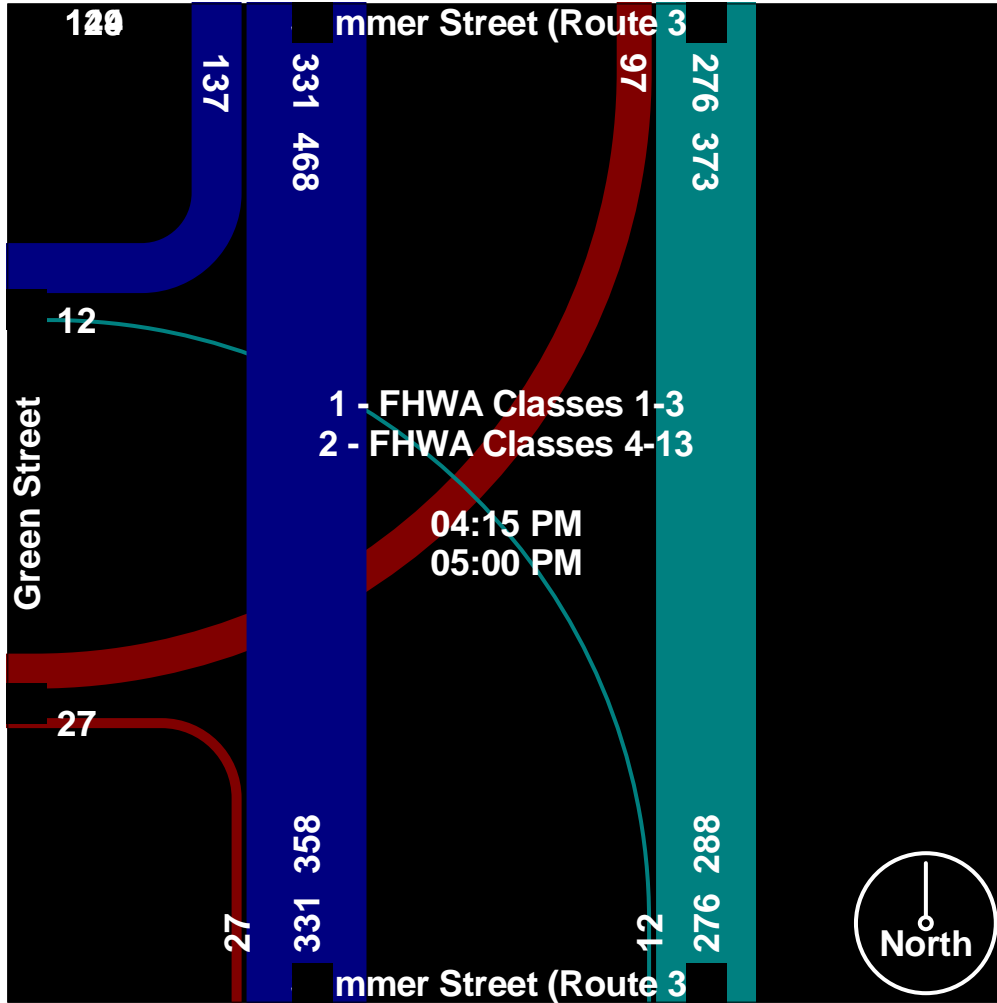


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Page No : 4



HCM Unsignalized Intersection Capacity Analysis
4: Green Street & Summer Street (Route 3A)

Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	109	16	13	214	180	55
Peak Hour Factor	0.86	0.86	0.71	0.71	0.91	0.91
Hourly flow rate (vph)	128	19	18	304	200	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		7				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	572	230	261			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	572	230	261			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	73	98	99			
cM capacity (veh/h)	475	809	1304			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	147	323	261			
Volume Left	128	18	0			
Volume Right	19	0	61			
cSH	545	1304	1700			
Volume to Capacity	0.27	0.01	0.15			
Queue Length 95th (ft)	27	1	0			
Control Delay (s)	14.6	0.6	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.6	0.6	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization		34.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 4: Summer Street (Route 3A) & Green Street

Route 3A Corridor Study
 2007 PM Peak Hour LOS



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	9	218	261	108	77	21
Peak Hour Factor	0.82	0.82	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	11	269	296	123	87	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						7
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	419				648	357
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	419				648	357
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				80	97
cM capacity (veh/h)	1140				431	687

Direction, Lane #	NB 1	SB 1	NE 1
Volume Total	280	419	111
Volume Left	11	0	87
Volume Right	0	123	24
cSH	1140	1700	548
Volume to Capacity	0.01	0.25	0.20
Queue Length 95th (ft)	1	0	19
Control Delay (s)	0.4	0.0	14.4
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	14.4
Approach LOS			B

Intersection Summary			
Average Delay		2.1	
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 4: Green Street & Summer Street (Route 3A)

Route 3A Corridor Study
 2012 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	109	16	13	214	180	55
Peak Hour Factor	0.86	0.86	0.71	0.71	0.91	0.91
Hourly flow rate (vph)	136	20	20	323	212	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		7				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	606	244	276			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	606	244	276			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	70	97	98			
cM capacity (veh/h)	453	795	1287			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	156	342	276			
Volume Left	136	20	0			
Volume Right	20	0	65			
cSH	520	1287	1700			
Volume to Capacity	0.30	0.02	0.16			
Queue Length 95th (ft)	31	1	0			
Control Delay (s)	15.4	0.6	0.0			
Lane LOS	C	A				
Approach Delay (s)	15.4	0.6	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization		36.6%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Summer Street (Route 3A) & Green Street

Route 3A Corridor Study
2012 PM Peak Hour LOS



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	9	218	261	108	77	21
Peak Hour Factor	0.82	0.82	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	12	284	314	130	93	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						7
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	444				687	379
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	444				687	379
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				77	96
cM capacity (veh/h)	1116				409	668
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	296	444	118			
Volume Left	12	0	93			
Volume Right	0	130	25			
cSH	1116	1700	520			
Volume to Capacity	0.01	0.26	0.23			
Queue Length 95th (ft)	1	0	22			
Control Delay (s)	0.4	0.0	15.1			
Lane LOS	A		C			
Approach Delay (s)	0.4	0.0	15.1			
Approach LOS			C			
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			33.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Green Street & Summer Street (Route 3A)

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	109	16	13	214	180	55
Peak Hour Factor	0.86	0.86	0.71	0.71	0.91	0.91
Hourly flow rate (vph)	150	22	22	356	233	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		7				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	668	269	305			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	668	269	305			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	64	97	98			
cM capacity (veh/h)	416	770	1256			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	172	377	305			
Volume Left	150	22	0			
Volume Right	22	0	71			
cSH	477	1256	1700			
Volume to Capacity	0.36	0.02	0.18			
Queue Length 95th (ft)	40	1	0			
Control Delay (s)	17.3	0.6	0.0			
Lane LOS	C	A				
Approach Delay (s)	17.3	0.6	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization		39.6%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 4: Summer Street (Route 3A) & Green Street

Route 3A Corridor Study
 2020 PM Peak Hour LOS



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	9	218	261	108	77	21
Peak Hour Factor	0.82	0.82	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	13	314	346	143	102	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						7
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	489				757	418
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	489				757	418
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				72	96
cM capacity (veh/h)	1074				371	635

Direction, Lane #	NB 1	SB 1	NE 1
Volume Total	327	489	130
Volume Left	13	0	102
Volume Right	0	143	28
cSH	1074	1700	472
Volume to Capacity	0.01	0.29	0.28
Queue Length 95th (ft)	1	0	28
Control Delay (s)	0.5	0.0	16.8
Lane LOS	A		C
Approach Delay (s)	0.5	0.0	16.8
Approach LOS			C

Intersection Summary			
Average Delay		2.5	
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)		15	

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Kingston COUNT DATE : 8/31/2006

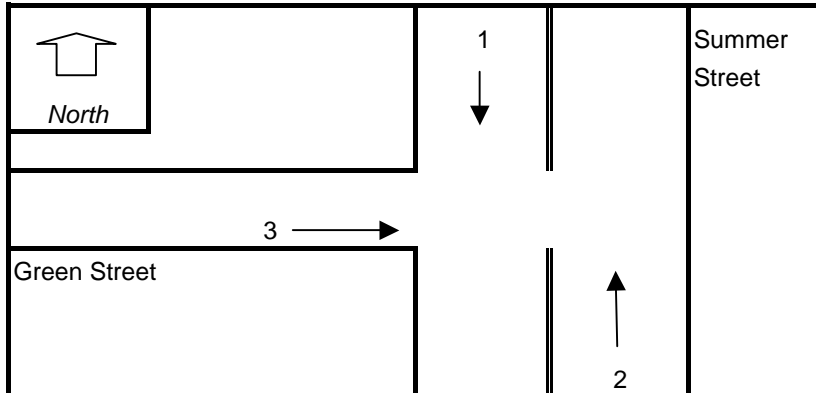
DISTRICT : UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Summer Street (Route 3A)

MINOR STREET(S) : Green Street

INTERSECTION
DIAGRAM
(Label Approaches)



Peak Hour Volumes

APPROACH :	1	2	3			
DIRECTION :	SB	NB	EB			
VOLUMES (AM/PM) :	419	280	111			

** Volumes adjusted to 2007 annual average levels

" K " FACTOR : APPROACH ADT : ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : # OF YEARS : AVERAGE # OF ACCIDENTS (A) :

CRASH RATE CALCULATION : RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-27.52%	Statewide Average:	Signalized	-30.02%
	Unsignalized	3.19%		Unsignalized	-7.75%

**Route 3A @
Route 106**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/11/06

Board #: TDC-8 (3)

Staff: JC

File Name : 145_Summer&Main_AM

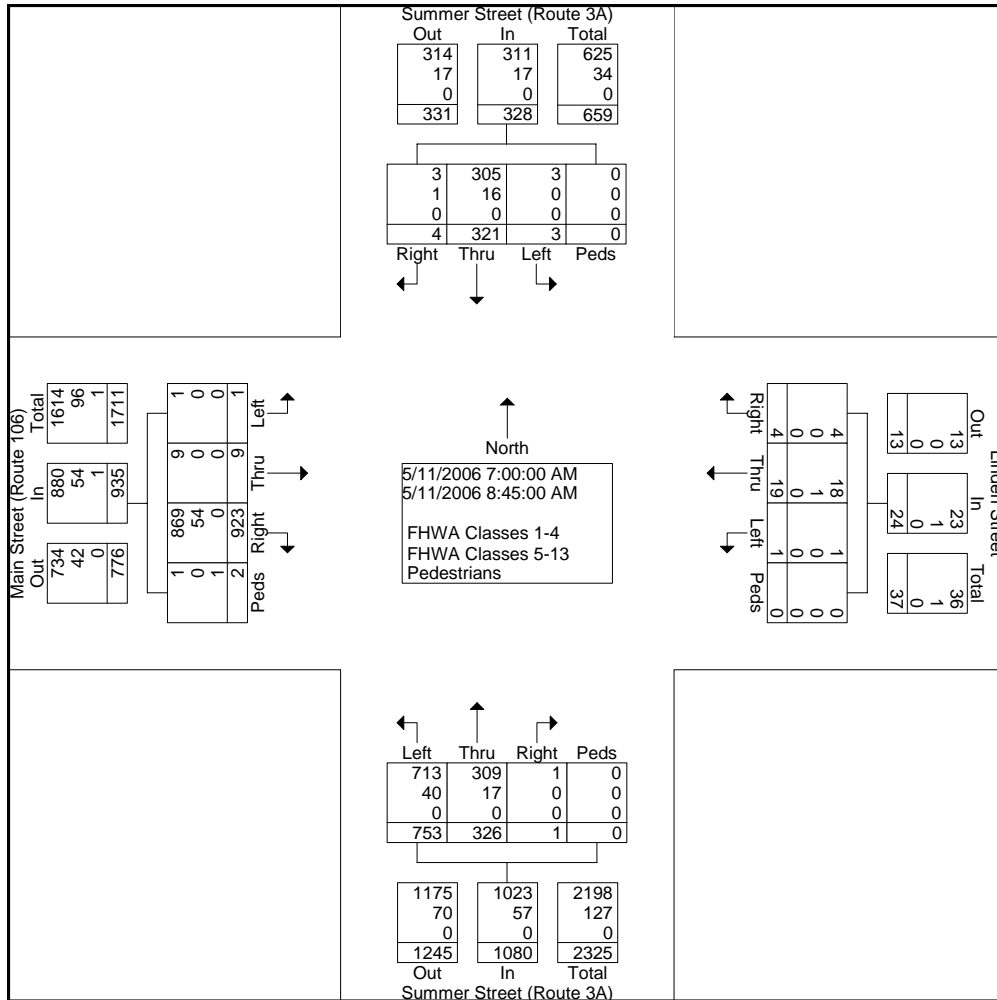
Site Code : 00000145

Start Date : 5/11/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Summer Street (Route 3A) Southbound					Linden Street Westbound					Summer Street (Route 3A) Northbound					Main Street (Route 106) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	21	0	0	21	0	0	1	0	1	127	25	0	0	152	0	0	83	2	85	259
07:15 AM	1	45	0	0	46	0	1	0	0	1	109	34	0	0	143	0	0	106	0	106	296
07:30 AM	0	35	2	0	37	0	5	0	0	5	85	33	1	0	119	0	3	136	0	139	300
07:45 AM	1	29	0	0	30	0	2	1	0	3	85	30	0	0	115	0	3	145	0	148	296
Total	2	130	2	0	134	0	8	2	0	10	406	122	1	0	529	0	6	470	2	478	1151
08:00 AM	0	45	1	0	46	0	6	2	0	8	85	46	0	0	131	0	2	118	0	120	305
08:15 AM	0	55	0	0	55	1	2	0	0	3	111	72	0	0	183	0	1	112	0	113	354
08:30 AM	0	40	1	0	41	0	2	0	0	2	78	49	0	0	127	0	0	109	0	109	279
08:45 AM	1	51	0	0	52	0	1	0	0	1	73	37	0	0	110	1	0	114	0	115	278
Total	1	191	2	0	194	1	11	2	0	14	347	204	0	0	551	1	3	453	0	457	1216
Grand Total	3	321	4	0	328	1	19	4	0	24	753	326	1	0	1080	1	9	923	2	935	2367
Apprch %	0.9	97.9	1.2	0.0		4.2	79.2	16.7	0.0		69.7	30.2	0.1	0.0		0.1	1.0	98.7	0.2		
Total %	0.1	13.6	0.2	0.0	13.9	0.0	0.8	0.2	0.0	1.0	31.8	13.8	0.0	0.0	45.6	0.0	0.4	39.0	0.1	39.5	



Old Colony Planning Council

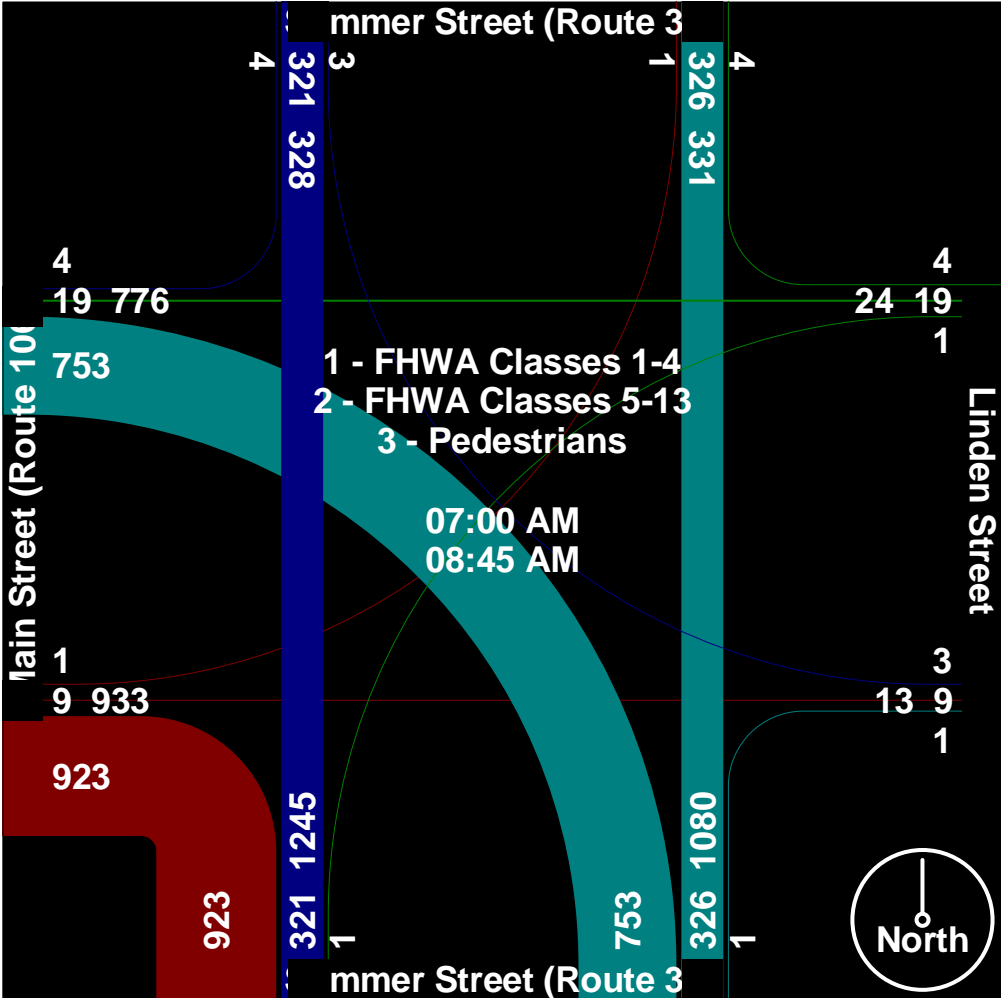
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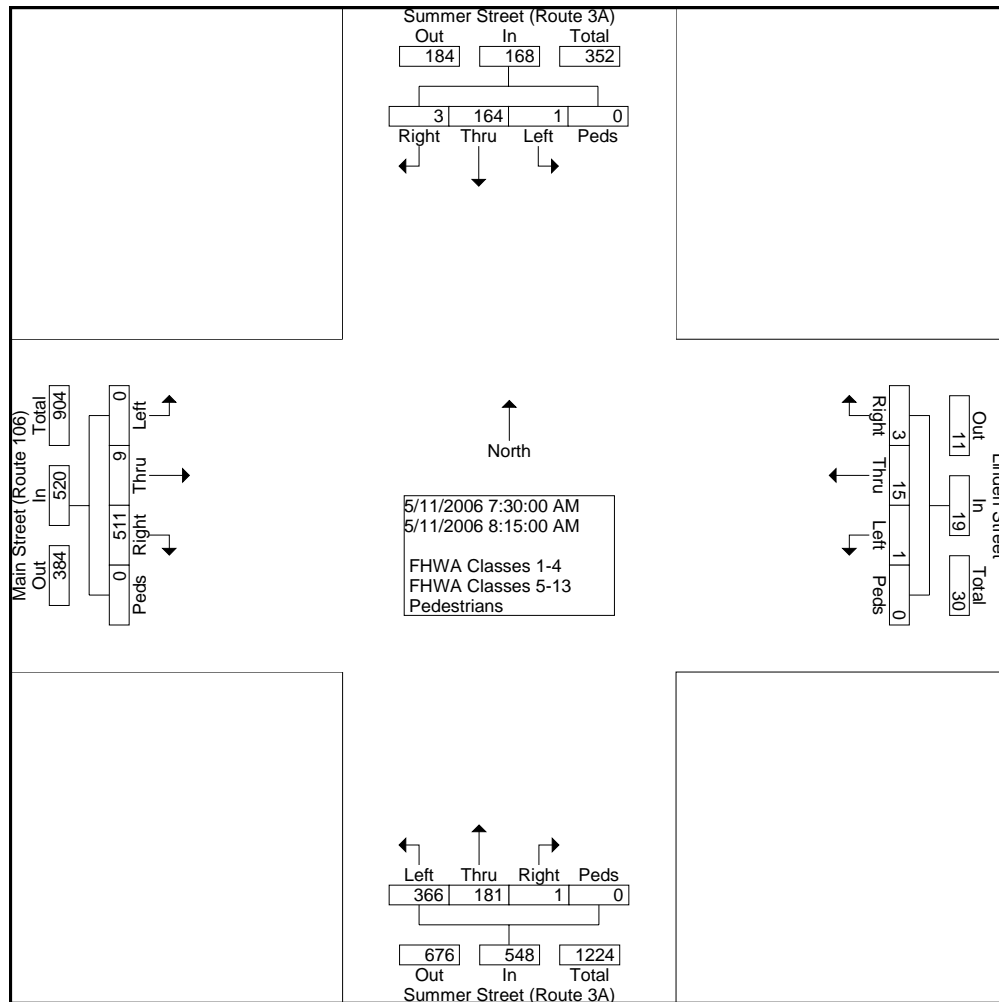
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Page No : 3

Start Time	Summer Street (Route 3A) Southbound					Linden Street Westbound					Summer Street (Route 3A) Northbound					Main Street (Route 106) Eastbound					Int. Total				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total					
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Intersection	07:30 AM																								
Volume	1	164	3	0	168	1	15	3	0	19	366	181	1	0	548	0	9	511	0	520	1255				
Percent	0.6	97.6	1.8	0.0		5.3	78.9	15.8	0.0		66.8	33.0	0.2	0.0		0.0	1.7	98.3	0.0						
08:15																									
Volume	0	55	0	0	55	1	2	0	0	3	111	72	0	0	183	0	1	112	0	113	354				
Peak Factor																									
High Int.	08:15 AM																								
Volume	0	55	0	0	55	08:00 AM					08:15 AM					07:45 AM					0.886				
Peak Factor	0.764										0.594					0.749					0.878				



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/11/06

Board #: TDC-8 (3)

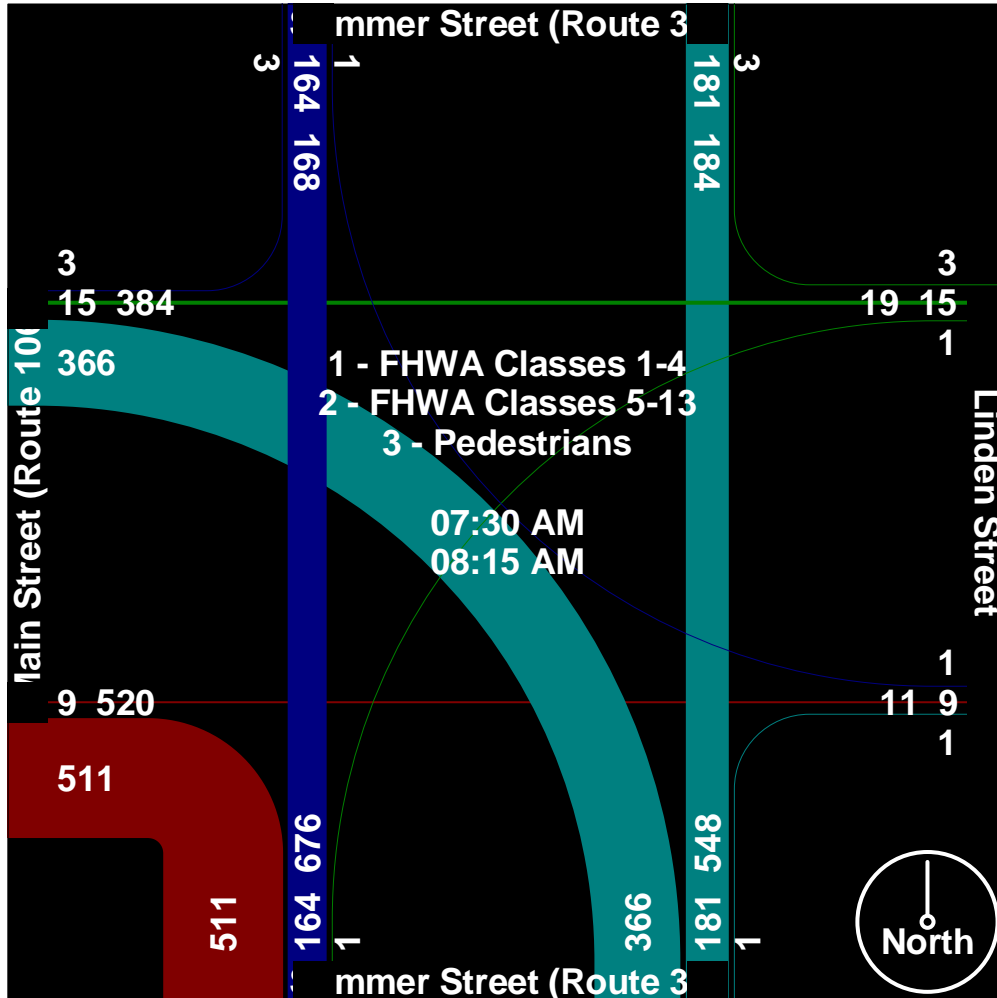
Staff: JC

File Name : 145_Summer&Main_AM

Site Code : 00000145

Start Date : 5/11/2006

Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/11/06

Board #: TDC-8 (3)

Staff: JC

File Name : 145_Summer&Main_PM

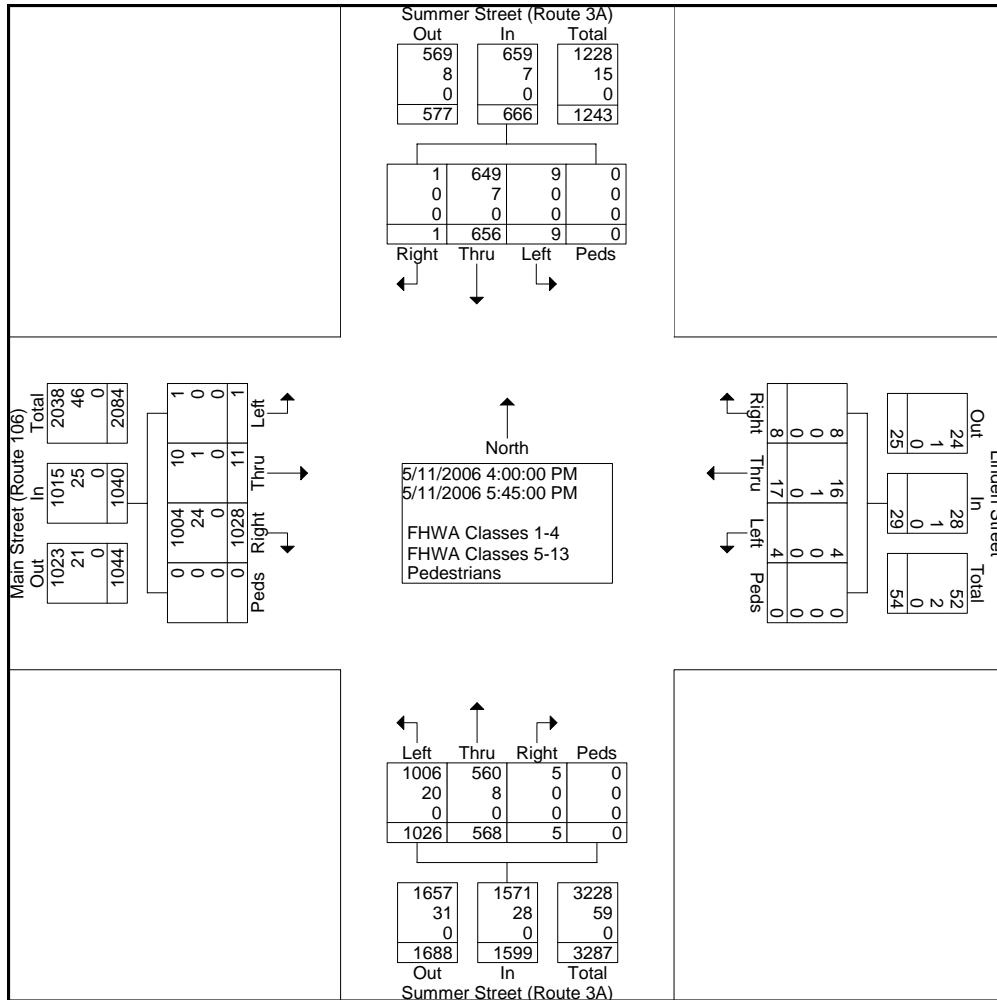
Site Code : 00000145

Start Date : 5/11/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Summer Street (Route 3A) Southbound					Linden Street Westbound					Summer Street (Route 3A) Northbound					Main Street (Route 106) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	91	0	0	91	0	3	2	0	5	128	66	2	0	196	1	0	137	0	138	430
04:15 PM	2	84	1	0	87	2	1	1	0	4	130	65	1	0	196	0	1	136	0	137	424
04:30 PM	1	83	0	0	84	0	4	1	0	5	140	71	1	0	212	0	1	130	0	131	432
04:45 PM	0	86	0	0	86	0	3	0	0	3	120	74	0	0	194	0	3	127	0	130	413
Total	3	344	1	0	348	2	11	4	0	17	518	276	4	0	798	1	5	530	0	536	1699
05:00 PM	1	73	0	0	74	0	0	2	0	2	122	72	1	0	195	0	1	128	0	129	400
05:15 PM	3	84	0	0	87	1	0	1	0	2	138	79	0	0	217	0	2	132	0	134	440
05:30 PM	2	78	0	0	80	1	4	1	0	6	110	75	0	0	185	0	3	123	0	126	397
05:45 PM	0	77	0	0	77	0	2	0	0	2	138	66	0	0	204	0	0	115	0	115	398
Total	6	312	0	0	318	2	6	4	0	12	508	292	1	0	801	0	6	498	0	504	1635
Grand Total	9	656	1	0	666	4	17	8	0	29	1026	568	5	0	1599	1	11	1028	0	1040	3334
Apprch %	1.4	98.5	0.2	0.0		13.8	58.6	27.6	0.0		64.2	35.5	0.3	0.0		0.1	1.1	98.8	0.0		
Total %	0.3	19.7	0.0	0.0	20.0	0.1	0.5	0.2	0.0	0.9	30.8	17.0	0.1	0.0	48.0	0.0	0.3	30.8	0.0	31.2	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/11/06

Board #: TDC-8 (3)

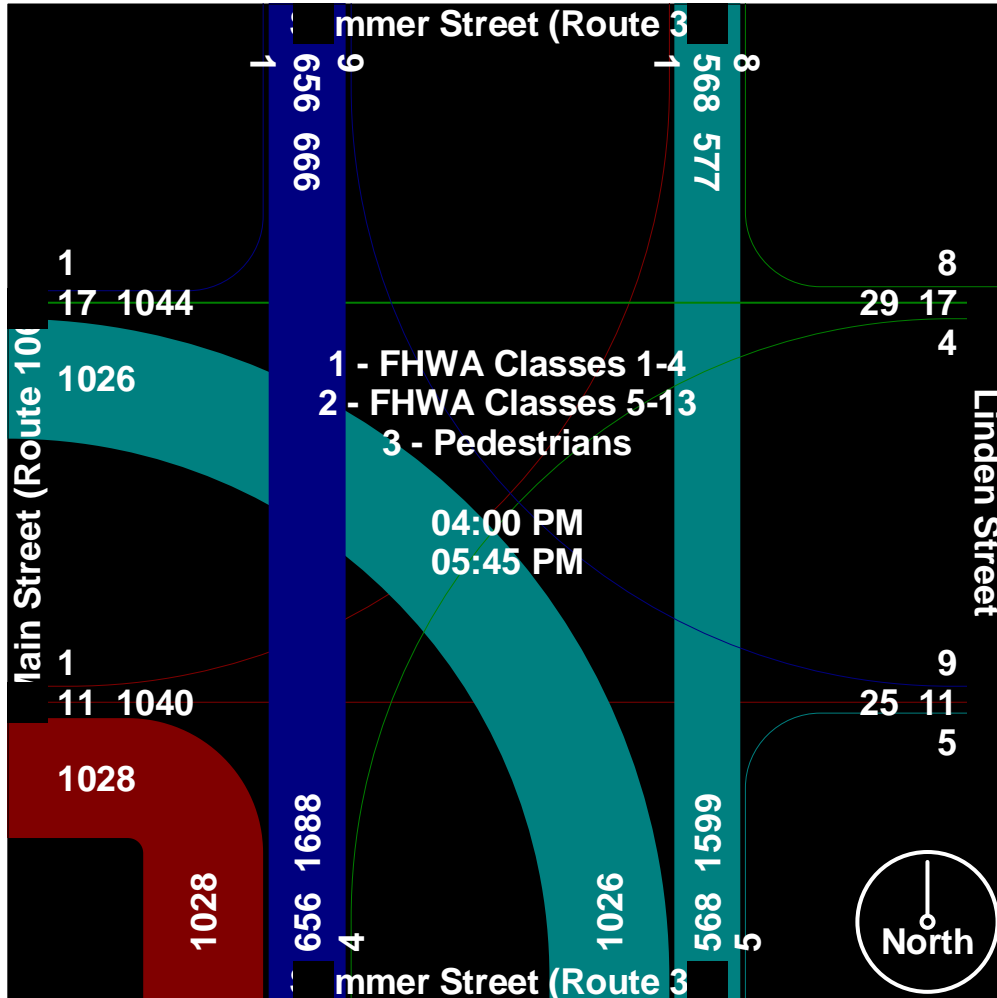
Staff: JC

File Name : 145_Summer&Main_PM

Site Code : 00000145

Start Date : 5/11/2006

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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/11/06

Board #: TDC-8 (3)

Staff: JC

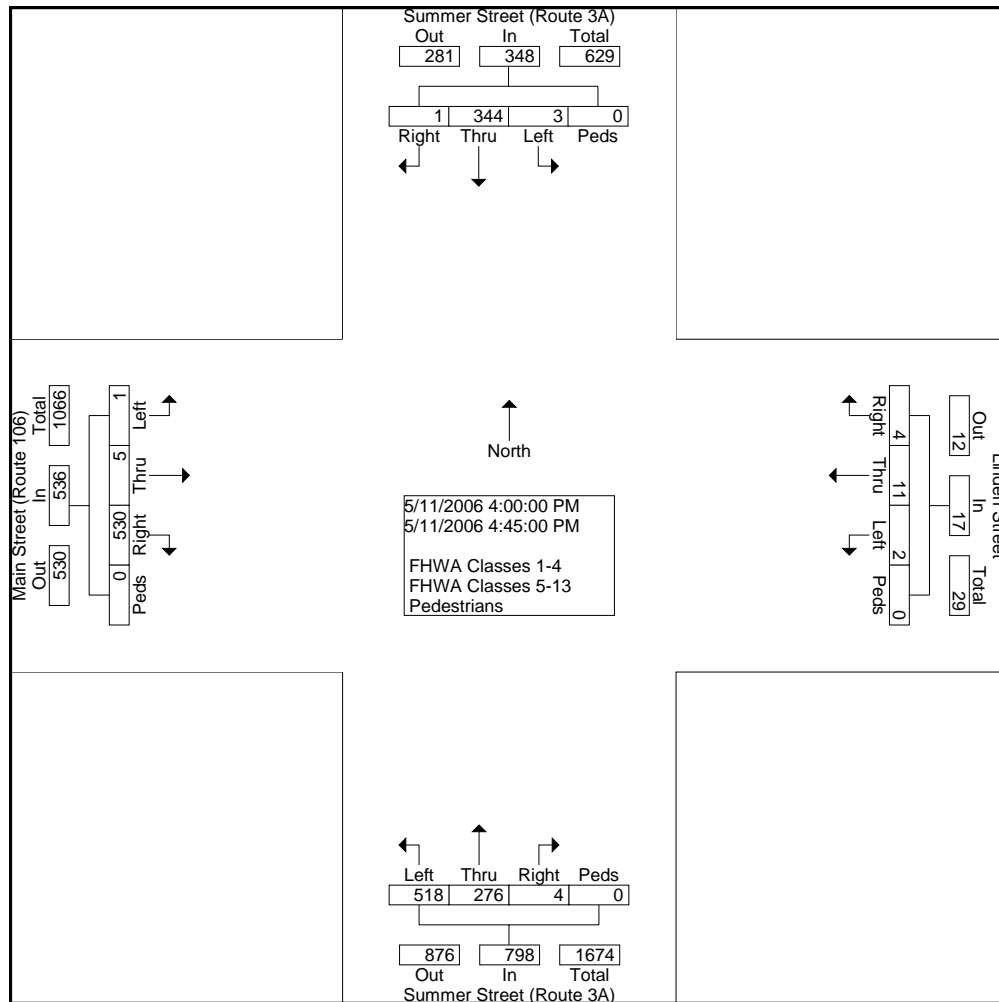
File Name : 145_Summer&Main_PM

Site Code : 00000145

Start Date : 5/11/2006

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Start Time	Summer Street (Route 3A) Southbound					Linden Street Westbound					Summer Street (Route 3A) Northbound					Main Street (Route 106) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	3	344	1	0	348	2	11	4	0	17	518	276	4	0	798	1	5	530	0	536	1699
Percent	0.9	98.9	0.3	0.0		11.8	64.7	23.5	0.0		64.9	34.6	0.5	0.0		0.2	0.9	98.9	0.0		
04:30																					
Volume	1	83	0	0	84	0	4	1	0	5	140	71	1	0	212	0	1	130	0	131	432
Peak Factor																					
High Int.	04:00 PM																				
Volume	0	91	0	0	91	0	3	2	0	5	140	71	1	0	212	1	0	137	0	138	0.983
Peak Factor	0.956					0.850					0.941					0.971					



Old Colony Planning Council

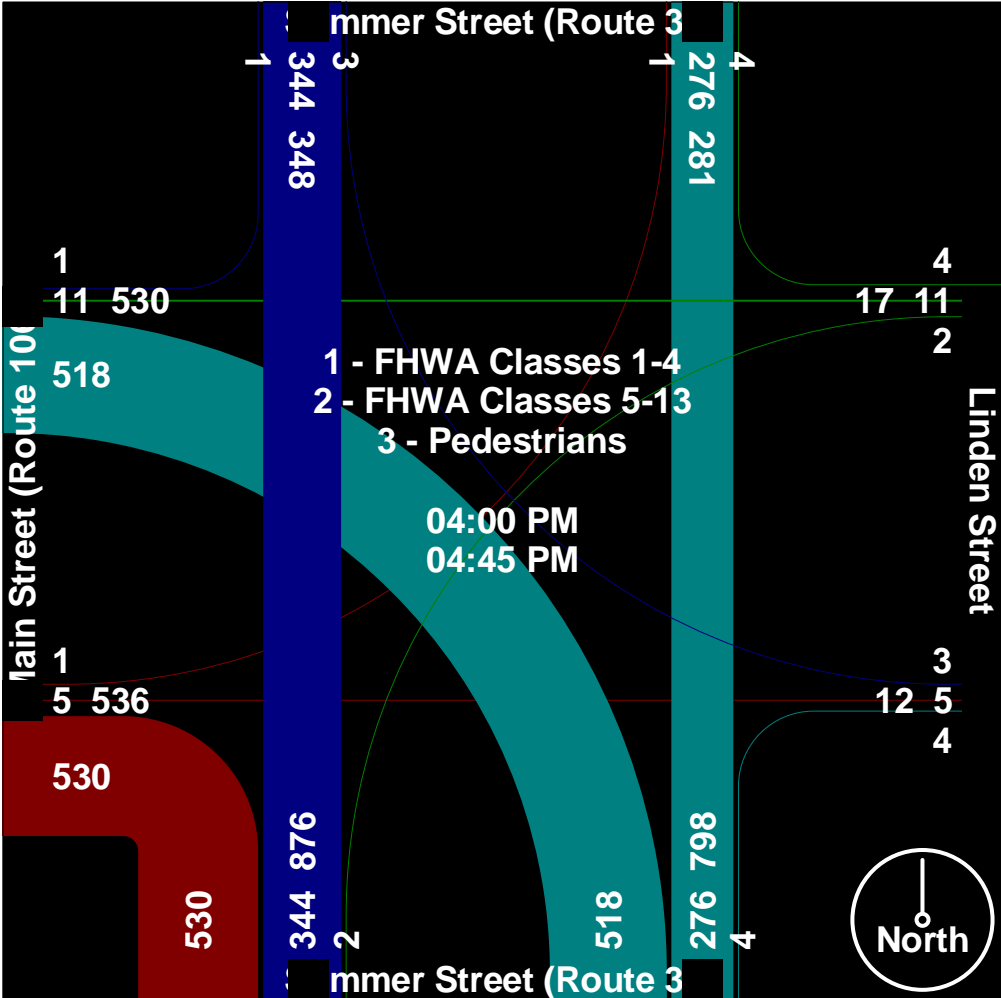
70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston
Date: 5/11/06
Board #: TDC-8 (3)
Staff: JC

File Name : 145_Summer&Main_PM
Site Code : 00000145
Start Date : 5/11/2006
Page No : 4



HCM Unsignalized Intersection Capacity Analysis
3: Linden Street & Route 3A

Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER		
Lane Configurations	🚗						🚗			🚗			
Sign Control	Stop			Free			Free			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	3	14	1	351	174	1	1	157	3	9	491		
Peak Hour Factor	0.59	0.59	0.59	0.80	0.80	0.80	0.76	0.76	0.76	0.88	0.88		
Hourly flow rate (vph)	5	24	2	443	220	1	1	209	4	10	564		
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None								None				
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	1889	1322	220	213				221				1321	211
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1889	1322	220	213				221				1321	211
tC, single (s)	7.1	6.5	6.2	4.1				4.1				6.6	6.3
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	2.2				2.2				4.1	3.4
p0 queue free %	55	77	100	67				100				90	31
cM capacity (veh/h)	11	104	814	1340				1331				103	820

Direction, Lane #	WB 1	NB 1	SB 1	SE 1
Volume Total	31	664	214	574
Volume Left	5	443	1	0
Volume Right	2	1	4	564
cSH	45	1340	1331	728
Volume to Capacity	0.68	0.33	0.00	0.79
Queue Length 95th (ft)	66	37	0	198
Control Delay (s)	186.2	7.2	0.1	25.7
Lane LOS	F	A	A	D
Approach Delay (s)	186.2	7.2	0.1	25.7
Approach LOS	F			D

Intersection Summary			
Average Delay	17.0		
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 3: Linden Street & Route 3A

Route 3A Corridor Study
 2007 PM Peak Hour LOS



Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER		
Lane Configurations	↔			↔			↔			↔			
Sign Control	Stop			Free			Free			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	2	11	4	497	167	4	3	330	1	6	509		
Peak Hour Factor	0.85	0.85	0.85	0.94	0.94	0.94	0.96	0.96	0.96	0.97	0.97		
Hourly flow rate (vph)	2	13	5	534	179	4	3	347	1	6	530		
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	2137	1604	182	348				184				1606	348
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	2137	1604	182	348				184				1606	348
tC, single (s)	7.1	6.5	6.2	4.1				4.1				6.5	6.2
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	2.2				2.2				4.0	3.3
p0 queue free %	53	78	99	56				100				89	24
cM capacity (veh/h)	5	59	858	1216				1397				59	695

Direction, Lane #	WB 1	NB 1	SB 1	SE 1
Volume Total	20	718	351	536
Volume Left	2	534	3	0
Volume Right	5	4	1	530
cSH	29	1216	1397	618
Volume to Capacity	0.69	0.44	0.00	0.87
Queue Length 95th (ft)	56	57	0	250
Control Delay (s)	267.8	8.9	0.1	37.4
Lane LOS	F	A	A	E
Approach Delay (s)	267.8	8.9	0.1	37.4
Approach LOS	F			E

Intersection Summary			
Average Delay	19.6		
Intersection Capacity Utilization	103.5%	ICU Level of Service	G
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Linden Street & Route 3A
















Route 3A Corridor Study
2012 AM Peak Hour LOS



Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER		
Lane Configurations	🚗						🚗			🚗			
Sign Control	Stop			Free			Free			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	3	14	1	351	174	1	1	157	3	9	491		
Peak Hour Factor	0.59	0.59	0.59	0.80	0.80	0.80	0.76	0.76	0.76	0.88	0.88		
Hourly flow rate (vph)	5	25	2	469	233	1	1	221	4	11	597		
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None								None				
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	2001	1400	233	225				234				1399	223
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	2001	1400	233	225				234				1399	223
tC, single (s)	7.1	6.5	6.2	4.1				4.1				6.6	6.3
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	2.2				2.2				4.1	3.4
p0 queue free %	28	72	100	65				100				88	26
cM capacity (veh/h)	8	90	801	1326				1316				89	806
Direction, Lane #	WB 1	NB 1	SB 1	SE 1									
Volume Total	33	704	227	608									
Volume Left	5	469	1	0									
Volume Right	2	1	4	597									
cSH	32	1326	1316	704									
Volume to Capacity	1.01	0.35	0.00	0.86									
Queue Length 95th (ft)	88	41	0	256									
Control Delay (s)	341.7	7.4	0.1	33.5									
Lane LOS	F	A	A	D									
Approach Delay (s)	341.7	7.4	0.1	33.5									
Approach LOS	F			D									
Intersection Summary													
Average Delay				23.4									
Intersection Capacity Utilization				89.5%		ICU Level of Service			E				
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis
 3: Linden Street & Route 3A

Route 3A Corridor Study
 2012 PM Peak Hour LOS

												
Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER	
Lane Configurations												
Sign Control	Stop				Free			Free		Stop		
Grade	0%				0%			0%		0%		
Volume (veh/h)	2	11	4	497	167	4	3	330	1	6	509	
Peak Hour Factor	0.85	0.85	0.85	0.94	0.94	0.94	0.96	0.96	0.96	0.97	0.97	
Hourly flow rate (vph)	3	14	5	566	190	5	3	368	1	7	561	
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2264	1699	192	369			195			1701	368	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2264	1699	192	369			195			1701	368	
tC, single (s)	7.1	6.5	6.2	4.1			4.1			6.5	6.2	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	2.2			2.2			4.0	3.3	
p0 queue free %	9	71	99	53			100			86	17	
cM capacity (veh/h)	3	48	847	1195			1384			48	677	
Direction, Lane #	WB 1	NB 1	SB 1	SE 1								
Volume Total	21	760	372	568								
Volume Left	3	566	3	0								
Volume Right	5	5	1	561								
cSH	18	1195	1384	588								
Volume to Capacity	1.20	0.47	0.00	0.97								
Queue Length 95th (ft)	77	65	0	335								
Control Delay (s)	584.6	9.4	0.1	55.7								
Lane LOS	F	A	A	F								
Approach Delay (s)	584.6	9.4	0.1	55.7								
Approach LOS	F			F								
Intersection Summary												
Average Delay				29.8								
Intersection Capacity Utilization				108.7%				ICU Level of Service				G
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis
3: Linden Street & Route 3A

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER		
Lane Configurations													
Sign Control	Stop			Free			Free			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	3	14	1	351	174	1	1	157	3	9	491		
Peak Hour Factor	0.59	0.59	0.59	0.80	0.80	0.80	0.76	0.76	0.76	0.88	0.88		
Hourly flow rate (vph)	6	28	2	518	257	1	2	244	5	12	658		
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None								None				
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	2206	1544	257	248				258				1543	246
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	2206	1544	257	248				258				1543	246
tC, single (s)	7.1	6.5	6.2	4.1				4.1				6.6	6.3
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	2.2				2.2				4.1	3.4
p0 queue free %	0	59	100	60				100				82	16
cM capacity (veh/h)	3	68	776	1300				1289				68	783
Direction, Lane #	WB 1	NB 1	SB 1	SE 1									
Volume Total	36	776	250	670									
Volume Left	6	518	2	0									
Volume Right	2	1	5	658									
cSH	15	1300	1289	658									
Volume to Capacity	2.42	0.40	0.00	1.02									
Queue Length 95th (ft)	131	49	0	417									
Control Delay (s)	1168.2	7.9	0.1	65.1									
Lane LOS	F	A	A	F									
Approach Delay (s)	1168.2	7.9	0.1	65.1									
Approach LOS	F				F								
Intersection Summary													
Average Delay				53.0									
Intersection Capacity Utilization				97.0%	ICU Level of Service						F		
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis
3: Linden Street & Route 3A

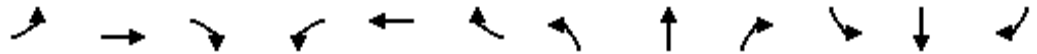
Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER		
Lane Configurations													
Sign Control	Stop			Free			Free			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	2	11	4	497	167	4	3	330	1	6	509		
Peak Hour Factor	0.85	0.85	0.85	0.94	0.94	0.94	0.96	0.96	0.96	0.97	0.97		
Hourly flow rate (vph)	3	15	6	624	210	5	4	406	1	7	619		
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None								None				
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	2496	1874	212	407				215				1876	406
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	2496	1874	212	407				215				1876	406
tC, single (s)	7.1	6.5	6.2	4.1				4.1				6.5	6.2
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	2.2				2.2				4.0	3.3
p0 queue free %	0	53	99	46				100				78	4
cM capacity (veh/h)	0	33	825	1157				1361				33	645
Direction, Lane #	WB 1	NB 1	SB 1	SE 1									
Volume Total	24	839	411	626									
Volume Left	3	624	4	0									
Volume Right	6	5	1	619									
cSH	3	1157	1361	530									
Volume to Capacity	7.90	0.54	0.00	1.18									
Queue Length 95th (ft)	Err	84	0	563									
Control Delay (s)	Err	10.5	0.1	125.6									
Lane LOS	F	B	A	F									
Approach Delay (s)	Err	10.5	0.1	125.6									
Approach LOS	F			F									
Intersection Summary													
Average Delay				170.4									
Intersection Capacity Utilization				118.1%	ICU Level of Service	H							
Analysis Period (min)				15									

HCM Signalized Intersection Capacity Analysis
 3: Main Street (Route 106) & Route 3A

Route 3A Corridor Study
 2012 AM Peak Hour LOS w Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	13	13	13
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		0.87			0.99			1.00			1.00	
Fl _t Protected		1.00			0.99			0.97			1.00	
Satd. Flow (prot)		1555			1797			1751			1865	
Fl _t Permitted		1.00			0.43			0.67			1.00	
Satd. Flow (perm)		1555			772			1209			1863	
Volume (vph)	0	9	491	3	14	1	351	174	1	1	157	3
Peak-hour factor, PHF	0.88	0.88	0.88	0.59	0.59	0.59	0.80	0.80	0.80	0.76	0.76	0.76
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	0	11	597	5	25	2	469	233	1	1	221	4
RTOR Reduction (vph)	0	485	0	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	123	0	0	30	0	0	703	0	0	225	0
Heavy Vehicles (%)	6%	6%	6%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Turn Type				Perm			Perm				Perm	
Protected Phases		4			8			2			6	
Permitted Phases				8			2			6		
Actuated Green, G (s)		9.4			9.4			32.6			32.6	
Effective Green, g (s)		9.4			9.4			32.6			32.6	
Actuated g/C Ratio		0.19			0.19			0.65			0.65	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		292			145			788			1215	
v/s Ratio Prot		c0.08										
v/s Ratio Perm					0.04			c0.58			0.12	
v/c Ratio		0.42			0.21			0.89			0.19	
Uniform Delay, d ₁		17.9			17.2			7.2			3.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d ₂		1.0			0.7			12.4			0.1	
Delay (s)		18.9			17.9			19.6			3.5	
Level of Service		B			B			B			A	
Approach Delay (s)		18.9			17.9			19.6			3.5	
Approach LOS		B			B			B			A	

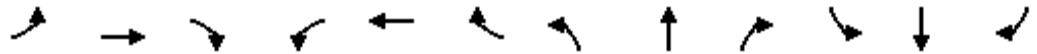
Intersection Summary

HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: Main Street (Route 106) & Route 3A

Route 3A Corridor Study
 2012 PM Peak Hour LOS w/ Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	13	13	13
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		0.87			0.97			1.00			1.00	
Fl _t Protected		1.00			0.99			0.96			1.00	
Satd. Flow (prot)		1614			1776			1812			1942	
Fl _t Permitted		1.00			0.43			0.59			1.00	
Satd. Flow (perm)		1614			772			1101			1937	
Volume (vph)	0	6	509	2	11	4	497	167	4	3	330	1
Peak-hour factor, PHF	0.97	0.97	0.97	0.85	0.85	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	0	7	561	3	14	5	566	190	5	3	368	1
RTOR Reduction (vph)	0	490	0	0	4	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	78	0	0	18	0	0	761	0	0	372	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Turn Type				Perm			Perm				Perm	
Protected Phases		4			8			2				6
Permitted Phases				8			2				6	
Actuated Green, G (s)		9.3			9.3			56.5				56.5
Effective Green, g (s)		9.3			9.3			56.5				56.5
Actuated g/C Ratio		0.13			0.13			0.77				0.77
Clearance Time (s)		4.0			4.0			4.0				4.0
Vehicle Extension (s)		3.0			3.0			3.0				3.0
Lane Grp Cap (vph)		203			97			843				1483
v/s Ratio Prot		c0.05										
v/s Ratio Perm					0.02			c0.69				0.19
v/c Ratio		0.38			0.18			0.90				0.25
Uniform Delay, d ₁		29.6			28.8			6.6				2.5
Progression Factor		1.00			1.00			1.00				1.00
Incremental Delay, d ₂		1.2			0.9			12.8				0.1
Delay (s)		30.8			29.8			19.4				2.6
Level of Service		C			C			B				A
Approach Delay (s)		30.8			29.8			19.4				2.6
Approach LOS		C			C			B				A

Intersection Summary

HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	73.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	102.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Main Street (Route 106) & Route 3A

Route 3A Corridor Study
2020 AM Peak Hour LOS w Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	13	13	13
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		0.87			0.99			1.00			1.00	
Fl _t Protected		1.00			0.99			0.97			1.00	
Satd. Flow (prot)		1555			1798			1751			1864	
Fl _t Permitted		1.00			0.44			0.66			1.00	
Satd. Flow (perm)		1555			803			1201			1859	
Volume (vph)	0	9	491	3	14	1	351	174	1	1	157	3
Peak-hour factor, PHF	0.88	0.88	0.88	0.59	0.59	0.59	0.80	0.80	0.80	0.76	0.76	0.76
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	0	12	658	6	28	2	518	257	1	2	244	5
RTOR Reduction (vph)	0	547	0	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	123	0	0	34	0	0	776	0	0	250	0
Heavy Vehicles (%)	6%	6%	6%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Turn Type				Perm			Perm				Perm	
Protected Phases		4			8			2			6	
Permitted Phases				8			2			6		
Actuated Green, G (s)		10.9			10.9			45.5			45.5	
Effective Green, g (s)		10.9			10.9			45.5			45.5	
Actuated g/C Ratio		0.17			0.17			0.71			0.71	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		263			136			849			1313	
v/s Ratio Prot		c0.08										
v/s Ratio Perm					0.04			c0.65			0.13	
v/c Ratio		0.47			0.25			0.91			0.19	
Uniform Delay, d ₁		24.1			23.2			7.8			3.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d ₂		1.3			1.0			14.1			0.1	
Delay (s)		25.5			24.2			22.0			3.3	
Level of Service		C			C			C			A	
Approach Delay (s)		25.5			24.2			22.0			3.3	
Approach LOS		C			C			C			A	

Intersection Summary

HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	64.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: Linden Street & Route 3A

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER		
Lane Configurations	↔			↕			↕			↔			
Sign Control	Stop			Free			Free			Stop			
Grade	0%			0%			0%			0%			
Volume (veh/h)	2	11	4	497	167	4	3	330	1	6	509		
Peak Hour Factor	0.85	0.85	0.85	0.94	0.94	0.94	0.96	0.96	0.96	0.97	0.97		
Hourly flow rate (vph)	3	15	6	624	210	5	4	406	1	7	619		
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None								None				
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	2496	1874	212	407				215				1876	406
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	2496	1874	212	407				215				1876	406
tC, single (s)	7.1	6.5	6.2	4.1				4.1				6.5	6.2
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	2.2				2.2				4.0	3.3
p0 queue free %	0	53	99	46				100				78	4
cM capacity (veh/h)	0	33	825	1157				1361				33	645
Direction, Lane #	WB 1	NB 1	SB 1	SE 1									
Volume Total	24	839	411	626									
Volume Left	3	624	4	0									
Volume Right	6	5	1	619									
cSH	3	1157	1361	530									
Volume to Capacity	7.90	0.54	0.00	1.18									
Queue Length 95th (ft)	Err	84	0	563									
Control Delay (s)	Err	10.5	0.1	125.6									
Lane LOS	F	B	A	F									
Approach Delay (s)	Err	10.5	0.1	125.6									
Approach LOS	F			F									
Intersection Summary													
Average Delay				170.4									
Intersection Capacity Utilization				118.1%	ICU Level of Service						H		
Analysis Period (min)				15									

MassHighway

CRASH RATE WORKSHEET

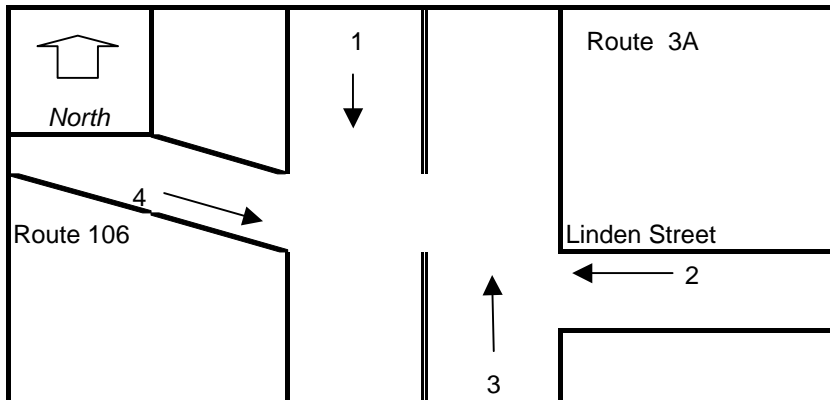
CITY/TOWN : Kingston COUNT DATE : 5/11/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Route 3A
 MINOR STREET(S) : Route 106 and Linden Street

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	354	20	718	536		

** Volumes adjusted to 2007 annual average levels

" K " FACTOR : APPROACH ADT : ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : # OF YEARS : AVERAGE # OF ACCIDENTS (A) :

CRASH RATE CALCULATION : RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:		2005 Statewide Averages:	
Signalized	0.84	Signalized	0.87
Unsignalized	0.59	Unsignalized	0.66

Percentage Difference			
District 5 Average:	Signalized	140.41%	Statewide Average: Signalized 132.12%
	Unsignalized	242.28%	Unsignalized 205.98%

**Route 3A @
Landing Road**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/11/06

Board #: DB-400 (1)

Staff: BH

File Name : 145_Main&Landing_PM

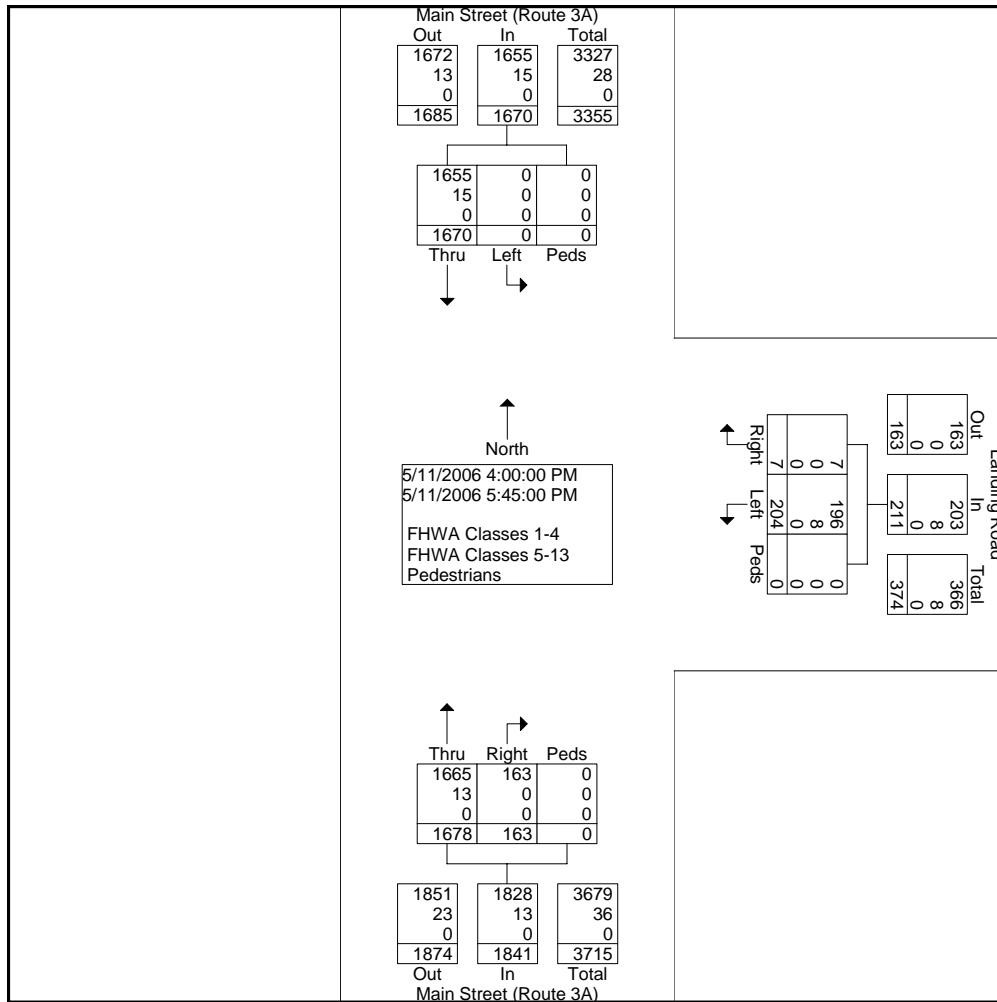
Site Code : 00000145

Start Date : 5/11/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Main Street (Route 3A) Southbound					Landing Road Westbound					Main Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	194	0	0	194	30	0	0	0	30	0	166	24	0	190	414
04:15 PM	0	223	0	0	223	34	0	1	0	35	0	210	16	0	226	484
04:30 PM	0	218	0	0	218	32	0	1	0	33	0	212	17	0	229	480
04:45 PM	0	199	0	0	199	15	0	1	0	16	0	196	16	0	212	427
Total	0	834	0	0	834	111	0	3	0	114	0	784	73	0	857	1805
05:00 PM	0	211	0	0	211	32	0	0	0	32	0	217	18	0	235	478
05:15 PM	0	218	0	0	218	24	0	1	0	25	0	239	26	0	265	508
05:30 PM	0	211	0	0	211	16	0	3	0	19	0	195	23	0	218	448
05:45 PM	0	196	0	0	196	21	0	0	0	21	0	243	23	0	266	483
Total	0	836	0	0	836	93	0	4	0	97	0	894	90	0	984	1917
Grand Total	0	1670	0	0	1670	204	0	7	0	211	0	1678	163	0	1841	3722
Apprch %	0.0	100.0	0.0	0.0		96.7	0.0	3.3	0.0		0.0	91.1	8.9	0.0		
Total %	0.0	44.9	0.0	0.0	44.9	5.5	0.0	0.2	0.0	5.7	0.0	45.1	4.4	0.0	49.5	



Old Colony Planning Council

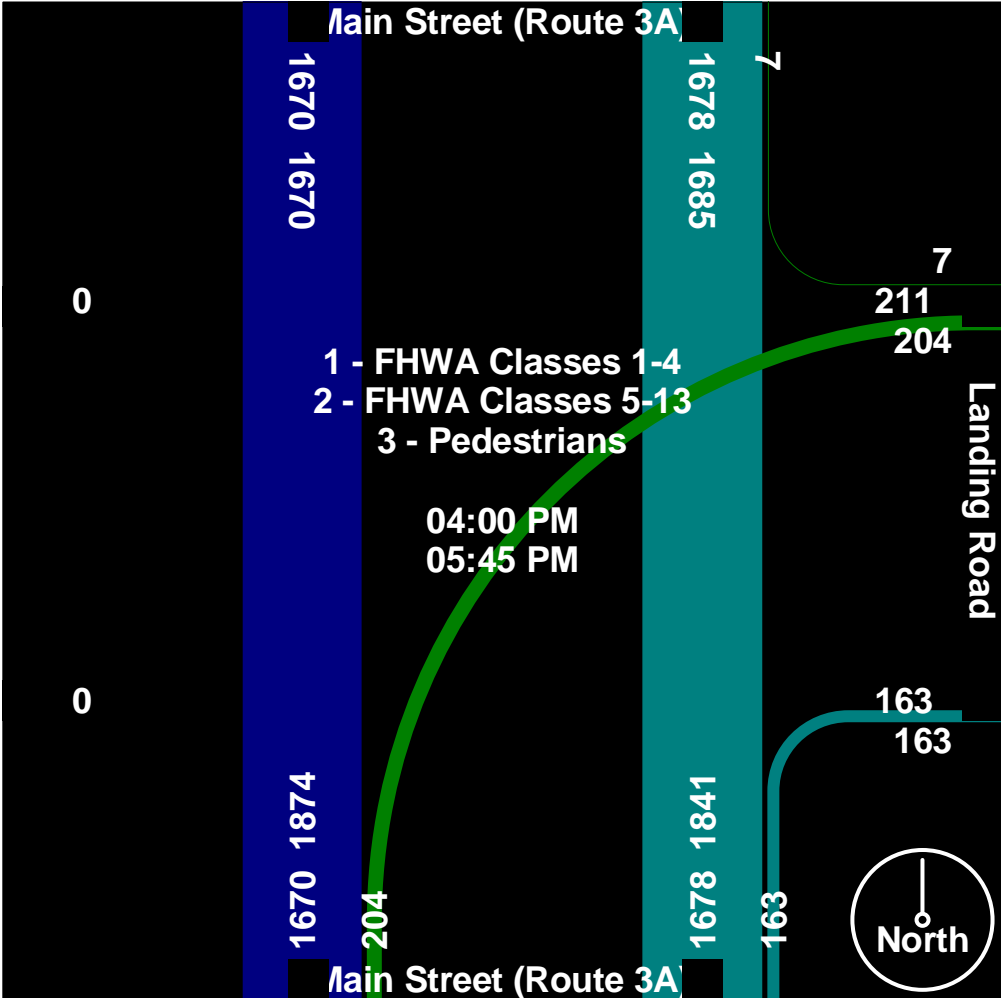
70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston
Date: 5/11/06
Board #: DB-400 (1)
Staff: BH

File Name : 145_Main&Landing_PM
Site Code : 00000145
Start Date : 5/11/2006
Page No : 2

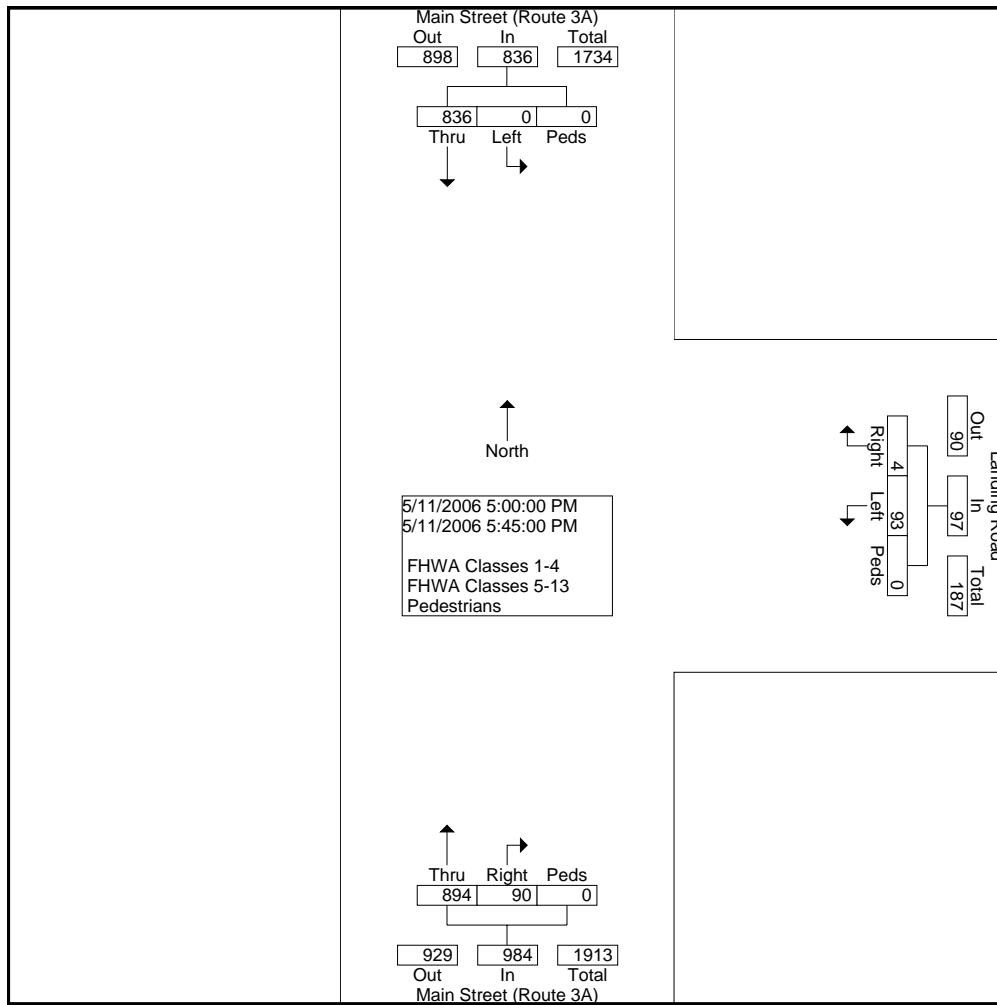


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
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File Name : 145_Main&Landing_PM
Site Code : 00000145
Start Date : 5/11/2006
Page No : 3

Start Time	Main Street (Route 3A) Southbound					Landing Road Westbound					Main Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	05:00 PM															
Volume	0	836	0	0	836	93	0	4	0	97	0	894	90	0	984	1917
Percent	0.0	100.0	0.0	0.0		95.9	0.0	4.1	0.0		0.0	90.9	9.1	0.0		
05:15 Volume	0	218	0	0	218	24	0	1	0	25	0	239	26	0	265	508
Peak Factor																
High Int.	05:15 PM															
Volume	0	218	0	0	218	05:00 PM					05:45 PM					
Peak Factor	0.959										0.758					0.925



Old Colony Planning Council

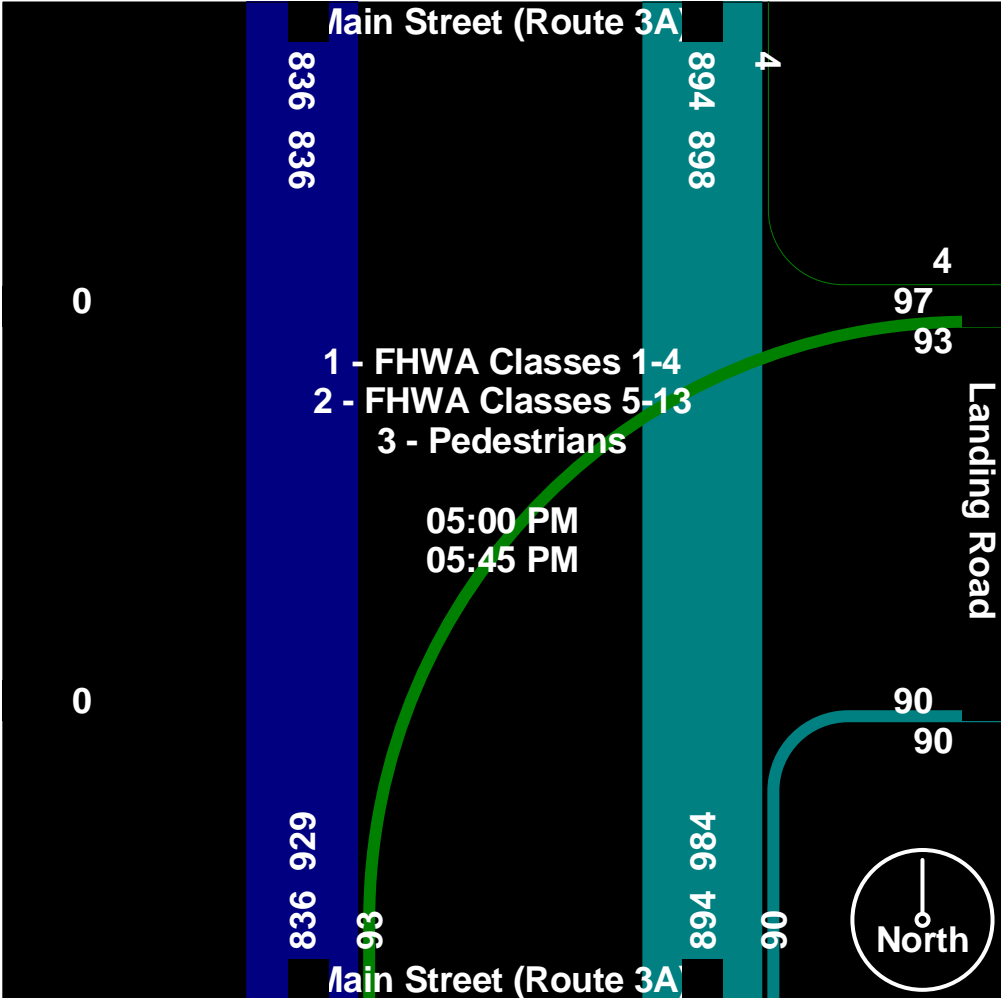
70 School Street

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508-583-1833

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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

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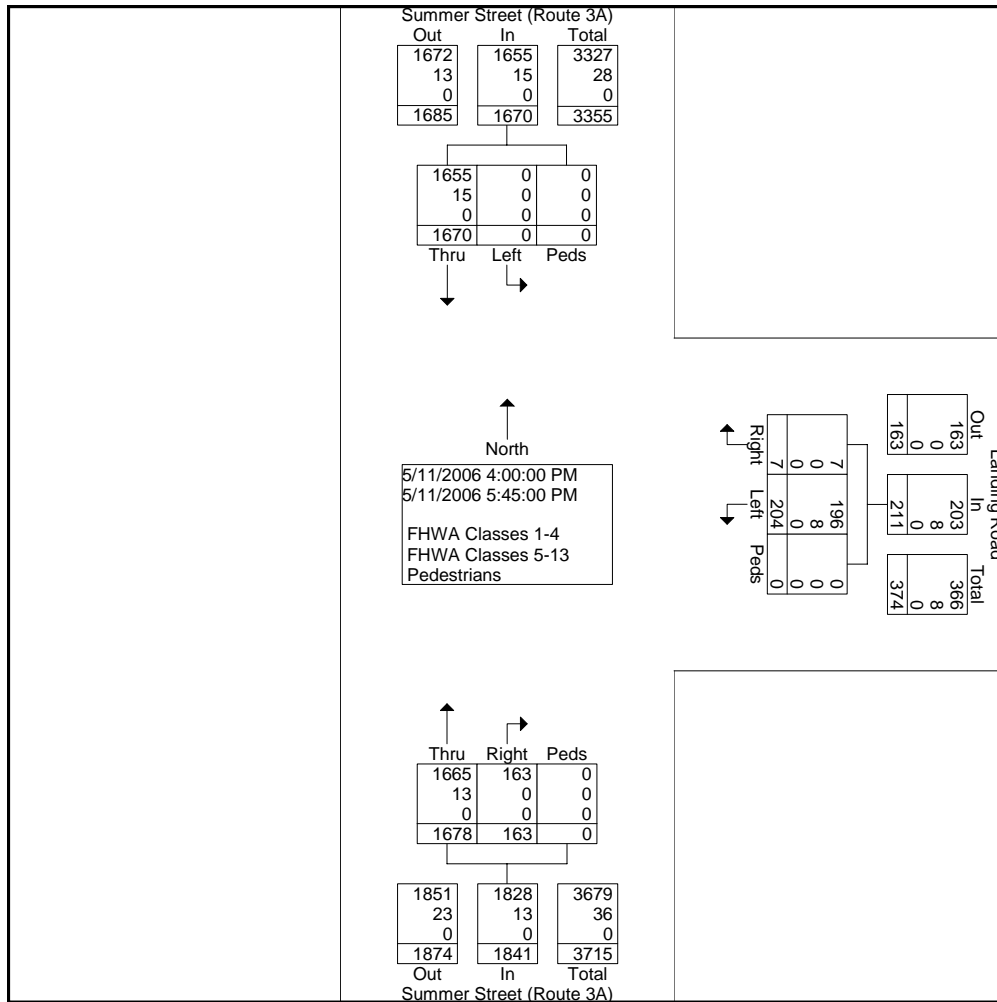
Site Code : 00000145

Start Date : 5/11/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Summer Street (Route 3A) Southbound					Landing Road Westbound					Summer Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	194	0	0	194	30	0	0	0	30	0	166	24	0	190	414
04:15 PM	0	223	0	0	223	34	0	1	0	35	0	210	16	0	226	484
04:30 PM	0	218	0	0	218	32	0	1	0	33	0	212	17	0	229	480
04:45 PM	0	199	0	0	199	15	0	1	0	16	0	196	16	0	212	427
Total	0	834	0	0	834	111	0	3	0	114	0	784	73	0	857	1805
05:00 PM	0	211	0	0	211	32	0	0	0	32	0	217	18	0	235	478
05:15 PM	0	218	0	0	218	24	0	1	0	25	0	239	26	0	265	508
05:30 PM	0	211	0	0	211	16	0	3	0	19	0	195	23	0	218	448
05:45 PM	0	196	0	0	196	21	0	0	0	21	0	243	23	0	266	483
Total	0	836	0	0	836	93	0	4	0	97	0	894	90	0	984	1917
Grand Total	0	1670	0	0	1670	204	0	7	0	211	0	1678	163	0	1841	3722
Apprch %	0.0	100.0	0.0	0.0		96.7	0.0	3.3	0.0		0.0	91.1	8.9	0.0		
Total %	0.0	44.9	0.0	0.0	44.9	5.5	0.0	0.2	0.0	5.7	0.0	45.1	4.4	0.0	49.5	



Old Colony Planning Council

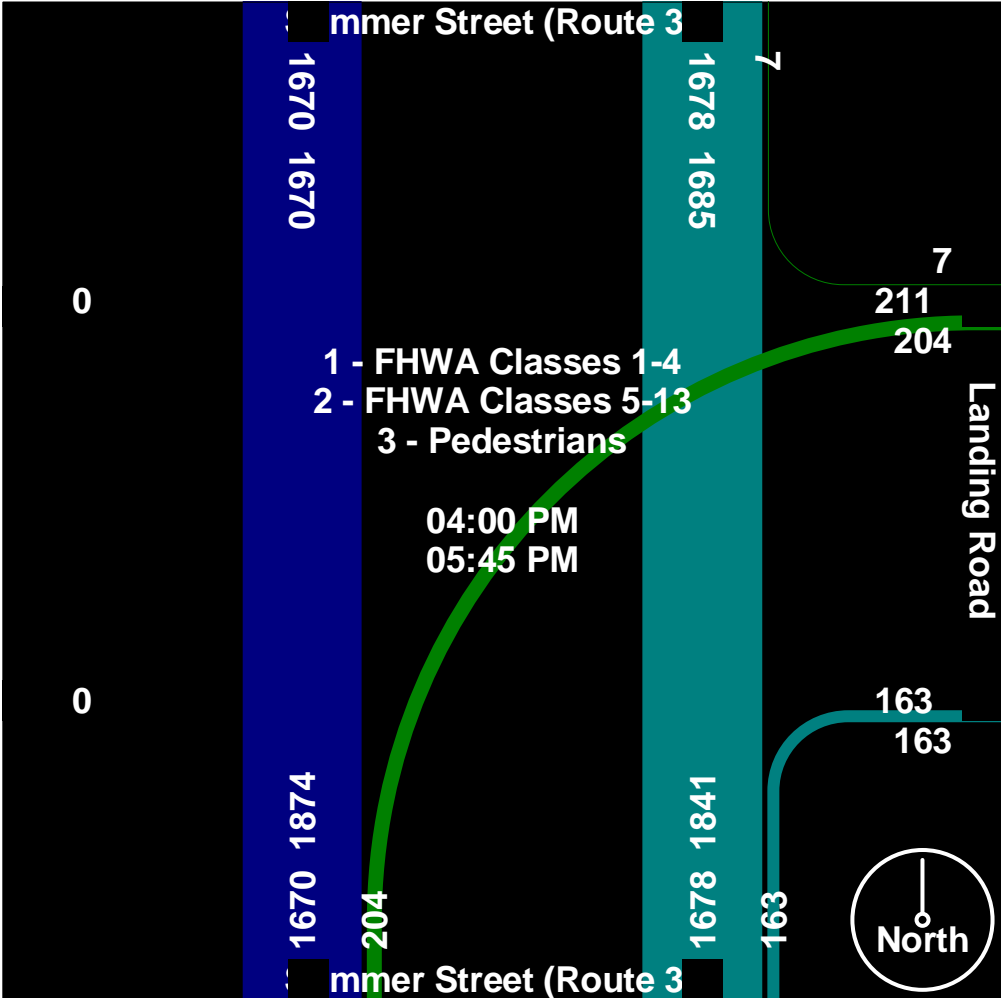
70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston
Date: 5/11/06
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File Name : 145_Main&Landing_PM
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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 5/11/06

Board #: DB-400 (1)

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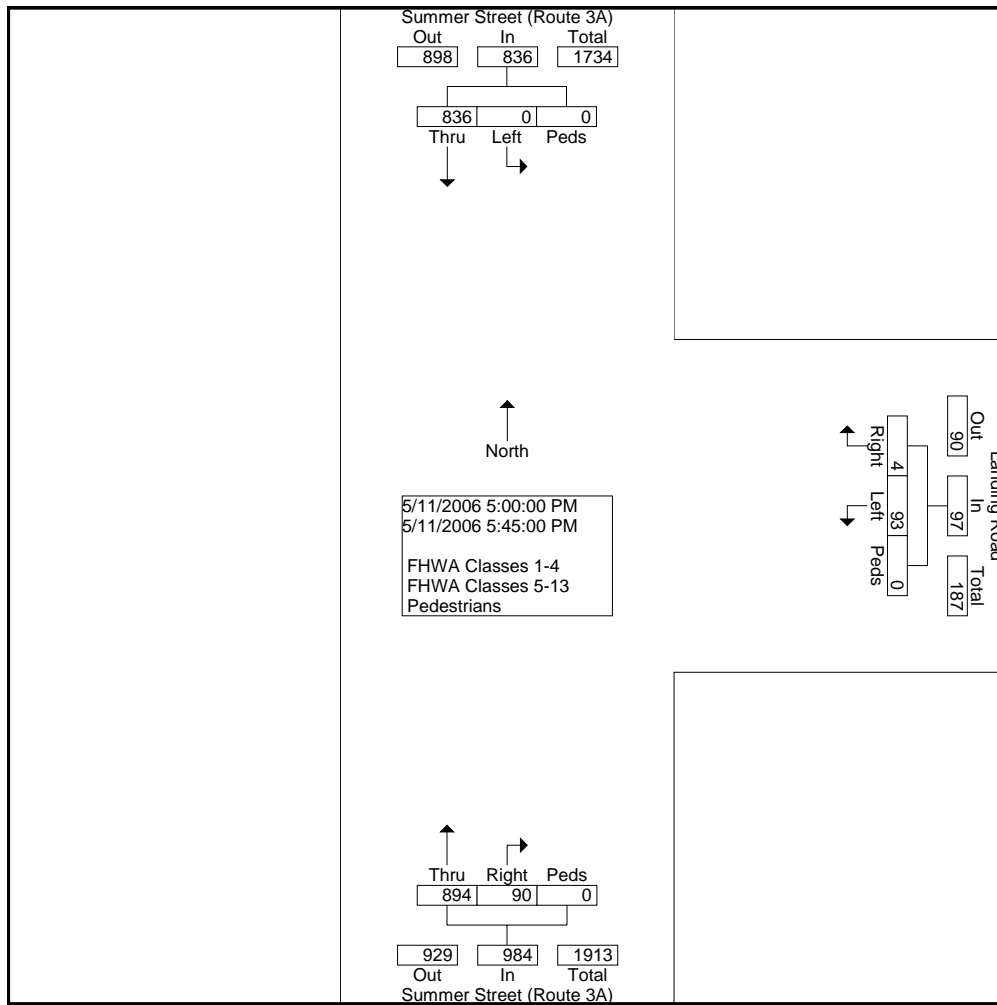
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Site Code : 00000145

Start Date : 5/11/2006

Page No : 3

Start Time	Summer Street (Route 3A) Southbound					Landing Road Westbound					Summer Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	05:00 PM															
Volume	0	836	0	0	836	93	0	4	0	97	0	894	90	0	984	1917
Percent	0.0	100.0	0.0	0.0		95.9	0.0	4.1	0.0		0.0	90.9	9.1	0.0		
05:15 Volume	0	218	0	0	218	24	0	1	0	25	0	239	26	0	265	508
Peak Factor																
High Int.	05:15 PM															
Volume	0	218	0	0	218	05:00 PM					05:45 PM					
Peak Factor	0.959										0.758					0.925



Old Colony Planning Council

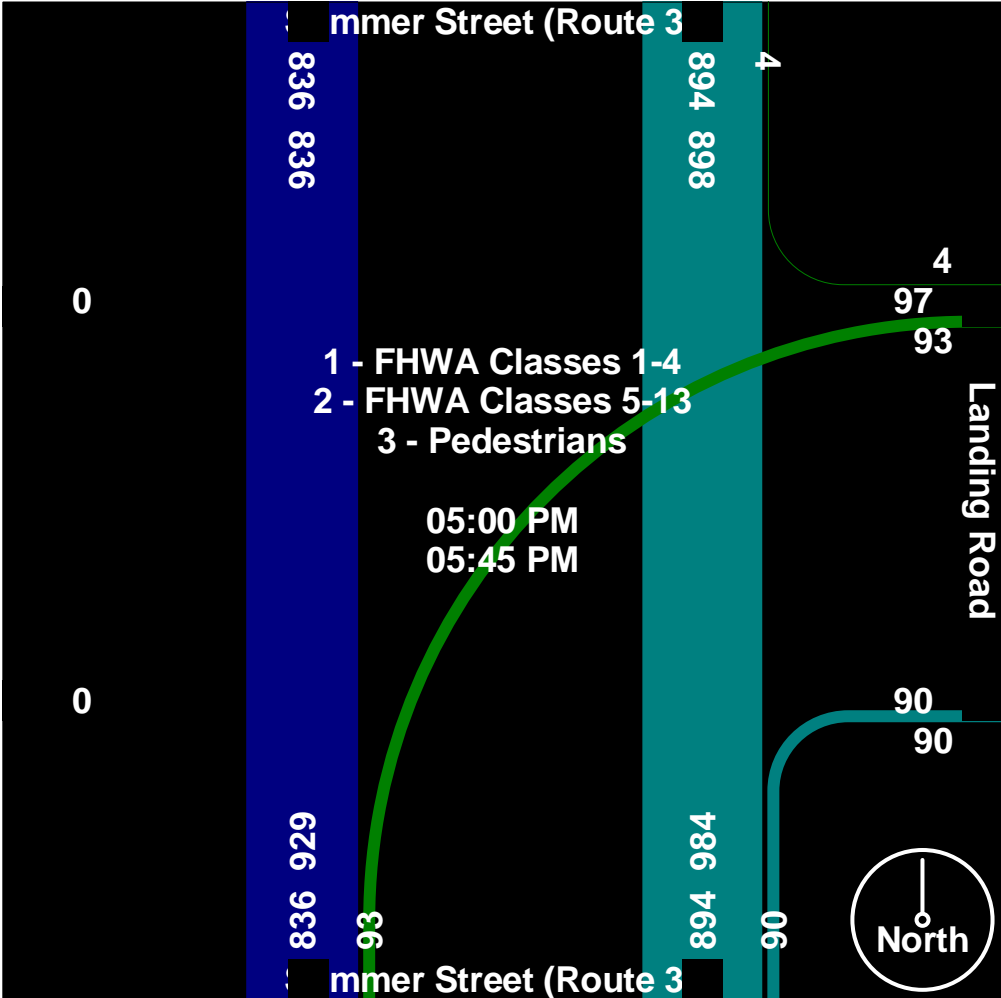
70 School Street

Brockton, MA 02301

508-583-1833

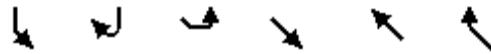
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Page No : 4



HCM Unsignalized Intersection Capacity Analysis
2: Landing Road & Route 3A

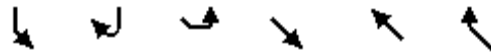
Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	95	3	6	874	693	96
Peak Hour Factor	0.82	0.82	0.88	0.88	0.91	0.91
Hourly flow rate (vph)	117	4	7	1003	769	107
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1839	822	876			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1839	822	876			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	99	99			
cM capacity (veh/h)	82	374	771			
Direction, Lane #	SB 1	SE 1	NW 1			
Volume Total	121	1010	876			
Volume Left	117	7	0			
Volume Right	4	0	107			
cSH	84	771	1700			
Volume to Capacity	1.43	0.01	0.52			
Queue Length 95th (ft)	235	1	0			
Control Delay (s)	337.8	0.3	0.0			
Lane LOS	F	A				
Approach Delay (s)	337.8	0.3	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			20.5			
Intersection Capacity Utilization			63.4%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Landing Road & Route 3A

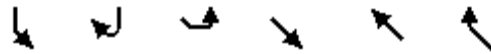
Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	100	4	0	995	957	96
Peak Hour Factor	0.79	0.79	0.96	0.96	0.93	0.93
Hourly flow rate (vph)	128	5	0	1047	1039	104
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2138	1091	1144			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2138	1091	1144			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	98	100			
cM capacity (veh/h)	54	261	611			
Direction, Lane #	SB 1	SE 1	NW 1			
Volume Total	133	1047	1144			
Volume Left	128	0	0			
Volume Right	5	0	104			
cSH	56	611	1700			
Volume to Capacity	2.39	0.00	0.67			
Queue Length 95th (ft)	335	0	0			
Control Delay (s)	793.0	0.0	0.0			
Lane LOS	F					
Approach Delay (s)	793.0	0.0	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			45.4			
Intersection Capacity Utilization			69.3%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Landing Road & Route 3A

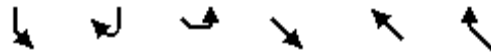
Route 3A Corridor Study
2012 AM Peak Hour LOS



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	95	3	6	874	693	96
Peak Hour Factor	0.82	0.82	0.88	0.88	0.91	0.91
Hourly flow rate (vph)	124	4	7	1063	815	113
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1949	871	928			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1949	871	928			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	99	99			
cM capacity (veh/h)	70	350	737			
Direction, Lane #	SB 1	SE 1	NW 1			
Volume Total	128	1070	928			
Volume Left	124	7	0			
Volume Right	4	0	113			
cSH	72	737	1700			
Volume to Capacity	1.78	0.01	0.55			
Queue Length 95th (ft)	281	1	0			
Control Delay (s)	495.6	0.3	0.0			
Lane LOS	F	A				
Approach Delay (s)	495.6	0.3	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			30.0			
Intersection Capacity Utilization		66.8%		ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Landing Road & Route 3A

Route 3A Corridor Study
2012 PM Peak Hour LOS



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	100	4	0	995	957	96
Peak Hour Factor	0.79	0.79	0.96	0.96	0.93	0.93
Hourly flow rate (vph)	135	5	0	1109	1101	110
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2265	1156	1212			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2265	1156	1212			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	98	100			
cM capacity (veh/h)	45	239	576			
Direction, Lane #	SB 1	SE 1	NW 1			
Volume Total	141	1109	1212			
Volume Left	135	0	0			
Volume Right	5	0	110			
cSH	46	576	1700			
Volume to Capacity	3.05	0.00	0.71			
Queue Length 95th (ft)	Err	0	0			
Control Delay (s)	Err	0.0	0.0			
Lane LOS	F					
Approach Delay (s)	Err	0.0	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			572.2			
Intersection Capacity Utilization			73.0%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Landing Road & Route 3A

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	95	3	6	874	693	96
Peak Hour Factor	0.82	0.82	0.88	0.88	0.91	0.91
Hourly flow rate (vph)	137	4	8	1172	899	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2149	961	1023			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2149	961	1023			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	99	99			
cM capacity (veh/h)	52	311	678			
Direction, Lane #	SB 1	SE 1	NW 1			
Volume Total	141	1180	1023			
Volume Left	137	8	0			
Volume Right	4	0	124			
cSH	54	678	1700			
Volume to Capacity	2.62	0.01	0.60			
Queue Length 95th (ft)	364	1	0			
Control Delay (s)	897.5	0.5	0.0			
Lane LOS	F	A				
Approach Delay (s)	897.5	0.5	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			54.2			
Intersection Capacity Utilization			73.0%	ICU Level of Service		D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Landing Road & Route 3A

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	100	4	0	995	957	96
Peak Hour Factor	0.79	0.79	0.96	0.96	0.93	0.93
Hourly flow rate (vph)	149	6	0	1223	1214	122
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2498	1275	1336			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2498	1275	1336			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	97	100			
cM capacity (veh/h)	32	204	516			
Direction, Lane #	SB 1	SE 1	NW 1			
Volume Total	155	1223	1336			
Volume Left	149	0	0			
Volume Right	6	0	122			
cSH	33	516	1700			
Volume to Capacity	4.73	0.00	0.79			
Queue Length 95th (ft)	Err	0	0			
Control Delay (s)	Err	0.0	0.0			
Lane LOS	F					
Approach Delay (s)	Err	0.0	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			572.2			
Intersection Capacity Utilization			79.8%	ICU Level of Service		D
Analysis Period (min)			15			

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : **Kingston** COUNT DATE : **5/11/2006**

MHD USE ONLY

DISTRICT : **5** UNSIGNALIZED : **X** SIGNALIZED :

Source #

~ INTERSECTION DATA ~

MAJOR STREET : **Route 3A**

RIN #

MINOR STREET(S) : **Landing Road**

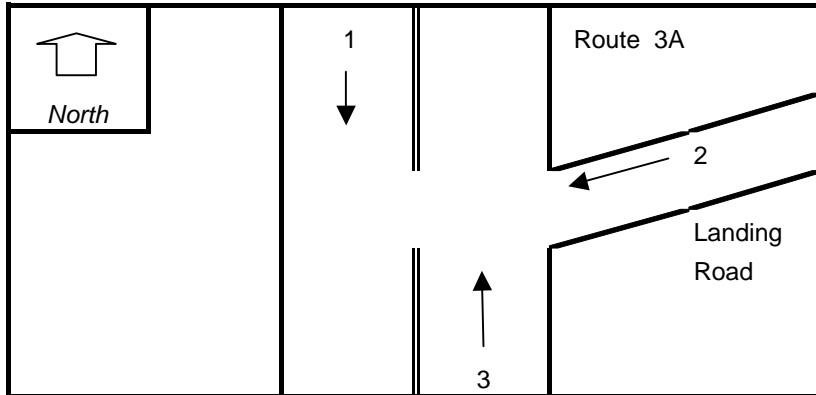
RIN #

RIN #

RIN #

RIN #

INTERSECTION
DIAGRAM
(Label Approaches)



INTERSECTION
REF #

Peak Hour Volumes

APPROACH :	1	2	3			
DIRECTION :	SB	WB	NB			
VOLUMES (AM/PM) :	1047	133	1144			

** Volumes adjusted to 2007 annual average levels

" K " FACTOR : **0.09** APPROACH ADT : **25,822** ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : **11** # OF YEARS : **3** AVERAGE # OF ACCIDENTS (A) : **3.67**

CRASH RATE CALCULATION : **0.389** RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

2005 Statewide Averages:

Signalized	0.84
Unsignalized	0.59

Signalized	0.87
Unsignalized	0.66

Percentage Difference				
District 5 Average:	Signalized	-53.69%	Statewide Average: Signalized	-55.28%
	Unsignalized	-34.06%	Unsignalized	-41.06%

**Route 3A @
Brook Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (2)

Staff: JC

File Name : 145_Main&Brook_AM

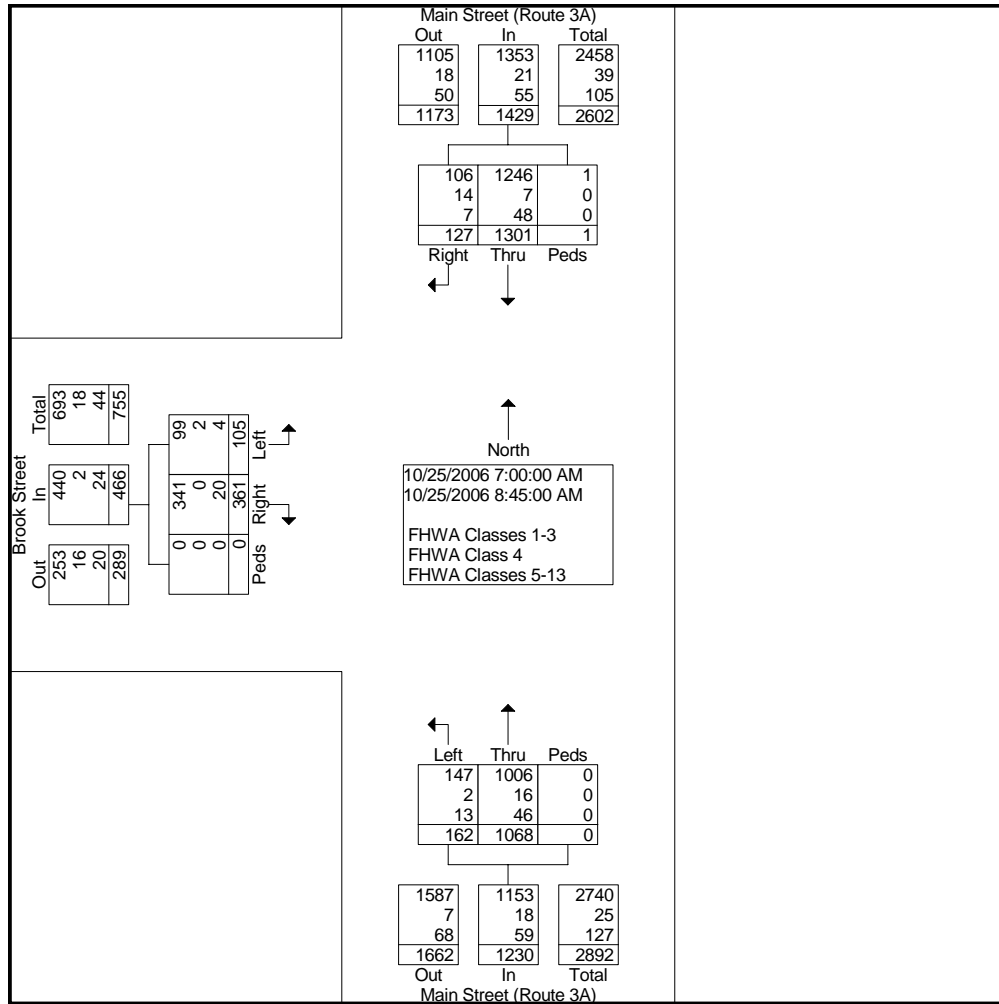
Site Code : 00000145

Start Date : 10/25/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time Factor	Main Street (Route 3A) Southbound					Main Street (Route 3A) Northbound					Brook Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	118	9	0	127	8	137	0	0	145	11	0	45	0	56	328
07:15 AM	0	184	19	0	203	35	114	0	0	149	7	0	30	0	37	389
07:30 AM	0	151	20	0	171	26	131	0	0	157	8	0	48	0	56	384
07:45 AM	0	181	17	0	198	18	134	0	0	152	11	0	51	0	62	412
Total	0	634	65	0	699	87	516	0	0	603	37	0	174	0	211	1513
08:00 AM	0	169	24	0	193	14	139	0	0	153	16	0	53	0	69	415
08:15 AM	0	164	20	1	185	21	138	0	0	159	27	0	52	0	79	423
08:30 AM	0	149	11	0	160	25	139	0	0	164	16	0	44	0	60	384
08:45 AM	0	185	7	0	192	15	136	0	0	151	9	0	38	0	47	390
Total	0	667	62	1	730	75	552	0	0	627	68	0	187	0	255	1612
Grand Total	0	1301	127	1	1429	162	1068	0	0	1230	105	0	361	0	466	3125
Apprch %	0.0	91.0	8.9	0.1		13.2	86.8	0.0	0.0		22.5	0.0	77.5	0.0		
Total %	0.0	41.6	4.1	0.0	45.7	5.2	34.2	0.0	0.0	39.4	3.4	0.0	11.6	0.0	14.9	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (2)

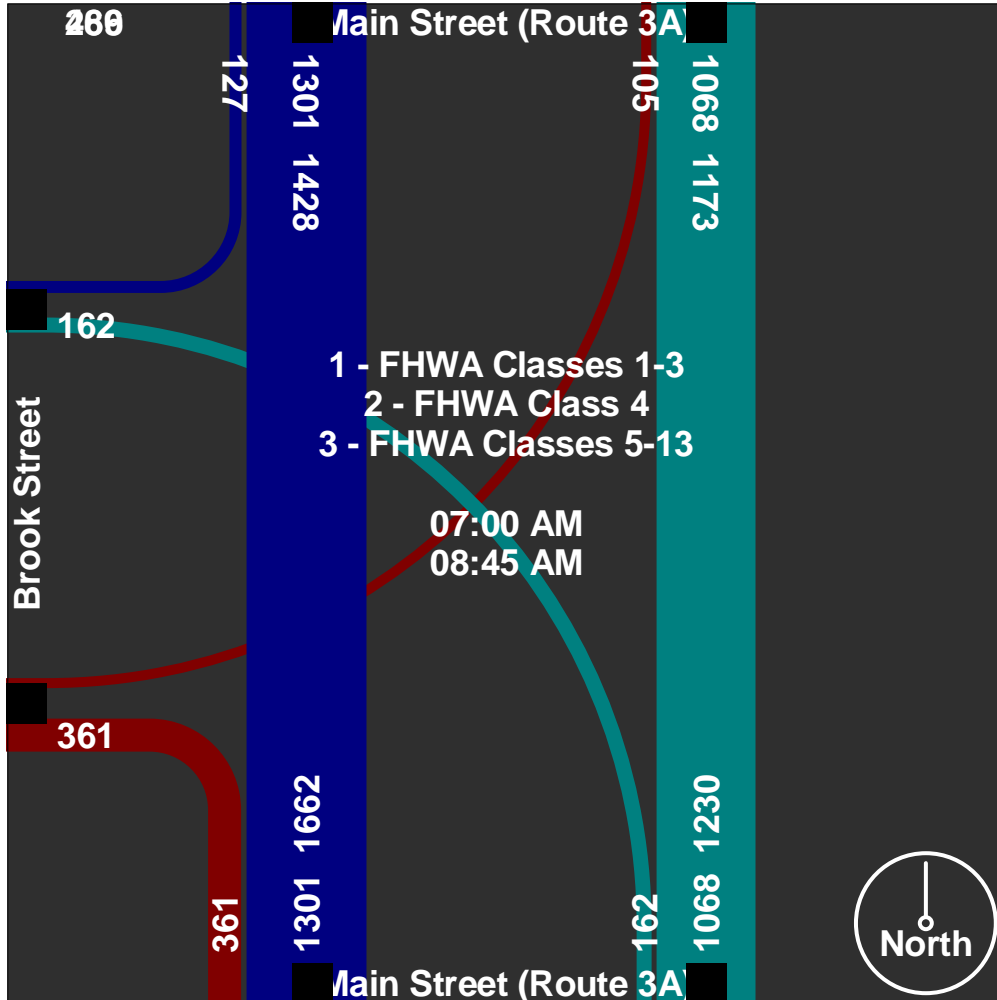
Staff: JC

File Name : 145_Main&Brook_AM

Site Code : 00000145

Start Date : 10/25/2006

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (2)

Staff: JC

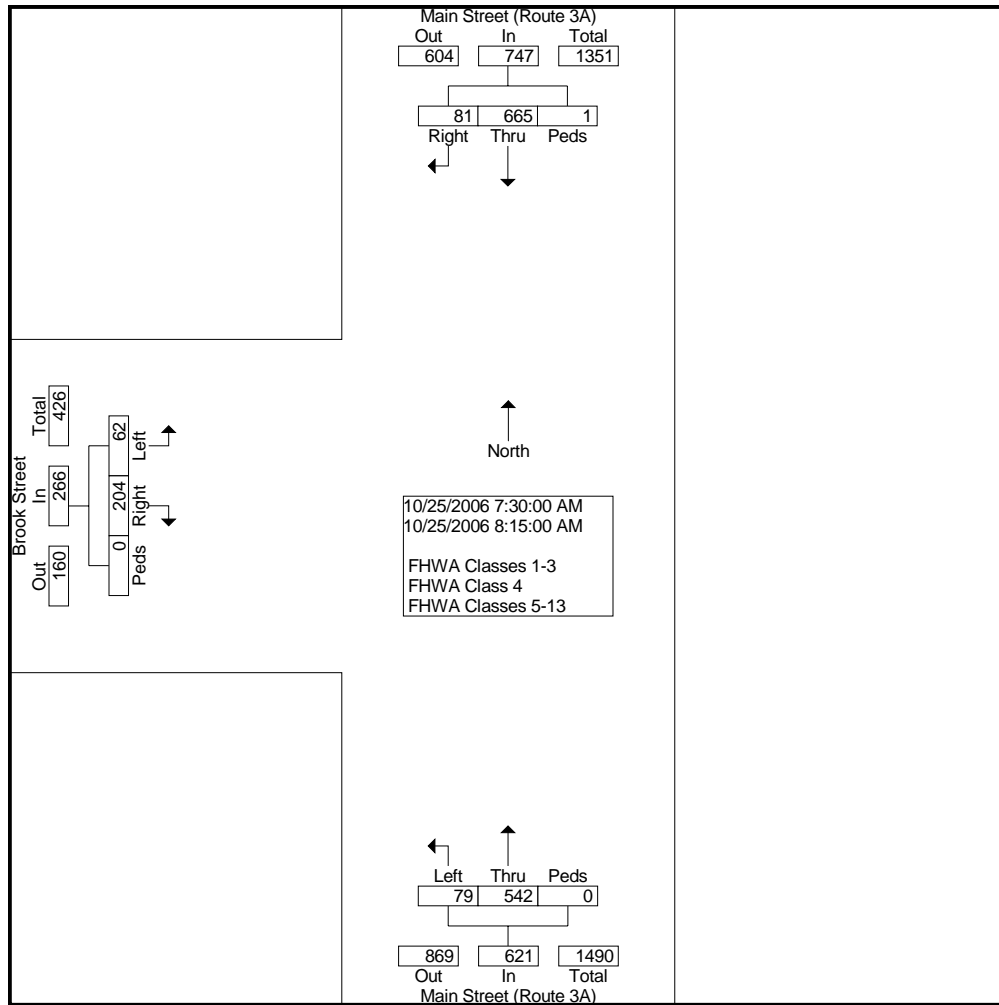
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Site Code : 00000145

Start Date : 10/25/2006

Page No : 3

Start Time	Main Street (Route 3A) Southbound					Main Street (Route 3A) Northbound					Brook Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	07:30 AM															
Volume	0	665	81	1	747	79	542	0	0	621	62	0	204	0	266	1634
Percent	0.0	89.0	10.8	0.1		12.7	87.3	0.0	0.0		23.3	0.0	76.7	0.0		
08:15 Volume	0	164	20	1	185	21	138	0	0	159	27	0	52	0	79	423
Peak Factor																0.966
High Int.	07:45 AM					08:15 AM					08:15 AM					
Volume	0	181	17	0	198	21	138	0	0	159	27	0	52	0	79	
Peak Factor	0.943										0.976					0.842



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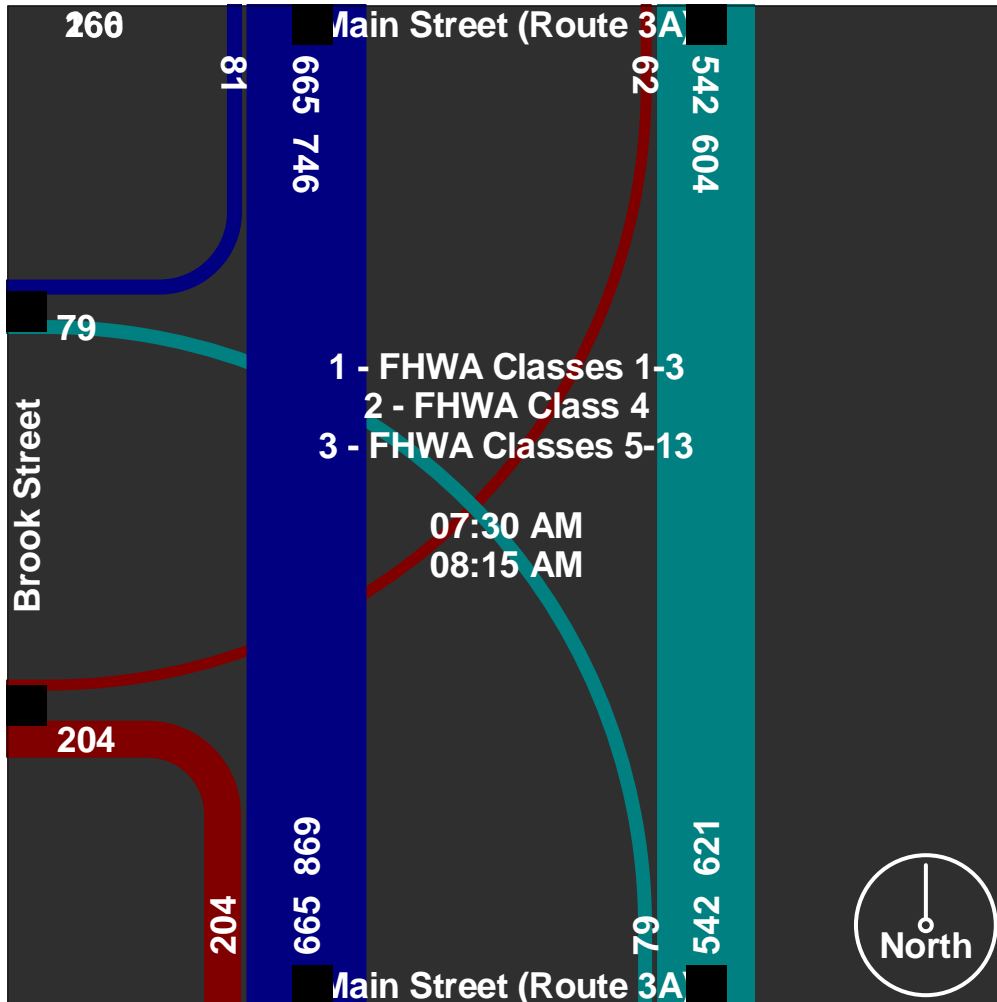
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Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

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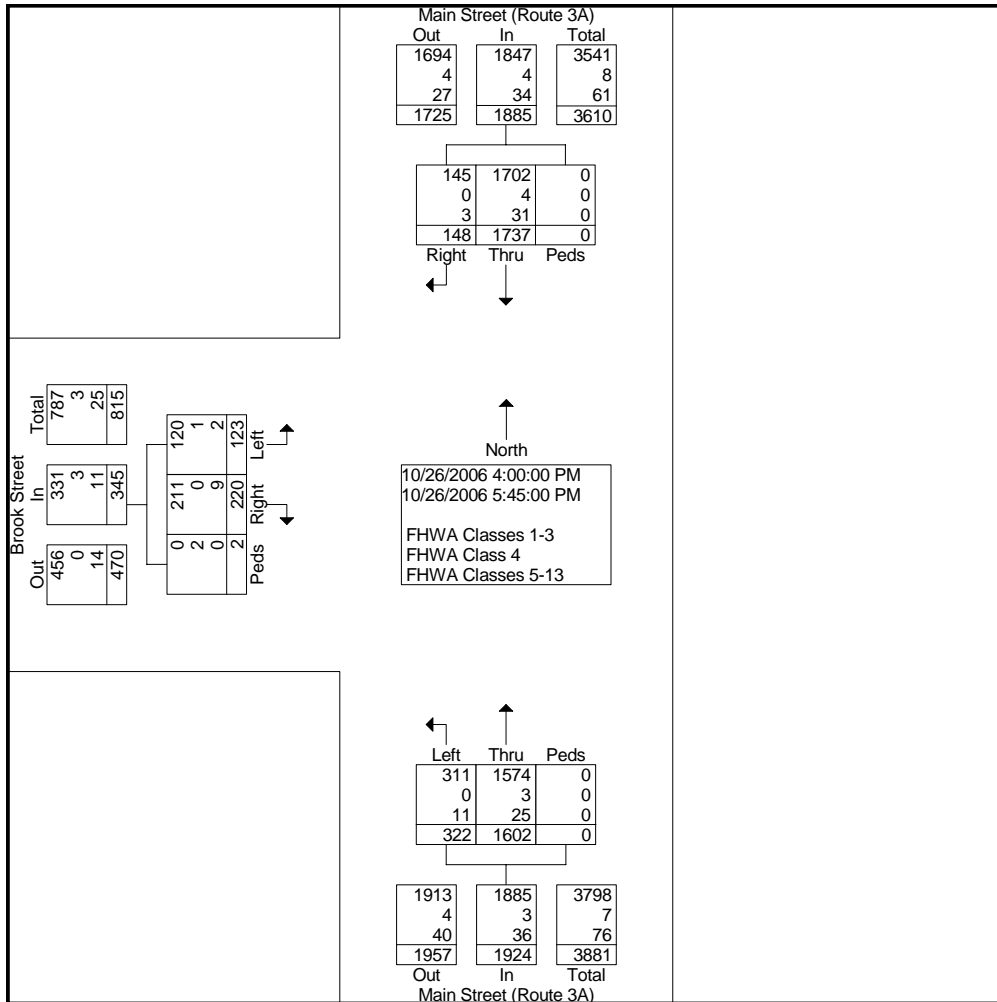
Site Code : 00000145

Start Date : 10/26/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time Factor	Main Street (Route 3A) Southbound					Main Street (Route 3A) Northbound					Brook Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	210	23	0	233	39	203	0	0	242	19	0	24	0	43	518
04:15 PM	0	228	21	0	249	37	198	0	0	235	16	0	16	0	32	516
04:30 PM	0	218	9	0	227	41	212	0	0	253	17	0	37	0	54	534
04:45 PM	0	187	17	0	204	33	211	0	0	244	7	0	29	0	36	484
Total	0	843	70	0	913	150	824	0	0	974	59	0	106	0	165	2052
05:00 PM	0	230	21	0	251	38	205	0	0	243	17	0	23	1	41	535
05:15 PM	0	222	12	0	234	58	228	0	0	286	14	0	27	0	41	561
05:30 PM	0	205	17	0	222	45	198	0	0	243	22	0	29	0	51	516
05:45 PM	0	237	28	0	265	31	147	0	0	178	11	0	35	1	47	490
Total	0	894	78	0	972	172	778	0	0	950	64	0	114	2	180	2102
Grand Total	0	1737	148	0	1885	322	1602	0	0	1924	123	0	220	2	345	4154
Apprch %	0.0	92.1	7.9	0.0		16.7	83.3	0.0	0.0		35.7	0.0	63.8	0.6		
Total %	0.0	41.8	3.6	0.0	45.4	7.8	38.6	0.0	0.0	46.3	3.0	0.0	5.3	0.0	8.3	

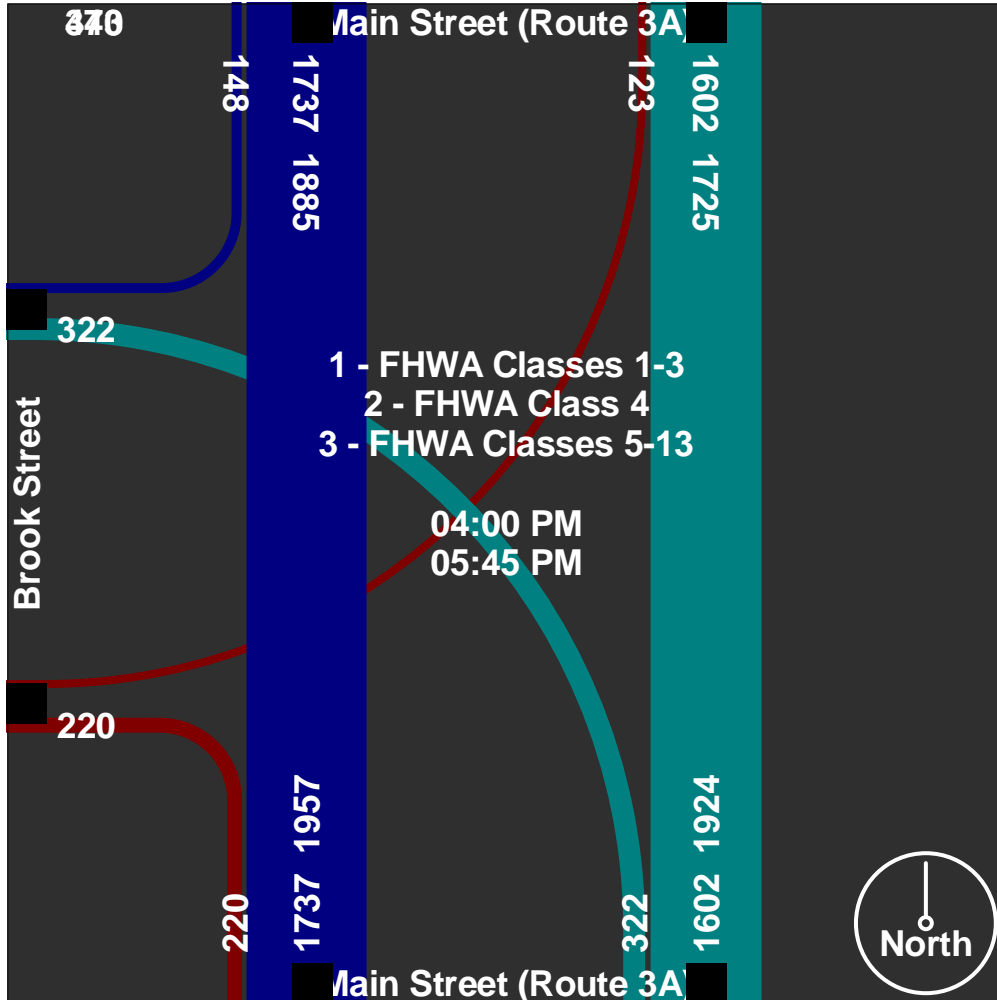


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
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Board #: DB-400 (2)
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Site Code : 00000145
Start Date : 10/26/2006
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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

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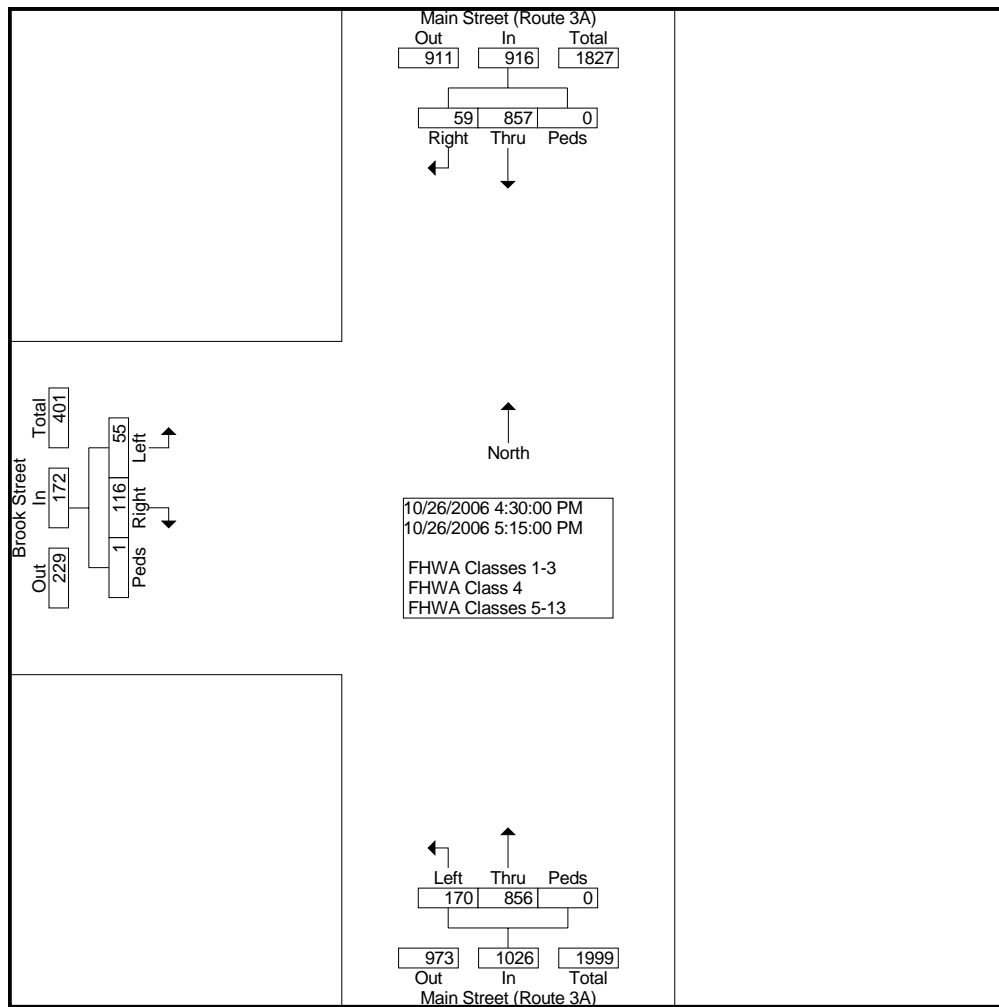
File Name : 145_Main&Brook_PM

Site Code : 00000145

Start Date : 10/26/2006

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Start Time	Main Street (Route 3A) Southbound					Main Street (Route 3A) Northbound					Brook Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	04:30 PM															
Volume	0	857	59	0	916	170	856	0	0	1026	55	0	116	1	172	2114
Percent	0.0	93.6	6.4	0.0		16.6	83.4	0.0	0.0		32.0	0.0	67.4	0.6		
05:15 Volume	0	222	12	0	234	58	228	0	0	286	14	0	27	0	41	561
Peak Factor																0.942
High Int.	05:00 PM					05:15 PM					04:30 PM					
Volume	0	230	21	0	251	58	228	0	0	286	17	0	37	0	54	
Peak Factor	0.912										0.897					

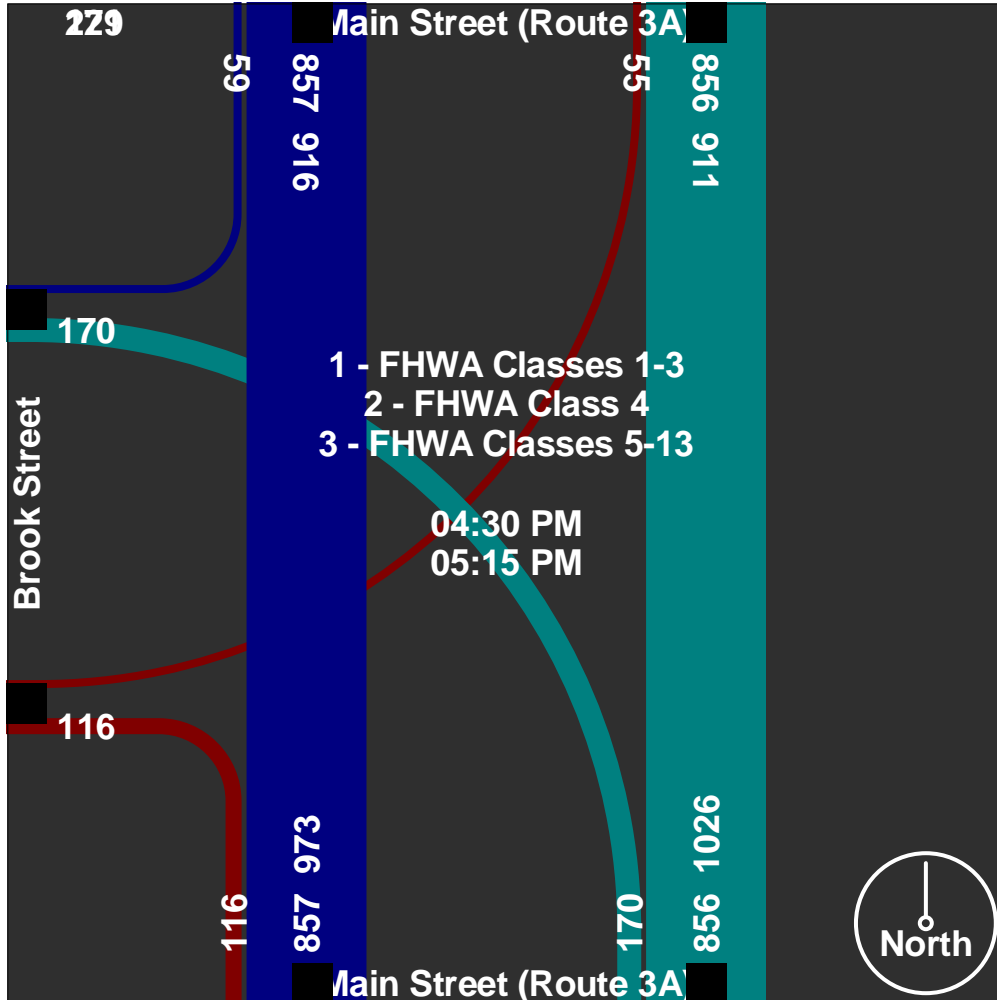


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
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Site Code : 00000145
Start Date : 10/26/2006
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HCM Signalized Intersection Capacity Analysis
7: Route 3A & Route 80

Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Fr _t	1.00	0.85	0.99		1.00	0.85
Fl _t Protected	0.95	1.00	0.96		0.95	1.00
Satd. Flow (prot)	1652	1478	1757		1770	1583
Fl _t Permitted	0.22	1.00	0.96		0.95	1.00
Satd. Flow (perm)	388	1478	1757		1770	1583
Volume (vph)	78	537	658	80	62	202
Peak-hour factor, PHF	0.98	0.98	0.94	0.94	0.84	0.84
Growth Factor (vph)	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	80	553	707	86	75	243
RTOR Reduction (vph)	0	126	4	0	0	225
Lane Group Flow (vph)	80	427	789	0	75	18
Turn Type	pm+pt			Perm		
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	40.7	40.7	33.9		4.0	4.0
Effective Green, g (s)	40.7	40.7	33.9		4.0	4.0
Actuated g/C Ratio	0.77	0.77	0.64		0.08	0.08
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	367	1141	1130		134	120
v/s Ratio Prot	0.01	c0.29	c0.45		c0.04	
v/s Ratio Perm	0.16					0.01
v/c Ratio	0.22	0.37	0.70		0.56	0.15
Uniform Delay, d ₁	3.8	1.9	6.1		23.5	22.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d ₂	0.3	0.2	1.9		5.0	0.6
Delay (s)	4.1	2.1	8.0		28.5	23.4
Level of Service	A	A	A		C	C
Approach Delay (s)	2.4		8.0		24.6	
Approach LOS	A		A		C	

Intersection Summary

HCM Average Control Delay	9.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	52.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: Route 3A & Route 80

Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations	↰	↱	↰		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Flt	1.00	0.85	0.99		1.00	0.85
Flt Protected	0.95	1.00	0.96		0.95	1.00
Satd. Flow (prot)	1652	1478	1764		1770	1583
Flt Permitted	0.11	1.00	0.96		0.95	1.00
Satd. Flow (perm)	183	1478	1764		1770	1583
Volume (vph)	168	847	848	58	54	115
Peak-hour factor, PHF	0.90	0.90	0.91	0.91	0.80	0.80
Growth Factor (vph)	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	189	951	941	64	68	145
RTOR Reduction (vph)	0	199	2	0	0	134
Lane Group Flow (vph)	189	752	1003	0	68	11
Turn Type	pm+pt			Perm		
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	43.0	43.0	34.0		4.0	4.0
Effective Green, g (s)	43.0	43.0	34.0		4.0	4.0
Actuated g/C Ratio	0.78	0.78	0.62		0.07	0.07
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	277	1156	1090		129	115
v/s Ratio Prot	0.06	c0.51	c0.57		c0.04	
v/s Ratio Perm	0.47					0.01
v/c Ratio	0.68	0.65	0.92		0.53	0.09
Uniform Delay, d1	11.1	2.7	9.3		24.6	23.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	6.8	1.3	12.1		3.9	0.3
Delay (s)	17.8	4.0	21.4		28.4	24.2
Level of Service	B	A	C		C	C
Approach Delay (s)	6.3		21.4		25.5	
Approach LOS	A		C		C	

Intersection Summary

HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: Route 3A & Route 80

Route 3A Corridor Study
2012 AM Peak Hour LOS



Movement	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Fr _t	1.00	0.85	0.99		1.00	0.85
Fl _t Protected	0.95	1.00	0.96		0.95	1.00
Satd. Flow (prot)	1652	1478	1757		1770	1583
Fl _t Permitted	0.20	1.00	0.96		0.95	1.00
Satd. Flow (perm)	346	1478	1757		1770	1583
Volume (vph)	78	537	658	80	62	202
Peak-hour factor, PHF	0.98	0.98	0.94	0.94	0.84	0.84
Growth Factor (vph)	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	85	586	749	91	79	257
RTOR Reduction (vph)	0	133	4	0	0	238
Lane Group Flow (vph)	85	453	836	0	79	19
Turn Type	pm+pt			Perm		
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	40.9	40.9	34.1		4.0	4.0
Effective Green, g (s)	40.9	40.9	34.1		4.0	4.0
Actuated g/C Ratio	0.77	0.77	0.64		0.08	0.08
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	337	1143	1133		134	120
v/s Ratio Prot	0.01	c0.31	c0.48		c0.04	
v/s Ratio Perm	0.18					0.01
v/c Ratio	0.25	0.40	0.74		0.59	0.16
Uniform Delay, d ₁	4.4	2.0	6.4		23.7	22.9
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d ₂	0.4	0.2	2.5		6.5	0.6
Delay (s)	4.8	2.2	8.9		30.1	23.5
Level of Service	A	A	A		C	C
Approach Delay (s)	2.5		8.9		25.1	
Approach LOS	A		A		C	

Intersection Summary

HCM Average Control Delay	9.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	52.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: Route 3A & Route 80

Route 3A Corridor Study
2012 PM Peak Hour LOS



Movement	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations	↰	↱	↰		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Flt	1.00	0.85	0.99		1.00	0.85
Flt Protected	0.95	1.00	0.96		0.95	1.00
Satd. Flow (prot)	1652	1478	1764		1770	1583
Flt Permitted	0.11	1.00	0.96		0.95	1.00
Satd. Flow (perm)	183	1478	1764		1770	1583
Volume (vph)	168	847	848	58	54	115
Peak-hour factor, PHF	0.90	0.90	0.91	0.91	0.80	0.80
Growth Factor (vph)	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	200	1007	997	68	72	154
RTOR Reduction (vph)	0	199	2	0	0	143
Lane Group Flow (vph)	200	808	1063	0	72	11
Turn Type	pm+pt			Perm		
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	43.0	43.0	34.0		4.0	4.0
Effective Green, g (s)	43.0	43.0	34.0		4.0	4.0
Actuated g/C Ratio	0.78	0.78	0.62		0.07	0.07
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	277	1156	1090		129	115
v/s Ratio Prot	0.07	c0.55	c0.60		c0.04	
v/s Ratio Perm	0.50					0.01
v/c Ratio	0.72	0.70	0.97		0.56	0.10
Uniform Delay, d1	13.0	2.9	10.1		24.6	23.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.9	1.9	21.2		5.2	0.4
Delay (s)	22.0	4.8	31.3		29.8	24.2
Level of Service	C	A	C		C	C
Approach Delay (s)	7.6		31.3		26.0	
Approach LOS	A		C		C	

Intersection Summary

HCM Average Control Delay	19.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: Route 3A & Route 80

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations	↰	↱	↰		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Fr _t	1.00	0.85	0.99		1.00	0.85
Fl _t Protected	0.95	1.00	0.96		0.95	1.00
Satd. Flow (prot)	1652	1478	1757		1770	1583
Fl _t Permitted	0.14	1.00	0.96		0.95	1.00
Satd. Flow (perm)	252	1478	1757		1770	1583
Volume (vph)	78	537	658	80	62	202
Peak-hour factor, PHF	0.98	0.98	0.94	0.94	0.84	0.84
Growth Factor (vph)	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	94	647	826	100	87	284
RTOR Reduction (vph)	0	144	4	0	0	263
Lane Group Flow (vph)	94	503	922	0	87	21
Turn Type	pm+pt			Perm		
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	42.1	42.1	34.2		4.0	4.0
Effective Green, g (s)	42.1	42.1	34.2		4.0	4.0
Actuated g/C Ratio	0.78	0.78	0.63		0.07	0.07
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	297	1150	1111		131	117
v/s Ratio Prot	0.02	c0.34	c0.52		c0.05	
v/s Ratio Perm	0.22					0.01
v/c Ratio	0.32	0.44	0.83		0.66	0.18
Uniform Delay, d ₁	6.3	2.0	7.7		24.4	23.5
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d ₂	0.6	0.3	5.3		12.0	0.7
Delay (s)	7.0	2.3	13.0		36.4	24.2
Level of Service	A	A	B		D	C
Approach Delay (s)	2.9		13.0		27.1	
Approach LOS	A		B		C	

Intersection Summary

HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	54.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 7: Route 3A & Route 80

Route 3A Corridor Study
 2020 PM Peak Hour LOS



Movement	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Fr _t	1.00	0.85	0.99		1.00	0.85
Fl _t Protected	0.95	1.00	0.96		0.95	1.00
Satd. Flow (prot)	1652	1478	1764		1770	1583
Fl _t Permitted	0.11	1.00	0.96		0.95	1.00
Satd. Flow (perm)	183	1478	1764		1770	1583
Volume (vph)	168	847	848	58	54	115
Peak-hour factor, PHF	0.90	0.90	0.91	0.91	0.80	0.80
Growth Factor (vph)	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	220	1111	1100	75	80	170
RTOR Reduction (vph)	0	197	2	0	0	158
Lane Group Flow (vph)	220	914	1173	0	80	12
Turn Type	pm+pt			Perm		
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	43.0	43.0	34.0		4.0	4.0
Effective Green, g (s)	43.0	43.0	34.0		4.0	4.0
Actuated g/C Ratio	0.78	0.78	0.62		0.07	0.07
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	277	1156	1090		129	115
v/s Ratio Prot	0.07	c0.62	c0.66		c0.05	
v/s Ratio Perm	0.55					0.01
v/c Ratio	0.79	0.79	1.08		0.62	0.11
Uniform Delay, d ₁	26.2	3.4	10.5		24.8	23.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d ₂	14.4	3.8	50.1		8.9	0.4
Delay (s)	40.7	7.2	60.6		33.7	24.2
Level of Service	D	A	E		C	C
Approach Delay (s)	12.7		60.6		27.3	
Approach LOS	B		E		C	

Intersection Summary

HCM Average Control Delay	34.5	HCM Level of Service	C
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

MassHighway

CRASH RATE WORKSHEET

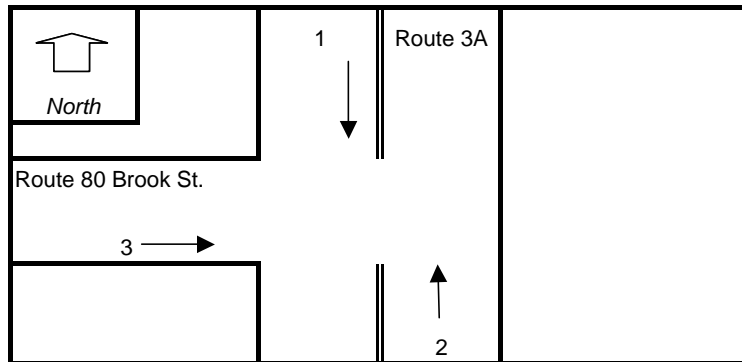
CITY/TOWN : Kingston COUNT DATE : 10/26/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Main Street (Route 3A)
 MINOR STREET(S) : Brook Street (Route 80)

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3		
DIRECTION :	SB	NB	EB		
VOLUMES (AM/PM) :	916	1026	171		

*** Volumes have been adjusted to 2007 average annual levels*

" K " FACTOR : 0.09 APPROACH ADT : 23,478 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 18 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 6.00

CRASH RATE CALCULATION : 0.700 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	-16.65%	Statewide Average: Signalized	-19.52%
Unsignalized	18.67%	Unsignalized	6.09%

**Route 3A @
Hilltop Avenue**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (2)

Staff: RG

File Name : 145_Main&Hilltop_AM

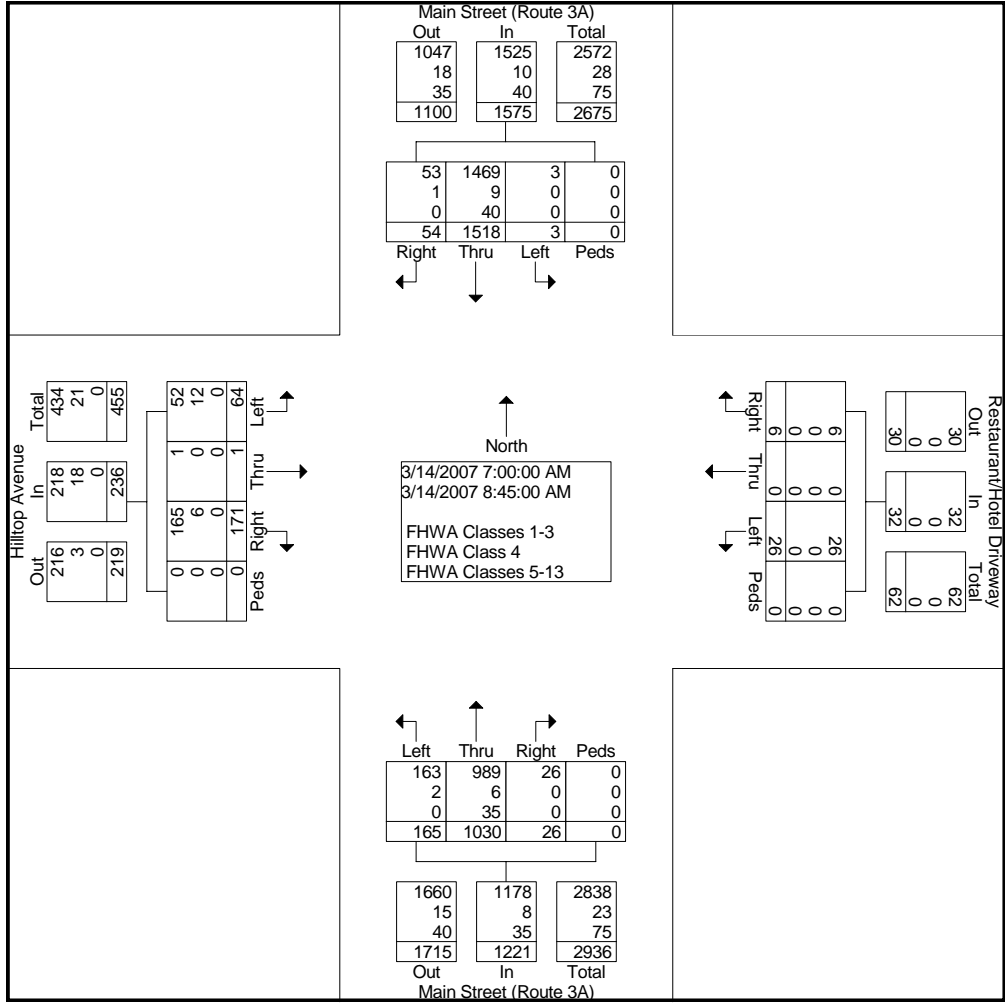
Site Code : 00000145

Start Date : 3/14/2007

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Main Street (Route 3A) Southbound					Restaurant/Hotel Driveway Westbound					Main Street (Route 3A) Northbound					Hilltop Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	170	9	0	179	0	0	3	0	3	20	113	2	0	135	2	0	10	0	12	329
07:15 AM	0	183	4	0	187	1	0	0	0	1	14	133	1	0	148	3	0	5	0	8	344
07:30 AM	1	182	4	0	187	4	0	0	0	4	24	140	6	0	170	1	0	12	0	13	374
07:45 AM	0	194	15	0	209	5	0	1	0	6	35	133	1	0	169	2	0	10	0	12	396
Total	1	729	32	0	762	10	0	4	0	14	93	519	10	0	622	8	0	37	0	45	1443
08:00 AM	2	188	10	0	200	1	0	1	0	2	29	115	2	0	146	24	0	60	0	84	432
08:15 AM	0	200	7	0	207	7	0	0	0	7	31	125	3	0	159	23	1	55	0	79	452
08:30 AM	0	197	5	0	202	3	0	0	0	3	6	131	8	0	145	4	0	12	0	16	366
08:45 AM	0	204	0	0	204	5	0	1	0	6	6	140	3	0	149	5	0	7	0	12	371
Total	2	789	22	0	813	16	0	2	0	18	72	511	16	0	599	56	1	134	0	191	1621
Grand Total	3	1518	54	0	1575	26	0	6	0	32	165	1030	26	0	1221	64	1	171	0	236	3064
Apprch %	0.2	96.4	3.4	0.0		81.3	0.0	18.8	0.0		13.5	84.4	2.1	0.0		27.1	0.4	72.5	0.0		
Total %	0.1	49.5	1.8	0.0	51.4	0.8	0.0	0.2	0.0	1.0	5.4	33.6	0.8	0.0	39.8	2.1	0.0	5.6	0.0	7.7	

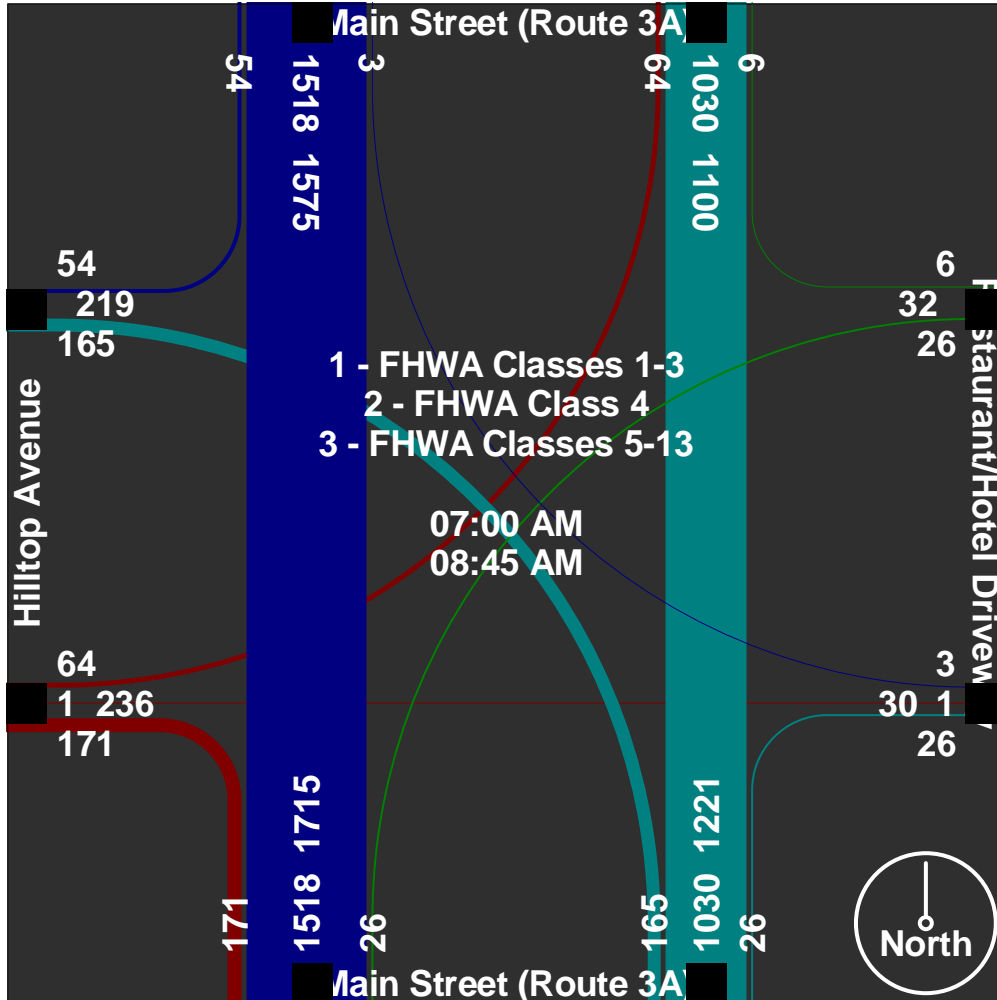


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Weather: Clear
Board #: DB-400 (2)
Staff: RG

File Name : 145_Main&Hilltop_AM
Site Code : 00000145
Start Date : 3/14/2007
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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

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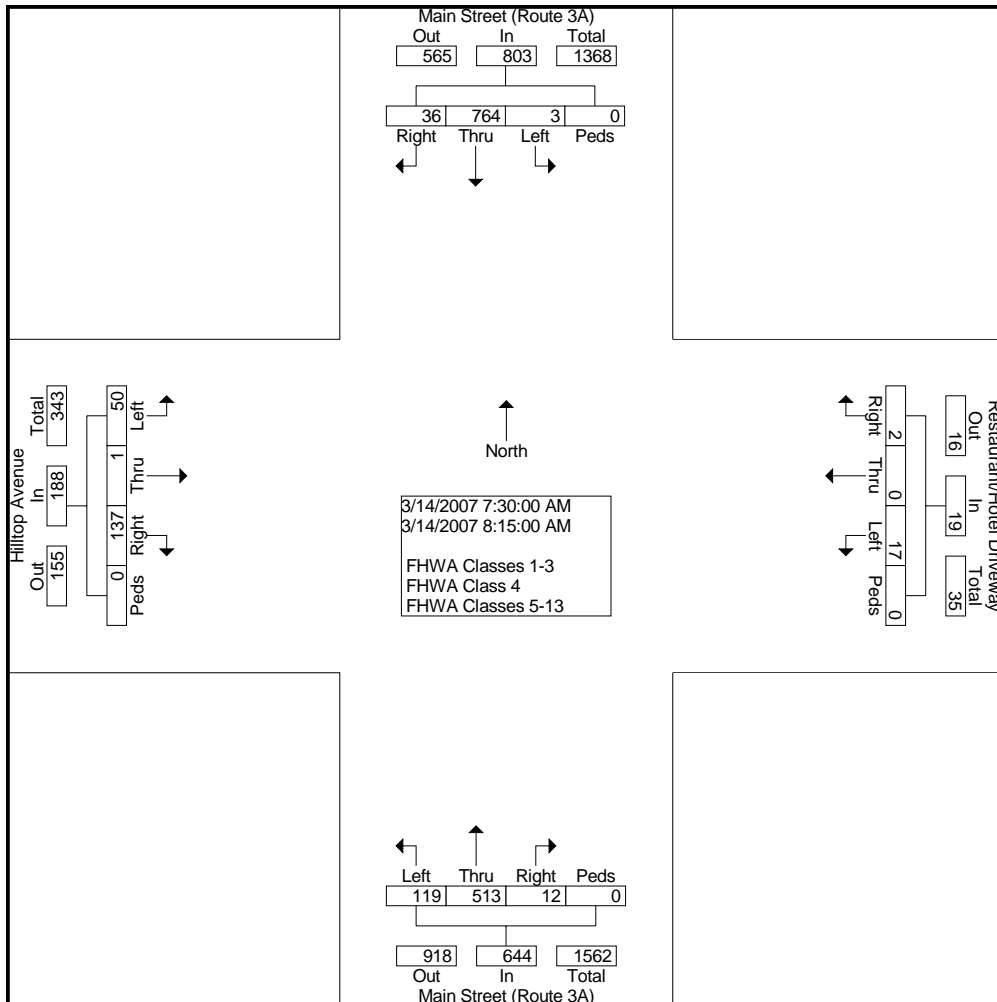
File Name : 145_Main&Hilltop_AM

Site Code : 00000145

Start Date : 3/14/2007

Page No : 3

Start Time	Main Street (Route 3A) Southbound					Restaurant/Hotel Driveway Westbound					Main Street (Route 3A) Northbound					Hilltop Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	3	764	36	0	803	17	0	2	0	19	119	513	12	0	644	50	1	137	0	188	1654
Percent	0.4	95.1	4.5	0.0		89.5	0.0	10.5	0.0		18.5	79.7	1.9	0.0		26.6	0.5	72.9	0.0		
08:15																					
Volume	0	200	7	0	207	7	0	0	0	7	31	125	3	0	159	23	1	55	0	79	452
Peak Factor																					
High Int.	07:45 AM																				
Volume	0	194	15	0	209	08:15 AM					07:30 AM					08:00 AM					0.915
Peak Factor	0.961										0.679					0.947					0.560

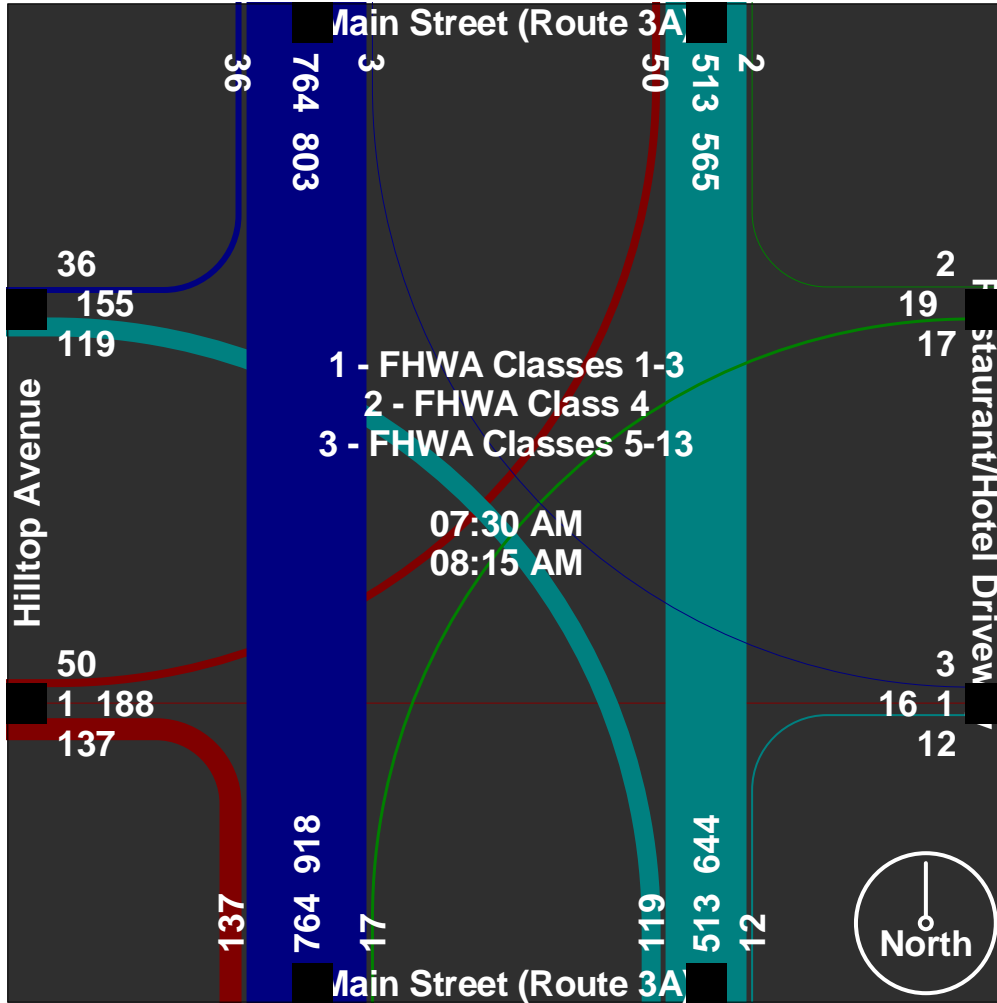


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Old Colony Planning Council

70 School Street

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508-583-1833

Community: Kingston

Weather: Rain

Board #: DB-400 (2)

Staff: RG

File Name : 145_Main&Hilltop_PM

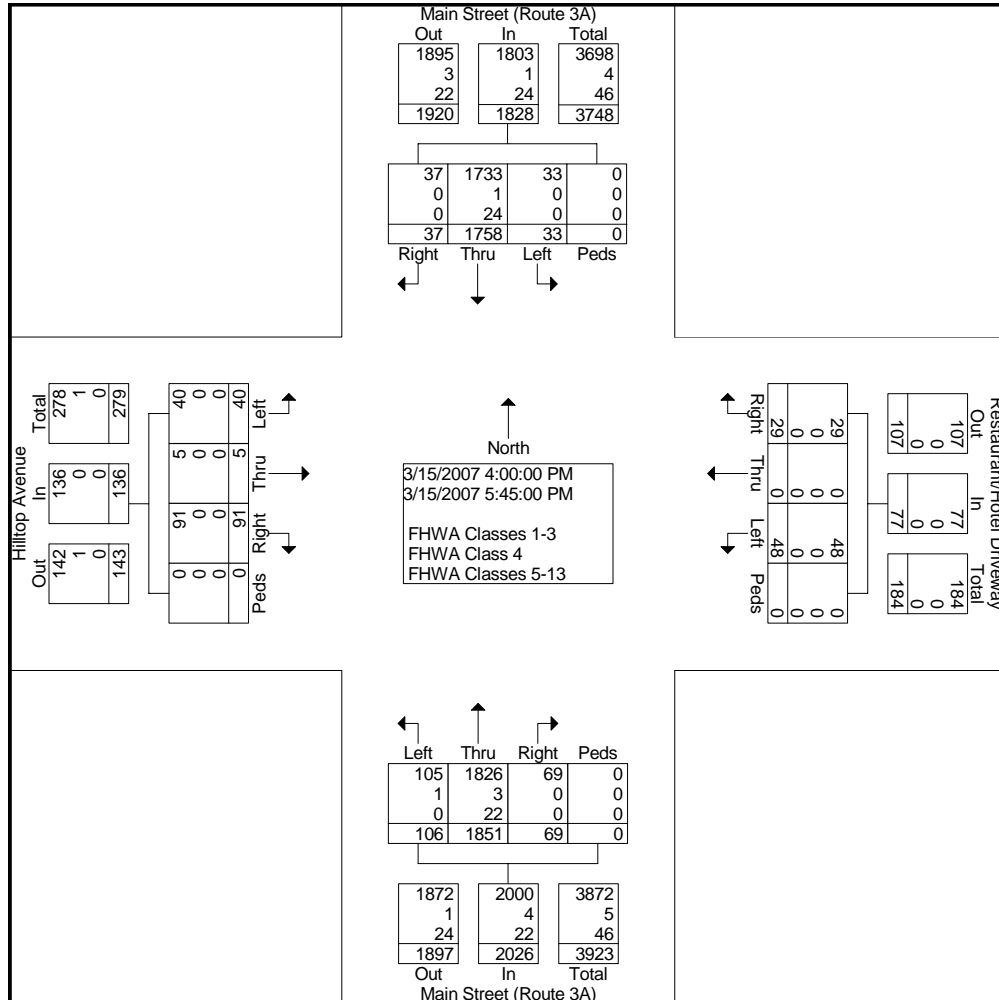
Site Code : 00000145

Start Date : 3/15/2007

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Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Main Street (Route 3A) Southbound					Restaurant/Hotel Driveway Westbound					Main Street (Route 3A) Northbound					Hilltop Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	1	207	3	0	211	4	0	4	0	8	6	251	6	0	263	2	0	9	0	11	493
04:15 PM	2	223	4	0	229	7	0	1	0	8	8	242	3	0	253	6	0	14	0	20	510
04:30 PM	3	199	2	0	204	5	0	1	0	6	10	227	8	0	245	5	0	9	0	14	469
04:45 PM	4	230	5	0	239	5	0	4	0	9	15	241	9	0	265	3	0	9	0	12	525
Total	10	859	14	0	883	21	0	10	0	31	39	961	26	0	1026	16	0	41	0	57	1997
05:00 PM	6	227	5	0	238	4	0	8	0	12	14	237	11	0	262	2	1	8	0	11	523
05:15 PM	3	237	6	0	246	6	0	2	0	8	19	231	13	0	263	6	1	12	0	19	536
05:30 PM	8	228	3	0	239	5	0	4	0	9	11	218	8	0	237	8	0	15	0	23	508
05:45 PM	6	207	9	0	222	12	0	5	0	17	23	204	11	0	238	8	3	15	0	26	503
Total	23	899	23	0	945	27	0	19	0	46	67	890	43	0	1000	24	5	50	0	79	2070
Grand Total	33	1758	37	0	1828	48	0	29	0	77	106	1851	69	0	2026	40	5	91	0	136	4067
Apprch %	1.8	96.2	2.0	0.0		62.3	0.0	37.7	0.0		5.2	91.4	3.4	0.0		29.4	3.7	66.9	0.0		
Total %	0.8	43.2	0.9	0.0	44.9	1.2	0.0	0.7	0.0	1.9	2.6	45.5	1.7	0.0	49.8	1.0	0.1	2.2	0.0	3.3	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Rain

Board #: DB-400 (2)

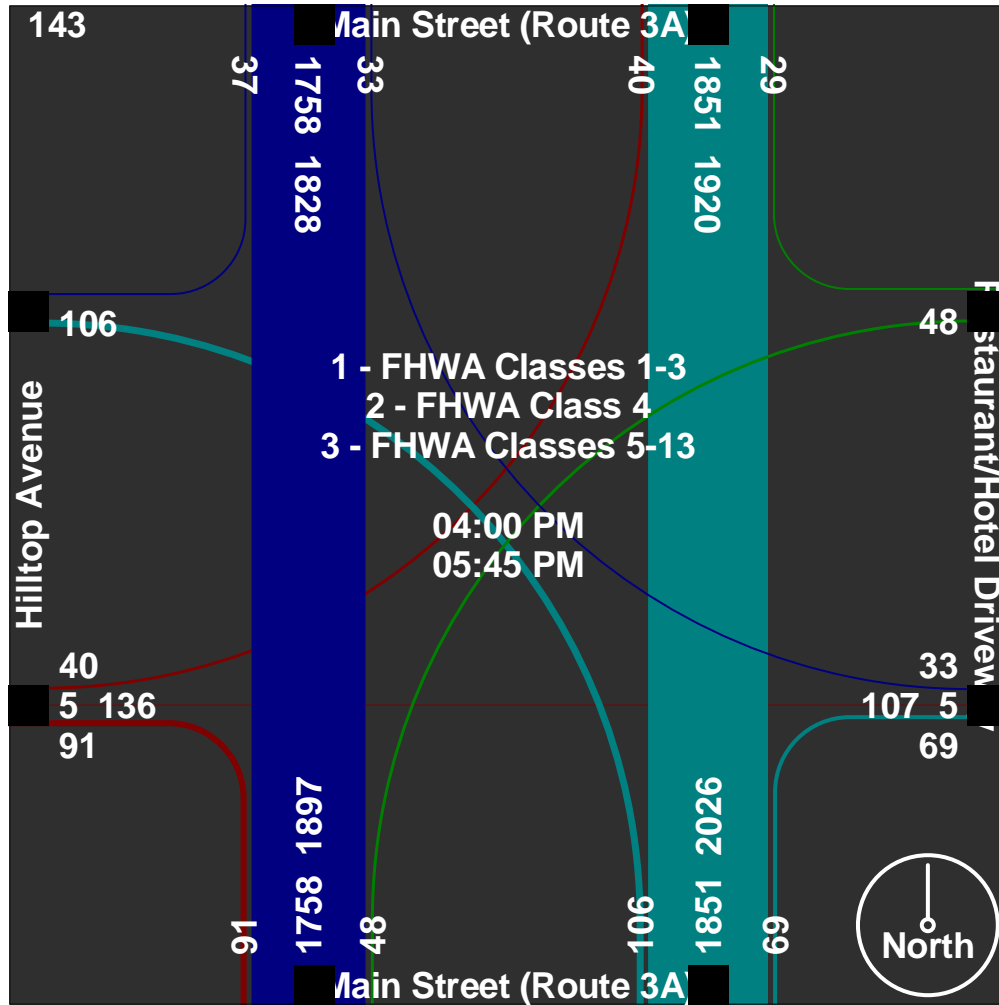
Staff: RG

File Name : 145_Main&Hilltop_PM

Site Code : 00000145

Start Date : 3/15/2007

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Rain

Board #: DB-400 (2)

Staff: RG

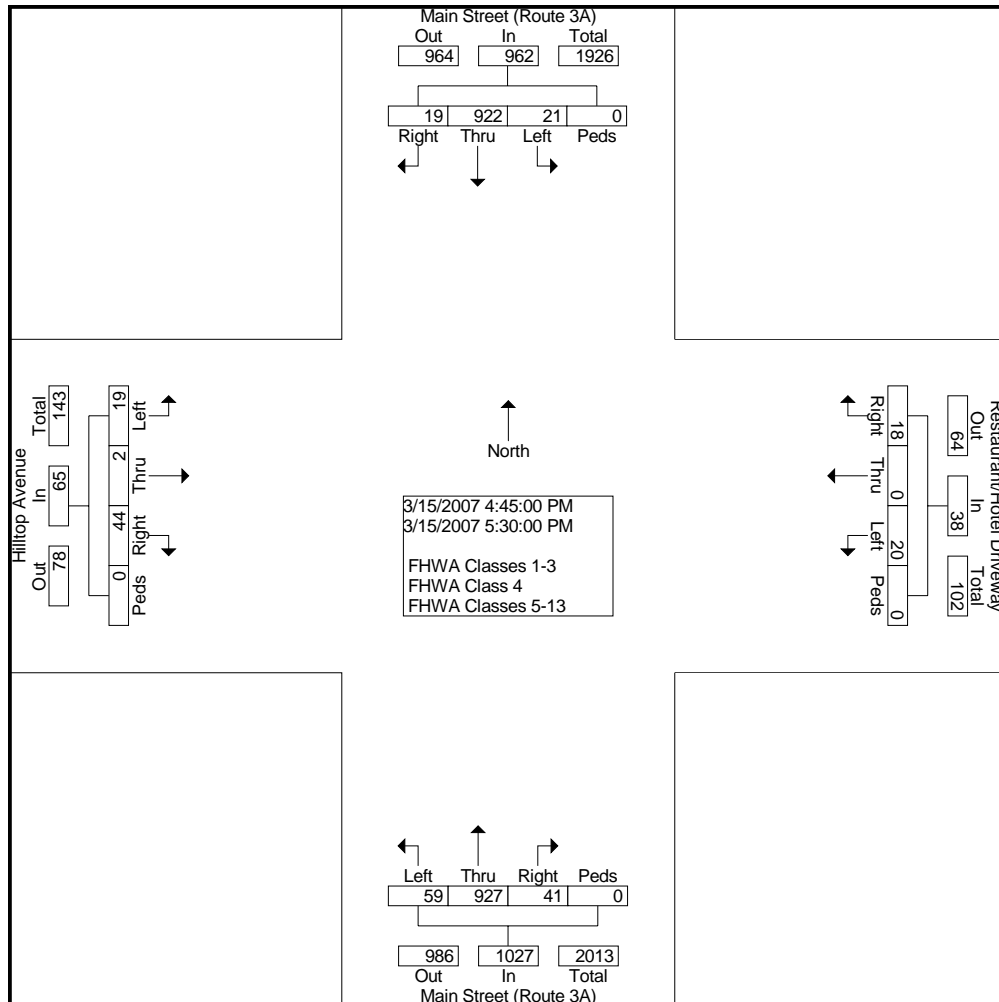
File Name : 145_Main&Hilltop_PM

Site Code : 00000145

Start Date : 3/15/2007

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Start Time	Main Street (Route 3A) Southbound					Restaurant/Hotel Driveway Westbound					Main Street (Route 3A) Northbound					Hilltop Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	21	922	19	0	962	20	0	18	0	38	59	927	41	0	1027	19	2	44	0	65	2092
Percent	2.2	95.8	2.0	0.0		52.6	0.0	47.4	0.0		5.7	90.3	4.0	0.0		29.2	3.1	67.7	0.0		
05:15																					
Volume	3	237	6	0	246	6	0	2	0	8	19	231	13	0	263	6	1	12	0	19	536
Peak Factor																					
High Int.	05:15 PM																				
Volume	3	237	6	0	246	4	0	8	0	12	15	241	9	0	265	8	0	15	0	23	0.976
Peak Factor	0.978					0.792					0.969					0.707					

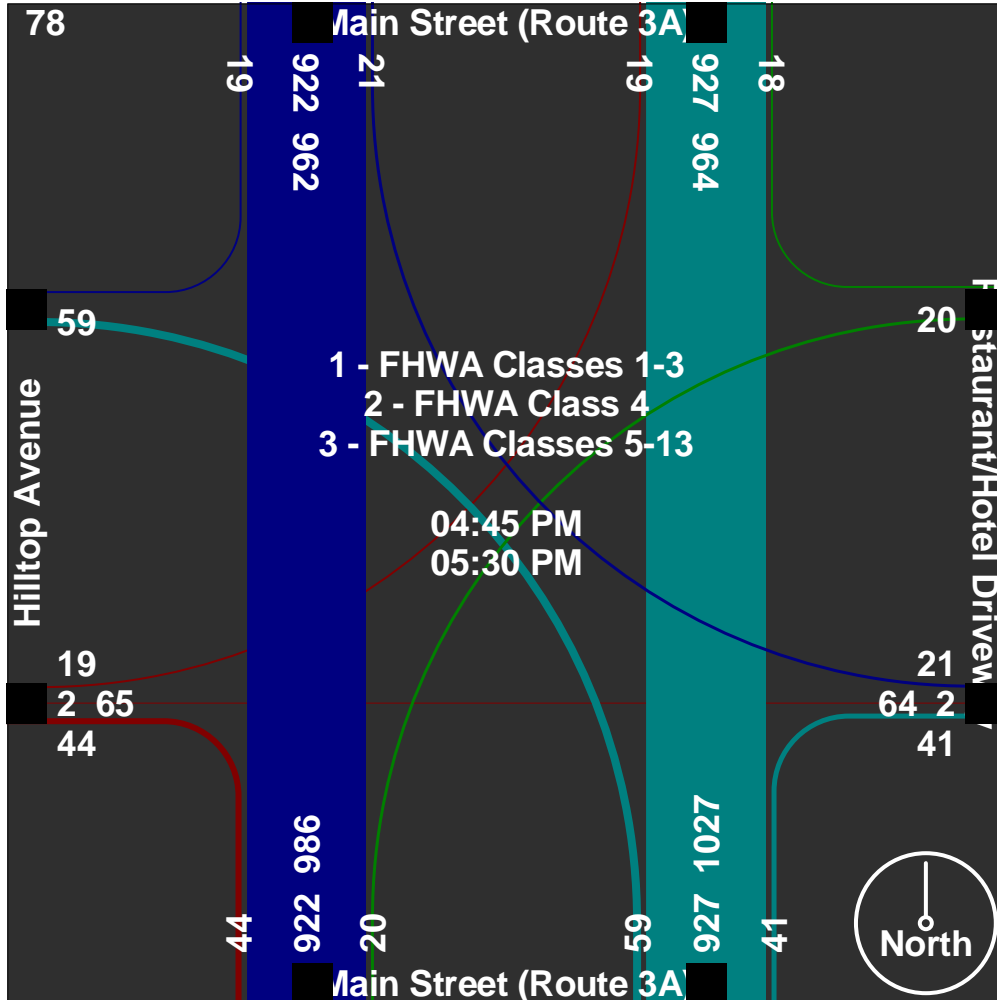


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Weather: Rain
Board #: DB-400 (2)
Staff: RG

File Name : 145_Main&Hilltop_PM
Site Code : 00000145
Start Date : 3/15/2007
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HCM Signalized Intersection Capacity Analysis
9: Route 3A & Driveway

Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	15	15	15	16	16	16	12	12	12
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		0.99			1.00			0.90			0.99	
Fl _t Protected		1.00			0.99			0.99			0.96	
Satd. Flow (prot)		1790			2025			1878			1759	
Fl _t Permitted		1.00			0.73			0.90			0.60	
Satd. Flow (perm)		1787			1501			1711			1101	
Volume (vph)	3	902	42	140	605	14	59	1	162	20	0	2
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.56	0.56	0.56	0.68	0.68	0.68
Adj. Flow (vph)	3	940	44	147	637	15	105	2	289	29	0	3
RTOR Reduction (vph)	0	3	0	0	1	0	0	103	0	0	2	0
Lane Group Flow (vph)	0	984	0	0	798	0	0	293	0	0	30	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		28.2			28.2			10.6			10.6	
Effective Green, g (s)		27.7			27.7			10.6			10.6	
Actuated g/C Ratio		0.60			0.60			0.23			0.23	
Clearance Time (s)		3.5			3.5			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1069			898			392			252	
v/s Ratio Prot												
v/s Ratio Perm		c0.55			0.53			c0.17			0.03	
v/c Ratio		0.92			0.89			0.75			0.12	
Uniform Delay, d ₁		8.3			8.0			16.6			14.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d ₂		12.6			10.6			7.6			0.2	
Delay (s)		20.9			18.6			24.2			14.4	
Level of Service		C			B			C			B	
Approach Delay (s)		20.9			18.6			24.2			14.4	
Approach LOS		C			B			C			B	

Intersection Summary

HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	46.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	112.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Route 3A & Driveway

Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	15	15	15	16	16	16	12	12	12
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		1.00			0.99			0.91			0.94	
Fl _t Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		1794			2032			1889			1699	
Fl _t Permitted		0.96			0.88			0.93			0.76	
Satd. Flow (perm)		1728			1802			1778			1328	
Volume (vph)	25	1088	22	70	1094	48	22	2	52	24	0	21
Peak-hour factor, PHF	0.98	0.98	0.98	0.97	0.97	0.97	0.71	0.71	0.71	0.79	0.79	0.79
Adj. Flow (vph)	26	1110	22	72	1128	49	31	3	73	30	0	27
RTOR Reduction (vph)	0	1	0	0	2	0	0	68	0	0	25	0
Lane Group Flow (vph)	0	1157	0	0	1247	0	0	39	0	0	32	0
Turn Type	Perm		Perm			Perm			Perm			
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		53.9			53.9			5.0			5.0	
Effective Green, g (s)		53.9			53.9			5.0			5.0	
Actuated g/C Ratio		0.81			0.81			0.07			0.07	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1392			1452			133			99	
v/s Ratio Prot												
v/s Ratio Perm		0.67			0.69			0.02			0.02	
v/c Ratio		0.83			0.86			0.30			0.32	
Uniform Delay, d ₁		3.8			4.1			29.3			29.3	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d ₂		4.4			5.3			1.3			1.9	
Delay (s)		8.2			9.4			30.5			31.2	
Level of Service		A			A			C			C	
Approach Delay (s)		8.2			9.4			30.5			31.2	
Approach LOS		A			A			C			C	

Intersection Summary

HCM Average Control Delay	10.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	66.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	107.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Route 3A & Driveway

Route 3A Corridor Study
2012 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	15	15	15	16	16	16	12	12	12
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		0.99			1.00			0.90			0.99	
Fl _t Protected		1.00			0.99			0.99			0.96	
Satd. Flow (prot)		1790			2025			1878			1760	
Fl _t Permitted		1.00			0.71			0.90			0.58	
Satd. Flow (perm)		1787			1445			1709			1066	
Volume (vph)	3	902	42	140	605	14	59	1	162	20	0	2
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.56	0.56	0.56	0.68	0.68	0.68
Growth Factor (vph)	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	3	996	46	156	675	16	112	2	307	31	0	3
RTOR Reduction (vph)	0	3	0	0	1	0	0	90	0	0	2	0
Lane Group Flow (vph)	0	1042	0	0	846	0	0	331	0	0	32	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.5			29.5			11.3			11.3	
Effective Green, g (s)		29.0			29.0			11.3			11.3	
Actuated g/C Ratio		0.60			0.60			0.23			0.23	
Clearance Time (s)		3.5			3.5			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1073			868			400			249	
v/s Ratio Prot												
v/s Ratio Perm		0.58			0.59			0.19			0.03	
v/c Ratio		0.97			0.97			0.83			0.13	
Uniform Delay, d ₁		9.2			9.3			17.6			14.6	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d ₂		20.7			24.2			13.1			0.2	
Delay (s)		29.9			33.5			30.6			14.8	
Level of Service		C			C			C			B	
Approach Delay (s)		29.9			33.5			30.6			14.8	
Approach LOS		C			C			C			B	
Intersection Summary												
HCM Average Control Delay			31.1				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			48.3				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			119.1%				ICU Level of Service				H	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
9: Route 3A & Driveway

Route 3A Corridor Study
2012 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	15	15	15	16	16	16	12	12	12
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		1.00			0.99			0.91			0.94	
Fl _t Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		1794			2032			1889			1700	
Fl _t Permitted		0.96			0.87			0.93			0.73	
Satd. Flow (perm)		1722			1781			1783			1278	
Volume (vph)	25	1088	22	70	1094	48	22	2	52	24	0	21
Peak-hour factor, PHF	0.98	0.98	0.98	0.97	0.97	0.97	0.71	0.71	0.71	0.79	0.79	0.79
Growth Factor (vph)	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	27	1177	24	76	1196	52	33	3	78	32	0	28
RTOR Reduction (vph)	0	1	0	0	2	0	0	72	0	0	26	0
Lane Group Flow (vph)	0	1227	0	0	1322	0	0	42	0	0	34	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		53.6			53.6			5.0			5.0	
Effective Green, g (s)		53.6			53.6			5.0			5.0	
Actuated g/C Ratio		0.80			0.80			0.08			0.08	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1386			1433			134			96	
v/s Ratio Prot												
v/s Ratio Perm		0.71			0.74			0.02			0.03	
v/c Ratio		0.89			0.92			0.31			0.36	
Uniform Delay, d ₁		4.4			4.9			29.2			29.3	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d ₂		7.1			10.1			1.3			2.3	
Delay (s)		11.5			15.0			30.5			31.5	
Level of Service		B			B			C			C	
Approach Delay (s)		11.5			15.0			30.5			31.5	
Approach LOS		B			B			C			C	
Intersection Summary												
HCM Average Control Delay			14.5				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			66.6				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			113.6%				ICU Level of Service				H	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
9: Route 3A & Driveway

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	15	15	15	16	16	16	12	12	12
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Fr _t		0.99			1.00			0.90			0.99	
Fl _t Protected		1.00			0.99			0.99			0.96	
Satd. Flow (prot)		1790			2025			1878			1761	
Fl _t Permitted		1.00			0.66			0.90			0.56	
Satd. Flow (perm)		1786			1347			1708			1032	
Volume (vph)	3	902	42	140	605	14	59	1	162	20	0	2
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.56	0.56	0.56	0.68	0.68	0.68
Growth Factor (vph)	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Adj. Flow (vph)	4	1090	51	171	739	17	122	2	336	34	0	3
RTOR Reduction (vph)	0	3	0	0	1	0	0	72	0	0	2	0
Lane Group Flow (vph)	0	1142	0	0	926	0	0	388	0	0	35	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.5			29.5			12.0			12.0	
Effective Green, g (s)		29.0			29.0			12.0			12.0	
Actuated g/C Ratio		0.59			0.59			0.24			0.24	
Clearance Time (s)		3.5			3.5			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1057			797			418			253	
v/s Ratio Prot												
v/s Ratio Perm		0.64			0.69			0.23			0.03	
v/c Ratio		1.08			1.16			0.93			0.14	
Uniform Delay, d ₁		10.0			10.0			18.1			14.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d ₂		52.0			86.4			26.7			0.2	
Delay (s)		62.0			96.4			44.8			14.7	
Level of Service		E			F			D			B	
Approach Delay (s)		62.0			96.4			44.8			14.7	
Approach LOS		E			F			D			B	
Intersection Summary												
HCM Average Control Delay			70.6									E
HCM Volume to Capacity ratio			1.09									
Actuated Cycle Length (s)			49.0								8.0	
Intersection Capacity Utilization			129.4%									H
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
9: Route 3A & Driveway

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	11	11	11	15	15	15	16	16	16	12	12	12	
Total Lost time (s)		4.0			4.0			4.0			4.0		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Fr _t		1.00			0.99			0.91			0.94		
Fl _t Protected		1.00			1.00			0.99			0.97		
Satd. Flow (prot)		1794			2032			1888			1700		
Fl _t Permitted		0.95			0.85			0.93			0.70		
Satd. Flow (perm)		1707			1740			1785			1217		
Volume (vph)	25	1088	22	70	1094	48	22	2	52	24	0	21	
Peak-hour factor, PHF	0.98	0.98	0.98	0.97	0.97	0.97	0.71	0.71	0.71	0.79	0.79	0.79	
Growth Factor (vph)	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	
Adj. Flow (vph)	30	1288	26	84	1308	57	36	3	85	35	0	31	
RTOR Reduction (vph)	0	1	0	0	2	0	0	79	0	0	29	0	
Lane Group Flow (vph)	0	1343	0	0	1447	0	0	45	0	0	37	0	
Turn Type	Perm			Perm			Perm			Perm			
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		52.9			52.9			5.0			5.0		
Effective Green, g (s)		52.9			52.9			5.0			5.0		
Actuated g/C Ratio		0.80			0.80			0.08			0.08		
Clearance Time (s)		4.0			4.0			4.0			4.0		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		1370			1397			135			92		
v/s Ratio Prot													
v/s Ratio Perm		0.79			0.83			0.03			0.03		
v/c Ratio		0.98			1.04			0.34			0.41		
Uniform Delay, d ₁		6.0			6.5			28.9			29.0		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d ₂		19.7			33.8			1.5			2.9		
Delay (s)		25.7			40.3			30.4			31.9		
Level of Service		C			D			C			C		
Approach Delay (s)		25.7			40.3			30.4			31.9		
Approach LOS		C			D			C			C		
Intersection Summary													
HCM Average Control Delay			33.1									HCM Level of Service	C
HCM Volume to Capacity ratio			0.98										
Actuated Cycle Length (s)			65.9									Sum of lost time (s)	8.0
Intersection Capacity Utilization			123.6%									ICU Level of Service	H
Analysis Period (min)			15										
c Critical Lane Group													

MassHighway

CRASH RATE WORKSHEET

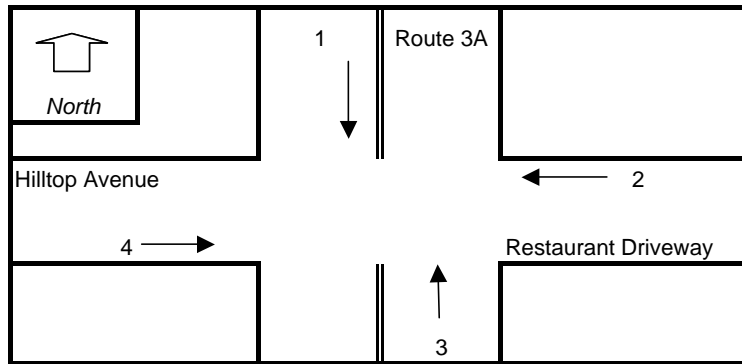
CITY/TOWN : Kingston COUNT DATE : 3/15/2007 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Main Street (Route 3A)
 MINOR STREET(S) : Hilltop Avenue / Restaurant and Hotel Driveway

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	1135	46	1212	77		

" K " FACTOR : 0.09 APPROACH ADT : 27,444 ADT = TOTAL VOL/"K" FACT.
 ** Volumes have been adjusted to 2007 average annual levels

TOTAL # OF ACCIDENTS : 15 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 5.00

CRASH RATE CALCULATION : 0.499 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-40.58%	Statewide Average:	Signalized	-42.63%
	Unsignalized	-15.40%		Unsignalized	-24.37%

**Route 3A @
Route 3 Exit 9 SB**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (2)

Staff: RG

File Name : 145_Main&Route3_SB_Ramps_AM

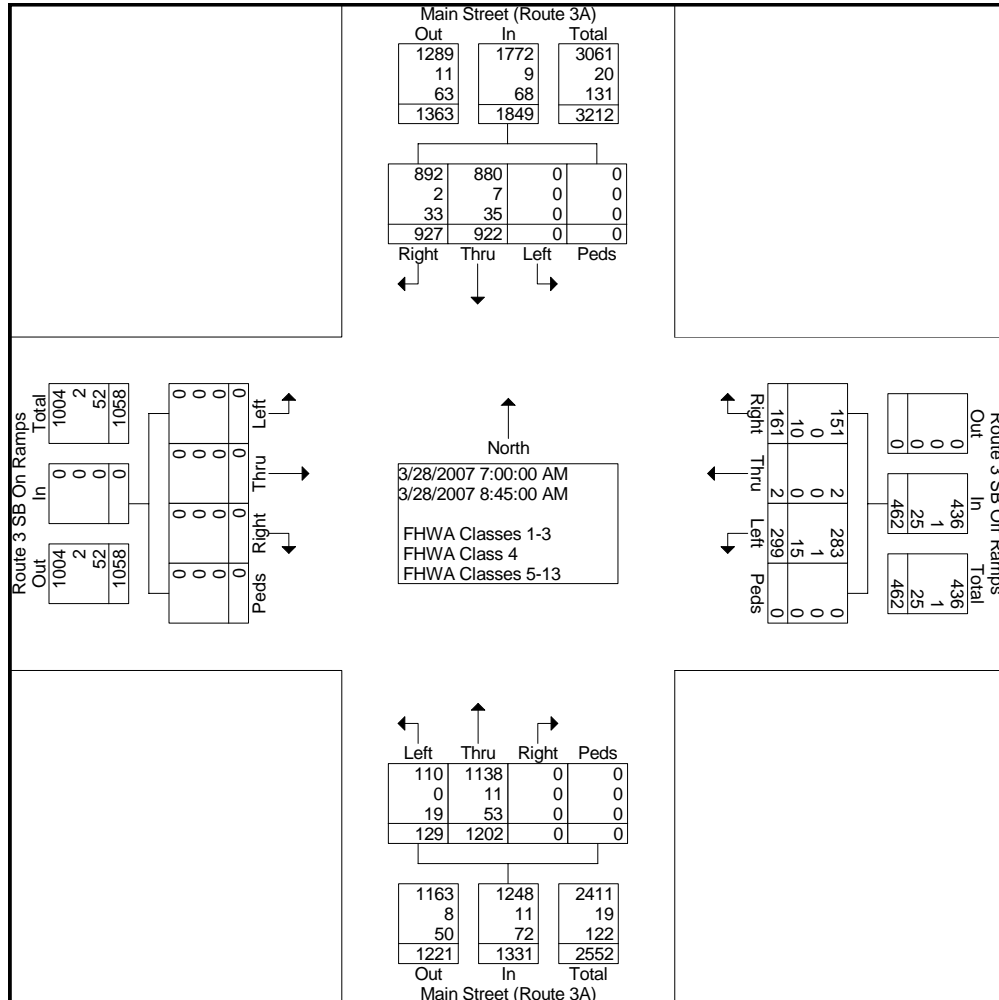
Site Code : 00000145

Start Date : 3/28/2007

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Main Street (Route 3A) Southbound					Route 3 SB Off Ramps Westbound					Main Street (Route 3A) Northbound					Route 3 SB On Ramps Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	83	85	0	168	20	0	13	0	33	10	132	0	0	142	0	0	0	0	0	343
07:15 AM	0	107	107	0	214	32	0	22	0	54	18	126	0	0	144	0	0	0	0	0	412
07:30 AM	0	100	119	0	219	26	1	35	0	62	21	164	0	0	185	0	0	0	0	0	466
07:45 AM	0	138	117	0	255	30	0	33	0	63	17	177	0	0	194	0	0	0	0	0	512
Total	0	428	428	0	856	108	1	103	0	212	66	599	0	0	665	0	0	0	0	0	1733
08:00 AM	0	141	127	0	268	40	0	19	0	59	8	147	0	0	155	0	0	0	0	0	482
08:15 AM	0	137	136	0	273	62	0	8	0	70	17	165	0	0	182	0	0	0	0	0	525
08:30 AM	0	112	110	0	222	45	0	19	0	64	17	153	0	0	170	0	0	0	0	0	456
08:45 AM	0	104	126	0	230	44	1	12	0	57	21	138	0	0	159	0	0	0	0	0	446
Total	0	494	499	0	993	191	1	58	0	250	63	603	0	0	666	0	0	0	0	0	1909
Grand Total	0	922	927	0	1849	299	2	161	0	462	129	1202	0	0	1331	0	0	0	0	0	3642
Apprch %	0.0	49.9	50.1	0.0		64.7	0.4	34.8	0.0		9.7	90.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	25.3	25.5	0.0	50.8	8.2	0.1	4.4	0.0	12.7	3.5	33.0	0.0	0.0	36.5	0.0	0.0	0.0	0.0	0.0	

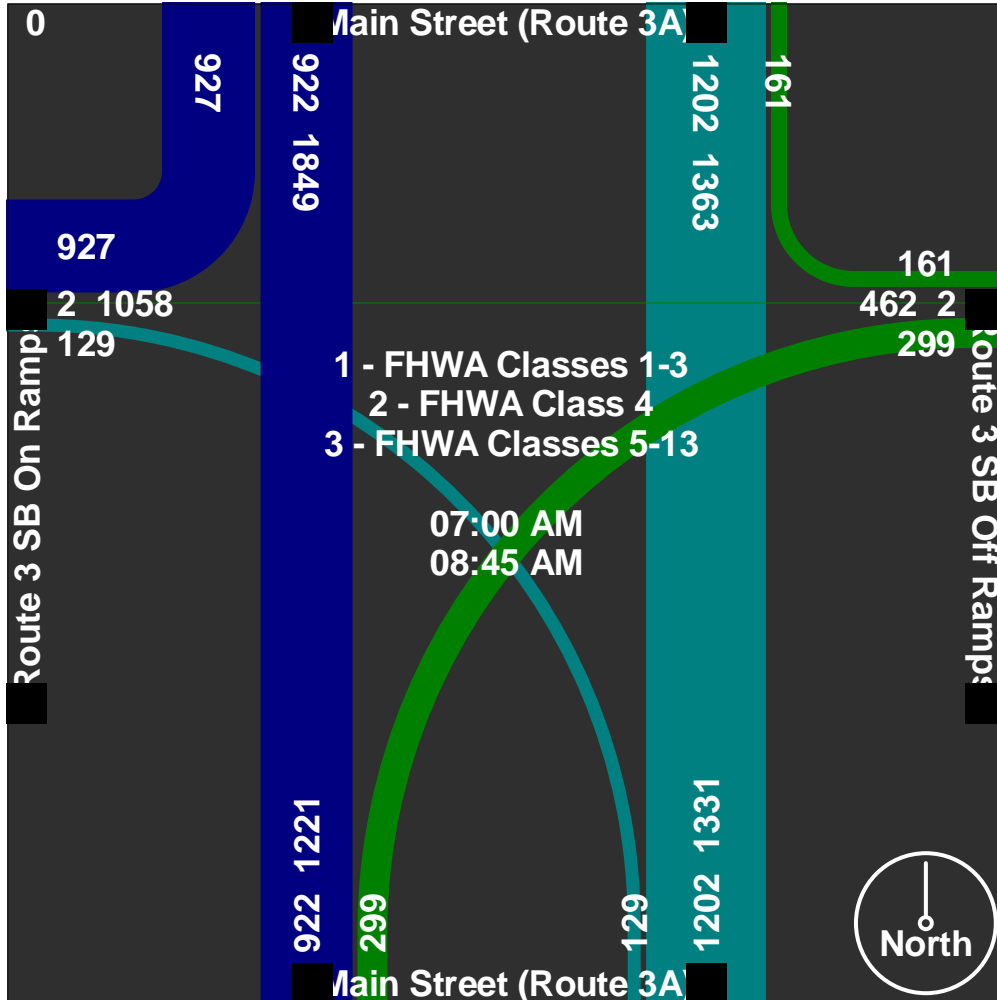


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Weather: Clear
Board #: DB-400 (2)
Staff: RG

File Name : 145_Main&Route3_SB_Ramps_AM
Site Code : 00000145
Start Date : 3/28/2007
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Old Colony Planning Council

70 School Street

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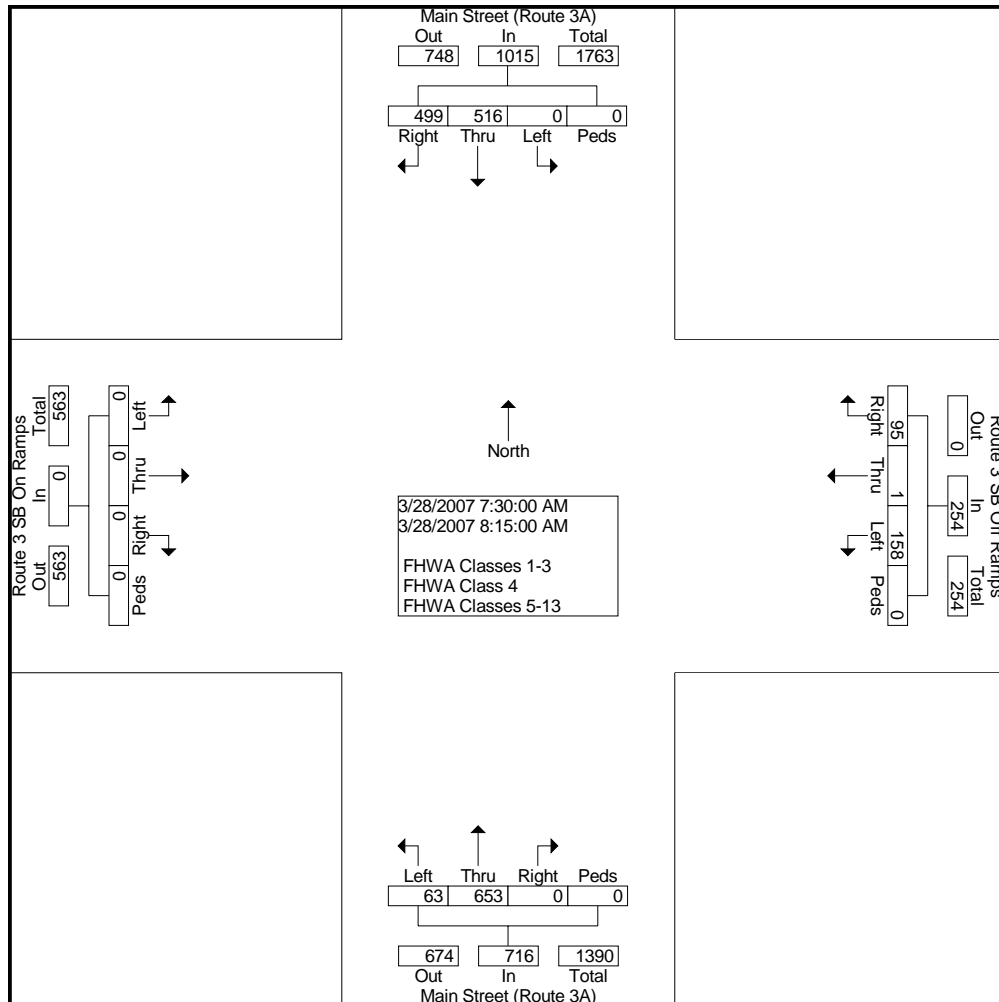
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Site Code : 00000145

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Page No : 3

Start Time	Main Street (Route 3A) Southbound					Route 3 SB Off Ramps Westbound					Main Street (Route 3A) Northbound					Route 3 SB On Ramps Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	0	516	499	0	1015	158	1	95	0	254	63	653	0	0	716	0	0	0	0	0	1985
Percent	0.0	50.8	49.2	0.0		62.2	0.4	37.4	0.0		8.8	91.2	0.0	0.0		0.0	0.0	0.0	0.0		
08:15																					
Volume	0	137	136	0	273	62	0	8	0	70	17	165	0	0	182	0	0	0	0	0	525
Peak Factor																					
High Int.	08:15 AM																				
Volume	0	137	136	0	273	62	0	8	0	70	17	177	0	0	194	6:45:00 AM					0.945
Peak Factor	0.929					0.907					0.923										



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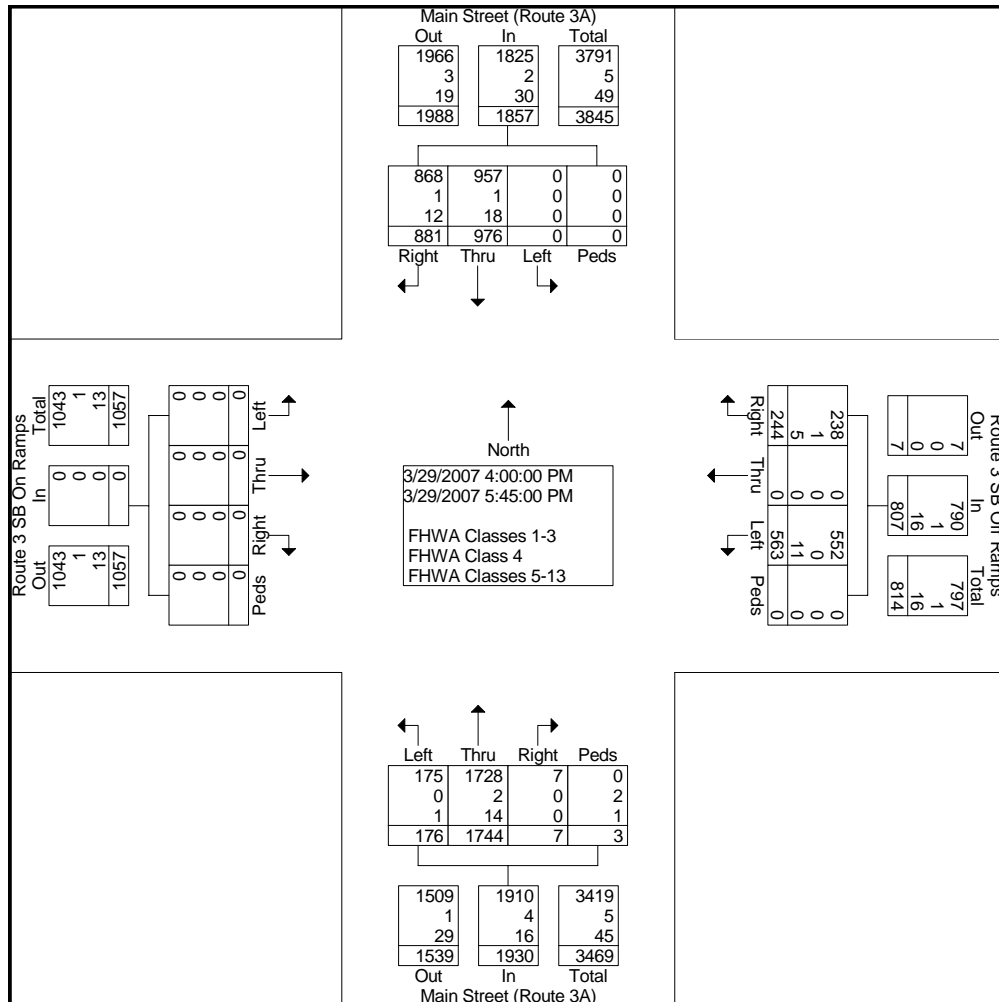
Site Code : 00000145

Start Date : 3/29/2007

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Main Street (Route 3A) Southbound					Route 3 SB Off Ramps Westbound					Main Street (Route 3A) Northbound					Route 3 SB On Ramps Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	99	97	0	196	79	0	28	0	107	21	206	0	0	227	0	0	0	0	0	530
04:15 PM	0	146	114	0	260	59	0	22	0	81	19	229	0	0	248	0	0	0	0	0	589
04:30 PM	0	97	99	0	196	85	0	29	0	114	24	222	0	1	247	0	0	0	0	0	557
04:45 PM	0	116	140	0	256	58	0	36	0	94	30	230	7	0	267	0	0	0	0	0	617
Total	0	458	450	0	908	281	0	115	0	396	94	887	7	1	989	0	0	0	0	0	2293
05:00 PM	0	137	85	0	222	78	0	34	0	112	21	219	0	1	241	0	0	0	0	0	575
05:15 PM	0	138	105	0	243	67	0	36	0	103	17	232	0	0	249	0	0	0	0	0	595
05:30 PM	0	119	111	0	230	81	0	27	0	108	22	210	0	0	232	0	0	0	0	0	570
05:45 PM	0	124	130	0	254	56	0	32	0	88	22	196	0	1	219	0	0	0	0	0	561
Total	0	518	431	0	949	282	0	129	0	411	82	857	0	2	941	0	0	0	0	0	2301
Grand Total	0	976	881	0	1857	563	0	244	0	807	176	174	7	3	1930	0	0	0	0	0	4594
Apprch %	0.0	52.6	47.4	0.0		69.8	0.0	30.2	0.0		9.1	90.4	0.4	0.2		0.0	0.0	0.0	0.0		
Total %	0.0	21.2	19.2	0.0	40.4	12.3	0.0	5.3	0.0	17.6	3.8	38.0	0.2	0.1	42.0	0.0	0.0	0.0	0.0	0.0	



Old Colony Planning Council

70 School Street

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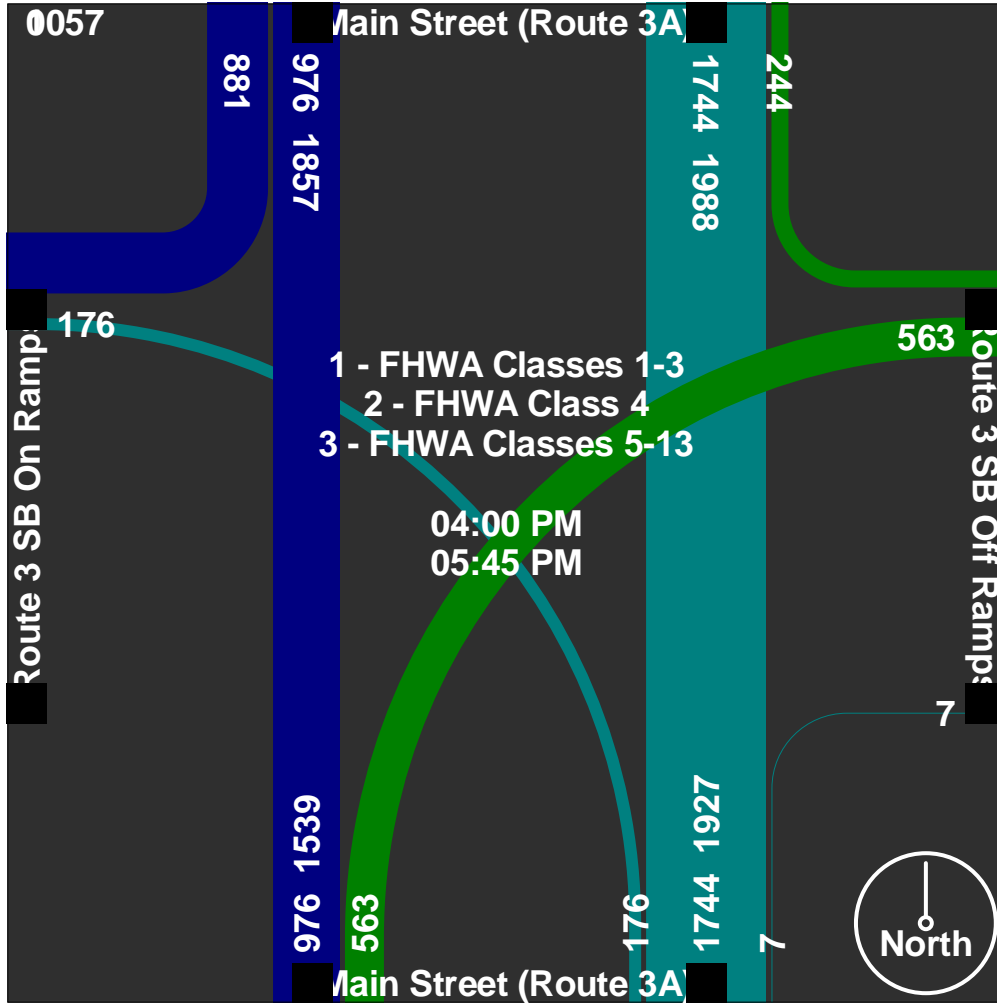
Staff: RG

File Name : 145_Main&Route3_SB_Ramps_PM

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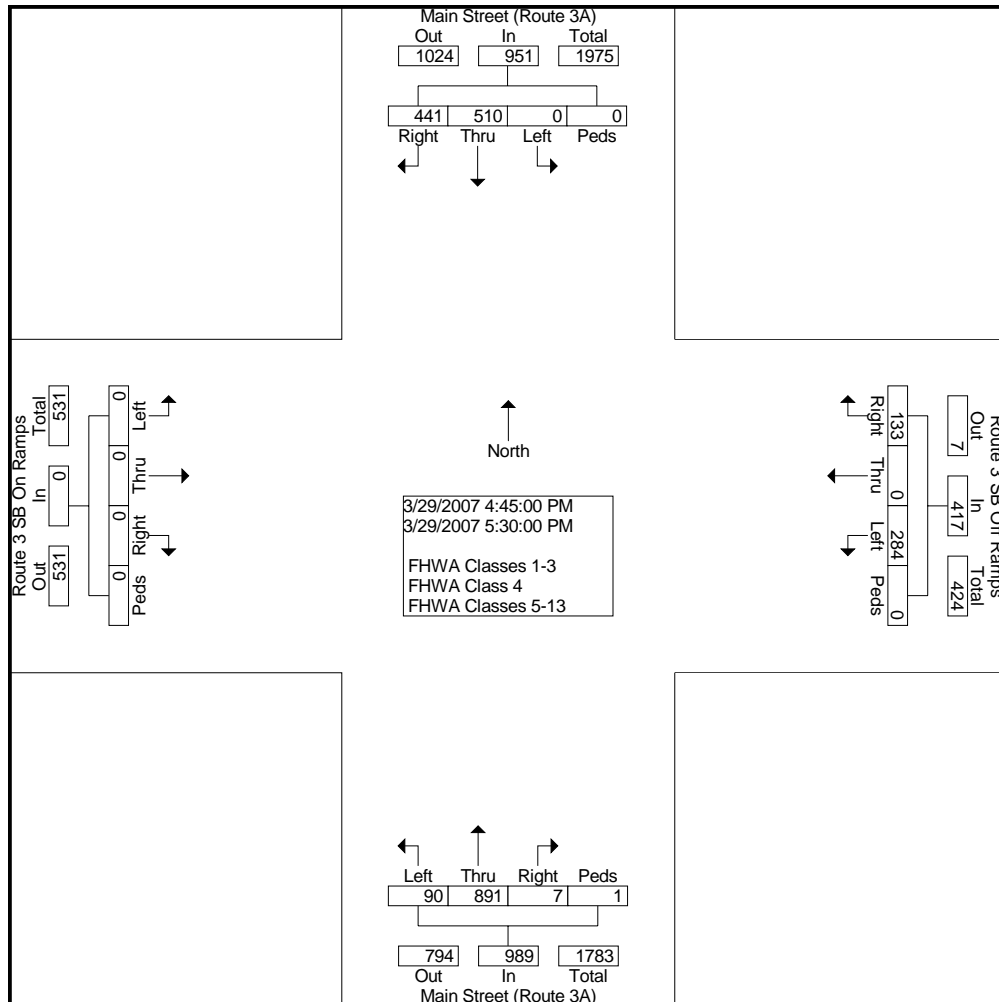
File Name : 145_Main&Route3_SB_Ramps_PM

Site Code : 00000145

Start Date : 3/29/2007

Page No : 3

Start Time	Main Street (Route 3A) Southbound					Route 3 SB Off Ramps Westbound					Main Street (Route 3A) Northbound					Route 3 SB On Ramps Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	510	441	0	951	284	0	133	0	417	90	891	7	1	989	0	0	0	0	0	2357
Percent	0.0	53.6	46.4	0.0		68.1	0.0	31.9	0.0		9.1	90.1	0.7	0.1		0.0	0.0	0.0	0.0		
04:45																					
Volume	0	116	140	0	256	58	0	36	0	94	30	230	7	0	267	0	0	0	0	0	617
Peak Factor																					
High Int.	04:45 PM																				
Volume	0	116	140	0	256	78	0	34	0	112	30	230	7	0	267	3:45:00 PM					0.955
Peak Factor	0.929										0.931										



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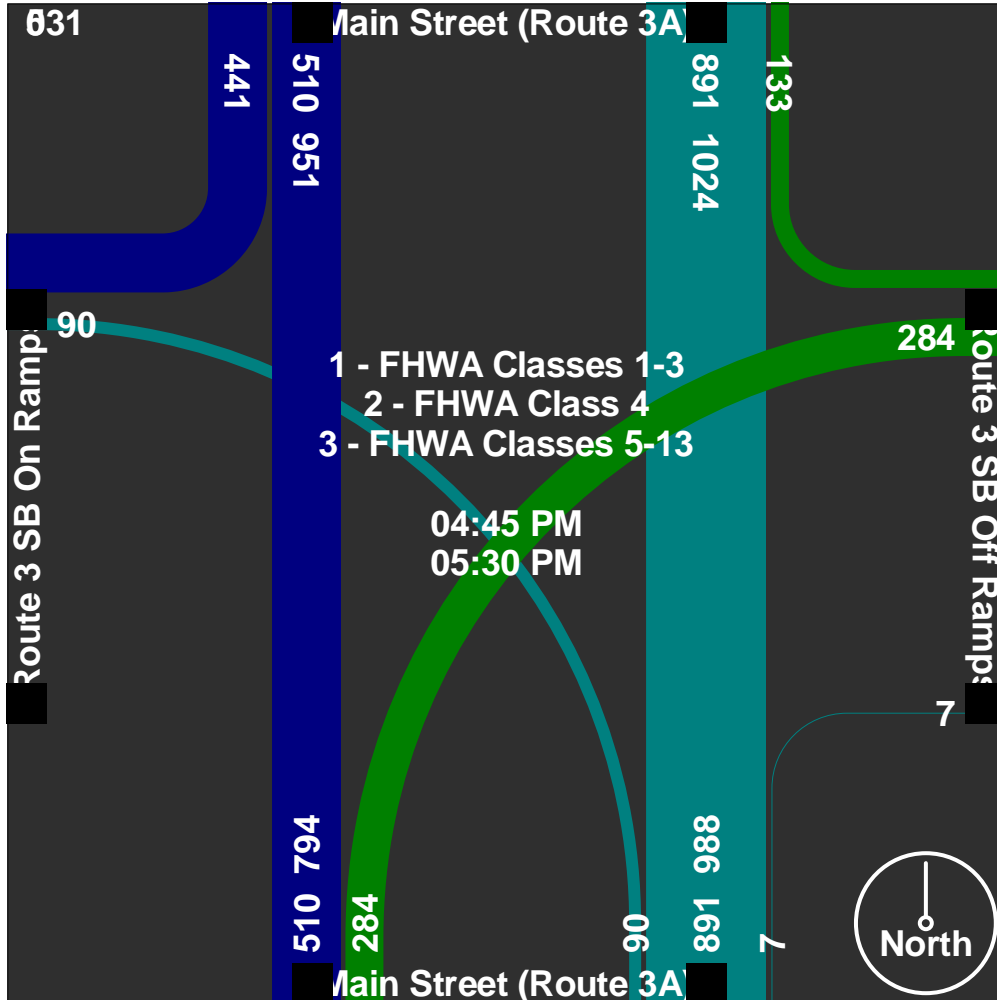
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File Name : 145_Main&Route3_SB_Ramps_PM

Site Code : 00000145

Start Date : 3/29/2007

Page No : 4



HCM Signalized Intersection Capacity Analysis
 12: Route 3A & Route 3 SB

Route 3A Corridor Study
 2007 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻		↻	↻						↻	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		1.00		1.00	1.00						1.00	
Fr _t		0.93		1.00	1.00						0.95	
Fl _t Protected		1.00		0.95	1.00						0.97	
Satd. Flow (prot)		1739		1770	1863						1715	
Fl _t Permitted		1.00		0.95	1.00						0.97	
Satd. Flow (perm)		1739		1770	1863						1715	
Volume (vph)	0	609	589	74	771	0	0	0	0	186	1	112
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.97	0.97	0.97	0.91	0.91	0.91
Adj. Flow (vph)	0	655	633	80	838	0	0	0	0	204	1	123
RTOR Reduction (vph)	0	47	0	0	0	0	0	0	0	0	30	0
Lane Group Flow (vph)	0	1241	0	80	838	0	0	0	0	0	299	0
Turn Type				Prot							Perm	
Protected Phases		4		3	8							6
Permitted Phases										6		
Actuated Green, G (s)		35.0		12.0	51.0						15.0	
Effective Green, g (s)		35.0		12.0	51.0						15.0	
Actuated g/C Ratio		0.47		0.16	0.69						0.20	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Lane Grp Cap (vph)		823		287	1284						348	
v/s Ratio Prot		c0.71		0.05	c0.45							
v/s Ratio Perm											0.17	
v/c Ratio		1.51		0.28	0.65						0.86	
Uniform Delay, d ₁		19.5		27.2	6.5						28.5	
Progression Factor		1.00		1.00	1.00						1.00	
Incremental Delay, d ₂		234.9		2.4	2.6						23.0	
Delay (s)		254.4		29.6	9.1						51.4	
Level of Service		F		C	A						D	
Approach Delay (s)		254.4			10.9			0.0			51.4	
Approach LOS		F			B			A			D	
Intersection Summary												
HCM Average Control Delay			139.9			HCM Level of Service				F		
HCM Volume to Capacity ratio			1.20									
Actuated Cycle Length (s)			74.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			91.9%			ICU Level of Service				F		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 12: Route 3A & Route 3 SB

Route 3A Corridor Study
 2007 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↖			↑			↘	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		1.00		1.00	1.00						1.00	
Fr _t		0.94		1.00	1.00						0.96	
Fl _t Protected		1.00		0.95	1.00						0.97	
Satd. Flow (prot)		1746		1770	1863						1724	
Fl _t Permitted		1.00		0.95	1.00						0.97	
Satd. Flow (perm)		1746		1770	1863						1724	
Volume (vph)	0	602	520	35	1060	0	0	0	0	335	0	157
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.97	0.97	0.93	0.93	0.93
Adj. Flow (vph)	0	647	559	38	1140	0	0	0	0	360	0	169
RTOR Reduction (vph)	0	65	0	0	0	0	0	0	0	0	35	0
Lane Group Flow (vph)	0	1141	0	38	1140	0	0	0	0	0	494	0
Turn Type				Prot							Perm	
Protected Phases		4		3	8							6
Permitted Phases										6		
Actuated Green, G (s)		16.0		10.0	30.0						10.0	
Effective Green, g (s)		16.0		10.0	30.0						10.0	
Actuated g/C Ratio		0.33		0.21	0.62						0.21	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Lane Grp Cap (vph)		582		369	1164						359	
v/s Ratio Prot		c0.65		0.02	c0.61							
v/s Ratio Perm											0.29	
v/c Ratio		1.96		0.10	0.98						1.38	
Uniform Delay, d ₁		16.0		15.4	8.7						19.0	
Progression Factor		1.00		1.00	1.00						1.00	
Incremental Delay, d ₂		438.7		0.6	21.9						186.1	
Delay (s)		454.7		15.9	30.6						205.1	
Level of Service		F		B	C						F	
Approach Delay (s)		454.7			30.1			0.0			205.1	
Approach LOS		F			C			A			F	
Intersection Summary												
HCM Average Control Delay			237.7			HCM Level of Service					F	
HCM Volume to Capacity ratio			1.57									
Actuated Cycle Length (s)			48.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			98.3%			ICU Level of Service					F	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 12: Route 3A & Route 3 SB


















Route 3A Corridor Study
 2012 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕						↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		1.00		1.00	1.00						1.00	
Fr _t		0.93		1.00	1.00						0.95	
Fl _t Protected		1.00		0.95	1.00						0.97	
Satd. Flow (prot)		1739		1770	1863						1715	
Fl _t Permitted		1.00		0.95	1.00						0.97	
Satd. Flow (perm)		1739		1770	1863						1715	
Volume (vph)	0	609	589	74	771	0	0	0	0	186	1	112
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.97	0.97	0.97	0.91	0.91	0.91
Growth Factor (vph)	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	694	671	85	888	0	0	0	0	217	1	130
RTOR Reduction (vph)	0	47	0	0	0	0	0	0	0	0	29	0
Lane Group Flow (vph)	0	1318	0	85	888	0	0	0	0	0	319	0
Turn Type				Prot							Perm	
Protected Phases		4		3	8							6
Permitted Phases										6		
Actuated Green, G (s)		35.0		12.0	51.0						15.0	
Effective Green, g (s)		35.0		12.0	51.0						15.0	
Actuated g/C Ratio		0.47		0.16	0.69						0.20	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Lane Grp Cap (vph)		823		287	1284						348	
v/s Ratio Prot		c0.76		0.05	c0.48							
v/s Ratio Perm											0.19	
v/c Ratio		1.60		0.30	0.69						0.92	
Uniform Delay, d ₁		19.5		27.3	6.8						28.9	
Progression Factor		1.00		1.00	1.00						1.00	
Incremental Delay, d ₂		276.4		2.6	3.1						31.2	
Delay (s)		295.9		29.9	9.9						60.1	
Level of Service		F		C	A						E	
Approach Delay (s)		295.9			11.7			0.0			60.1	
Approach LOS		F			B			A			E	
Intersection Summary												
HCM Average Control Delay			162.4			HCM Level of Service					F	
HCM Volume to Capacity ratio			1.28									
Actuated Cycle Length (s)			74.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			97.1%			ICU Level of Service					F	
Analysis Period (min)			15									
c	Critical Lane Group											

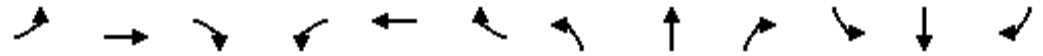
HCM Signalized Intersection Capacity Analysis
 12: Route 3A & Route 3 SB

Route 3A Corridor Study
 2012 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		1.00		1.00	1.00						1.00	
Fr _t		0.94		1.00	1.00						0.96	
Fl _t Protected		1.00		0.95	1.00						0.97	
Satd. Flow (prot)		1746		1770	1863						1724	
Fl _t Permitted		1.00		0.95	1.00						0.97	
Satd. Flow (perm)		1746		1770	1863						1724	
Volume (vph)	0	602	520	35	1060	0	0	0	0	335	0	157
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.97	0.97	0.93	0.93	0.93
Growth Factor (vph)	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	686	593	40	1208	0	0	0	0	382	0	179
RTOR Reduction (vph)	0	65	0	0	0	0	0	0	0	0	35	0
Lane Group Flow (vph)	0	1214	0	40	1208	0	0	0	0	0	526	0
Turn Type				Prot							Perm	
Protected Phases		4		3	8							6
Permitted Phases										6		
Actuated Green, G (s)		16.0		10.0	30.0						10.0	
Effective Green, g (s)		16.0		10.0	30.0						10.0	
Actuated g/C Ratio		0.33		0.21	0.62						0.21	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Lane Grp Cap (vph)		582		369	1164						359	
v/s Ratio Prot		c0.70		0.02	c0.65							
v/s Ratio Perm											0.31	
v/c Ratio		2.09		0.11	1.04						1.47	
Uniform Delay, d ₁		16.0		15.4	9.0						19.0	
Progression Factor		1.00		1.00	1.00						1.00	
Incremental Delay, d ₂		494.8		0.6	36.7						224.3	
Delay (s)		510.8		16.0	45.7						243.3	
Level of Service		F		B	D						F	
Approach Delay (s)		510.8			44.7			0.0			243.3	
Approach LOS		F			D			A			F	
Intersection Summary												
HCM Average Control Delay			273.8			HCM Level of Service					F	
HCM Volume to Capacity ratio			1.67									
Actuated Cycle Length (s)			48.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			103.8%			ICU Level of Service					G	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 12: Route 3A & Route 3 SB


















Route 3A Corridor Study
 2020 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕						↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		1.00		1.00	1.00						1.00	
Fr _t		0.93		1.00	1.00						0.95	
Fl _t Protected		1.00		0.95	1.00						0.97	
Satd. Flow (prot)		1739		1770	1863						1715	
Fl _t Permitted		1.00		0.95	1.00						0.97	
Satd. Flow (perm)		1739		1770	1863						1715	
Volume (vph)	0	609	589	74	771	0	0	0	0	186	1	112
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.97	0.97	0.97	0.91	0.91	0.91
Growth Factor (vph)	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Adj. Flow (vph)	0	760	735	93	972	0	0	0	0	237	1	143
RTOR Reduction (vph)	0	47	0	0	0	0	0	0	0	0	30	0
Lane Group Flow (vph)	0	1448	0	93	972	0	0	0	0	0	352	0
Turn Type				Prot							Perm	
Protected Phases		4		3	8							6
Permitted Phases										6		
Actuated Green, G (s)		35.0		12.0	51.0						15.0	
Effective Green, g (s)		35.0		12.0	51.0						15.0	
Actuated g/C Ratio		0.47		0.16	0.69						0.20	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Lane Grp Cap (vph)		823		287	1284						348	
v/s Ratio Prot		c0.83		0.05	c0.52							
v/s Ratio Perm											0.20	
v/c Ratio		1.76		0.32	0.76						1.01	
Uniform Delay, d ₁		19.5		27.4	7.5						29.5	
Progression Factor		1.00		1.00	1.00						1.00	
Incremental Delay, d ₂		346.8		3.0	4.2						50.8	
Delay (s)		366.3		30.4	11.7						80.3	
Level of Service		F		C	B						F	
Approach Delay (s)		366.3			13.3			0.0			80.3	
Approach LOS		F			B			A			F	
Intersection Summary												
HCM Average Control Delay			201.4			HCM Level of Service					F	
HCM Volume to Capacity ratio			1.40									
Actuated Cycle Length (s)			74.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			105.6%			ICU Level of Service				G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 12: Route 3A & Route 3 SB

Route 3A Corridor Study
 2020 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		1.00		1.00	1.00						1.00	
Fr _t		0.94		1.00	1.00						0.96	
Fl _t Protected		1.00		0.95	1.00						0.97	
Satd. Flow (prot)		1746		1770	1863						1724	
Fl _t Permitted		1.00		0.95	1.00						0.97	
Satd. Flow (perm)		1746		1770	1863						1724	
Volume (vph)	0	602	520	35	1060	0	0	0	0	335	0	157
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.97	0.97	0.97	0.93	0.93	0.93
Growth Factor (vph)	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Adj. Flow (vph)	0	751	649	44	1322	0	0	0	0	418	0	196
RTOR Reduction (vph)	0	65	0	0	0	0	0	0	0	0	35	0
Lane Group Flow (vph)	0	1335	0	44	1322	0	0	0	0	0	579	0
Turn Type				Prot							Perm	
Protected Phases		4		3	8							6
Permitted Phases										6		
Actuated Green, G (s)		16.0		10.0	30.0						10.0	
Effective Green, g (s)		16.0		10.0	30.0						10.0	
Actuated g/C Ratio		0.33		0.21	0.62						0.21	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Lane Grp Cap (vph)		582		369	1164						359	
v/s Ratio Prot		c0.76		0.02	c0.71							
v/s Ratio Perm											0.34	
v/c Ratio		2.29		0.12	1.14						1.61	
Uniform Delay, d ₁		16.0		15.4	9.0						19.0	
Progression Factor		1.00		1.00	1.00						1.00	
Incremental Delay, d ₂		587.9		0.7	72.1						288.6	
Delay (s)		603.9		16.1	81.1						307.6	
Level of Service		F		B	F						F	
Approach Delay (s)		603.9			79.0			0.0			307.6	
Approach LOS		F			E			A			F	
Intersection Summary												
HCM Average Control Delay			337.9			HCM Level of Service					F	
HCM Volume to Capacity ratio			1.83									
Actuated Cycle Length (s)			48.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			112.9%			ICU Level of Service					H	
Analysis Period (min)			15									
c Critical Lane Group												

MassHighway

CRASH RATE WORKSHEET

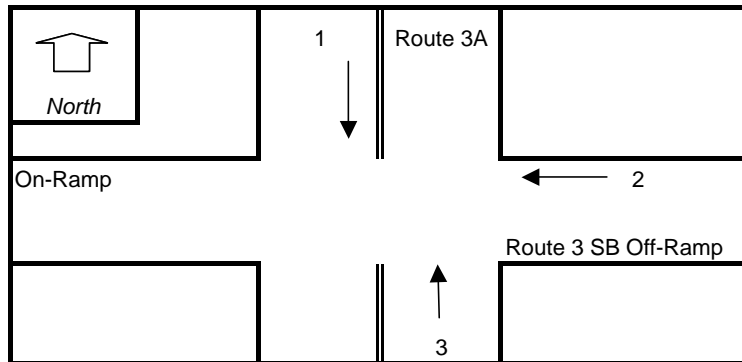
CITY/TOWN : Kingston COUNT DATE : 3/15/2007 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Main Street (Route 3A)
 MINOR STREET(S) : Route 3 SB Ramps

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3		
DIRECTION :	SB	WB	NB		
VOLUMES (AM/PM) :	1122	492	1166		

*** Volumes adjusted to 2007 annual average levels*

" K " FACTOR : 0.09 APPROACH ADT : 30,889 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 13 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 4.33

CRASH RATE CALCULATION : 0.384 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-54.24%	Statewide Average:	Signalized	-55.82%
	Unsignalized	-34.86%		Unsignalized	-41.77%

**Route 3A @
Route 3 Exit 9 NB**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (2)

Staff: RG

File Name : 145_Main&Route3_NB_Ramps_AM

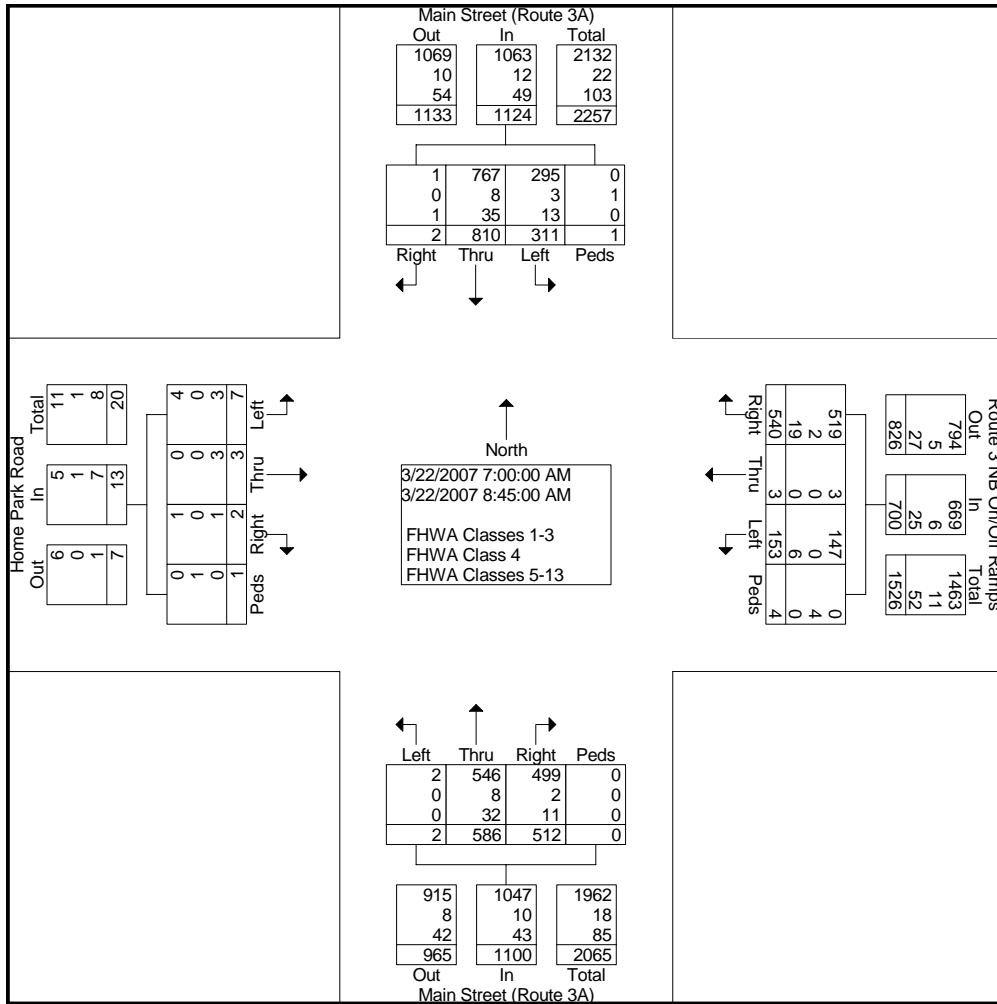
Site Code : 00000145

Start Date : 3/22/2007

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Main Street (Route 3A) Southbound					Route 3 NB On/Off Ramps Westbound					Main Street (Route 3A) Northbound					Home Park Road Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	36	54	1	0	91	23	0	67	0	90	0	61	50	0	111	2	0	0	0	2	294
07:15 AM	31	89	0	0	120	28	1	61	1	91	0	64	64	0	128	1	0	0	0	1	340
07:30 AM	55	79	0	1	135	17	0	80	2	99	0	69	84	0	153	0	0	0	1	1	388
07:45 AM	39	96	0	0	135	23	2	77	0	102	0	82	66	0	148	1	1	0	0	2	387
Total	161	318	1	1	481	91	3	285	3	382	0	276	264	0	540	4	1	0	1	6	1409
08:00 AM	48	111	1	0	160	20	0	80	0	100	2	82	66	0	150	1	0	0	0	1	411
08:15 AM	50	141	0	0	191	22	0	58	0	80	0	77	49	0	126	2	2	0	0	4	401
08:30 AM	28	130	0	0	158	8	0	51	1	60	0	70	62	0	132	0	0	0	0	0	350
08:45 AM	24	110	0	0	134	12	0	66	0	78	0	81	71	0	152	0	0	2	0	2	366
Total	150	492	1	0	643	62	0	255	1	318	2	310	248	0	560	3	2	2	0	7	1528
Grand Total	311	810	2	1	1124	153	3	540	4	700	2	586	512	0	1100	7	3	2	1	13	2937
Apprch %	27.7	72.1	0.2	0.1		21.9	0.4	77.1	0.6		0.2	53.3	46.5	0.0		53.8	23.1	15.4	7.7		
Total %	10.6	27.6	0.1	0.0	38.3	5.2	0.1	18.4	0.1	23.8	0.1	20.0	17.4	0.0	37.5	0.2	0.1	0.1	0.0	0.4	

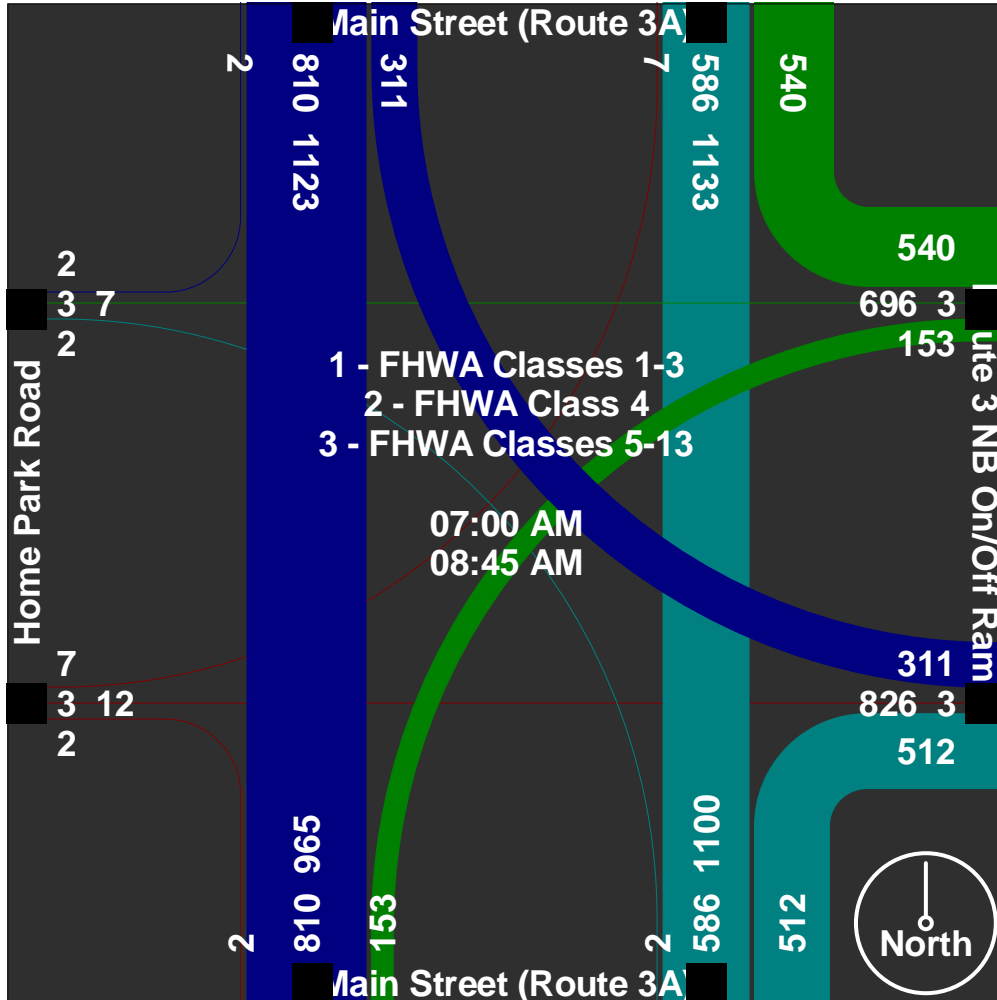


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
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Board #: DB-400 (2)
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File Name : 145_Main&Route3_NB_Ramps_AM
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Old Colony Planning Council

70 School Street

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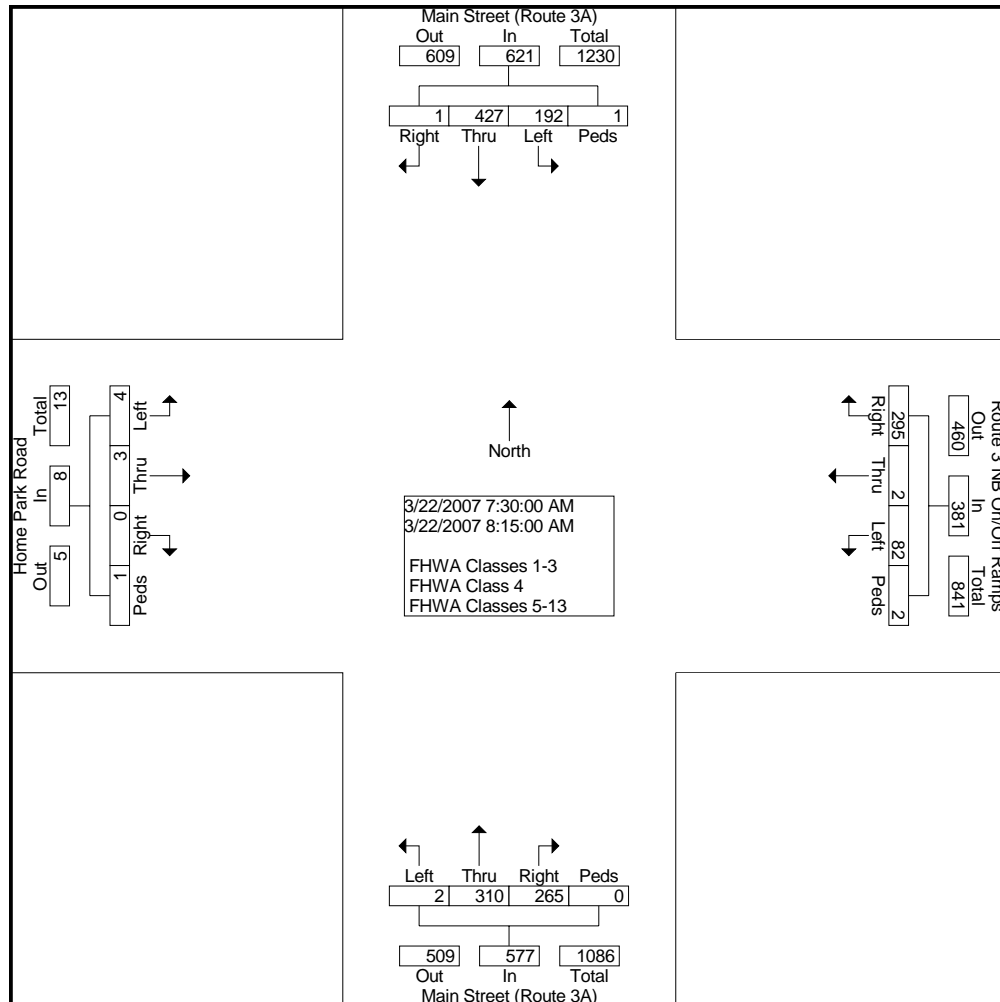
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Site Code : 00000145

Start Date : 3/22/2007

Page No : 3

Start Time	Main Street (Route 3A) Southbound					Route 3 NB On/Off Ramps Westbound					Main Street (Route 3A) Northbound					Home Park Road Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	192	427	1	1	621	82	2	295	2	381	2	310	265	0	577	4	3	0	1	8	1587
Percent	30.9	68.8	0.2	0.2		21.5	0.5	77.4	0.5		0.3	53.7	45.9	0.0		50.0	37.5	0.0	12.5		
08:00																					
Volume	48	111	1	0	160	20	0	80	0	100	2	82	66	0	150	1	0	0	0	1	411
Peak Factor																					
High Int.	08:15 AM																				
Volume	50	141	0	0	191	23	2	77	0	102	0	69	84	0	153	2	2	0	0	4	965
Peak Factor	0.813										0.934										0.500



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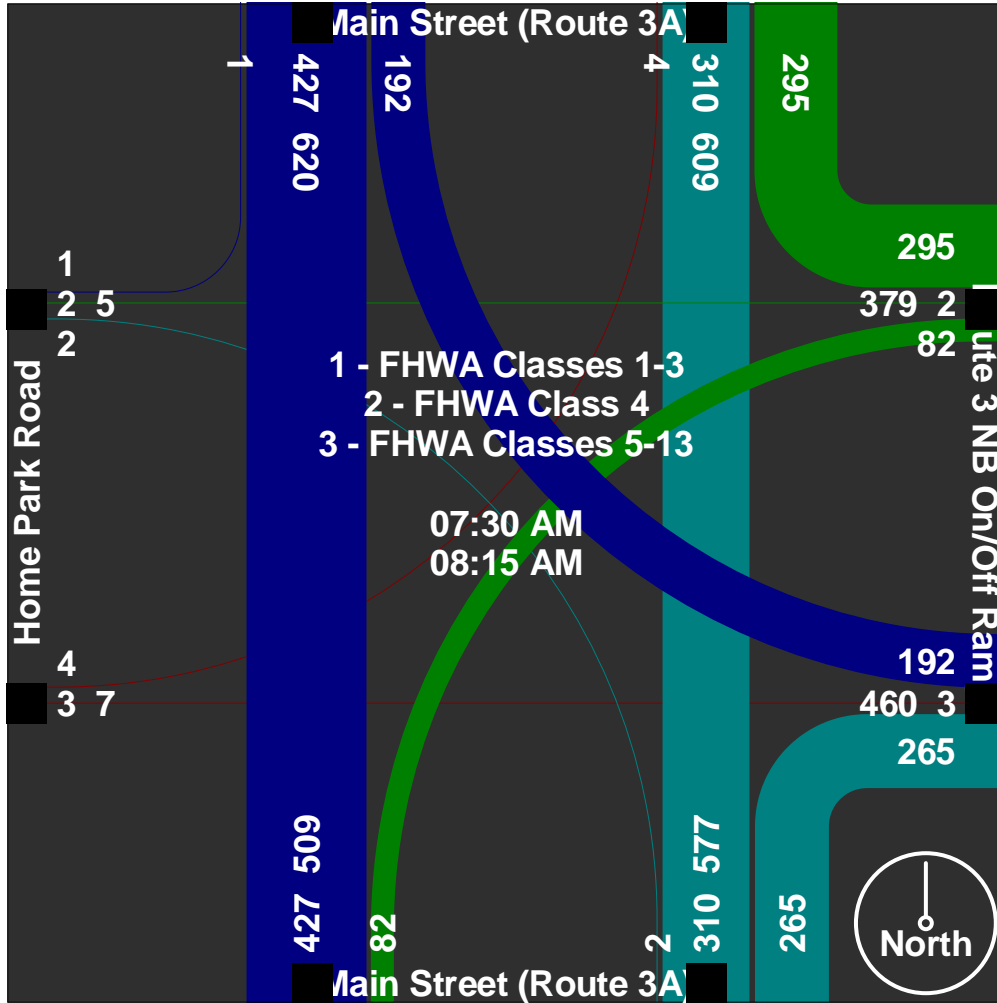
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Old Colony Planning Council

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508-583-1833

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Weather: Clear

Board #: DB-400 (1)

Staff: RG

File Name : 145_Main&Route3_NB_Ramps_PM

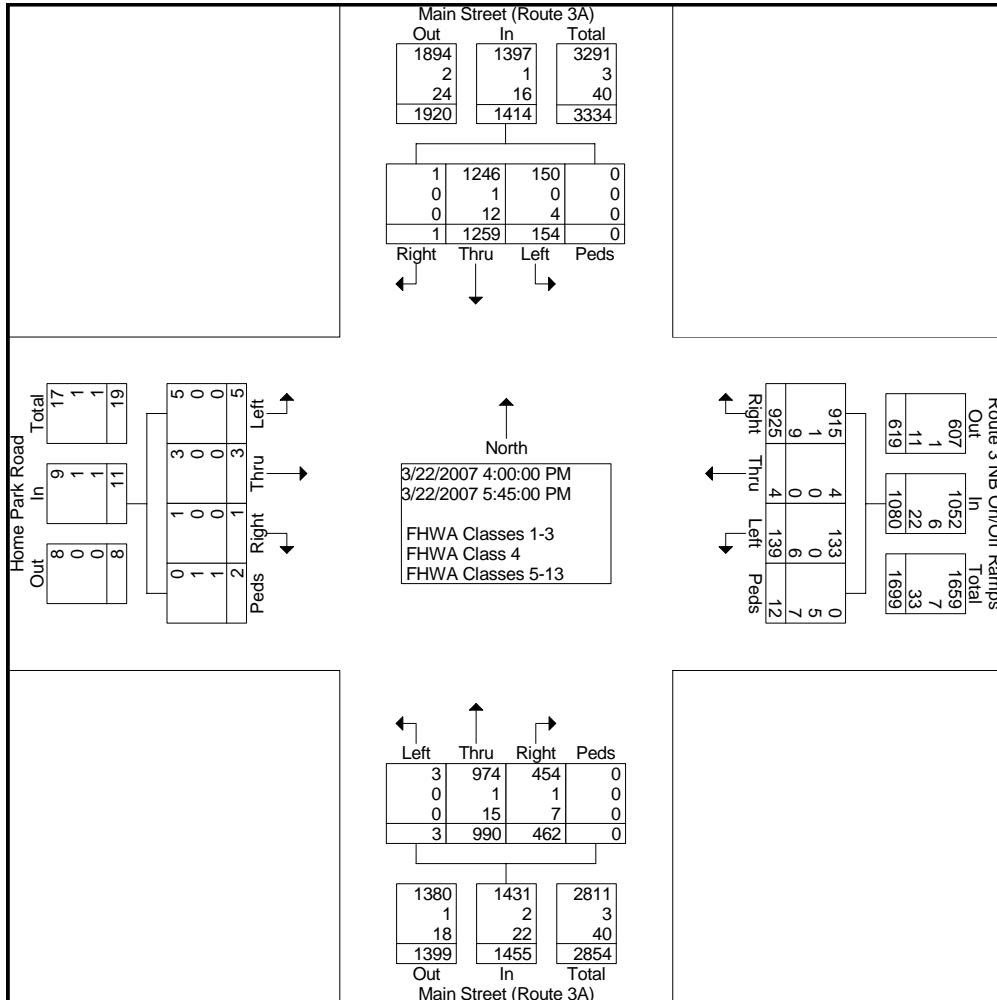
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Start Date : 3/22/2007

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Main Street (Route 3A) Southbound					Route 3 NB On/Off Ramps Westbound					Main Street (Route 3A) Northbound					Home Park Road Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	29	156	0	0	185	18	0	110	2	130	0	138	54	0	192	0	0	0	0	0	507
04:15 PM	16	143	1	0	160	23	0	132	2	157	1	130	49	0	180	0	0	0	2	2	499
04:30 PM	14	134	0	0	148	20	1	124	4	149	0	117	46	0	163	0	1	0	0	1	461
04:45 PM	20	150	0	0	170	21	0	129	2	152	0	126	57	0	183	0	1	0	0	1	506
Total	79	583	1	0	663	82	1	495	10	588	1	511	206	0	718	0	2	0	2	4	1973
05:00 PM	19	187	0	0	206	13	1	107	0	121	2	115	76	0	193	1	1	0	0	2	522
05:15 PM	17	171	0	0	188	14	0	124	2	140	0	127	60	0	187	2	0	0	0	2	517
05:30 PM	24	174	0	0	198	16	1	93	0	110	0	118	58	0	176	1	0	0	0	1	485
05:45 PM	15	144	0	0	159	14	1	106	0	121	0	119	62	0	181	1	0	1	0	2	463
Total	75	676	0	0	751	57	3	430	2	492	2	479	256	0	737	5	1	1	0	7	1987
Grand Total	154	1259	1	0	1414	139	4	925	12	1080	3	990	462	0	1455	5	3	1	2	11	3960
Apprch %	10.9	89.0	0.1	0.0		12.9	0.4	85.6	1.1		0.2	68.0	31.8	0.0		45.5	27.3	9.1	18.2		
Total %	3.9	31.8	0.0	0.0	35.7	3.5	0.1	23.4	0.3	27.3	0.1	25.0	11.7	0.0	36.7	0.1	0.1	0.0	0.1	0.3	



Old Colony Planning Council

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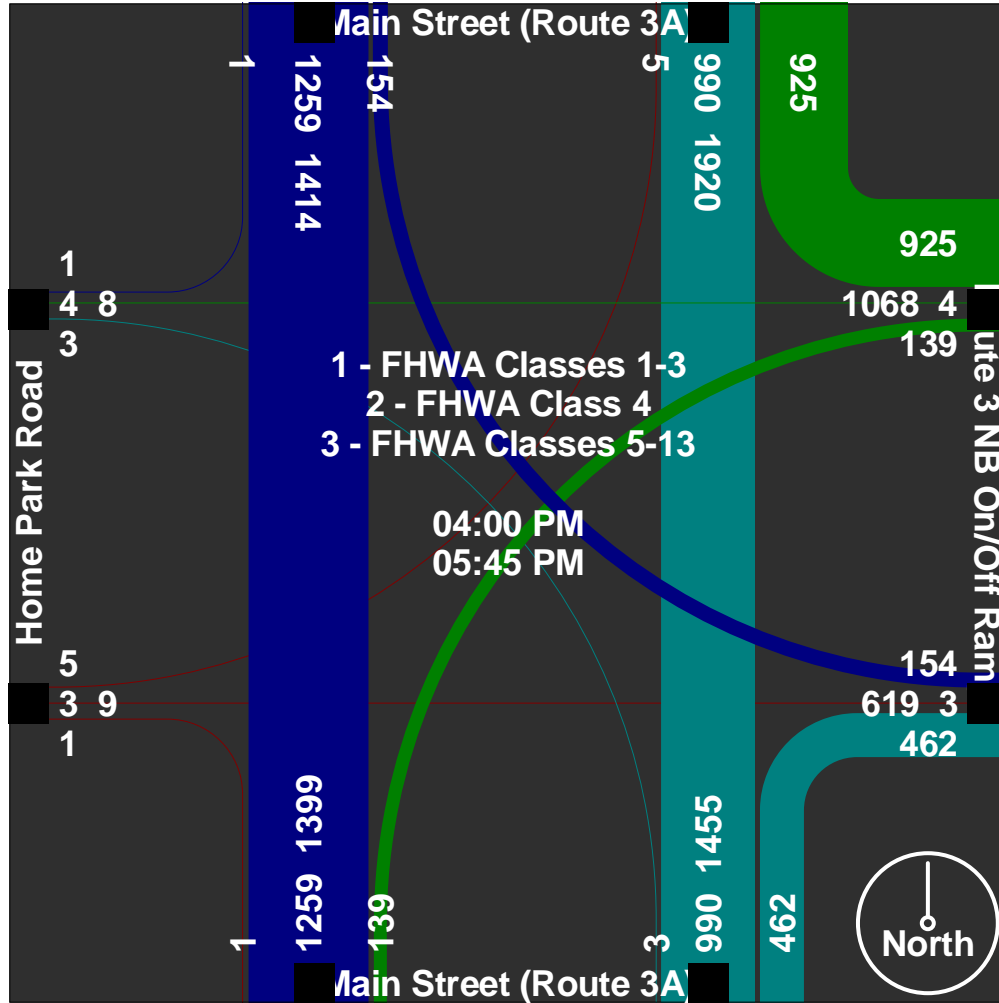
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Old Colony Planning Council

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508-583-1833

Community: Kingston

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Staff: RG

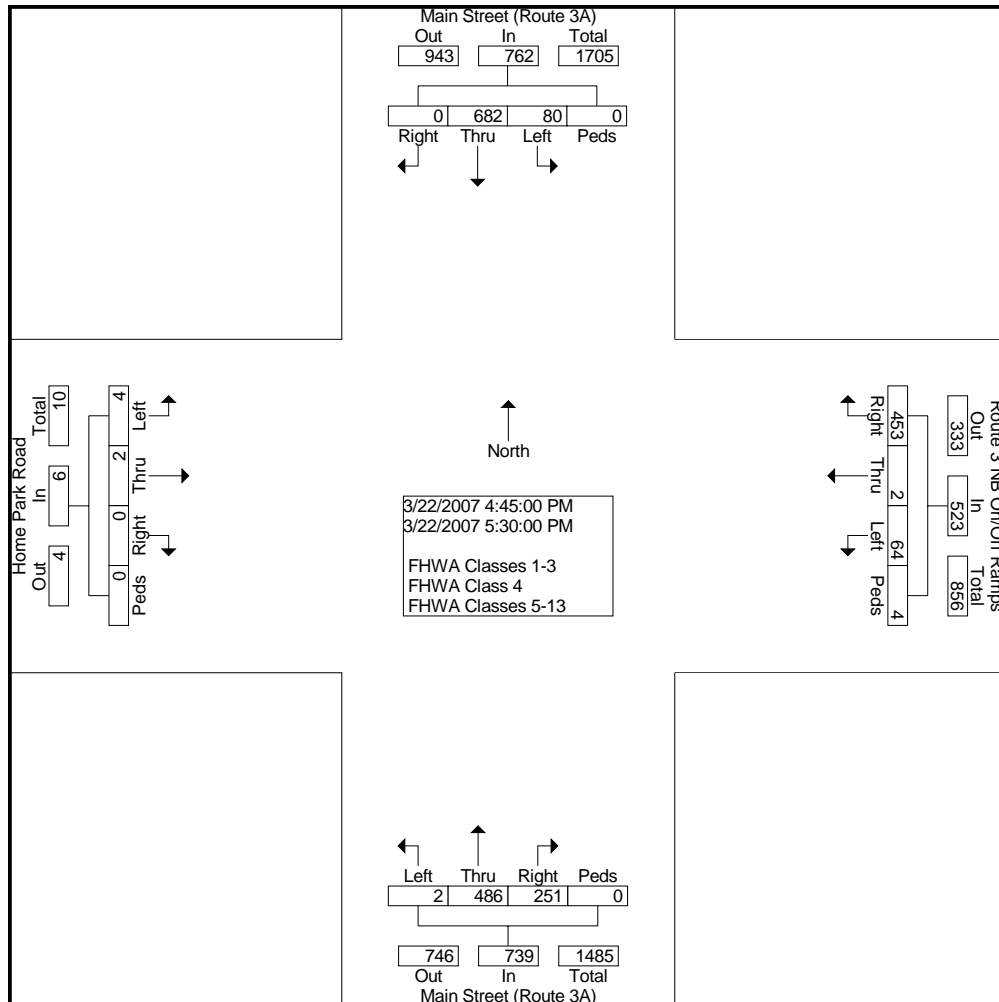
File Name : 145_Main&Route3_NB_Ramps_PM

Site Code : 00000145

Start Date : 3/22/2007

Page No : 3

Start Time	Main Street (Route 3A) Southbound					Route 3 NB On/Off Ramps Westbound					Main Street (Route 3A) Northbound					Home Park Road Eastbound					Int. Total				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Intersection	04:45 PM																								
Volume	80	682	0	0	762	64	2	453	4	523	2	486	251	0	739	4	2	0	0	6	2030				
Percent	10.5	89.5	0.0	0.0		12.2	0.4	86.6	0.8		0.3	65.8	34.0	0.0		66.7	33.3	0.0	0.0						
05:00																									
Volume	19	187	0	0	206	13	1	107	0	121	2	115	76	0	193	1	1	0	0	2	522				
Peak Factor																									
High Int.	05:00 PM																								
Volume	19	187	0	0	206	21	0	129	2	152	2	115	76	0	193	1	1	0	0	2	522				
Peak Factor	0.925										0.860					0.957					0.750				

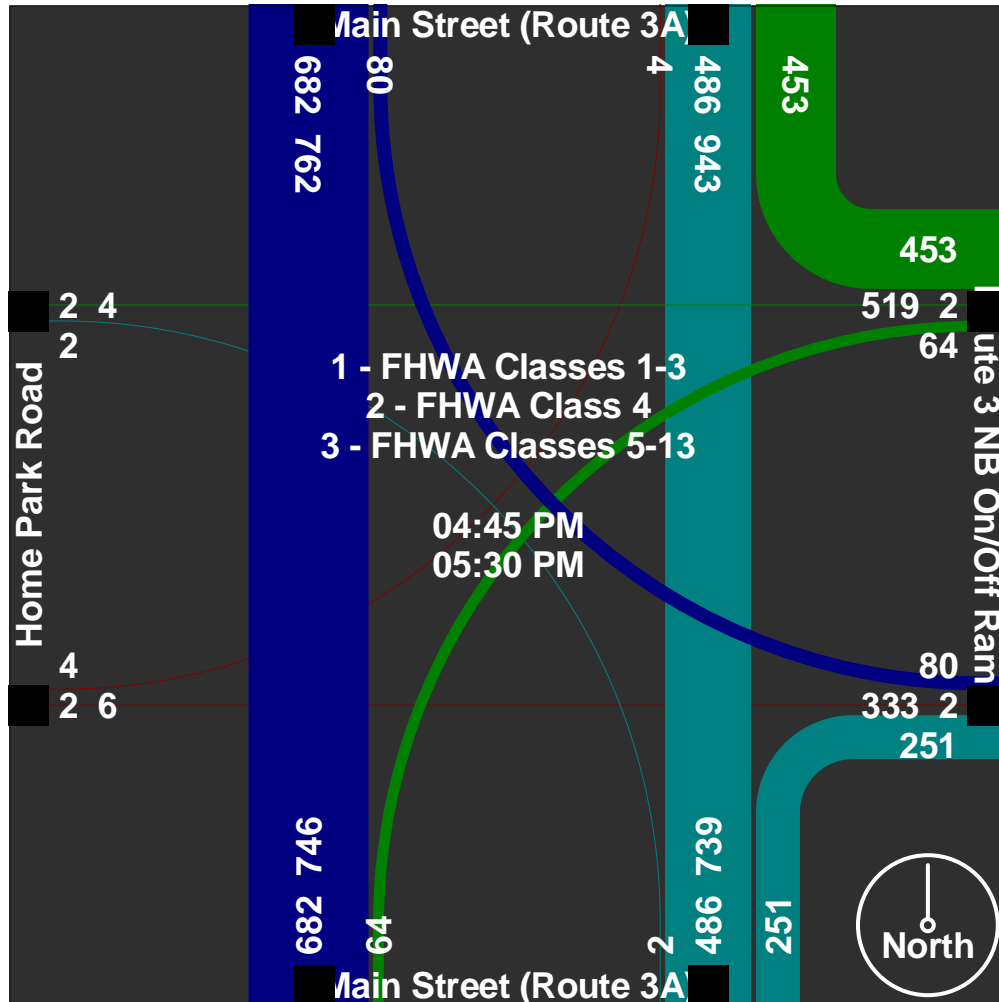


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833



















Community: Kingston
Weather: Clear
Board #: DB-400 (1)
Staff: RG

File Name : 145_Main&Route3_NB_Ramps_PM
Site Code : 00000145
Start Date : 3/22/2007
Page No : 4





















HCM Unsignalized Intersection Capacity Analysis
 15: Route 3A & Route 3 NB

Route 3A Corridor Study
 2007 AM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Volume (veh/h)	227	504	1	2	366	313	4	3	0	97	2	348
Peak Hour Factor	0.81	0.81	0.81	0.94	0.94	0.94	0.50	0.50	0.50	0.93	0.93	0.93
Hourly flow rate (vph)	280	622	1	2	389	333	8	6	0	104	2	374
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	389			623			1745	1577	623	1746	1744	556
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	389			623			1745	1577	623	1746	1744	556
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	76			100			50	93	100	0	97	29
cM capacity (veh/h)	1169			958			16	83	486	52	66	531
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	280	623	724	14	481							
Volume Left	280	0	2	8	104							
Volume Right	0	1	333	0	374							
cSH	1169	1700	958	24	175							
Volume to Capacity	0.24	0.37	0.00	0.58	2.74							
Queue Length 95th (ft)	23	0	0	43	1060							
Control Delay (s)	9.0	0.0	0.1	276.3	840.4							
Lane LOS	A		A	F	F							
Approach Delay (s)	2.8			0.1	276.3	840.4						
Approach LOS				F	F							
Intersection Summary												
Average Delay			193.3									
Intersection Capacity Utilization			102.5%		ICU Level of Service		G					
Analysis Period (min)			15									



















HCM Unsignalized Intersection Capacity Analysis
 15: Route 3A & Route 3 NB

Route 3A Corridor Study
 2007 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Volume (veh/h)	94	805	0	2	573	296	4	2	0	76	2	535
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.75	0.75	0.75	0.86	0.86	0.86
Hourly flow rate (vph)	101	866	0	2	597	308	5	3	0	88	2	622
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	597			866			1824	1669	866	1824	1823	751
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	597			866			1824	1669	866	1824	1823	751
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			0	97	100	0	97	0
cM capacity (veh/h)	980			778			0	86	353	53	69	411
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	101	866	907	8	713							
Volume Left	101	0	2	5	88							
Volume Right	0	0	308	0	622							
cSH	980	1700	778	0	222							
Volume to Capacity	0.10	0.51	0.00	Err	3.20							
Queue Length 95th (ft)	9	0	0	Err	Err							
Control Delay (s)	9.1	0.0	0.1	Err	Err							
Lane LOS	A		A	F	F							
Approach Delay (s)	1.0		0.1	Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			118.8%		ICU Level of Service		H					
Analysis Period (min)			15									



















HCM Unsignalized Intersection Capacity Analysis
 15: Route 3A & Route 3 NB

Route 3A Corridor Study
 2012 AM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Volume (veh/h)	227	504	1	2	366	313	4	3	0	97	2	348
Peak Hour Factor	0.81	0.81	0.81	0.94	0.94	0.94	0.50	0.50	0.50	0.93	0.93	0.93
Hourly flow rate (vph)	297	660	1	2	413	353	8	6	0	111	2	397
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	413			661			1849	1672	660	1851	1849	589
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	413			661			1849	1672	660	1851	1849	589
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	74			100			13	91	100	0	96	22
cM capacity (veh/h)	1146			927			10	71	463	42	55	508
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	297	661	768	15	509							
Volume Left	297	0	2	8	111							
Volume Right	0	1	353	0	397							
cSH	1146	1700	927	15	149							
Volume to Capacity	0.26	0.39	0.00	0.96	3.42							
Queue Length 95th (ft)	26	0	0	58	Err							
Control Delay (s)	9.2	0.0	0.1	549.9	Err							
Lane LOS	A		A	F	F							
Approach Delay (s)	2.9		0.1	549.9	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay			2268.8									
Intersection Capacity Utilization			108.0%		ICU Level of Service		G					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 15: Route 3A & Route 3 NB

Route 3A Corridor Study
 2012 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Volume (veh/h)	94	805	0	2	573	296	4	2	0	76	2	535
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.75	0.75	0.75	0.86	0.86	0.86
Hourly flow rate (vph)	107	918	0	2	633	327	6	3	0	94	2	659
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	633			918			1934	1769	918	1934	1932	796
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	633			918			1934	1769	918	1934	1932	796
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			100			0	96	100	0	96	0
cM capacity (veh/h)	950			744			0	74	329	44	58	387
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	107	918	962	8	756							
Volume Left	107	0	2	6	94							
Volume Right	0	0	327	0	659							
cSH	950	1700	744	0	195							
Volume to Capacity	0.11	0.54	0.00	Err	3.87							
Queue Length 95th (ft)	9	0	0	Err	Err							
Control Delay (s)	9.3	0.0	0.1	Err	Err							
Lane LOS	A		A	F	F							
Approach Delay (s)	1.0		0.1	Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			125.5%		ICU Level of Service		H					
Analysis Period (min)			15									



















HCM Unsignalized Intersection Capacity Analysis
 15: Route 3A & Route 3 NB

Route 3A Corridor Study
 2020 AM Peak Hour LOS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free				Free		Stop				Stop	
Grade	0%				0%		0%				0%	
Volume (veh/h)	227	504	1	2	366	313	4	3	0	97	2	348
Peak Hour Factor	0.81	0.81	0.81	0.94	0.94	0.94	0.50	0.50	0.50	0.93	0.93	0.93
Hourly flow rate (vph)	325	722	1	2	452	386	9	7	0	121	2	434
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	452			723			2024	1829	722	2025	2023	645
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	452			723			2024	1829	722	2025	2023	645
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	71			100			0	87	100	0	94	8
cM capacity (veh/h)	1109			879			3	54	426	30	41	472
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	325	723	840	16	558							
Volume Left	325	0	2	9	121							
Volume Right	0	1	386	0	434							
cSH	1109	1700	879	4	111							
Volume to Capacity	0.29	0.43	0.00	3.75	5.02							
Queue Length 95th (ft)	31	0	0	Err	Err							
Control Delay (s)	9.6	0.0	0.1	Err	Err							
Lane LOS	A		A	F	F							
Approach Delay (s)	3.0		0.1	Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay			2331.2									
Intersection Capacity Utilization			117.3%		ICU Level of Service		H					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 15: Route 3A & Route 3 NB

Route 3A Corridor Study
 2020 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Volume (veh/h)	94	805	0	2	573	296	4	2	0	76	2	535
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.75	0.75	0.75	0.86	0.86	0.86
Hourly flow rate (vph)	117	1004	0	2	692	358	6	3	0	103	3	722
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	692			1004			2116	1936	1004	2116	2115	871
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	692			1004			2116	1936	1004	2116	2115	871
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			100			0	95	100	0	94	0
cM capacity (veh/h)	903			690			0	57	293	32	44	350
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	117	1004	1052	9	827							
Volume Left	117	0	2	6	103							
Volume Right	0	0	358	0	722							
cSH	903	1700	690	0	155							
Volume to Capacity	0.13	0.59	0.00	Err	5.35							
Queue Length 95th (ft)	11	0	0	Err	Err							
Control Delay (s)	9.6	0.0	0.1	Err	Err							
Lane LOS	A		A	F	F							
Approach Delay (s)	1.0		0.1	Err	Err							
Approach LOS				F	F							
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			136.8%		ICU Level of Service		H					
Analysis Period (min)			15									

MassHighway

CRASH RATE WORKSHEET

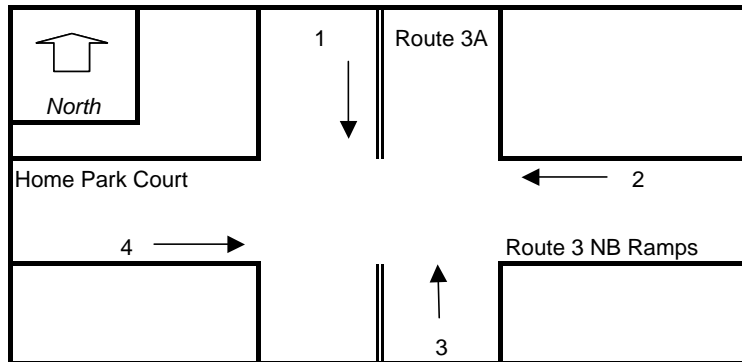
CITY/TOWN : Kingston COUNT DATE : 3/22/2007 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Main Street (Route 3A)
 MINOR STREET(S) : Route 3 NB Ramps / Home Park Court

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	3		
DIRECTION :	SB	WB	NB	WB		
VOLUMES (AM/PM) :	899	612	872	6		

*** Volumes adjusted to 2007 annual average levels*

" K " FACTOR : 0.09 APPROACH ADT : 26,544 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 10 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 3.33

CRASH RATE CALCULATION : 0.344 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-59.04%	Statewide Average:	Signalized	-60.45%
	Unsignalized	-41.69%		Unsignalized	-47.87%

**Route 3A @
Spring Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Cloudy

Board #: DB-400 (2)

Staff: KW

File Name : 145_Main&Spring_AM

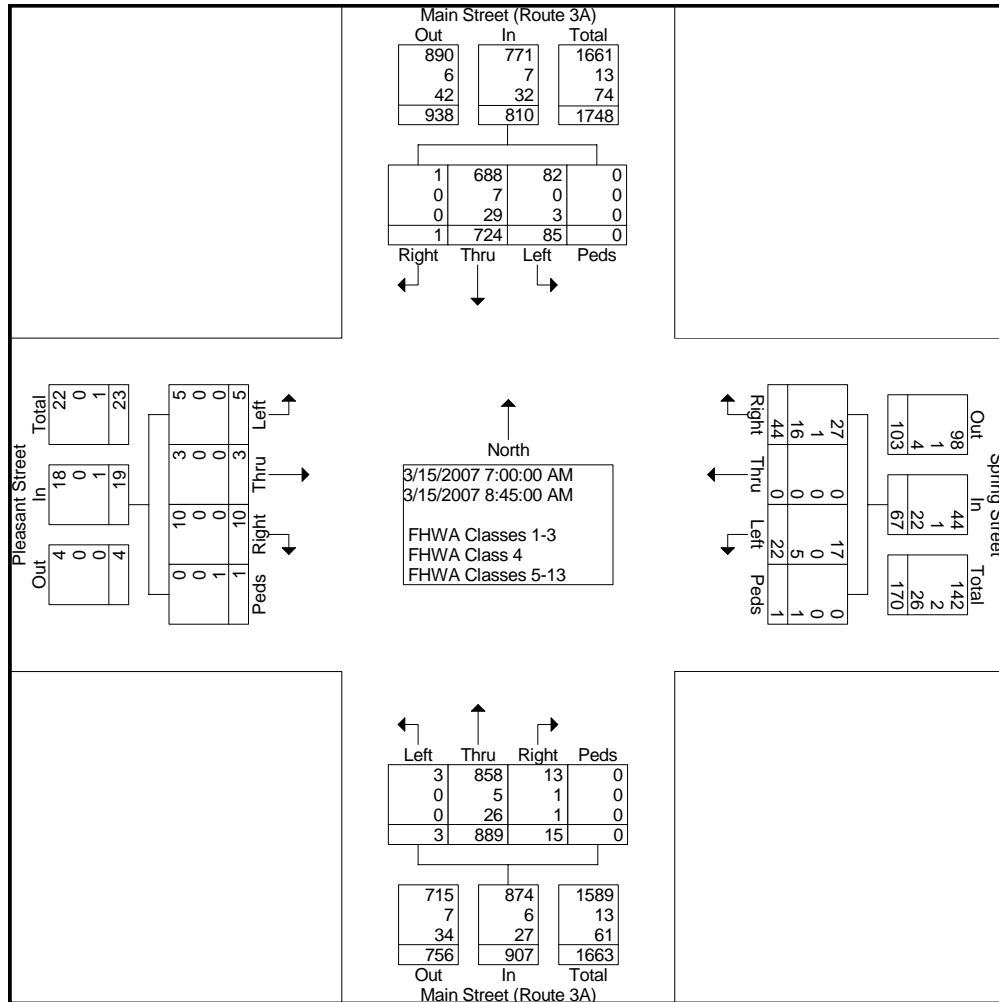
Site Code : 00000145

Start Date : 3/15/2007

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Main Street (Route 3A) Southbound					Spring Street Westbound					Main Street (Route 3A) Northbound					Pleasant Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	7	52	0	0	59	2	0	1	0	3	0	114	3	0	117	1	2	1	0	4	183
07:15 AM	14	65	0	0	79	4	0	11	1	16	0	106	1	0	107	0	0	0	0	0	202
07:30 AM	7	66	0	0	73	2	0	9	0	11	1	116	3	0	120	1	0	1	0	2	206
07:45 AM	19	71	0	0	90	2	0	4	0	6	0	93	2	0	95	0	0	0	1	1	192
Total	47	254	0	0	301	10	0	25	1	36	1	429	9	0	439	2	2	2	1	7	783
08:00 AM	16	96	0	0	112	3	0	5	0	8	0	127	3	0	130	0	1	1	0	2	252
08:15 AM	11	135	0	0	146	5	0	5	0	10	1	109	1	0	111	1	0	2	0	3	270
08:30 AM	4	116	1	0	121	3	0	4	0	7	1	117	2	0	120	1	0	0	0	1	249
08:45 AM	7	123	0	0	130	1	0	5	0	6	0	107	0	0	107	1	0	5	0	6	249
Total	38	470	1	0	509	12	0	19	0	31	2	460	6	0	468	3	1	8	0	12	1020
Grand Total	85	724	1	0	810	22	0	44	1	67	3	889	15	0	907	5	3	10	1	19	1803
Apprch %	10.5	89.4	0.1	0.0		32.8	0.0	65.7	1.5		0.3	98.0	1.7	0.0		26.3	15.8	52.6	5.3		
Total %	4.7	40.2	0.1	0.0	44.9	1.2	0.0	2.4	0.1	3.7	0.2	49.3	0.8	0.0	50.3	0.3	0.2	0.6	0.1	1.1	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Cloudy

Board #: DB-400 (2)

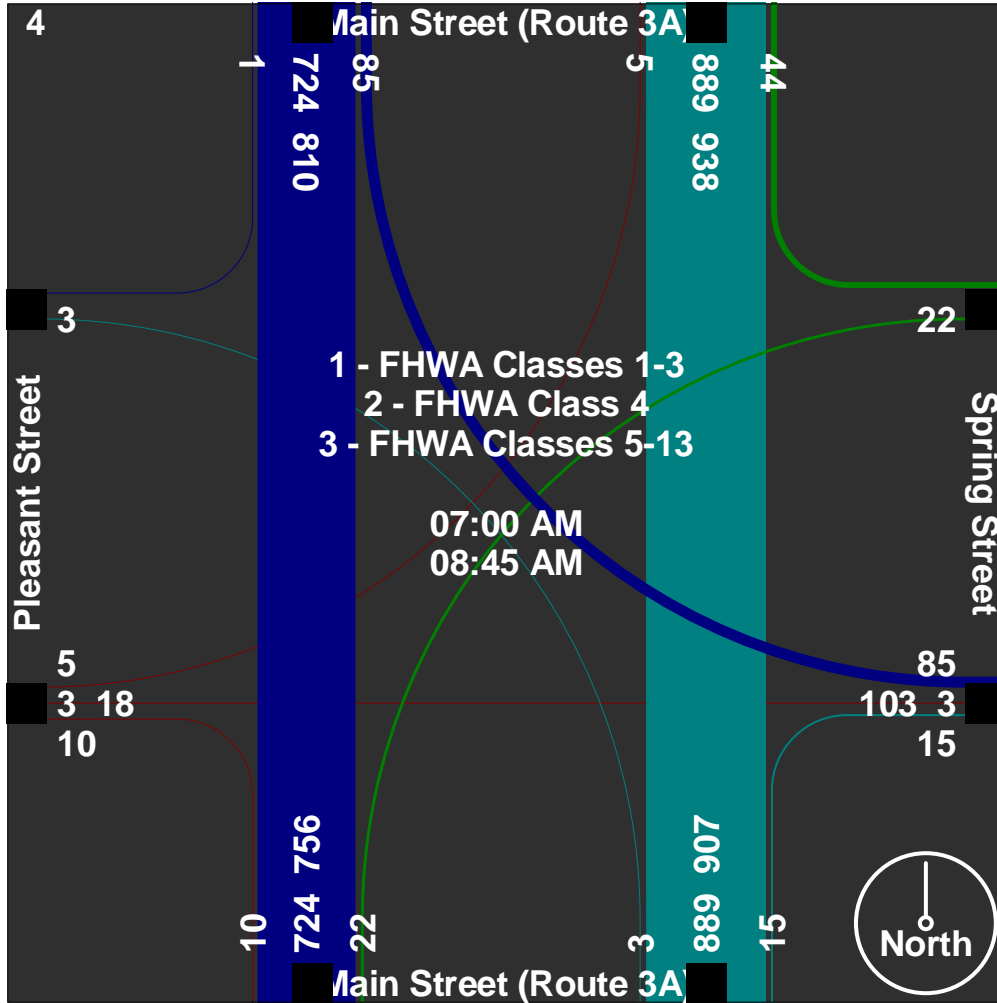
Staff: KW

File Name : 145_Main&Spring_AM

Site Code : 00000145

Start Date : 3/15/2007

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Cloudy

Board #: DB-400 (2)

Staff: KW

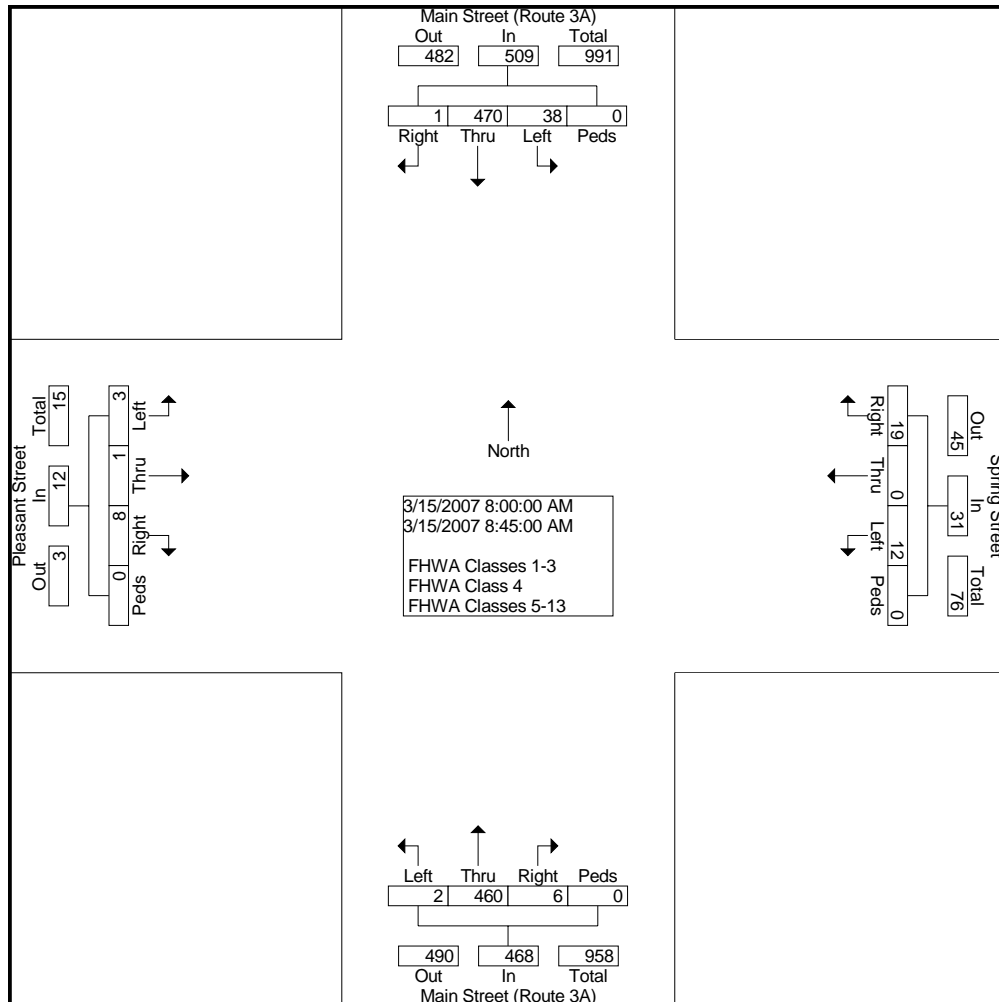
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Site Code : 00000145

Start Date : 3/15/2007

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Start Time	Main Street (Route 3A) Southbound					Spring Street Westbound					Main Street (Route 3A) Northbound					Pleasant Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	38	470	1	0	509	12	0	19	0	31	2	460	6	0	468	3	1	8	0	12	1020
Percent	7.5	92.3	0.2	0.0		38.7	0.0	61.3	0.0		0.4	98.3	1.3	0.0		25.0	8.3	66.7	0.0		
08:15																					
Volume	11	135	0	0	146	5	0	5	0	10	1	109	1	0	111	1	0	2	0	3	270
Peak Factor																					
High Int.	08:15 AM																				
Volume	11	135	0	0	146	5	0	5	0	10	0	127	3	0	130	1	0	5	0	6	0.944
Peak Factor	0.872										0.775					0.900					0.500



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Cloudy

Board #: DB-400 (2)

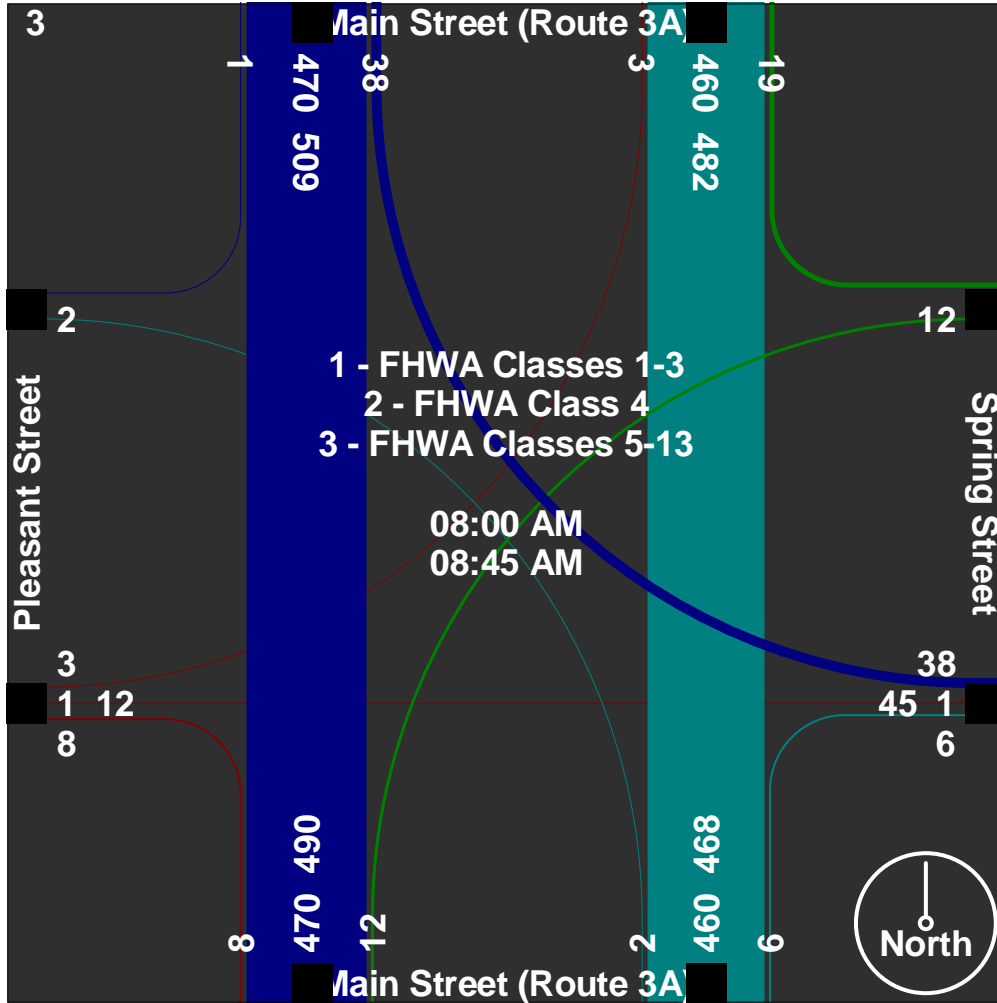
Staff: KW

File Name : 145_Main&Spring_AM

Site Code : 00000145

Start Date : 3/15/2007

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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (1)

Staff: KW

File Name : 145_Main&Spring_PM

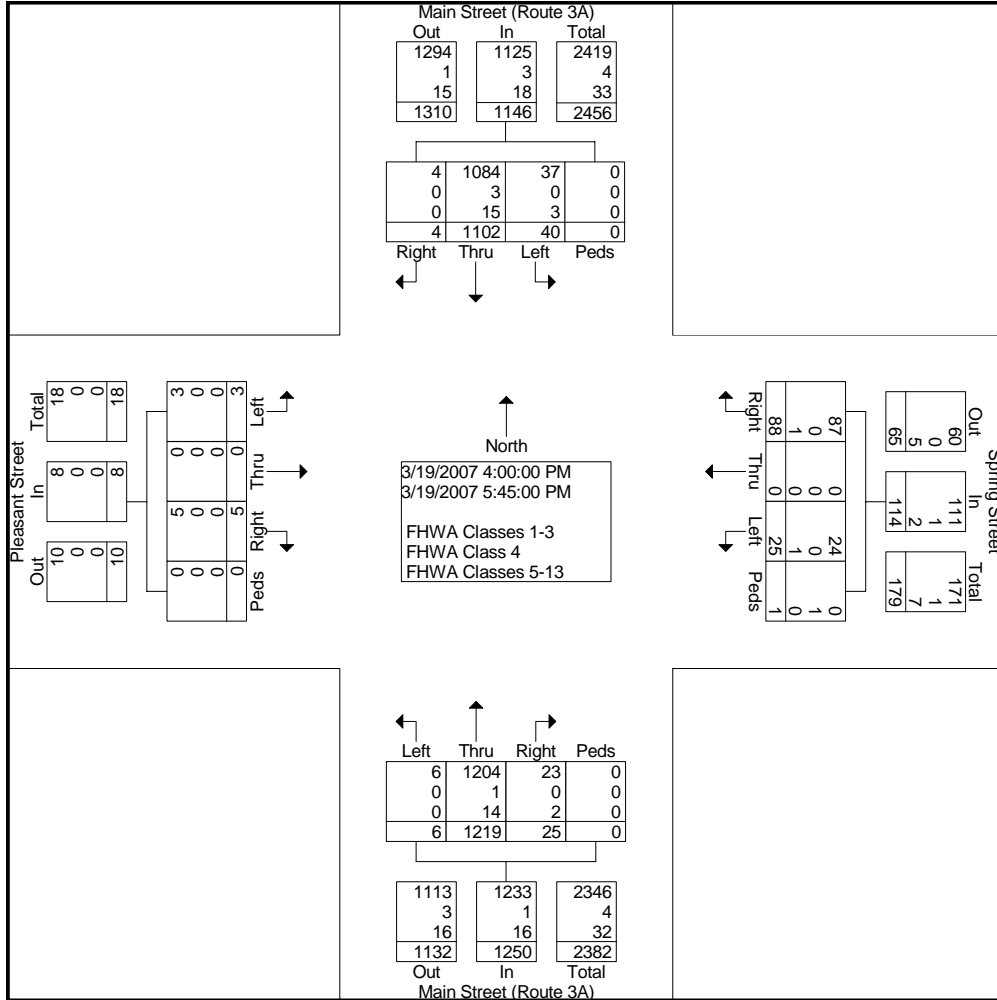
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Start Date : 3/19/2007

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Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Main Street (Route 3A) Southbound					Spring Street Westbound					Main Street (Route 3A) Northbound					Pleasant Street Eastbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
04:00 PM	5	130	1	0	136	7	0	8	1	16	0	164	2	0	166	0	0	0	0	0	0	318
04:15 PM	7	141	0	0	148	5	0	15	0	20	1	172	1	0	174	0	0	0	0	0	0	342
04:30 PM	5	152	1	0	158	1	0	11	0	12	1	160	4	0	165	0	0	0	0	0	0	335
04:45 PM	4	138	0	0	142	2	0	14	0	16	2	140	7	0	149	1	0	2	0	3	310	
Total	21	561	2	0	584	15	0	48	1	64	4	636	14	0	654	1	0	2	0	3	1305	
05:00 PM	1	116	0	0	117	2	0	17	0	19	0	136	7	0	143	0	0	0	0	0	0	279
05:15 PM	4	146	1	0	151	4	0	14	0	18	0	175	3	0	178	0	0	1	0	1	348	
05:30 PM	8	146	0	0	154	3	0	3	0	6	2	127	1	0	130	0	0	0	0	0	0	290
05:45 PM	6	133	1	0	140	1	0	6	0	7	0	145	0	0	145	2	0	2	0	4	296	
Total	19	541	2	0	562	10	0	40	0	50	2	583	11	0	596	2	0	3	0	5	1213	
Grand Total	40	1102	4	0	1146	25	0	88	1	114	6	1219	25	0	1250	3	0	5	0	8	2518	
Apprch %	3.5	96.2	0.3	0.0		21.9	0.0	77.2	0.9		0.5	97.5	2.0	0.0		37.5	0.0	62.5	0.0			
Total %	1.6	43.8	0.2	0.0	45.5	1.0	0.0	3.5	0.0	4.5	0.2	48.4	1.0	0.0	49.6	0.1	0.0	0.2	0.0	0.3		

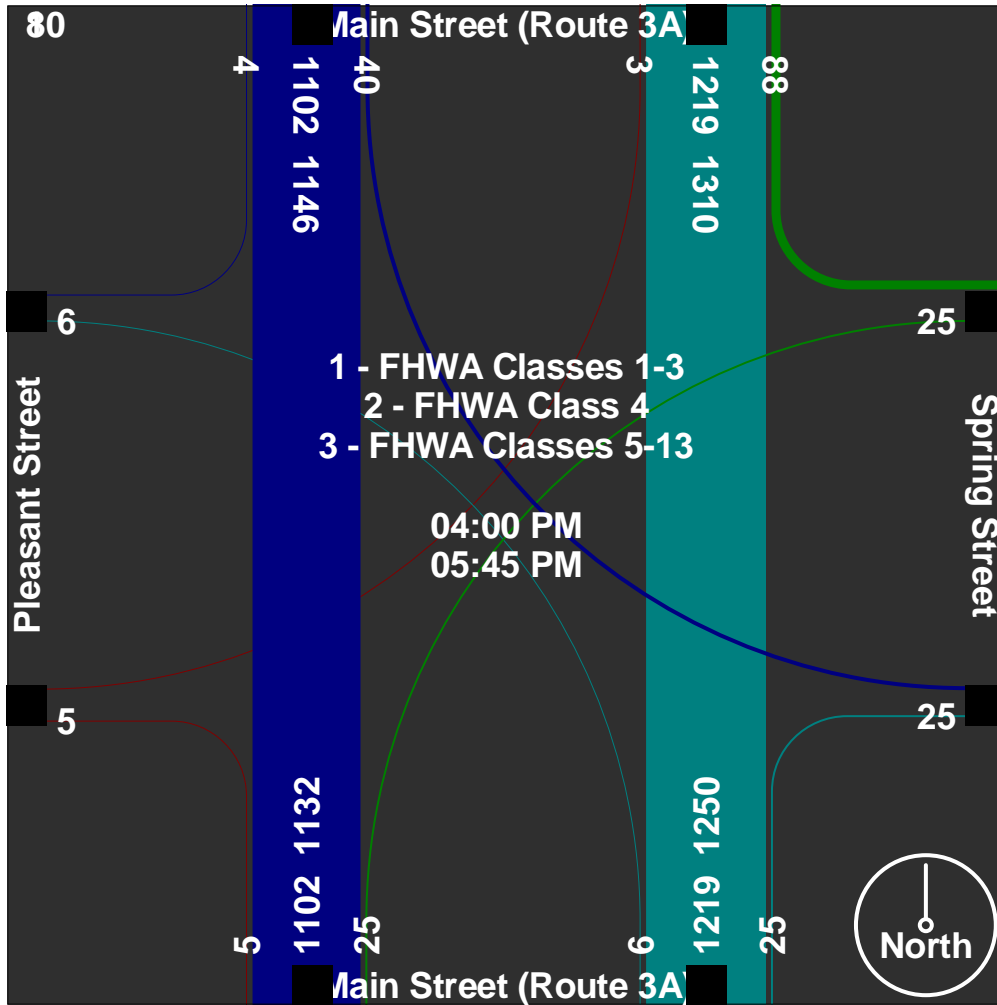


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Weather: Clear
Board #: DB-400 (1)
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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (1)

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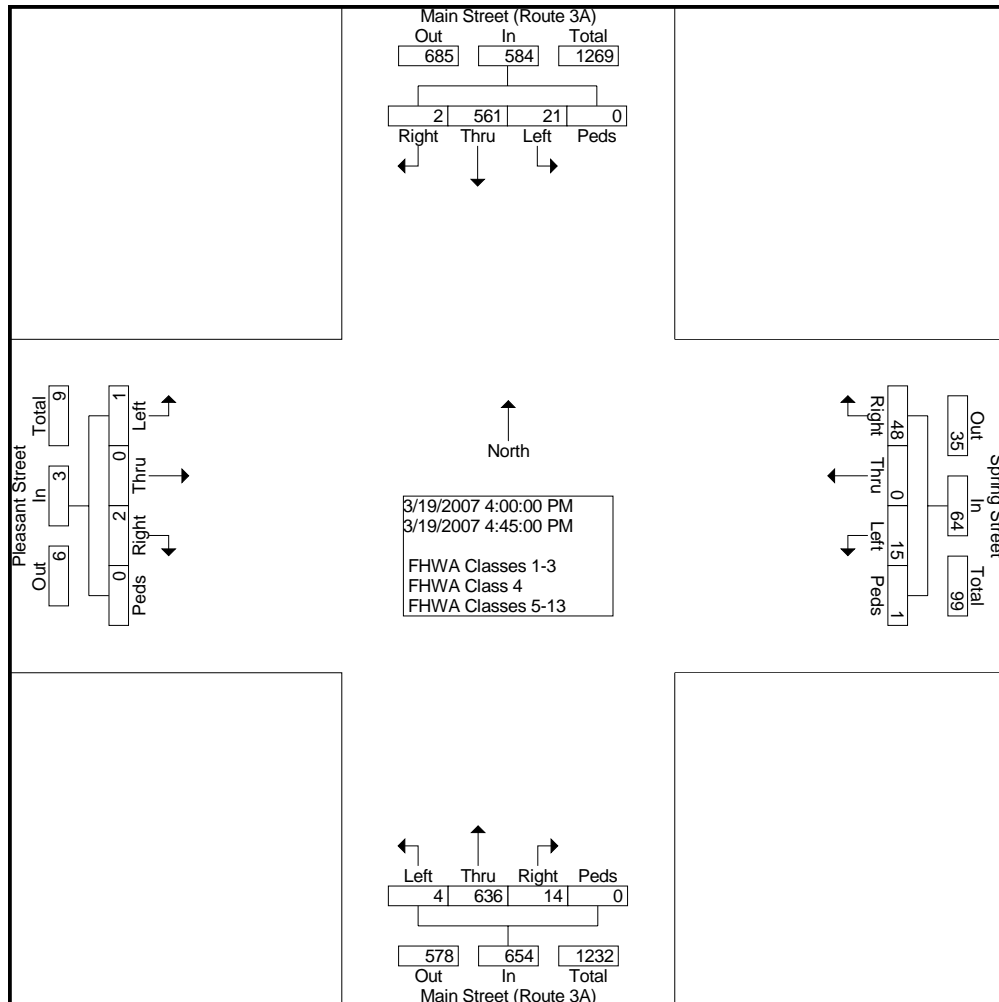
File Name : 145_Main&Spring_PM

Site Code : 00000145

Start Date : 3/19/2007

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Start Time	Main Street (Route 3A) Southbound					Spring Street Westbound					Main Street (Route 3A) Northbound					Pleasant Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	21	561	2	0	584	15	0	48	1	64	4	636	14	0	654	1	0	2	0	3	1305
Percent	3.6	96.1	0.3	0.0		23.4	0.0	75.0	1.6		0.6	97.2	2.1	0.0		33.3	0.0	66.7	0.0		
04:15																					
Volume	7	141	0	0	148	5	0	15	0	20	1	172	1	0	174	0	0	0	0	0	342
Peak Factor																					
High Int.	04:30 PM																				
Volume	5	152	1	0	158	04:15 PM					04:15 PM					04:45 PM					0.954
Peak Factor	0.924										0.800					0.940					0.250



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (1)

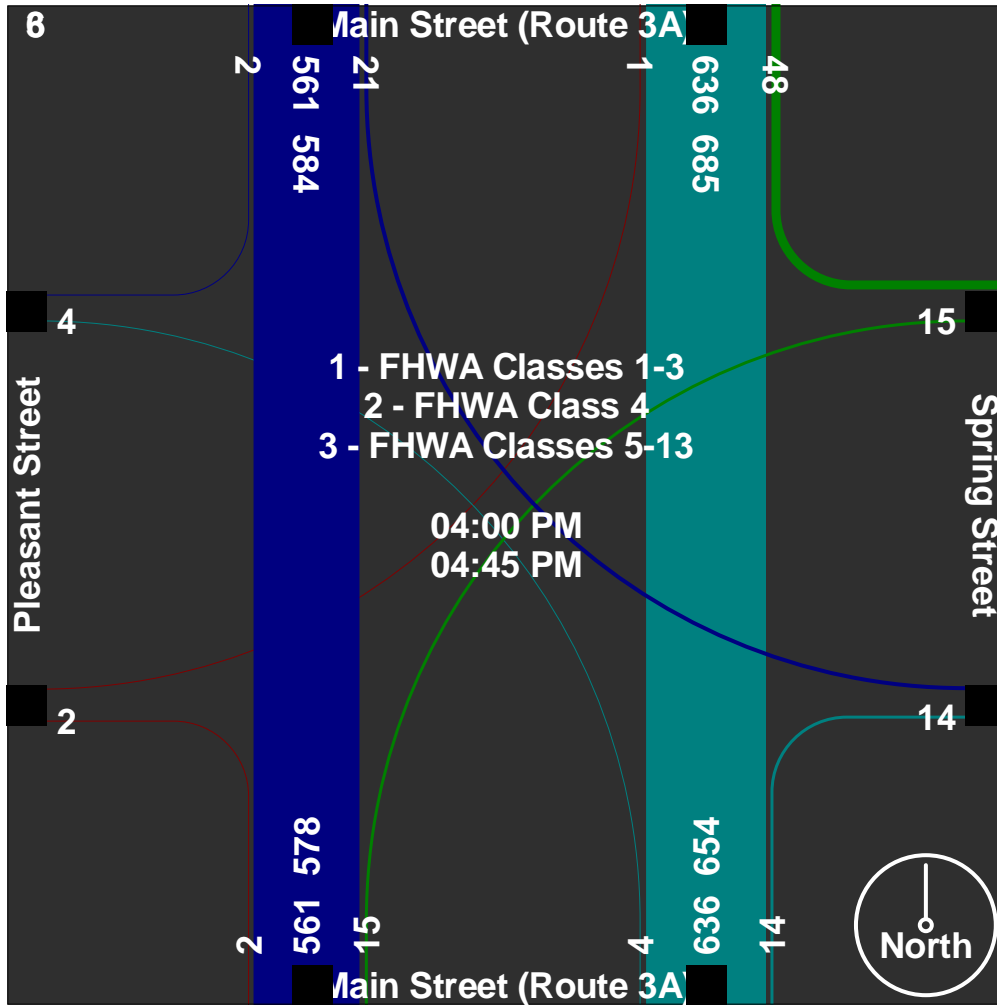
Staff: KW

File Name : 145_Main&Spring_PM

Site Code : 00000145

Start Date : 3/19/2007

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HCM Unsignalized Intersection Capacity Analysis
 18: Route 3A & Spring Street

Route 3A Corridor Study
 2007 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	21	555	1	2	543	7	3	1	9	14	0	22
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.50	0.50	0.50	0.78	0.78	0.78
Hourly flow rate (vph)	24	638	1	2	603	8	6	2	18	18	0	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	611			639			1327	1302	639	1317	1299	607
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	611			639			1327	1302	639	1317	1299	607
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			95	99	96	86	100	94
cM capacity (veh/h)	968			945			122	156	476	125	157	496

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	663	613	26	46
Volume Left	24	2	6	18
Volume Right	1	8	18	28
cSH	968	945	261	231
Volume to Capacity	0.02	0.00	0.10	0.20
Queue Length 95th (ft)	2	0	8	18
Control Delay (s)	0.7	0.1	20.3	24.5
Lane LOS	A	A	C	C
Approach Delay (s)	0.7	0.1	20.3	24.5
Approach LOS			C	C

Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 18: Route 3A & Spring Street

Route 3A Corridor Study
 2007 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	25	662	2	4	750	17	1	0	2	18	0	57
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.25	0.25	0.25	0.80	0.80	0.80
Hourly flow rate (vph)	27	720	2	4	798	18	4	0	8	22	0	71
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	816			722			1662	1599	721	1598	1592	807
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	816			722			1662	1599	721	1598	1592	807
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			93	100	98	72	100	81
cM capacity (veh/h)	812			880			61	102	428	82	103	381

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	749	820	12	94
Volume Left	27	4	4	22
Volume Right	2	18	8	71
cSH	812	880	143	203
Volume to Capacity	0.03	0.00	0.08	0.46
Queue Length 95th (ft)	3	0	7	55
Control Delay (s)	0.9	0.1	32.6	37.2
Lane LOS	A	A	D	E
Approach Delay (s)	0.9	0.1	32.6	37.2
Approach LOS			D	E

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 18: Route 3A & Spring Street

Route 3A Corridor Study
 2012 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	21	555	1	2	543	7	3	1	9	14	0	22
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.50	0.50	0.50	0.78	0.78	0.78
Hourly flow rate (vph)	26	676	1	2	640	8	6	2	19	19	0	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	648			677			1406	1380	677	1396	1377	644
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	648			677			1406	1380	677	1396	1377	644
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			94	98	96	83	100	94
cM capacity (veh/h)	938			914			107	140	453	110	141	473

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	703	650	28	49
Volume Left	26	2	6	19
Volume Right	1	8	19	30
cSH	938	914	236	207
Volume to Capacity	0.03	0.00	0.12	0.24
Queue Length 95th (ft)	2	0	10	22
Control Delay (s)	0.7	0.1	22.3	27.7
Lane LOS	A	A	C	D
Approach Delay (s)	0.7	0.1	22.3	27.7
Approach LOS			C	D

Intersection Summary			
Average Delay			1.8
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)			15

HCM Unsignalized Intersection Capacity Analysis
 18: Route 3A & Spring Street

Route 3A Corridor Study
 2012 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	25	662	2	4	750	17	1	0	2	18	0	57
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.25	0.25	0.25	0.80	0.80	0.80
Hourly flow rate (vph)	29	763	2	5	846	19	4	0	8	24	0	76
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	865			765			1761	1695	764	1694	1687	855
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	865			765			1761	1695	764	1694	1687	855
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			92	100	98	66	100	79
cM capacity (veh/h)	778			848			50	89	404	70	90	358

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	794	869	13	99
Volume Left	29	5	4	24
Volume Right	2	19	8	76
cSH	778	848	121	179
Volume to Capacity	0.04	0.01	0.11	0.55
Queue Length 95th (ft)	3	0	9	72
Control Delay (s)	1.0	0.1	38.3	47.5
Lane LOS	A	A	E	E
Approach Delay (s)	1.0	0.1	38.3	47.5
Approach LOS			E	E

Intersection Summary			
Average Delay		3.4	
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 18: Route 3A & Spring Street

Route 3A Corridor Study
 2020 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	21	555	1	2	543	7	3	1	9	14	0	22
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.50	0.50	0.50	0.78	0.78	0.78
Hourly flow rate (vph)	28	740	1	3	700	9	7	2	21	21	0	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	709			741			1539	1511	741	1528	1507	704
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	709			741			1539	1511	741	1528	1507	704
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			92	98	95	76	100	93
cM capacity (veh/h)	890			866			85	116	416	87	117	437

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	769	711	30	54
Volume Left	28	3	7	21
Volume Right	1	9	21	33
cSH	890	866	198	171
Volume to Capacity	0.03	0.00	0.15	0.31
Queue Length 95th (ft)	2	0	13	31
Control Delay (s)	0.8	0.1	26.4	35.4
Lane LOS	A	A	D	E
Approach Delay (s)	0.8	0.1	26.4	35.4
Approach LOS			D	E

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 18: Route 3A & Spring Street

Route 3A Corridor Study
 2020 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	25	662	2	4	750	17	1	0	2	18	0	57
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.25	0.25	0.25	0.80	0.80	0.80
Hourly flow rate (vph)	32	835	3	5	926	21	5	0	9	26	0	83
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	947			837			1928	1855	836	1854	1846	936
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	947			837			1928	1855	836	1854	1846	936
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			87	100	97	51	100	74
cM capacity (veh/h)	725			797			36	70	367	53	71	321

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	869	951	14	109
Volume Left	32	5	5	26
Volume Right	3	21	9	83
cSH	725	797	90	145
Volume to Capacity	0.04	0.01	0.15	0.75
Queue Length 95th (ft)	3	0	13	112
Control Delay (s)	1.2	0.2	52.1	80.7
Lane LOS	A	A	F	F
Approach Delay (s)	1.2	0.2	52.1	80.7
Approach LOS			F	F

Intersection Summary			
Average Delay		5.5	
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)		15	

MassHighway

CRASH RATE WORKSHEET

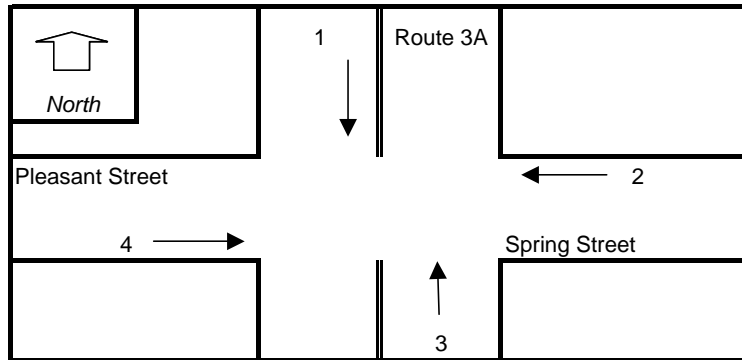
CITY/TOWN : Kingston COUNT DATE : 3/19/2007 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Main Street (Route 3A)
 MINOR STREET(S) : Spring Street / Pleasant Street

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	3		
DIRECTION :	SB	WB	NB	WB		
VOLUMES (AM/PM) :	689	74	772	3		

*** Volumes adjusted to 2007 annual average levels*

" K " FACTOR : 0.09 APPROACH ADT : 17,089 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 5 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 1.67

CRASH RATE CALCULATION : 0.267 RATE = $\frac{(A * 1,000,000)}{ADT * 365}$ (

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-68.19%	Statewide Average:	Signalized	-69.29%
	Unsignalized	-54.71%		Unsignalized	-59.51%

**Route 3A @
Howlands Lane**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 09/27/2005

Board #: DB-400 (2)

Staff: JC

File Name : 145_Main&Howlands_AM

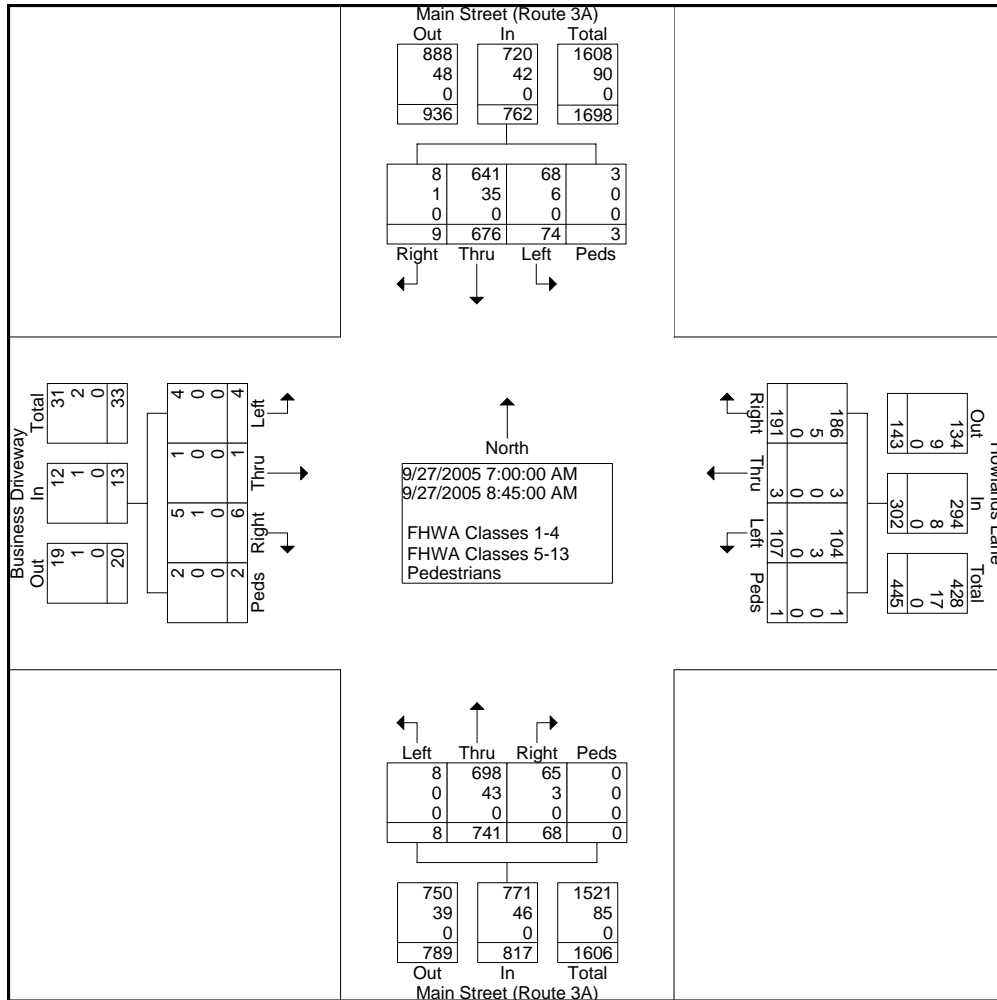
Site Code : 00000145

Start Date : 9/27/2005

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Main Street (Route 3A) Southbound					Howlands Lane Westbound					Main Street (Route 3A) Northbound					Business Driveway Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	6	63	1	0	70	12	0	36	0	48	0	95	2	0	97	0	0	0	0	0	215
07:15 AM	9	56	2	0	67	12	2	16	0	30	2	94	7	0	103	0	0	0	0	0	200
07:30 AM	9	67	0	0	76	10	0	30	1	41	1	89	7	0	97	0	0	2	0	2	216
07:45 AM	8	78	2	2	90	13	0	25	0	38	3	97	13	0	113	1	0	1	1	3	244
Total	32	264	5	2	303	47	2	107	1	157	6	375	29	0	410	1	0	3	1	5	875
08:00 AM	10	102	0	0	112	17	1	19	0	37	1	88	11	0	100	2	0	0	1	3	252
08:15 AM	10	106	1	1	118	15	0	32	0	47	1	91	6	0	98	1	0	0	0	1	264
08:30 AM	12	93	3	0	108	15	0	15	0	30	0	87	6	0	93	0	0	0	0	0	231
08:45 AM	10	111	0	0	121	13	0	18	0	31	0	100	16	0	116	0	1	3	0	4	272
Total	42	412	4	1	459	60	1	84	0	145	2	366	39	0	407	3	1	3	1	8	1019
Grand Total	74	676	9	3	762	107	3	191	1	302	8	741	68	0	817	4	1	6	2	13	1894
Apprch %	9.7	88.7	1.2	0.4		35.4	1.0	63.2	0.3		1.0	90.7	8.3	0.0		30.8	7.7	46.2	15.4		
Total %	3.9	35.7	0.5	0.2	40.2	5.6	0.2	10.1	0.1	15.9	0.4	39.1	3.6	0.0	43.1	0.2	0.1	0.3	0.1	0.7	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 09/27/2005

Board #: DB-400 (2)

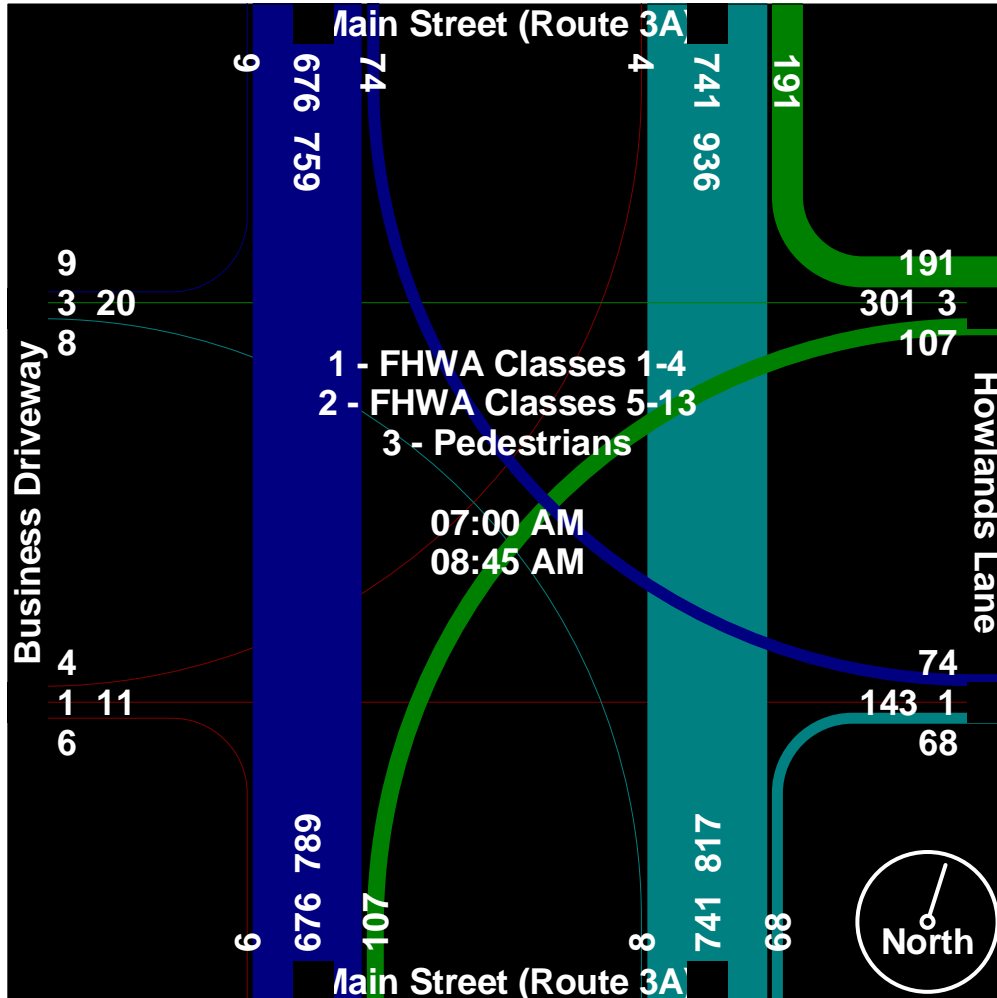
Staff: JC

File Name : 145_Main&Howlands_AM

Site Code : 00000145

Start Date : 9/27/2005

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 09/27/2005

Board #: DB-400 (2)

Staff: JC

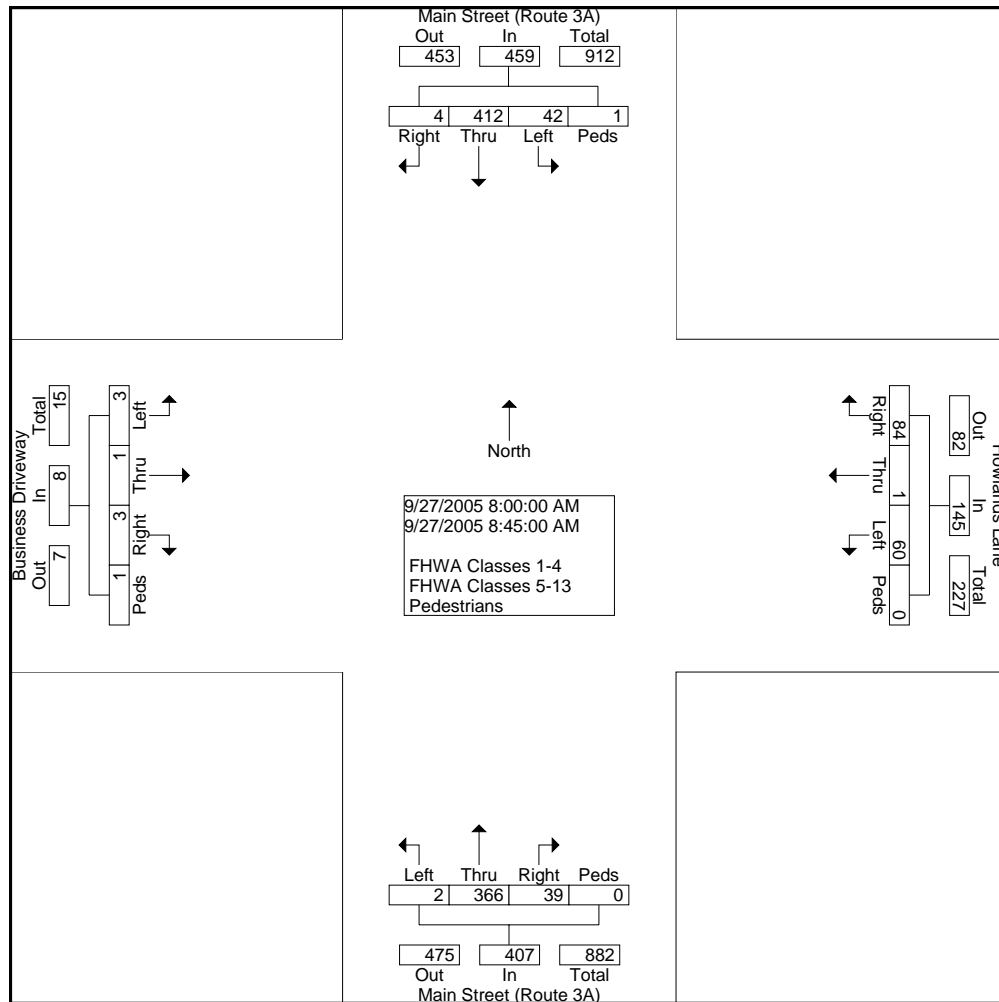
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Site Code : 00000145

Start Date : 9/27/2005

Page No : 3

Start Time	Main Street (Route 3A) Southbound					Howlands Lane Westbound					Main Street (Route 3A) Northbound					Business Driveway Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	42	412	4	1	459	60	1	84	0	145	2	366	39	0	407	3	1	3	1	8	1019
Percent	9.2	89.8	0.9	0.2		41.4	0.7	57.9	0.0		0.5	89.9	9.6	0.0		37.5	12.5	37.5	12.5		
08:45																					
Volume	10	111	0	0	121	13	0	18	0	31	0	100	16	0	116	0	1	3	0	4	272
Peak Factor																					
High Int.	08:45 AM																				
Volume	10	111	0	0	121	15	0	32	0	47	0	100	16	0	116	0	1	3	0	4	0.937
Peak Factor	0.948					0.771					0.877					0.500					



Old Colony Planning Council

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508-583-1833

Community: Kingston

Date: 09/27/2005

Board #: DB-400 (2)

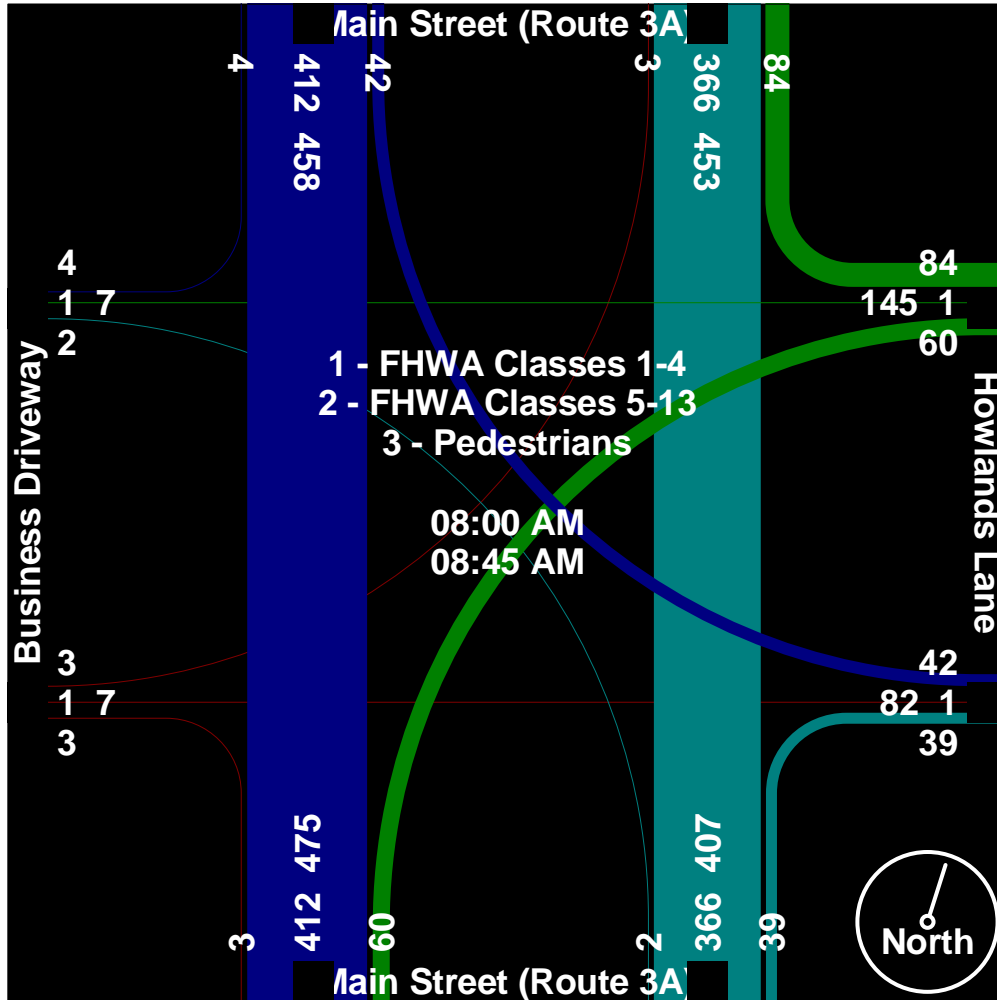
Staff: JC

File Name : 145_Main&Howlands_AM

Site Code : 00000145

Start Date : 9/27/2005

Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 6/8/06

Board #: DB-400 (1)

Staff: EC

File Name : 145_Main&Howlands_PM

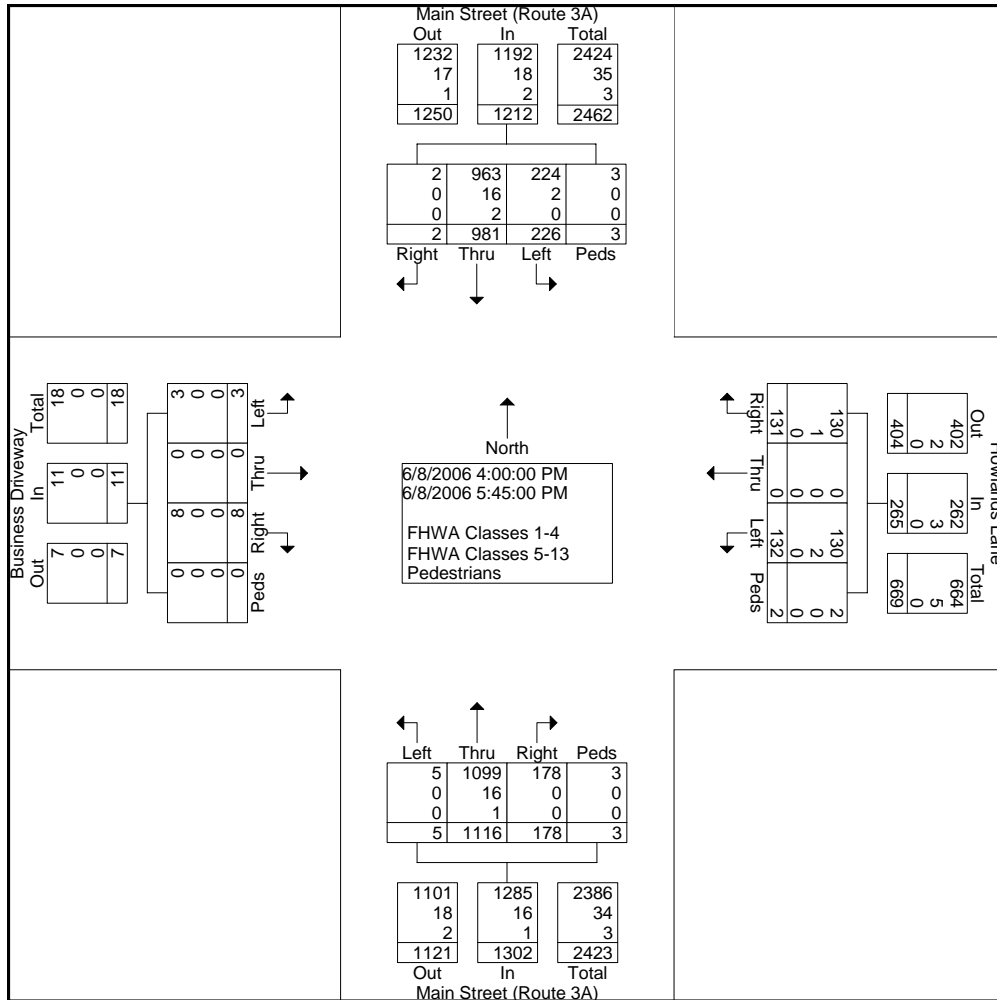
Site Code : 00000145

Start Date : 6/8/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Main Street (Route 3A) Southbound					Howlands Lane Westbound					Main Street (Route 3A) Northbound					Business Driveway Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	25	97	0	1	123	20	0	15	1	36	0	141	19	1	161	2	0	1	0	3	323
04:15 PM	30	125	0	0	155	16	0	17	1	34	1	137	27	0	165	0	0	1	0	1	355
04:30 PM	24	122	0	2	148	17	0	26	0	43	3	148	29	0	180	0	0	3	0	3	374
04:45 PM	25	143	0	0	168	23	0	17	0	40	0	133	25	0	158	0	0	0	0	0	366
Total	104	487	0	3	594	76	0	75	2	153	4	559	100	1	664	2	0	5	0	7	1418
05:00 PM	37	124	0	0	161	9	0	19	0	28	0	144	22	1	167	1	0	0	0	1	357
05:15 PM	29	128	1	0	158	18	0	12	0	30	1	161	14	0	176	0	0	2	0	2	366
05:30 PM	22	117	0	0	139	11	0	15	0	26	0	127	26	1	154	0	0	0	0	0	319
05:45 PM	34	125	1	0	160	18	0	10	0	28	0	125	16	0	141	0	0	1	0	1	330
Total	122	494	2	0	618	56	0	56	0	112	1	557	78	2	638	1	0	3	0	4	1372
Grand Total	226	981	2	3	1212	132	0	131	2	265	5	1116	178	3	1302	3	0	8	0	11	2790
Apprch %	18.6	80.9	0.2	0.2		49.8	0.0	49.4	0.8		0.4	85.7	13.7	0.2		27.3	0.0	72.7	0.0		
Total %	8.1	35.2	0.1	0.1	43.4	4.7	0.0	4.7	0.1	9.5	0.2	40.0	6.4	0.1	46.7	0.1	0.0	0.3	0.0	0.4	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

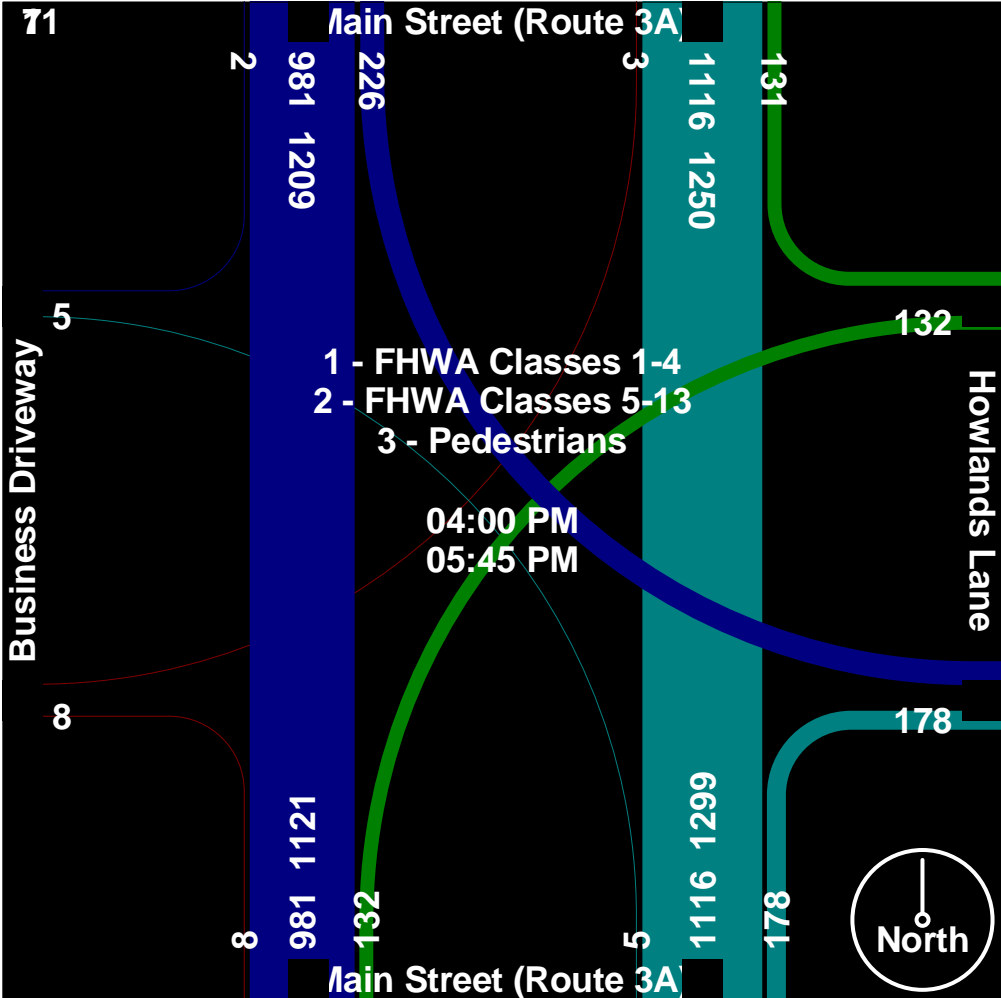
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Site Code : 00000145

Start Date : 6/8/2006

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Community: Kingston
Date: 6/8/06
Board #: DB-400 (1)
Staff: EC



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 6/8/06

Board #: DB-400 (1)

Staff: EC

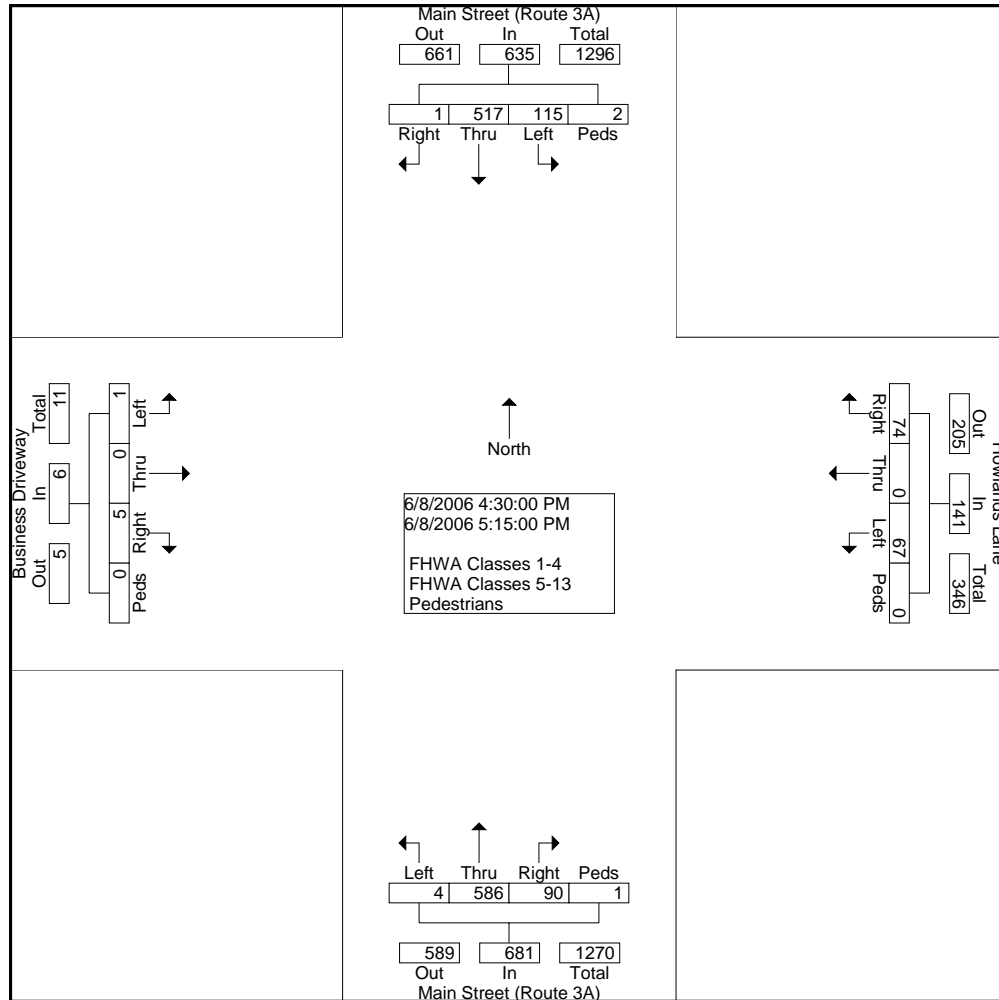
File Name : 145_Main&Howlands_PM

Site Code : 00000145

Start Date : 6/8/2006

Page No : 3

Start Time	Main Street (Route 3A) Southbound					Howlands Lane Westbound					Main Street (Route 3A) Northbound					Business Driveway Eastbound					Int. Total				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Intersection	04:30 PM																								
Volume	115	517	1	2	635	67	0	74	0	141	4	586	90	1	681	1	0	5	0	6	1463				
Percent	18.1	81.4	0.2	0.3		47.5	0.0	52.5	0.0		0.6	86.0	13.2	0.1		16.7	0.0	83.3	0.0						
04:30 Volume	24	122	0	2	148	17	0	26	0	43	3	148	29	0	180	0	0	3	0	3	374				
Peak Factor																					0.978				
High Int.	04:45 PM																								
Volume	25	143	0	0	168	04:30 PM					04:30 PM					04:30 PM									
Peak Factor	0.945										0.820					0.946					0.500				



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 6/8/06

Board #: DB-400 (1)

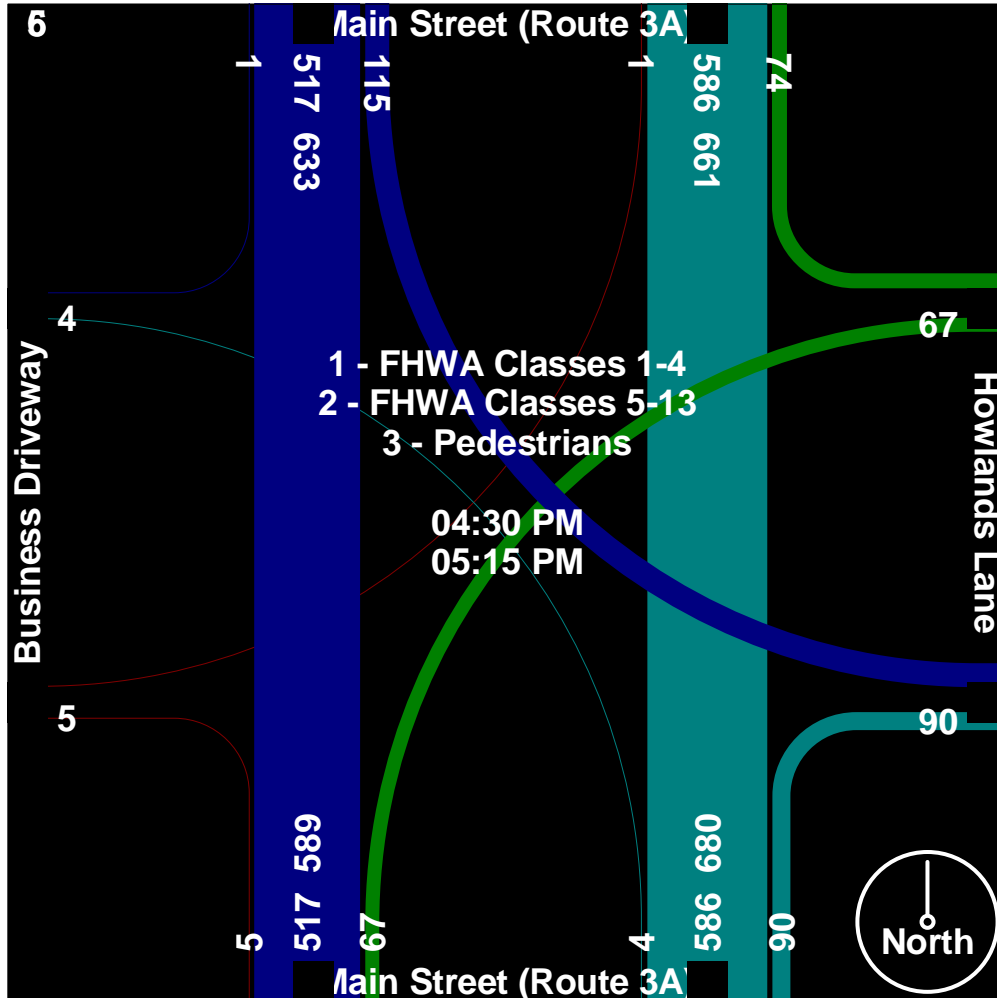
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File Name : 145_Main&Howlands_PM

Site Code : 00000145

Start Date : 6/8/2006

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HCM Unsignalized Intersection Capacity Analysis
 3: Howlands Lane & Main Street

Route 3A Corridor Study
 2007 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	1	3	56	1	78	2	340	36	39	393	4
Peak Hour Factor	0.50	0.50	0.50	0.77	0.77	0.77	0.88	0.88	0.88	0.95	0.95	0.95
Hourly flow rate (vph)	6	2	6	74	1	103	2	394	42	42	422	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1031	948	424	935	930	415	426			436		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1031	948	424	935	930	415	426			436		
tC, single (s)	7.1	6.5	6.4	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.5	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	96	99	99	68	99	84	100			96		
cM capacity (veh/h)	172	252	593	233	259	637	1144			1093		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	179	438	468
Volume Left	6	74	2	42
Volume Right	6	103	42	4
cSH	265	369	1144	1093
Volume to Capacity	0.05	0.49	0.00	0.04
Queue Length 95th (ft)	4	64	0	3
Control Delay (s)	19.4	23.6	0.1	1.1
Lane LOS	C	C	A	A
Approach Delay (s)	19.4	23.6	0.1	1.1
Approach LOS	C	C		

Intersection Summary			
Average Delay		4.6	
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
3: Howlands Lane & Main Street

Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	5	58	0	64	4	504	77	99	445	1
Peak Hour Factor	0.50	0.50	0.50	0.82	0.82	0.82	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	0	10	71	0	79	4	536	82	105	473	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None		None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1348	1310	474	1280	1270	577	474			618		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1348	1310	474	1280	1270	577	474			618		
tC, single (s)	7.1	6.5	6.4	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.5	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	98	100	98	44	100	85	100			89		
cM capacity (veh/h)	100	142	555	127	150	516	1098			934		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	12	150	622	579
Volume Left	2	71	4	105
Volume Right	10	79	82	1
cSH	315	210	1098	934
Volume to Capacity	0.04	0.71	0.00	0.11
Queue Length 95th (ft)	3	116	0	9
Control Delay (s)	16.9	56.1	0.1	2.9
Lane LOS	C	F	A	A
Approach Delay (s)	16.9	56.1	0.1	2.9
Approach LOS	C	F		

Intersection Summary			
Average Delay		7.6	
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Howlands Lane & Main Street

Route 3A Corridor Study
 2012 AM Peak Hour LOS



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	1	3	56	1	78	2	340	36	39	393	4
Peak Hour Factor	0.50	0.50	0.50	0.77	0.77	0.77	0.88	0.88	0.88	0.95	0.95	0.95
Hourly flow rate (vph)	6	2	6	79	1	109	2	417	44	44	447	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1092	1004	449	990	984	439	451			461		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1092	1004	449	990	984	439	451			461		
tC, single (s)	7.1	6.5	6.4	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.5	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	96	99	99	63	99	82	100			96		
cM capacity (veh/h)	153	233	574	213	239	618	1120			1069		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	15	189	464	496
Volume Left	6	79	2	44
Volume Right	6	109	44	5
cSH	241	343	1120	1069
Volume to Capacity	0.06	0.55	0.00	0.04
Queue Length 95th (ft)	5	79	0	3
Control Delay (s)	21.0	27.6	0.1	1.2
Lane LOS	C	D	A	A
Approach Delay (s)	21.0	27.6	0.1	1.2
Approach LOS	C	D		

Intersection Summary			
Average Delay		5.3	
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Howlands Lane & Main Street

Route 3A Corridor Study
 2012 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	5	58	0	64	4	504	77	99	445	1
Peak Hour Factor	0.50	0.50	0.50	0.82	0.82	0.82	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	0	11	76	0	84	5	568	87	112	501	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1428	1388	502	1356	1345	611	502			654		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1428	1388	502	1356	1345	611	502			654		
tC, single (s)	7.1	6.5	6.4	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.5	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	97	100	98	32	100	83	100			88		
cM capacity (veh/h)	85	126	535	111	133	494	1072			905		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	159	659	614								
Volume Left	2	76	5	112								
Volume Right	11	84	87	1								
cSH	285	188	1072	905								
Volume to Capacity	0.05	0.85	0.00	0.12								
Queue Length 95th (ft)	4	154	0	10								
Control Delay (s)	18.2	82.3	0.1	3.1								
Lane LOS	C	F	A	A								
Approach Delay (s)	18.2	82.3	0.1	3.1								
Approach LOS	C	F										
Intersection Summary												
Average Delay			10.6									
Intersection Capacity Utilization			88.9%		ICU Level of Service					E		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
3: Howlands Lane & Main Street

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	1	3	56	1	78	2	340	36	39	393	4
Peak Hour Factor	0.50	0.50	0.50	0.77	0.77	0.77	0.88	0.88	0.88	0.95	0.95	0.95
Hourly flow rate (vph)	7	2	7	87	2	121	3	460	49	49	492	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1203	1106	495	1090	1085	484	497			508		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1203	1106	495	1090	1085	484	497			508		
tC, single (s)	7.1	6.5	6.4	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.5	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	94	99	99	52	99	79	100			95		
cM capacity (veh/h)	123	202	540	180	208	583	1077			1026		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	209	511	546
Volume Left	7	87	3	49
Volume Right	7	121	49	5
cSH	201	300	1077	1026
Volume to Capacity	0.08	0.69	0.00	0.05
Queue Length 95th (ft)	7	120	0	4
Control Delay (s)	24.5	40.3	0.1	1.3
Lane LOS	C	E	A	A
Approach Delay (s)	24.5	40.3	0.1	1.3
Approach LOS	C	E		

Intersection Summary			
Average Delay		7.5	
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Howlands Lane & Main Street

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	0	5	58	0	64	4	504	77	99	445	1
Peak Hour Factor	0.50	0.50	0.50	0.82	0.82	0.82	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	0	12	83	0	92	5	626	96	123	553	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1575	1531	553	1495	1484	674	554			722		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1575	1531	553	1495	1484	674	554			722		
tC, single (s)	7.1	6.5	6.4	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.5	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	96	100	98	4	100	80	100			86		
cM capacity (veh/h)	64	101	499	87	107	455	1026			853		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	176	727	677
Volume Left	2	83	5	123
Volume Right	12	92	96	1
cSH	233	151	1026	853
Volume to Capacity	0.06	1.16	0.00	0.14
Queue Length 95th (ft)	5	244	0	13
Control Delay (s)	21.4	182.1	0.1	3.5
Lane LOS	C	F	A	A
Approach Delay (s)	21.4	182.1	0.1	3.5
Approach LOS	C	F		

Intersection Summary			
Average Delay		21.8	
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
3: Howlands Lane & Main Street

Route 3A Corridor Study
2012 AM Peak Hour LOS - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.94			0.92			0.99			1.00	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1614			1676			1773			1794	
Flt Permitted		0.89			0.86			1.00			0.94	
Satd. Flow (perm)		1467			1468			1771			1699	
Volume (vph)	3	1	3	56	1	78	2	340	36	39	393	4
Peak-hour factor, PHF	0.50	0.50	0.50	0.77	0.77	0.77	0.88	0.88	0.88	0.95	0.95	0.95
Growth Factor (vph)	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	6	2	6	79	1	109	2	417	44	44	447	5
RTOR Reduction (vph)	0	5	0	0	93	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	9	0	0	96	0	0	458	0	0	496	0
Heavy Vehicles (%)	0%	0%	20%	3%	0%	2%	0%	6%	4%	8%	5%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.3			7.3			34.7			34.7	
Effective Green, g (s)		7.3			7.3			34.7			34.7	
Actuated g/C Ratio		0.15			0.15			0.69			0.69	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		214			214			1229			1179	
v/s Ratio Prot												
v/s Ratio Perm		0.01			0.07			0.26			0.29	
v/c Ratio		0.04			0.45			0.37			0.42	
Uniform Delay, d1		18.3			19.5			3.2			3.3	
Progression Factor		1.00			1.00			0.64			1.00	
Incremental Delay, d2		0.1			1.5			0.8			1.1	
Delay (s)		18.4			21.0			2.9			4.4	
Level of Service		B			C			A			A	
Approach Delay (s)		18.4			21.0			2.9			4.4	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM Average Control Delay			6.7									A
HCM Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			50.0								8.0	
Intersection Capacity Utilization			67.6%									C
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: Howlands Lane & Main Street

Route 3A Corridor Study
2012 PM Peak Hour LOS - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.89			0.93			0.98			1.00	
Flt Protected		0.99			0.98			1.00			0.99	
Satd. Flow (prot)		1428			1683			1765			1783	
Flt Permitted		0.97			0.84			1.00			0.81	
Satd. Flow (perm)		1394			1451			1760			1456	
Volume (vph)	1	0	5	58	0	64	4	504	77	99	445	1
Peak-hour factor, PHF	0.50	0.50	0.50	0.82	0.82	0.82	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	2	0	11	76	0	84	5	568	87	112	501	1
RTOR Reduction (vph)	0	10	0	0	73	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	3	0	0	87	0	0	654	0	0	614	0
Heavy Vehicles (%)	0%	0%	20%	3%	0%	2%	0%	6%	4%	8%	5%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.7			7.7			44.3			44.3	
Effective Green, g (s)		7.7			7.7			44.3			44.3	
Actuated g/C Ratio		0.13			0.13			0.74			0.74	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		179			186			1299			1075	
v/s Ratio Prot												
v/s Ratio Perm		0.00			0.06			0.37			0.42	
v/c Ratio		0.02			0.47			0.50			0.57	
Uniform Delay, d1		22.8			24.2			3.3			3.6	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.0			1.8			1.4			2.2	
Delay (s)		22.9			26.1			4.7			5.8	
Level of Service		C			C			A			A	
Approach Delay (s)		22.9			26.1			4.7			5.8	
Approach LOS		C			C			A			A	

Intersection Summary

HCM Average Control Delay	7.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Howlands Lane & Main Street

Route 3A Corridor Study
2020 AM Peak Hour LOS - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.94			0.92			0.99			1.00	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1609			1676			1773			1794	
Flt Permitted		0.87			0.86			1.00			0.94	
Satd. Flow (perm)		1434			1469			1770			1685	
Volume (vph)	3	1	3	56	1	78	2	340	36	39	393	4
Peak-hour factor, PHF	0.50	0.50	0.50	0.77	0.77	0.77	0.88	0.88	0.88	0.95	0.95	0.95
Growth Factor (vph)	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%
Adj. Flow (vph)	7	2	7	87	2	121	3	460	49	49	492	5
RTOR Reduction (vph)	0	6	0	0	103	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	10	0	0	107	0	0	507	0	0	546	0
Heavy Vehicles (%)	0%	0%	20%	3%	0%	2%	0%	6%	4%	8%	5%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.6			7.6			34.4			34.4	
Effective Green, g (s)		7.6			7.6			34.4			34.4	
Actuated g/C Ratio		0.15			0.15			0.69			0.69	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		218			223			1218			1159	
v/s Ratio Prot												
v/s Ratio Perm		0.01			0.07			0.29			0.32	
v/c Ratio		0.05			0.48			0.42			0.47	
Uniform Delay, d1		18.1			19.4			3.4			3.6	
Progression Factor		1.00			1.00			0.58			1.00	
Incremental Delay, d2		0.1			1.6			1.0			1.4	
Delay (s)		18.2			21.0			3.0			5.0	
Level of Service		B			C			A			A	
Approach Delay (s)		18.2			21.0			3.0			5.0	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM Average Control Delay			7.0									A
HCM Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			50.0								8.0	
Intersection Capacity Utilization			73.5%									D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: Howlands Lane & Main Street

Route 3A Corridor Study
2020 PM Peak Hour LOS - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.88			0.93			0.98			1.00	
Flt Protected		0.99			0.98			1.00			0.99	
Satd. Flow (prot)		1424			1683			1765			1783	
Flt Permitted		0.97			0.84			1.00			0.79	
Satd. Flow (perm)		1390			1450			1760			1420	
Volume (vph)	1	0	5	58	0	64	4	504	77	99	445	1
Peak-hour factor, PHF	0.50	0.50	0.50	0.82	0.82	0.82	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	2	0	12	83	0	92	5	626	96	123	553	1
RTOR Reduction (vph)	0	10	0	0	79	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	96	0	0	721	0	0	677	0
Heavy Vehicles (%)	0%	0%	20%	3%	0%	2%	0%	6%	4%	8%	5%	10%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		8.0			8.0			44.0			44.0	
Effective Green, g (s)		8.0			8.0			44.0			44.0	
Actuated g/C Ratio		0.13			0.13			0.73			0.73	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		185			193			1291			1041	
v/s Ratio Prot												
v/s Ratio Perm		0.00			0.07			0.41			0.48	
v/c Ratio		0.02			0.50			0.56			0.65	
Uniform Delay, d1		22.6			24.1			3.6			4.1	
Progression Factor		1.00			1.00			0.59			1.00	
Incremental Delay, d2		0.0			2.0			1.6			3.2	
Delay (s)		22.6			26.2			3.7			7.2	
Level of Service		C			C			A			A	
Approach Delay (s)		22.6			26.2			3.7			7.2	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	7.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

MassHighway

CRASH RATE WORKSHEET

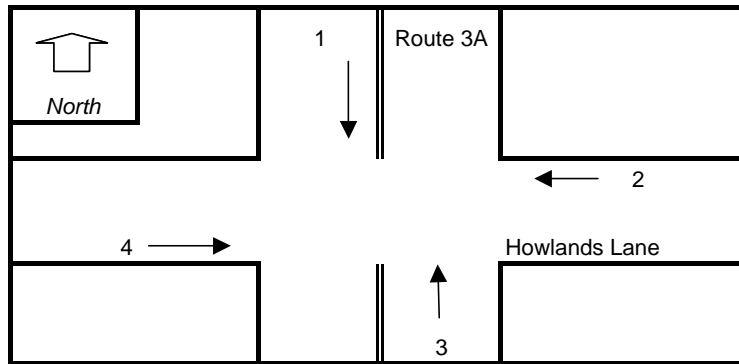
CITY/TOWN : Kingston COUNT DATE : 6/8/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Main Street
 MINOR STREET(S) : Howlands Lane

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	546	121	586	6		

*** Volumes adjusted to 2007 annual average levels*

" K " FACTOR : 0.09 APPROACH ADT : 13,989 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 16 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 5.33

CRASH RATE CALCULATION : 1.045 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	24.35%	Statewide Average: Signalized	20.06%
Unsignalized	77.04%	Unsignalized	58.26%

**Route 3A @
Crescent Street (Northern End)**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 10/05/2005

Board #: TDC-8 (3)

Staff: JC

File Name : 145_Main&Crescent_north_AM

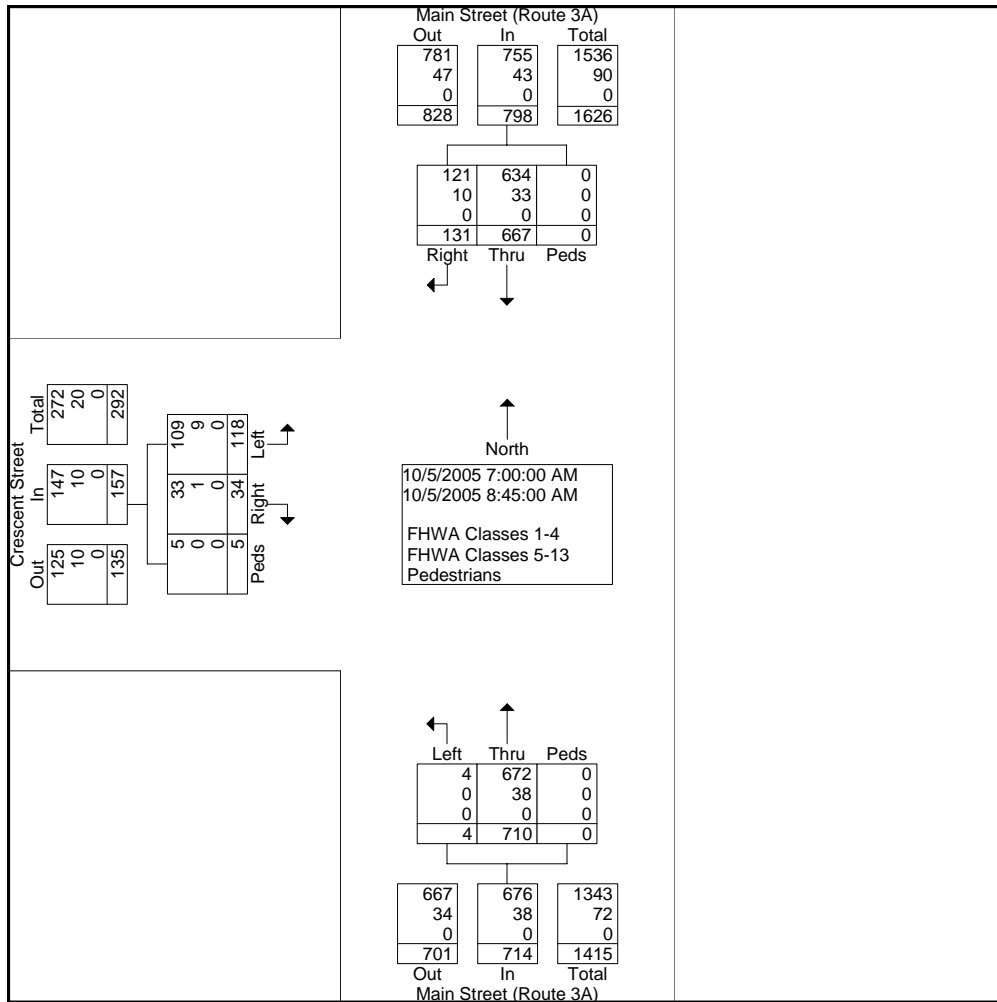
Site Code : 00000145

Start Date : 10/5/2005

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Main Street (Route 3A) Southbound					Main Street (Route 3A) Northbound					Crescent Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	55	9	0	64	0	80	0	0	80	14	0	3	0	17	161
07:15 AM	0	78	19	0	97	3	84	0	0	87	14	0	6	1	21	205
07:30 AM	0	69	14	0	83	0	73	0	0	73	21	0	4	2	27	183
07:45 AM	0	74	17	0	91	1	100	0	0	101	7	0	3	1	11	203
Total	0	276	59	0	335	4	337	0	0	341	56	0	16	4	76	752
08:00 AM	0	77	15	0	92	0	83	0	0	83	17	0	8	1	26	201
08:15 AM	0	114	17	0	131	0	96	0	0	96	20	0	5	0	25	252
08:30 AM	0	94	18	0	112	0	104	0	0	104	11	0	2	0	13	229
08:45 AM	0	106	22	0	128	0	90	0	0	90	14	0	3	0	17	235
Total	0	391	72	0	463	0	373	0	0	373	62	0	18	1	81	917
Grand Total	0	667	131	0	798	4	710	0	0	714	118	0	34	5	157	1669
Apprch %	0.0	83.6	16.4	0.0		0.6	99.4	0.0	0.0		75.2	0.0	21.7	3.2		
Total %	0.0	40.0	7.8	0.0	47.8	0.2	42.5	0.0	0.0	42.8	7.1	0.0	2.0	0.3	9.4	



Old Colony Planning Council

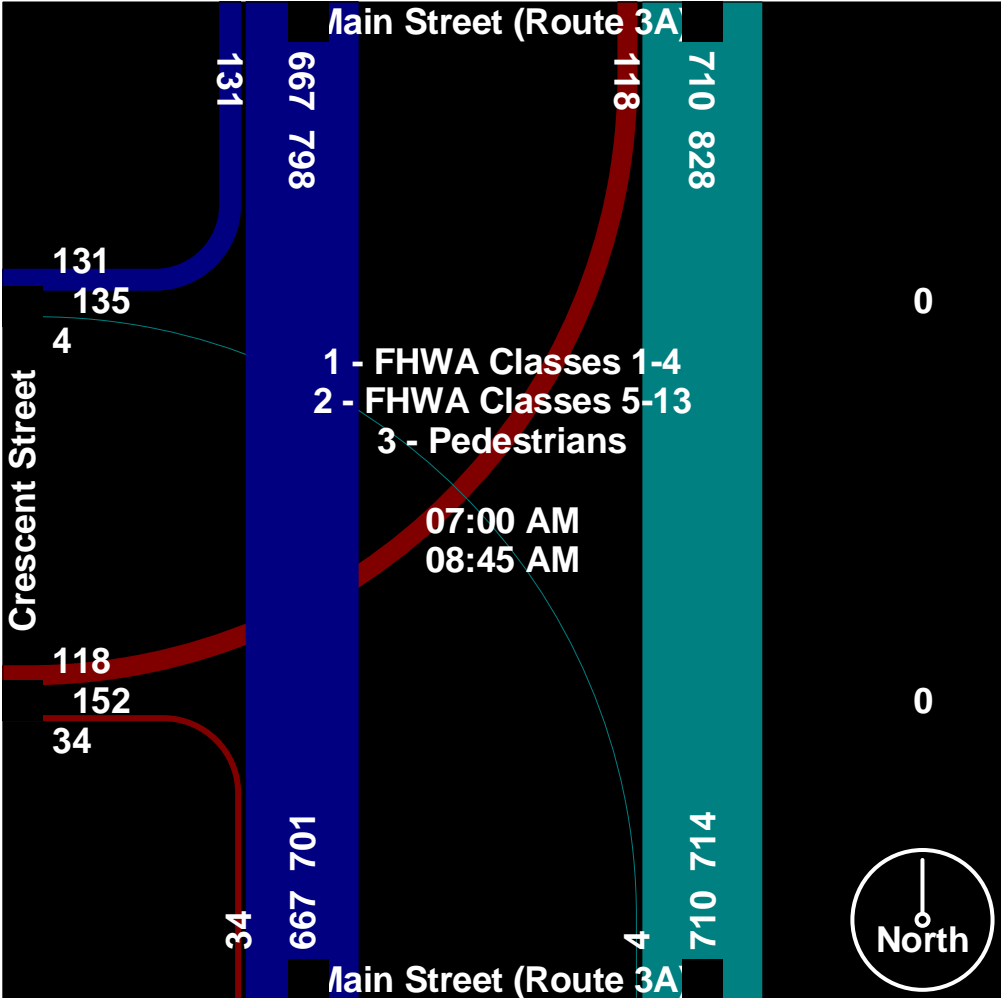
70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston
Date: 10/05/2005
Board #: TDC-8 (3)
Staff: JC

File Name : 145_Main&Crescent_north_AM
Site Code : 00000145
Start Date : 10/5/2005
Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 10/05/2005

Board #: TDC-8 (3)

Staff: JC

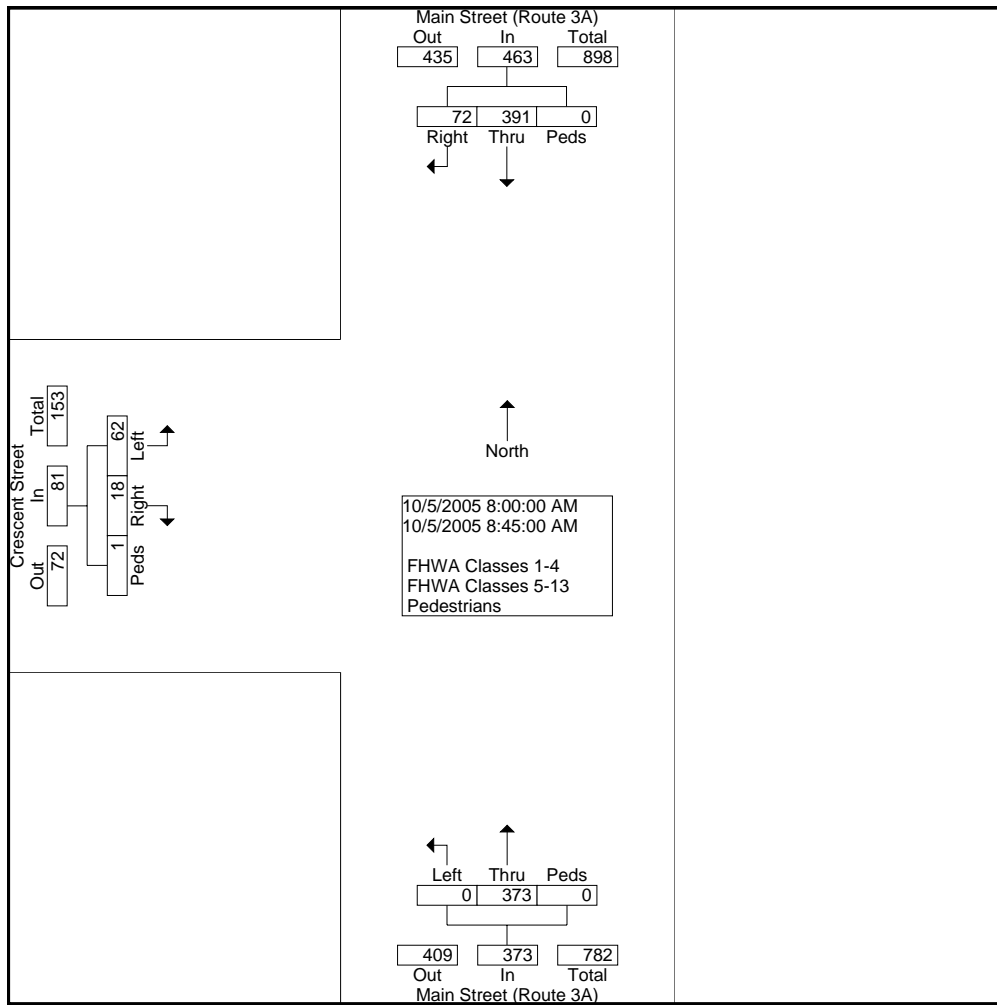
File Name : 145_Main&Crescent_north_AM

Site Code : 00000145

Start Date : 10/5/2005

Page No : 3

Start Time	Main Street (Route 3A) Southbound					Main Street (Route 3A) Northbound					Crescent Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	08:00 AM															
Volume	0	391	72	0	463	0	373	0	0	373	62	0	18	1	81	917
Percent	0.0	84.4	15.6	0.0		0.0	100.0	0.0	0.0		76.5	0.0	22.2	1.2		
08:15 Volume	0	114	17	0	131	0	96	0	0	96	20	0	5	0	25	252
Peak Factor																0.910
High Int.	08:15 AM					08:30 AM					08:00 AM					
Volume	0	114	17	0	131	0	104	0	0	104	17	0	8	1	26	
Peak Factor	0.884										0.779					



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Date: 10/05/2005

Board #: TDC-8 (3)

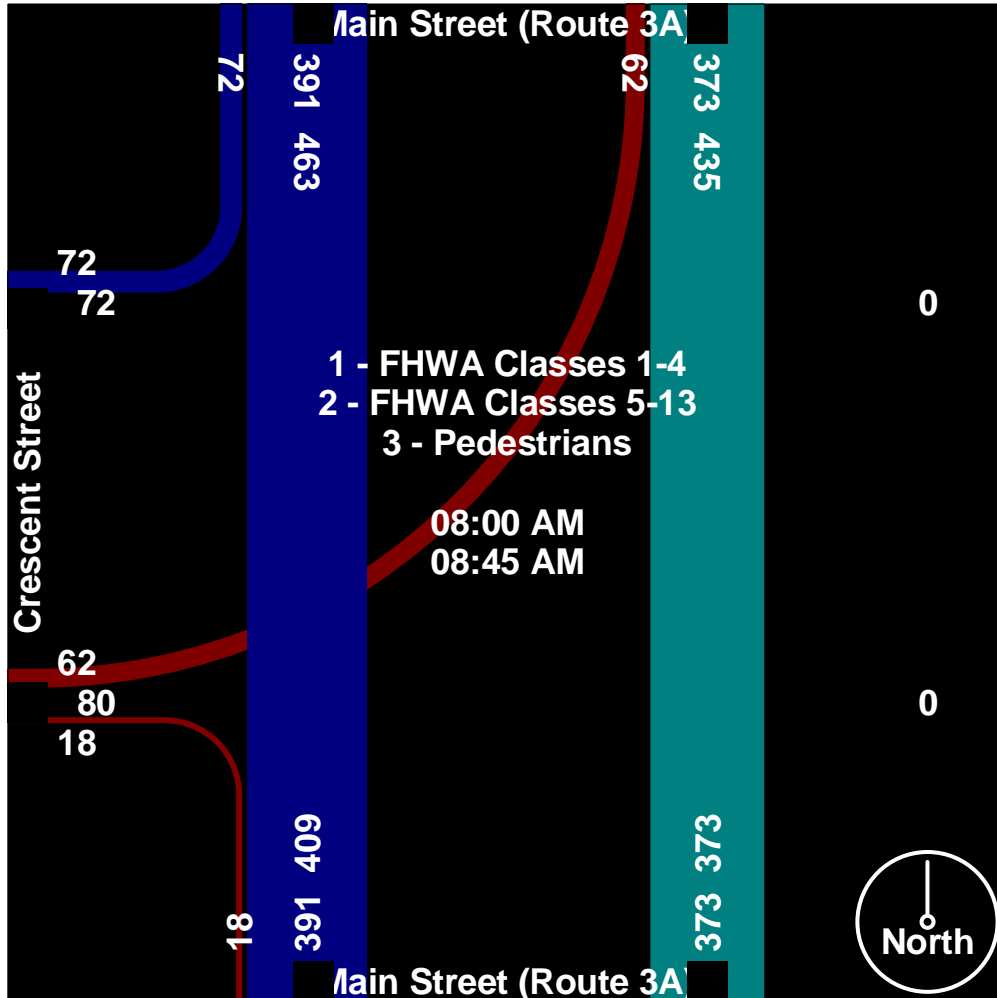
Staff: JC

File Name : 145_Main&Crescent_north_AM

Site Code : 00000145

Start Date : 10/5/2005

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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (1)

Staff: JC

File Name : 145_Main&Crescent_north_PM

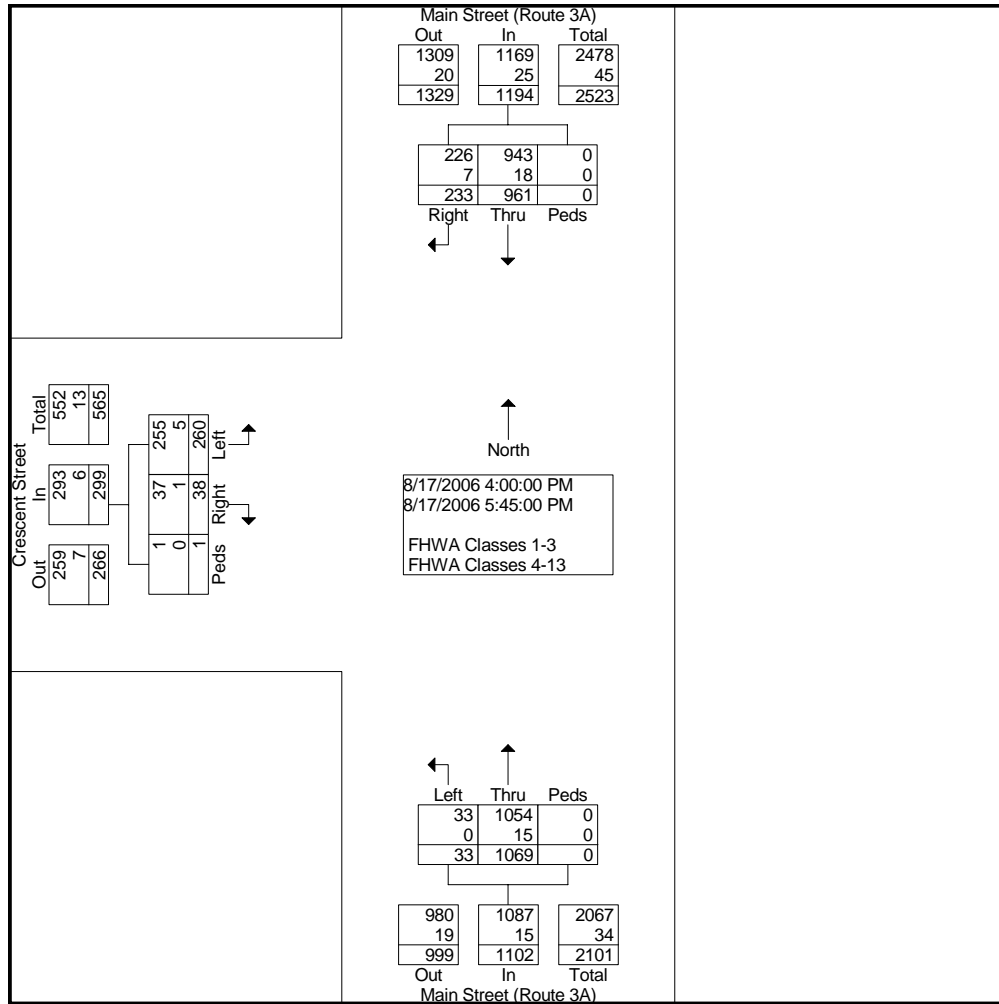
Site Code : 00000145

Start Date : 8/17/2006

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Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	Main Street (Route 3A) Southbound					Main Street (Route 3A) Northbound					Crescent Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	108	41	0	149	4	132	0	0	136	36	0	3	0	39	324
04:15 PM	0	120	22	0	142	2	141	0	0	143	37	0	4	0	41	326
04:30 PM	0	113	25	0	138	0	153	0	0	153	30	0	6	0	36	327
04:45 PM	0	120	35	0	155	4	121	0	0	125	40	0	9	0	49	329
Total	0	461	123	0	584	10	547	0	0	557	143	0	22	0	165	1306
05:00 PM	0	126	21	0	147	3	155	0	0	158	29	0	2	0	31	336
05:15 PM	0	135	27	0	162	2	136	0	0	138	30	0	3	1	34	334
05:30 PM	0	130	35	0	165	11	140	0	0	151	32	0	9	0	41	357
05:45 PM	0	109	27	0	136	7	91	0	0	98	26	0	2	0	28	262
Total	0	500	110	0	610	23	522	0	0	545	117	0	16	1	134	1289
Grand Total	0	961	233	0	1194	33	1069	0	0	1102	260	0	38	1	299	2595
Apprch %	0.0	80.5	19.5	0.0		3.0	97.0	0.0	0.0		87.0	0.0	12.7	0.3		
Total %	0.0	37.0	9.0	0.0	46.0	1.3	41.2	0.0	0.0	42.5	10.0	0.0	1.5	0.0	11.5	



Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Weather: Clear
Board #: DB-400 (1)
Staff: JC

File Name : 145_Main&Crescent_north_PM
Site Code : 00000145
Start Date : 8/17/2006
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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (1)

Staff: JC

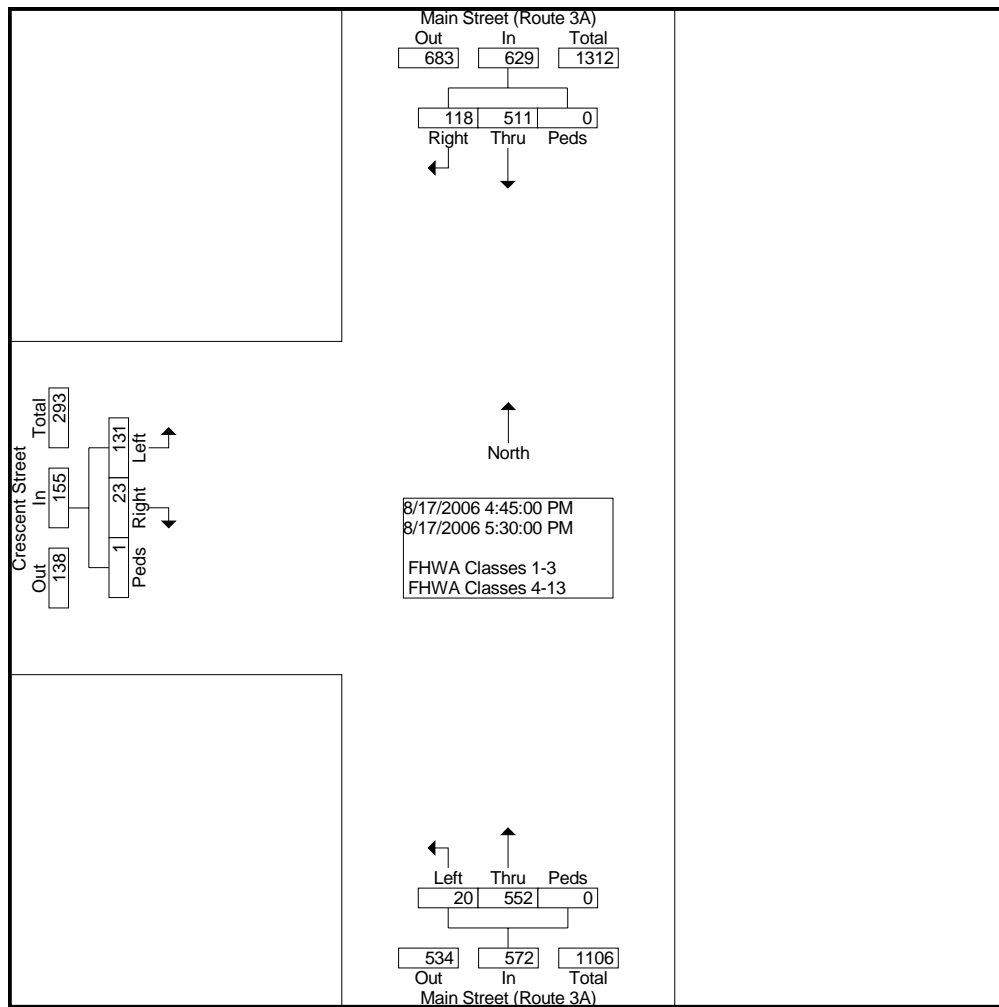
File Name : 145_Main&Crescent_north_PM

Site Code : 00000145

Start Date : 8/17/2006

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Start Time	Main Street (Route 3A) Southbound					Main Street (Route 3A) Northbound					Crescent Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	04:45 PM															
Volume	0	511	118	0	629	20	552	0	0	572	131	0	23	1	155	1356
Percent	0.0	81.2	18.8	0.0		3.5	96.5	0.0	0.0		84.5	0.0	14.8	0.6		
05:30 Volume	0	130	35	0	165	11	140	0	0	151	32	0	9	0	41	357
Peak Factor																0.950
High Int.	05:30 PM					05:00 PM					04:45 PM					
Volume	0	130	35	0	165	3	155	0	0	158	40	0	9	0	49	
Peak Factor	0.953										0.905					0.791

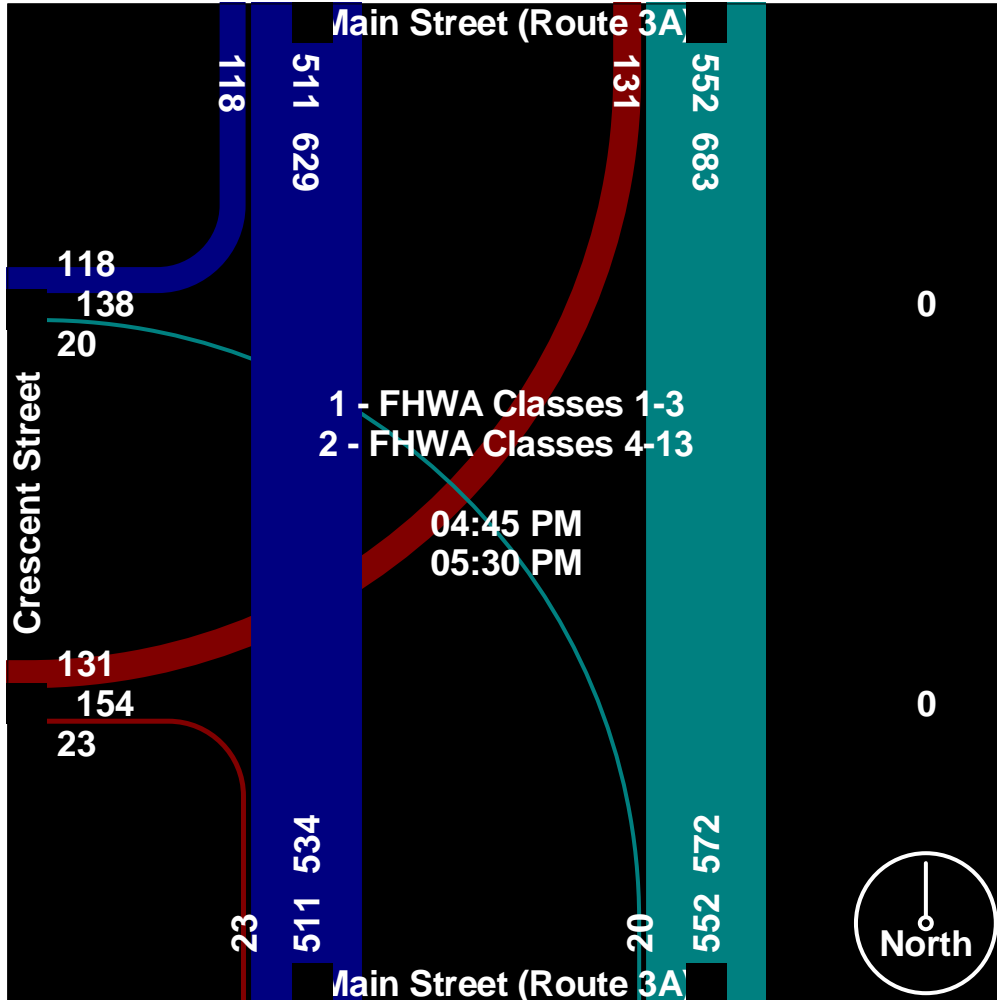


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Weather: Clear
Board #: DB-400 (1)
Staff: JC

File Name : 145_Main&Crescent_north_PM
Site Code : 00000145
Start Date : 8/17/2006
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HCM Unsignalized Intersection Capacity Analysis
6: Main Street & Crescent Street (North)

Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↔	↔		↔	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	369	387	71	61	18
Peak Hour Factor	0.90	0.90	0.88	0.88	0.78	0.78
Hourly flow rate (vph)	0	418	449	82	80	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	531				908	490
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	531				908	490
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				73	96
cM capacity (veh/h)	1037				298	576
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	418	531	103			
Volume Left	0	0	80			
Volume Right	0	82	24			
cSH	1037	1700	335			
Volume to Capacity	0.00	0.31	0.31			
Queue Length 95th (ft)	0	0	32			
Control Delay (s)	0.0	0.0	20.5			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	20.5			
Approach LOS			C			
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			36.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Main Street & Crescent Street (North)

Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	16	436	404	93	103	18
Peak Hour Factor	0.91	0.91	0.95	0.95	0.79	0.79
Hourly flow rate (vph)	18	484	430	99	132	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	528				998	479
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	528				998	479
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	98				49	96
cM capacity (veh/h)	1039				259	585
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	502	528	155			
Volume Left	18	0	132			
Volume Right	0	99	23			
cSH	1039	1700	282			
Volume to Capacity	0.02	0.31	0.55			
Queue Length 95th (ft)	1	0	76			
Control Delay (s)	0.5	0.0	32.2			
Lane LOS	A		D			
Approach Delay (s)	0.5	0.0	32.2			
Approach LOS			D			
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization		49.8%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Main Street & Crescent Street (North)

Route 3A Corridor Study
2012 AM Peak Hour LOS



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	369	387	71	61	18
Peak Hour Factor	0.90	0.90	0.88	0.88	0.78	0.78
Hourly flow rate (vph)	0	443	475	87	84	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	562				961	519
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	562				961	519
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				70	96
cM capacity (veh/h)	1009				277	555
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	443	562	109			
Volume Left	0	0	84			
Volume Right	0	87	25			
cSH	1009	1700	313			
Volume to Capacity	0.00	0.33	0.35			
Queue Length 95th (ft)	0	0	38			
Control Delay (s)	0.0	0.0	22.6			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	22.6			
Approach LOS			C			
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			38.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Main Street & Crescent Street (North)

Route 3A Corridor Study
2012 PM Peak Hour LOS



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	16	436	404	93	103	18
Peak Hour Factor	0.91	0.91	0.95	0.95	0.79	0.79
Hourly flow rate (vph)	19	513	455	105	140	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	560				1058	507
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	560				1058	507
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	98				41	96
cM capacity (veh/h)	1011				238	563
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	531	560	164			
Volume Left	19	0	140			
Volume Right	0	105	24			
cSH	1011	1700	260			
Volume to Capacity	0.02	0.33	0.63			
Queue Length 95th (ft)	1	0	97			
Control Delay (s)	0.5	0.0	39.7			
Lane LOS	A		E			
Approach Delay (s)	0.5	0.0	39.7			
Approach LOS			E			
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization		52.4%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Main Street & Crescent Street (North)

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↔	↔		↔	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	369	387	71	61	18
Peak Hour Factor	0.90	0.90	0.88	0.88	0.78	0.78
Hourly flow rate (vph)	0	488	523	96	93	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	619				1059	571
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	619				1059	571
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				62	95
cM capacity (veh/h)	961				242	518
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	488	619	121			
Volume Left	0	0	93			
Volume Right	0	96	27			
cSH	961	1700	275			
Volume to Capacity	0.00	0.36	0.44			
Queue Length 95th (ft)	0	0	53			
Control Delay (s)	0.0	0.0	27.9			
Lane LOS			D			
Approach Delay (s)	0.0	0.0	27.9			
Approach LOS			D			
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			41.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Main Street & Crescent Street (North)

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↔	↔		↔	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	16	436	404	93	103	18
Peak Hour Factor	0.91	0.91	0.95	0.95	0.79	0.79
Hourly flow rate (vph)	21	565	502	116	154	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	617				1166	560
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	617				1166	560
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	98				25	95
cM capacity (veh/h)	963				204	526

Direction, Lane #	NB 1	SB 1	NE 1
Volume Total	586	617	181
Volume Left	21	0	154
Volume Right	0	116	27
cSH	963	1700	224
Volume to Capacity	0.02	0.36	0.81
Queue Length 95th (ft)	2	0	149
Control Delay (s)	0.6	0.0	65.2
Lane LOS	A		F
Approach Delay (s)	0.6	0.0	65.2
Approach LOS			F

Intersection Summary			
Average Delay		8.8	
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
6: Crescent Street (North) & Main Street

Route 3A Corridor Study
2012 AM Peak Hour LOS - Signalized



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	12	12
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Fr _t	0.97			1.00	0.98	
Fl _t Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1604			1863	1764	
Fl _t Permitted	0.96			1.00	1.00	
Satd. Flow (perm)	1604			1863	1764	
Volume (vph)	61	18	0	369	387	71
Peak-hour factor, PHF	0.78	0.78	0.90	0.90	0.88	0.88
Growth Factor (vph)	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	84	25	0	443	475	87
RTOR Reduction (vph)	22	0	0	0	7	0
Lane Group Flow (vph)	87	0	0	443	555	0
Heavy Vehicles (%)	8%	3%	2%	2%	5%	8%
Turn Type				Perm		
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	5.6			36.4	36.4	
Effective Green, g (s)	5.6			36.4	36.4	
Actuated g/C Ratio	0.11			0.73	0.73	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	180			1356	1284	
v/s Ratio Prot	c0.05			0.24	c0.31	
v/s Ratio Perm						
v/c Ratio	0.48			0.33	0.43	
Uniform Delay, d ₁	20.8			2.4	2.7	
Progression Factor	1.00			1.00	0.34	
Incremental Delay, d ₂	2.0			0.6	1.0	
Delay (s)	22.9			3.1	1.9	
Level of Service	C			A	A	
Approach Delay (s)	22.9			3.1	1.9	
Approach LOS	C			A	A	

Intersection Summary

HCM Average Control Delay	4.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: Crescent Street (North) & Main Street

Route 3A Corridor Study
2012 PM Peak Hour LOS - Signalized



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	12	12
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Fr _t	0.98			1.00	0.97	
Fl _t Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1610			1859	1754	
Fl _t Permitted	0.96			0.98	1.00	
Satd. Flow (perm)	1610			1823	1754	
Volume (vph)	103	18	16	436	404	93
Peak-hour factor, PHF	0.79	0.79	0.91	0.91	0.95	0.95
Growth Factor (vph)	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	140	24	19	513	455	105
RTOR Reduction (vph)	17	0	0	0	12	0
Lane Group Flow (vph)	147	0	0	532	548	0
Heavy Vehicles (%)	8%	3%	2%	2%	5%	8%
Turn Type				Perm		
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	7.9			29.1	29.1	
Effective Green, g (s)	7.9			29.1	29.1	
Actuated g/C Ratio	0.18			0.65	0.65	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	283			1179	1134	
v/s Ratio Prot	c0.09				c0.31	
v/s Ratio Perm				0.29		
v/c Ratio	0.52			0.45	0.48	
Uniform Delay, d ₁	16.8			4.0	4.1	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d ₂	1.6			1.2	1.5	
Delay (s)	18.4			5.2	5.6	
Level of Service	B			A	A	
Approach Delay (s)	18.4			5.2	5.6	
Approach LOS	B			A	A	

Intersection Summary

HCM Average Control Delay	7.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: Crescent Street (North) & Main Street

Route 3A Corridor Study
2020 AM Peak Hour LOS - Signalized



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	12	12
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Fr _t	0.97			1.00	0.98	
Fl _t Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1604			1863	1764	
Fl _t Permitted	0.96			1.00	1.00	
Satd. Flow (perm)	1604			1863	1764	
Volume (vph)	61	18	0	369	387	71
Peak-hour factor, PHF	0.78	0.78	0.90	0.90	0.88	0.88
Growth Factor (vph)	119%	119%	119%	119%	119%	119%
Adj. Flow (vph)	93	27	0	488	523	96
RTOR Reduction (vph)	23	0	0	0	8	0
Lane Group Flow (vph)	97	0	0	488	611	0
Heavy Vehicles (%)	8%	3%	2%	2%	5%	8%
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	7.1			34.9	34.9	
Effective Green, g (s)	7.1			34.9	34.9	
Actuated g/C Ratio	0.14			0.70	0.70	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	228			1300	1231	
v/s Ratio Prot	c0.06			0.26	c0.35	
v/s Ratio Perm						
v/c Ratio	0.42			0.38	0.50	
Uniform Delay, d ₁	19.6			3.1	3.5	
Progression Factor	1.00			1.00	0.33	
Incremental Delay, d ₂	1.3			0.8	1.3	
Delay (s)	20.9			3.9	2.5	
Level of Service	C			A	A	
Approach Delay (s)	20.9			3.9	2.5	
Approach LOS	C			A	A	

Intersection Summary

HCM Average Control Delay	4.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: Crescent Street (North) & Main Street

Route 3A Corridor Study
2020 PM Peak Hour LOS - Signalized



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	12	12
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Fr _t	0.98			1.00	0.97	
Fl _t Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1609			1859	1754	
Fl _t Permitted	0.96			0.98	1.00	
Satd. Flow (perm)	1609			1817	1754	
Volume (vph)	103	18	16	436	404	93
Peak-hour factor, PHF	0.79	0.79	0.91	0.91	0.95	0.95
Growth Factor (vph)	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	154	27	21	565	502	116
RTOR Reduction (vph)	13	0	0	0	9	0
Lane Group Flow (vph)	168	0	0	586	609	0
Heavy Vehicles (%)	8%	3%	2%	2%	5%	8%
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	9.7			42.3	42.3	
Effective Green, g (s)	9.7			42.3	42.3	
Actuated g/C Ratio	0.16			0.70	0.70	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	260			1281	1237	
v/s Ratio Prot	c0.10				c0.35	
v/s Ratio Perm				0.32		
v/c Ratio	0.65			0.46	0.49	
Uniform Delay, d ₁	23.6			3.9	4.0	
Progression Factor	1.00			1.00	0.39	
Incremental Delay, d ₂	5.5			1.2	1.1	
Delay (s)	29.0			5.0	2.7	
Level of Service	C			A	A	
Approach Delay (s)	29.0			5.0	2.7	
Approach LOS	C			A	A	

Intersection Summary

HCM Average Control Delay	7.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

MassHighway

CRASH RATE WORKSHEET

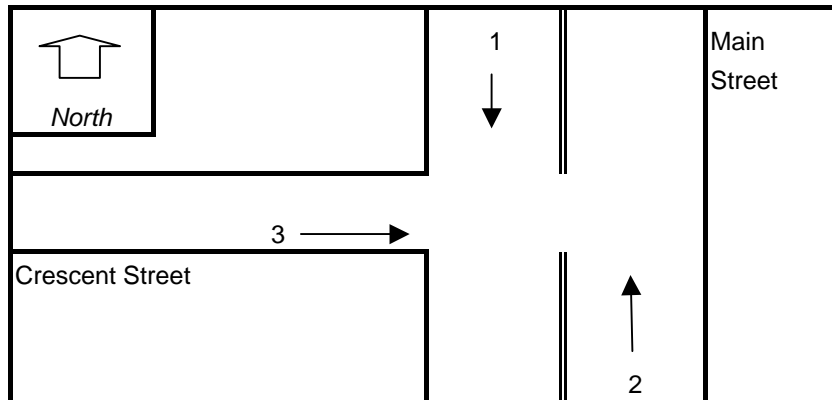
CITY/TOWN : Kingston COUNT DATE : 8/17/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : **X** SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Main Street
 MINOR STREET(S) : Crescent Street

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3			
DIRECTION :	SB	NB	EB			
VOLUMES (AM/PM) :	502	456	124			

*** Volumes adjusted to 2007 annual average levels*

" K " FACTOR : APPROACH ADT : ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : # OF YEARS : AVERAGE # OF ACCIDENTS (A) :

CRASH RATE CALCULATION : RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:		2005 Statewide Averages:	
Signalized	0.84	Signalized	0.87
Unsignalized	0.59	Unsignalized	0.66

Percentage Difference				
District 5 Average:	Signalized	8.52%	Statewide Average: Signalized	4.78%
	Unsignalized	54.50%	Unsignalized	38.11%

**Route 3A @
Crescent Street (Southern End)**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: DB-400 (1)

Staff: RG

File Name : 145_Main&Crescent_south_AM

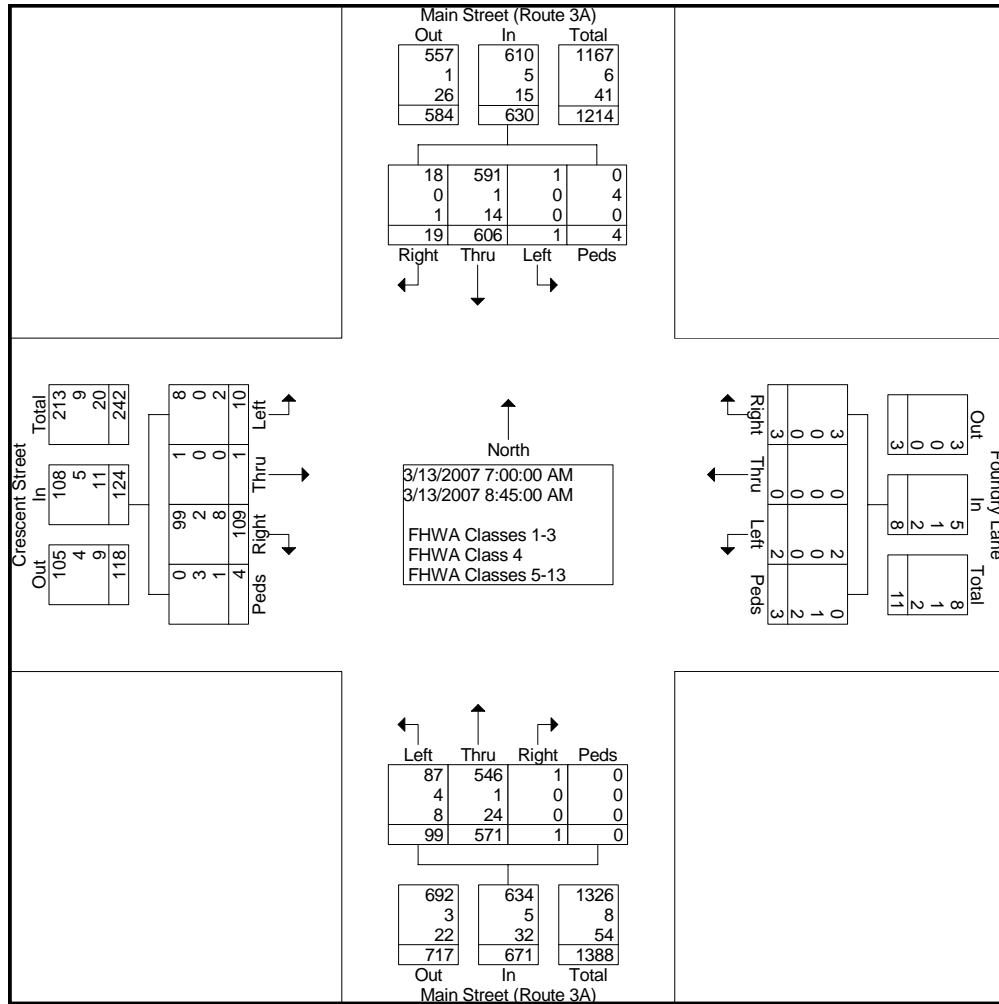
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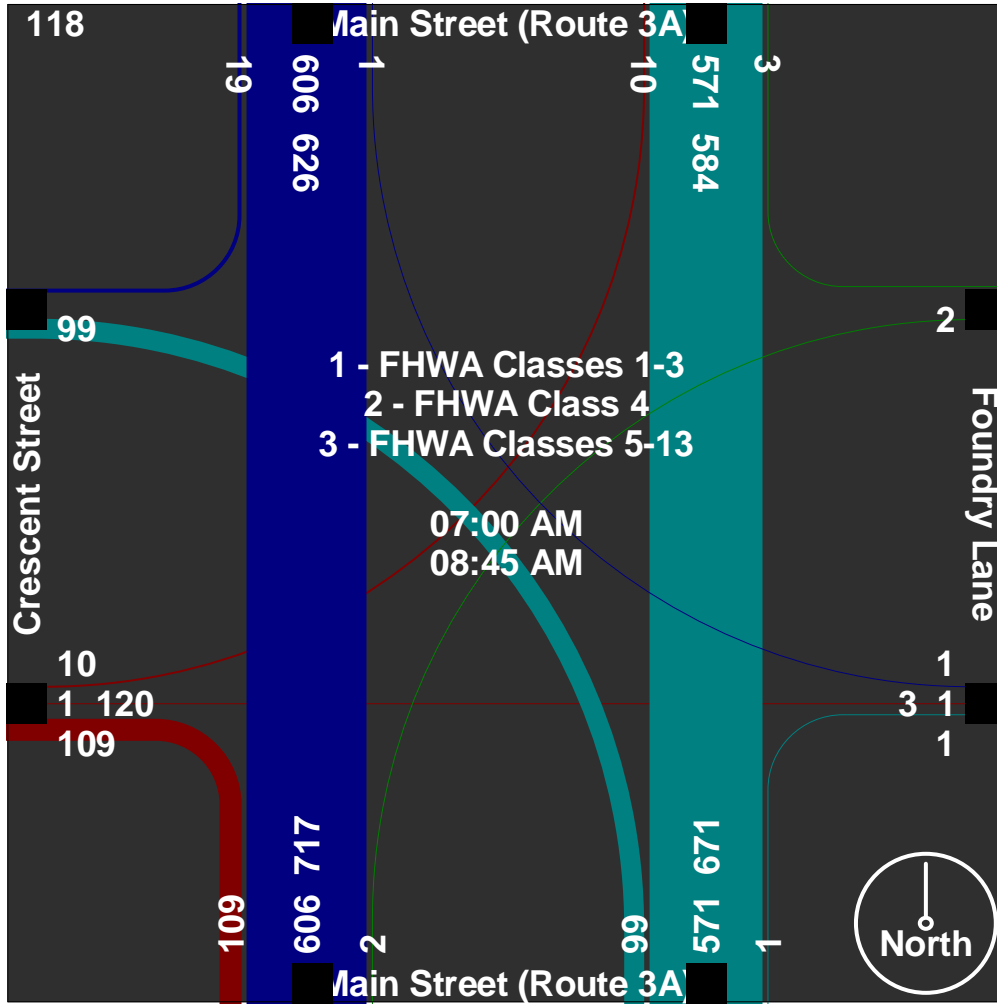
Start Date : 3/13/2007

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Main Street (Route 3A) Southbound					Foundry Lane Westbound					Main Street (Route 3A) Northbound					Crescent Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	38	2	0	41	0	0	1	2	3	19	60	1	0	80	1	0	9	0	10	134
07:15 AM	0	57	1	0	58	0	0	0	0	0	18	69	0	0	87	0	0	7	3	10	155
07:30 AM	0	47	3	0	50	0	0	1	1	2	8	81	0	0	89	0	0	5	1	6	147
07:45 AM	0	65	1	0	66	1	0	1	0	2	10	86	0	0	96	1	0	13	0	14	178
Total	1	207	7	0	215	1	0	3	3	7	55	296	1	0	352	2	0	34	4	40	614
08:00 AM	0	86	1	0	87	0	0	0	0	0	10	52	0	0	62	2	0	18	0	20	169
08:15 AM	0	102	2	4	108	0	0	0	0	0	13	71	0	0	84	1	0	17	0	18	210
08:30 AM	0	103	3	0	106	1	0	0	0	1	8	73	0	0	81	0	0	19	0	19	207
08:45 AM	0	108	6	0	114	0	0	0	0	0	13	79	0	0	92	5	1	21	0	27	233
Total	0	399	12	4	415	1	0	0	0	1	44	275	0	0	319	8	1	75	0	84	819
Grand Total	1	606	19	4	630	2	0	3	3	8	99	571	1	0	671	10	1	109	4	124	1433
Apprch %	0.2	96.2	3.0	0.6		25.0	0.0	37.5	37.5		14.8	85.1	0.1	0.0		8.1	0.8	87.9	3.2		
Total %	0.1	42.3	1.3	0.3	44.0	0.1	0.0	0.2	0.2	0.6	6.9	39.8	0.1	0.0	46.8	0.7	0.1	7.6	0.3	8.7	

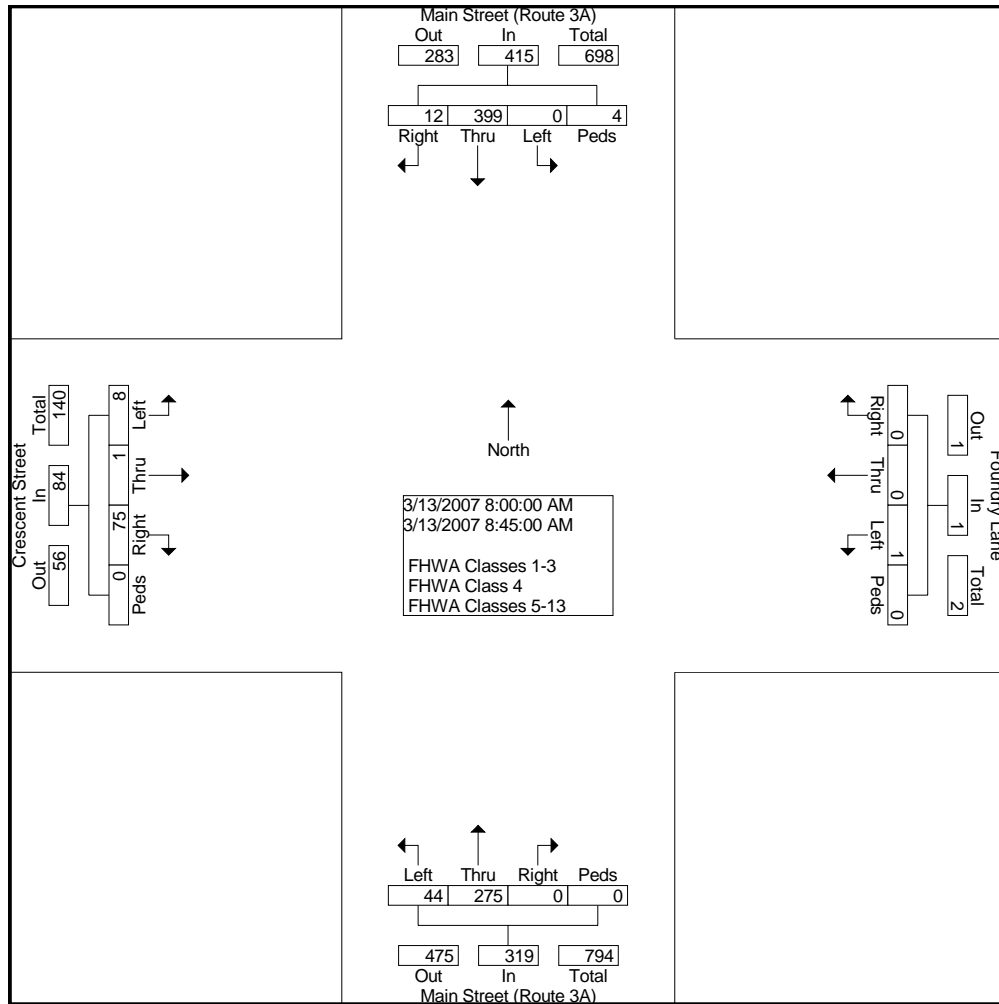


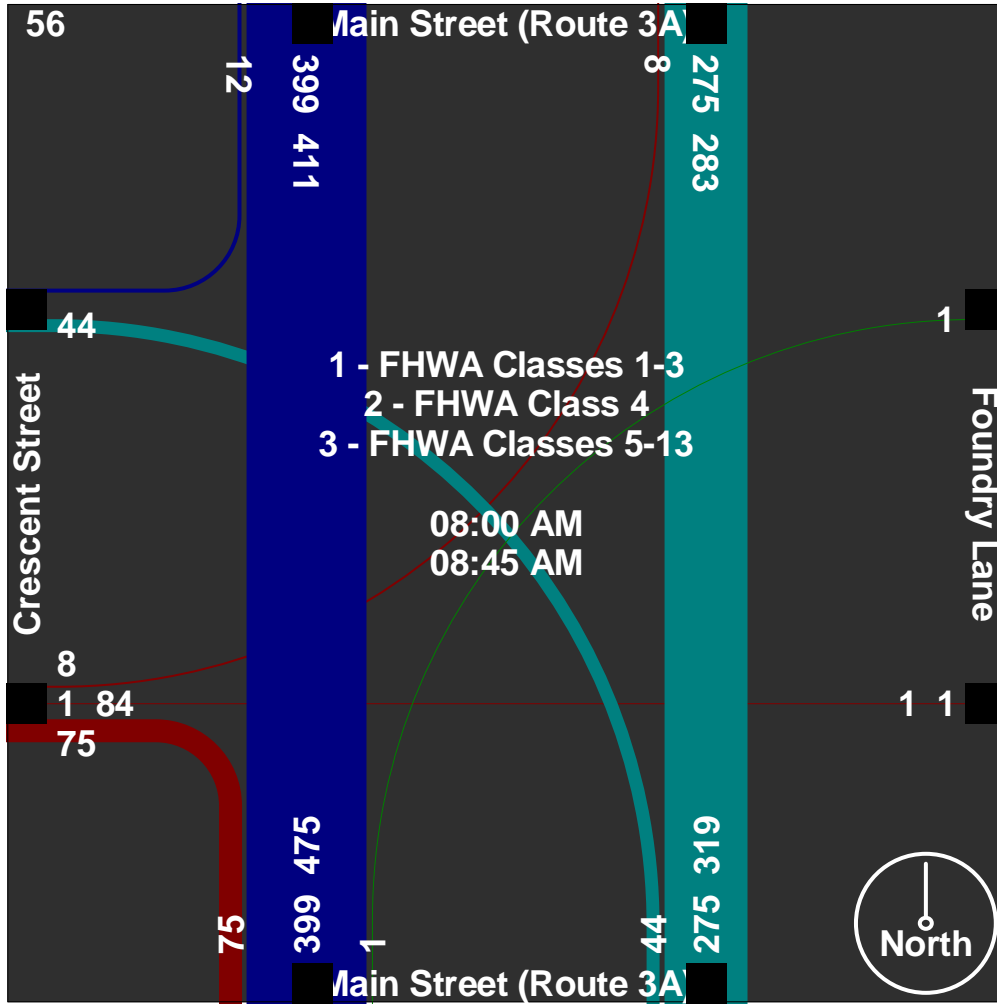


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

File Name : 145_Main&Crescent_south_AM
Site Code : 00000145
Start Date : 3/13/2007
Page No : 3

Start Time	Main Street (Route 3A) Southbound					Foundry Lane Westbound					Main Street (Route 3A) Northbound					Crescent Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	0	399	12	4	415	1	0	0	0	1	44	275	0	0	319	8	1	75	0	84	819
Percent	0.0	96.1	2.9	1.0		100.0	0.0	0.0	0.0		13.8	86.2	0.0	0.0		9.5	1.2	89.3	0.0		
08:45																					
Volume	0	108	6	0	114	0	0	0	0	0	13	79	0	0	92	5	1	21	0	27	233
Peak Factor																					
High Int.	08:45 AM																				
Volume	0	108	6	0	114	1	0	0	0	1	13	79	0	0	92	5	1	21	0	27	0.879
Peak Factor	0.910					0.250					0.867					0.778					





Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: Db-400 (1)

Staff: KW

File Name : 145_Main&Crescent_south_PM

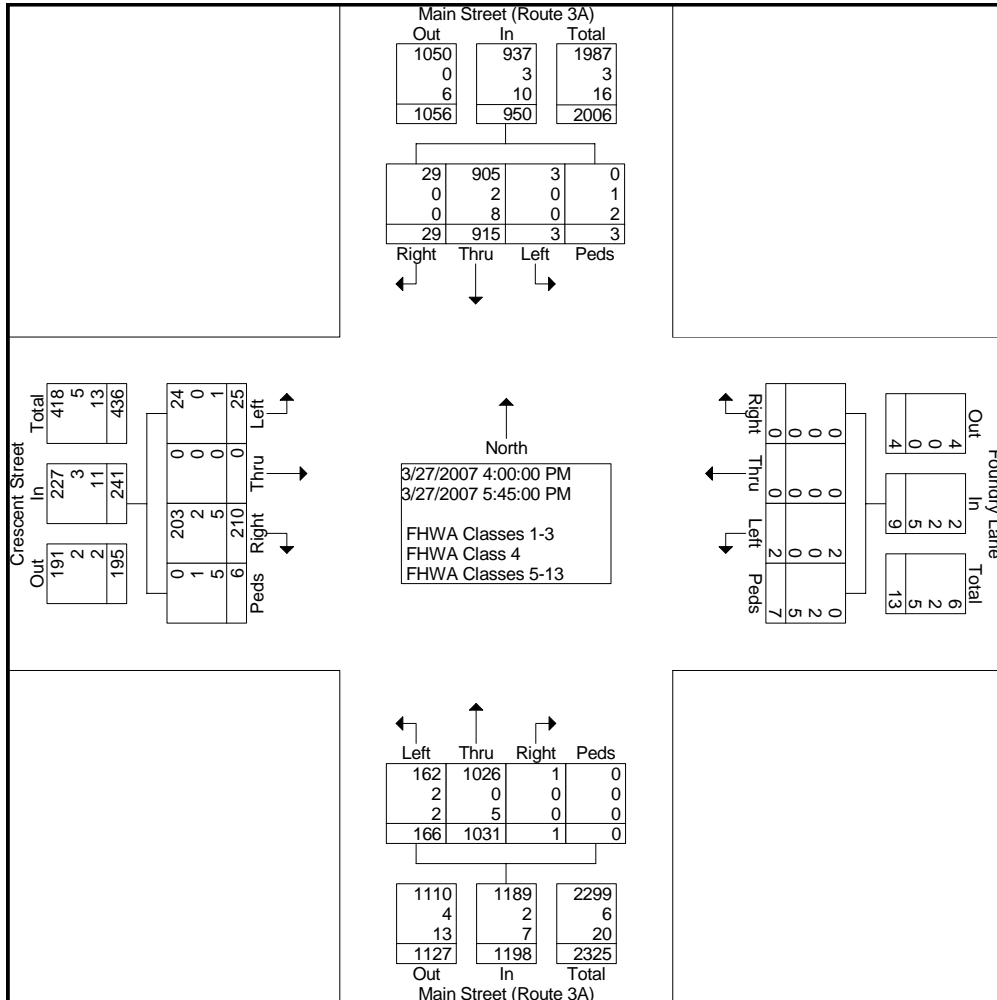
Site Code : 00000145

Start Date : 3/27/2007

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Main Street (Route 3A) Southbound					Foundry Lane Westbound					Main Street (Route 3A) Northbound					Crescent Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	128	3	0	131	1	0	0	0	1	21	140	0	0	161	5	0	21	0	26	319
04:15 PM	0	124	4	0	128	0	0	0	2	2	14	126	0	0	140	2	0	25	2	29	299
04:30 PM	0	101	3	0	104	0	0	0	0	0	23	115	0	0	138	0	0	18	1	19	261
04:45 PM	0	98	5	1	104	0	0	0	2	2	22	133	1	0	156	1	0	28	1	30	292
Total	0	451	15	1	467	1	0	0	4	5	80	514	1	0	595	8	0	92	4	104	1171
05:00 PM	2	120	6	0	128	0	0	0	0	0	20	121	0	0	141	4	0	29	0	33	302
05:15 PM	0	113	1	0	114	1	0	0	1	2	26	145	0	0	171	1	0	33	1	35	322
05:30 PM	1	101	5	1	108	0	0	0	1	1	25	123	0	0	148	7	0	32	0	39	296
05:45 PM	0	130	2	1	133	0	0	0	1	1	15	128	0	0	143	5	0	24	1	30	307
Total	3	464	14	2	483	1	0	0	3	4	86	517	0	0	603	17	0	118	2	137	1227
Grand Total	3	915	29	3	950	2	0	0	7	9	166	1031	1	0	1198	25	0	210	6	241	2398
Apprch %	0.3	96.3	3.1	0.3		22.2	0.0	0.0	77.8		13.9	86.1	0.1	0.0		10.4	0.0	87.1	2.5		
Total %	0.1	38.2	1.2	0.1	39.6	0.1	0.0	0.0	0.3	0.4	6.9	43.0	0.0	0.0	50.0	1.0	0.0	8.8	0.3	10.1	

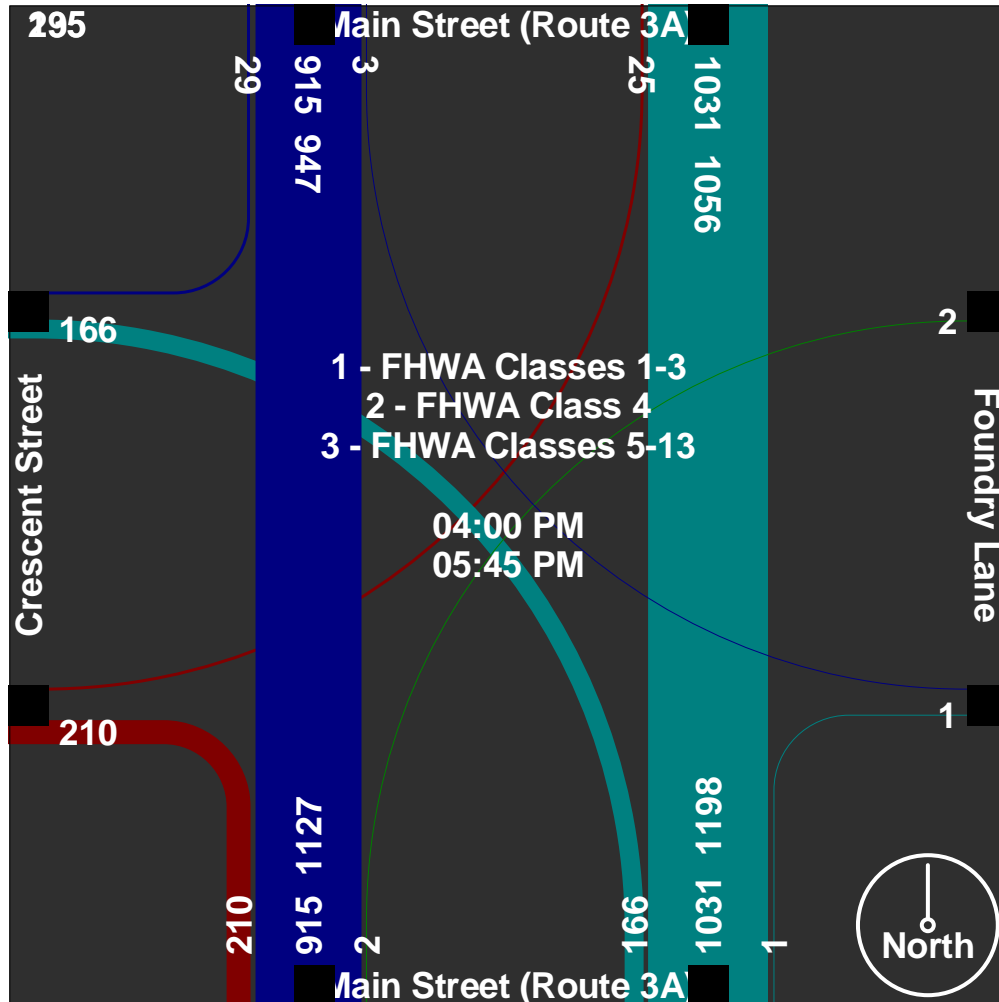


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
Weather: Clear
Board #: Db-400 (1)
Staff: KW

File Name : 145_Main&Crescent_south_PM
Site Code : 00000145
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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Kingston

Weather: Clear

Board #: Db-400 (1)

Staff: KW

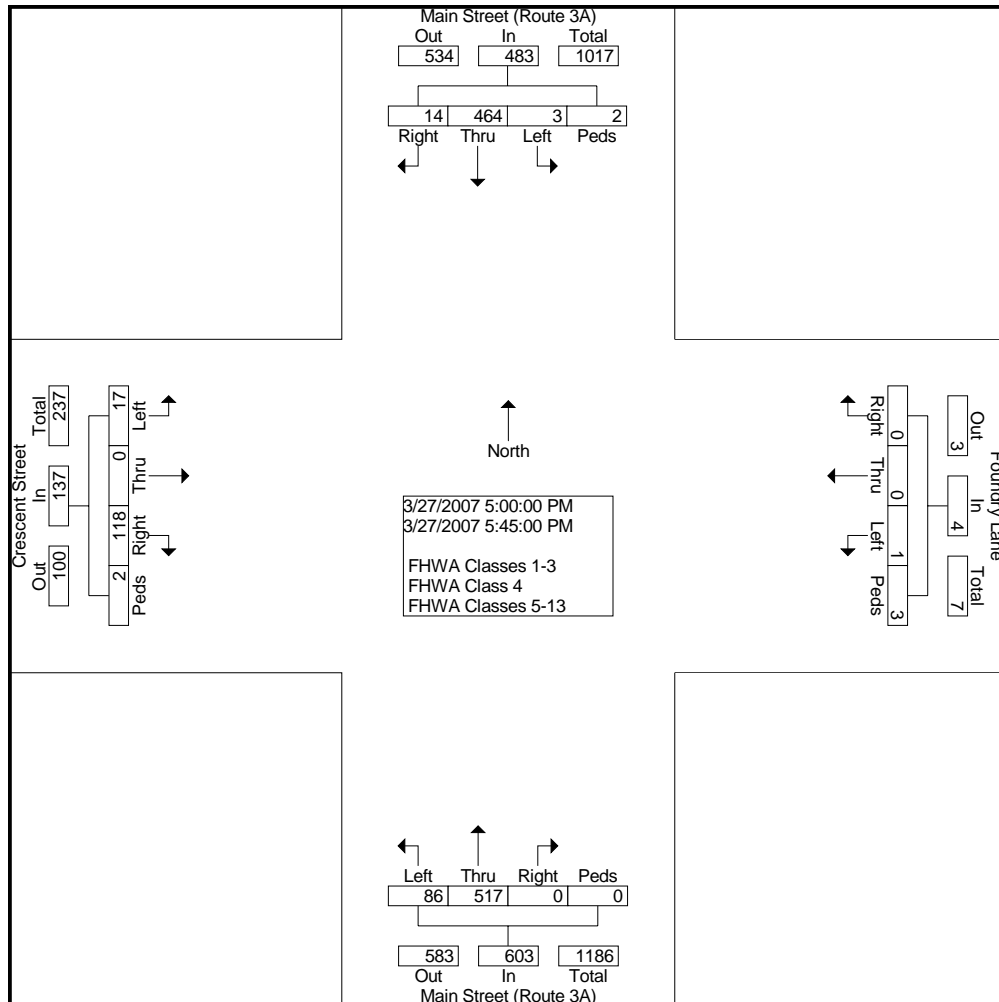
File Name : 145_Main&Crescent_south_PM

Site Code : 00000145

Start Date : 3/27/2007

Page No : 3

Start Time	Main Street (Route 3A) Southbound					Foundry Lane Westbound					Main Street (Route 3A) Northbound					Crescent Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	3	464	14	2	483	1	0	0	3	4	86	517	0	0	603	17	0	118	2	137	1227
Percent	0.6	96.1	2.9	0.4		25.0	0.0	0.0	75.0		14.3	85.7	0.0	0.0		12.4	0.0	86.1	1.5		
05:15																					
Volume	0	113	1	0	114	1	0	0	1	2	26	145	0	0	171	1	0	33	1	35	322
Peak Factor																					
High Int.	05:45 PM																				
Volume	0	130	2	1	133	1	0	0	1	2	26	145	0	0	171	7	0	32	0	39	0.953
Peak Factor	0.908					0.500					0.882					0.878					

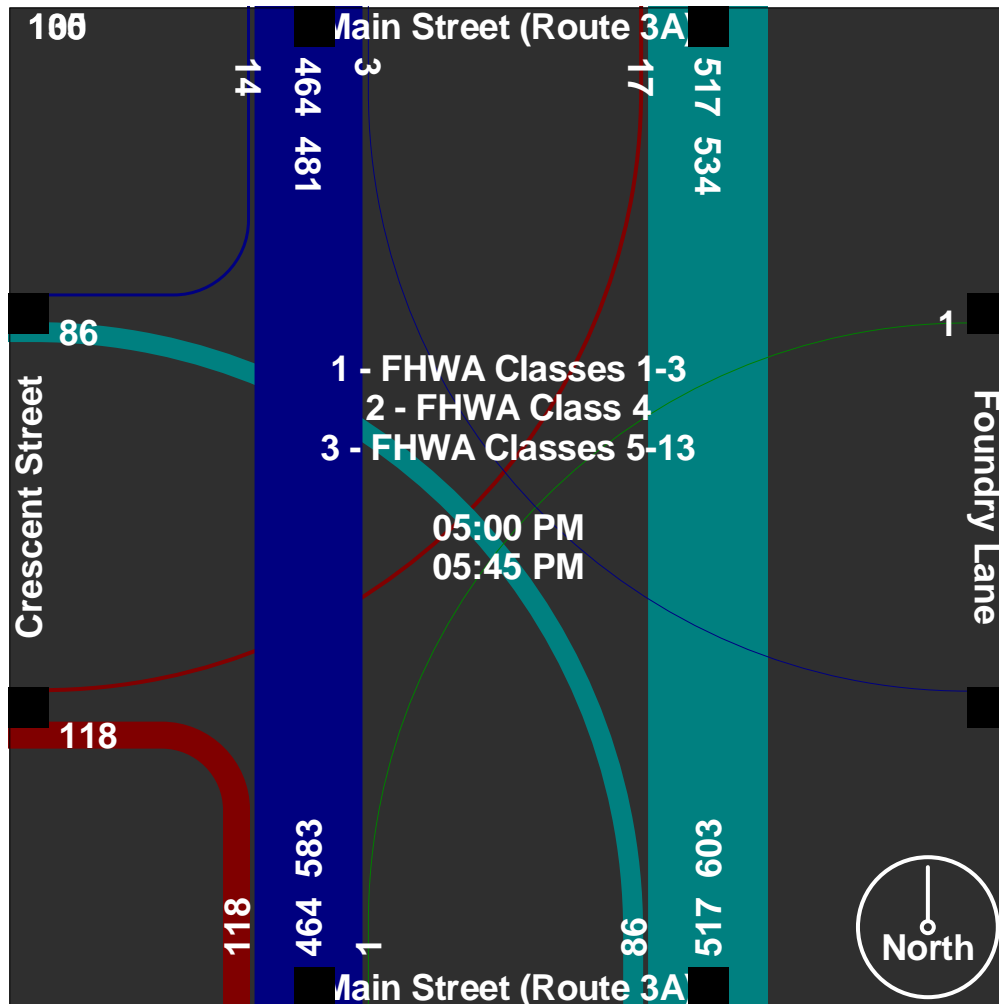


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

















Community: Kingston
Weather: Clear
Board #: Db-400 (1)
Staff: KW

File Name : 145_Main&Crescent_south_PM
Site Code : 00000145
Start Date : 3/27/2007
Page No : 4


















HCM Unsignalized Intersection Capacity Analysis
 8: Foundry Lane & Main Street

Route 3A Corridor Study
 2007 AM Peak Hour LOS

												
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER	
Lane Configurations												
Sign Control	Stop		Free			Free			Stop			
Grade	0%		0%			0%			0%			
Volume (veh/h)	1	0	52	325	0	0	471	14	8	1	89	
Peak Hour Factor	0.25	0.25	0.88	0.88	0.88	0.91	0.91	0.91	0.79	0.79	0.79	
Hourly flow rate (vph)	4	0	59	369	0	0	518	15	10	1	113	
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None					None						
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1126	1020	533				369			1013	1013	525
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1126	1020	533				369			1013	1013	525
tC, single (s)	7.1	6.5	4.1				4.1			7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	3.5	4.0	2.2				2.2			3.5	4.0	3.3
p0 queue free %	97	100	94				100			95	99	80
cM capacity (veh/h)	138	223	1035				1189			208	225	552
Direction, Lane #	WB 1	NB 1	SB 1	SE 1								
Volume Total	4	428	533	124								
Volume Left	4	59	0	10								
Volume Right	0	0	15	113								
cSH	138	1035	1189	480								
Volume to Capacity	0.03	0.06	0.00	0.26								
Queue Length 95th (ft)	2	5	0	26								
Control Delay (s)	31.9	1.7	0.0	15.1								
Lane LOS	D	A		C								
Approach Delay (s)	31.9	1.7	0.0	15.1								
Approach LOS	D			C								
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			68.3%		ICU Level of Service			C				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 1: Foundry Lane & Main Street

Route 3A Corridor Study
 2007 PM Peak Hour LOS

												
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER	
Lane Configurations												
Sign Control	Stop		Free				Free			Stop		
Grade	0%		0%				0%			0%		
Volume (veh/h)	1	0	101	610	0	3	548	17	20	0	139	
Peak Hour Factor	0.50	0.50	0.88	0.88	0.88	0.91	0.91	0.91	0.88	0.88	0.88	
Hourly flow rate (vph)	2	0	115	693	0	3	602	19	23	0	158	
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None					None						
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1699	1550	621				693			1541	1541	612
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1699	1550	621				693			1541	1541	612
tC, single (s)	7.1	6.5	4.1				4.1			7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	3.5	4.0	2.2				2.2			3.5	4.0	3.3
p0 queue free %	96	100	88				100			73	100	68
cM capacity (veh/h)	45	100	960				902			85	101	493
Direction, Lane #	WB 1	NB 1	SB 1	SE 1								
Volume Total	2	808	624	181								
Volume Left	2	115	3	23								
Volume Right	0	0	19	158								
cSH	45	960	902	308								
Volume to Capacity	0.04	0.12	0.00	0.59								
Queue Length 95th (ft)	3	10	0	87								
Control Delay (s)	88.9	2.9	0.1	32.0								
Lane LOS	F	A	A	D								
Approach Delay (s)	88.9	2.9	0.1	32.0								
Approach LOS	F			D								
Intersection Summary												
Average Delay			5.2									
Intersection Capacity Utilization			94.1%	ICU Level of Service	F							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8: Foundry Lane & Main Street

Route 3A Corridor Study
2012 AM Peak Hour LOS


















Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations	↔		↕		↔		↕		↔		
Sign Control	Stop		Free		Free		Free		Stop		
Grade	0%		0%		0%		0%		0%		
Volume (veh/h)	1	0	52	325	0	0	471	14	8	1	89
Peak Hour Factor	0.25	0.25	0.88	0.88	0.88	0.91	0.91	0.91	0.79	0.79	0.79
Hourly flow rate (vph)	4	0	63	391	0	0	549	16	11	1	119
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type	None					None					
Median storage (veh)											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	1194	1082	565			391			1074	1074	557
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	1194	1082	565			391			1074	1074	557
tC, single (s)	7.1	6.5	4.1			4.1			7.1	6.5	6.2
tC, 2 stage (s)											
tF (s)	3.5	4.0	2.2			2.2			3.5	4.0	3.3
p0 queue free %	96	100	94			100			94	99	77
cM capacity (veh/h)	120	204	1007			1167			188	206	530

Direction, Lane #	WB 1	NB 1	SB 1	SE 1
Volume Total	4	454	565	131
Volume Left	4	63	0	11
Volume Right	0	0	16	119
cSH	120	1007	1167	455
Volume to Capacity	0.04	0.06	0.00	0.29
Queue Length 95th (ft)	3	5	0	30
Control Delay (s)	36.1	1.8	0.0	16.1
Lane LOS	E	A		C
Approach Delay (s)	36.1	1.8	0.0	16.1
Approach LOS	E			C

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		
















HCM Unsignalized Intersection Capacity Analysis
1: Foundry Lane & Main Street

Route 3A Corridor Study
2012 PM Peak Hour LOS

											
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations											
Sign Control	Stop			Free			Free			Stop	
Grade	0%			0%			0%			0%	
Volume (veh/h)	1	0	101	610	0	3	548	17	20	0	139
Peak Hour Factor	0.50	0.50	0.88	0.88	0.88	0.91	0.91	0.91	0.88	0.88	0.88
Hourly flow rate (vph)	2	0	122	735	0	3	638	20	24	0	167
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type	None					None					
Median storage (veh)											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	1801	1643	658			735			1633	1633	648
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	1801	1643	658			735			1633	1633	648
tC, single (s)	7.1	6.5	4.1			4.1			7.1	6.5	6.2
tC, 2 stage (s)											
tF (s)	3.5	4.0	2.2			2.2			3.5	4.0	3.3
p0 queue free %	94	100	87			100			67	100	64
cM capacity (veh/h)	36	86	930			870			73	88	470
Direction, Lane #	WB 1	NB 1	SB 1	SE 1							
Volume Total	2	856	662	192							
Volume Left	2	122	3	24							
Volume Right	0	0	20	167							
cSH	36	930	870	279							
Volume to Capacity	0.06	0.13	0.00	0.69							
Queue Length 95th (ft)	5	11	0	116							
Control Delay (s)	112.2	3.2	0.1	42.2							
Lane LOS	F	A	A	E							
Approach Delay (s)	112.2	3.2	0.1	42.2							
Approach LOS	F			E							
Intersection Summary											
Average Delay			6.5								
Intersection Capacity Utilization			98.7%		ICU Level of Service			F			
Analysis Period (min)			15								

















HCM Unsignalized Intersection Capacity Analysis
8: Foundry Lane & Main Street

Route 3A Corridor Study
2020 AM Peak Hour LOS

												
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER	
Lane Configurations												
Sign Control	Stop		Free			Free			Stop			
Grade	0%		0%			0%			0%			
Volume (veh/h)	1	0	52	325	0	0	471	14	8	1	89	
Peak Hour Factor	0.25	0.25	0.88	0.88	0.88	0.91	0.91	0.91	0.79	0.79	0.79	
Hourly flow rate (vph)	5	0	69	428	0	0	600	18	12	1	131	
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None					None						
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1306	1184	618				428			1175	1175	609
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1306	1184	618				428			1175	1175	609
tC, single (s)	7.1	6.5	4.1				4.1			7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	3.5	4.0	2.2				2.2			3.5	4.0	3.3
p0 queue free %	95	100	93				100			93	99	74
cM capacity (veh/h)	95	176	962				1131			159	178	495
Direction, Lane #	WB 1	NB 1	SB 1	SE 1								
Volume Total	5	497	618	144								
Volume Left	5	69	0	12								
Volume Right	0	0	18	131								
cSH	95	962	1131	416								
Volume to Capacity	0.05	0.07	0.00	0.35								
Queue Length 95th (ft)	4	6	0	38								
Control Delay (s)	45.0	2.0	0.0	18.2								
Lane LOS	E	A		C								
Approach Delay (s)	45.0	2.0	0.0	18.2								
Approach LOS	E			C								
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			76.5%			ICU Level of Service			D			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
1: Foundry Lane & Main Street

Route 3A Corridor Study
2020 PM Peak Hour LOS

													
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER		
Lane Configurations													
Sign Control	Stop		Free			Free			Stop				
Grade	0%		0%			0%			0%				
Volume (veh/h)	1	0	101	610	0	3	548	17	20	0	139		
Peak Hour Factor	0.50	0.50	0.88	0.88	0.88	0.91	0.91	0.91	0.88	0.88	0.88		
Hourly flow rate (vph)	2	0	133	804	0	4	699	22	26	0	183		
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	1971	1798	720				804				1787	1787	709
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1971	1798	720				804				1787	1787	709
tC, single (s)	7.1	6.5	4.1				4.1				7.1	6.5	6.2
tC, 2 stage (s)													
tF (s)	3.5	4.0	2.2				2.2				3.5	4.0	3.3
p0 queue free %	90	100	85				100				53	100	58
cM capacity (veh/h)	24	68	881				820				56	69	434
Direction, Lane #	WB 1	NB 1	SB 1	SE 1									
Volume Total	2	937	724	210									
Volume Left	2	133	4	26									
Volume Right	0	0	22	183									
cSH	24	881	820	234									
Volume to Capacity	0.10	0.15	0.00	0.90									
Queue Length 95th (ft)	7	13	0	187									
Control Delay (s)	171.8	3.8	0.1	79.3									
Lane LOS	F	A	A	F									
Approach Delay (s)	171.8	3.8	0.1	79.3									
Approach LOS	F			F									
Intersection Summary													
Average Delay			11.0										
Intersection Capacity Utilization			106.5%				ICU Level of Service				G		
Analysis Period (min)			15										

MassHighway

CRASH RATE WORKSHEET

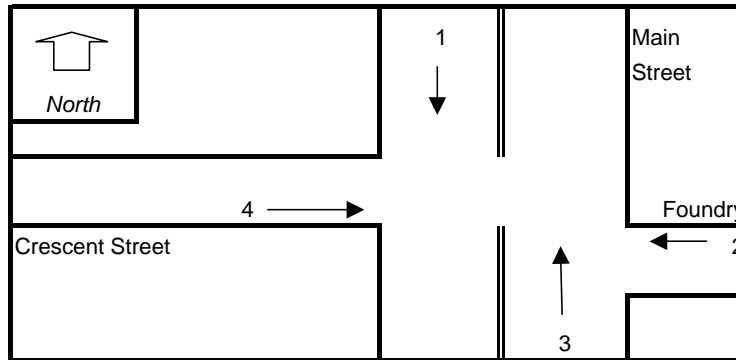
CITY/TOWN : Kingston COUNT DATE : 3/13/2007 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Main Street
 MINOR STREET(S) : Crescent Street (Southern End)

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

INTERSECTION
 DIAGRAM
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	569	1	712	159		

** Volumes adjusted to 2007 annual average levels

" K " FACTOR : 0.09 APPROACH ADT : 16,011 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 8 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 2.67

CRASH RATE CALCULATION : 0.456 RATE = $(A * 1,000,000) / (ADT * 365)$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-45.68%	Statewide Average:	Signalized	-47.55%
	Unsignalized	-22.66%		Unsignalized	-30.86%

**Route 3A @
Cordage Park**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: BM

File Name : 239_Court&CordagePark_AM

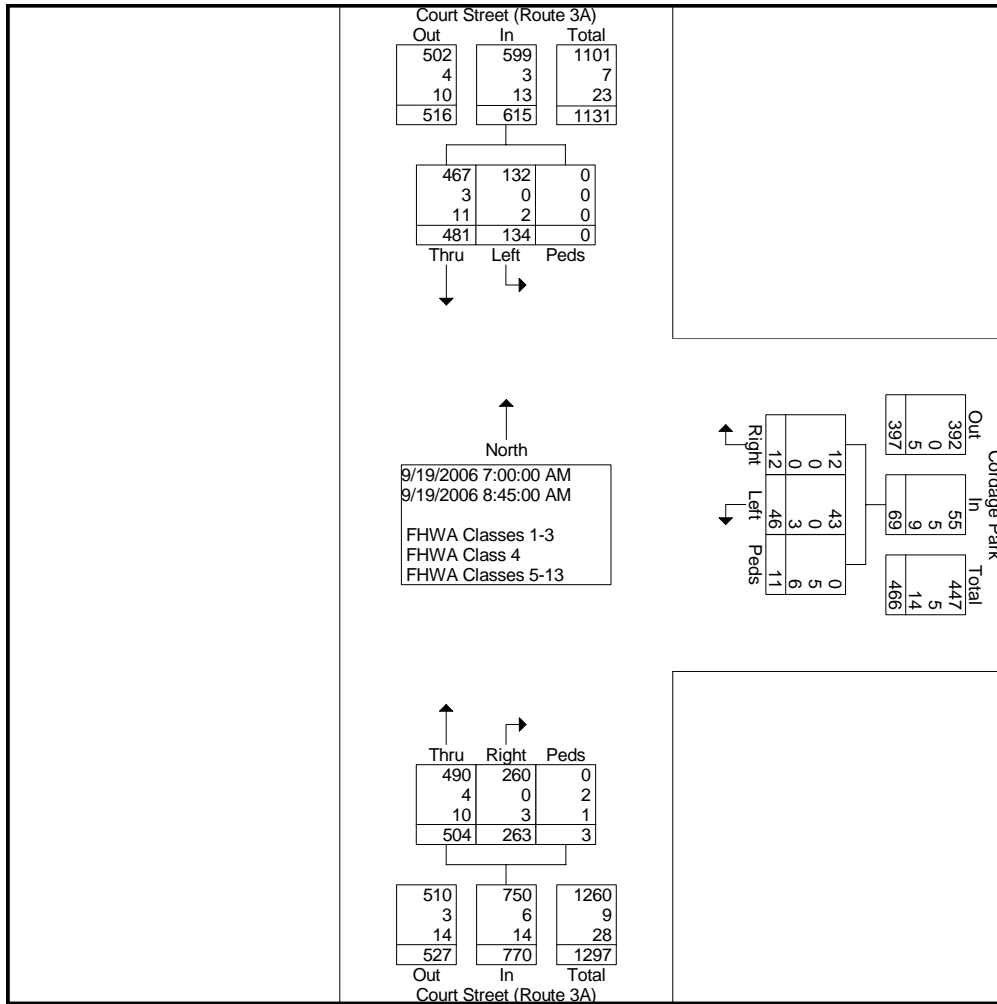
Site Code : 00000239

Start Date : 9/19/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time Factor	Court Street (Route 3A) Southbound					Cordage Park Westbound					Court Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	7	50	0	0	57	2	0	0	2	4	0	55	9	0	64	125
07:15 AM	8	41	0	0	49	5	0	0	1	6	0	83	29	0	112	167
07:30 AM	14	57	0	0	71	2	0	2	1	5	0	71	28	0	99	175
07:45 AM	14	64	0	0	78	4	0	1	3	8	0	73	51	0	124	210
Total	43	212	0	0	255	13	0	3	7	23	0	282	117	0	399	677
08:00 AM	18	56	0	0	74	3	0	2	0	5	0	53	38	0	91	170
08:15 AM	26	58	0	0	84	9	0	1	1	11	0	47	36	1	84	179
08:30 AM	19	78	0	0	97	7	0	4	1	12	0	58	32	0	90	199
08:45 AM	28	77	0	0	105	14	0	2	2	18	0	64	40	2	106	229
Total	91	269	0	0	360	33	0	9	4	46	0	222	146	3	371	777
Grand Total	134	481	0	0	615	46	0	12	11	69	0	504	263	3	770	1454
Apprch %	21.8	78.2	0.0	0.0		66.7	0.0	17.4	15.9		0.0	65.5	34.2	0.4		
Total %	9.2	33.1	0.0	0.0	42.3	3.2	0.0	0.8	0.8	4.7	0.0	34.7	18.1	0.2	53.0	

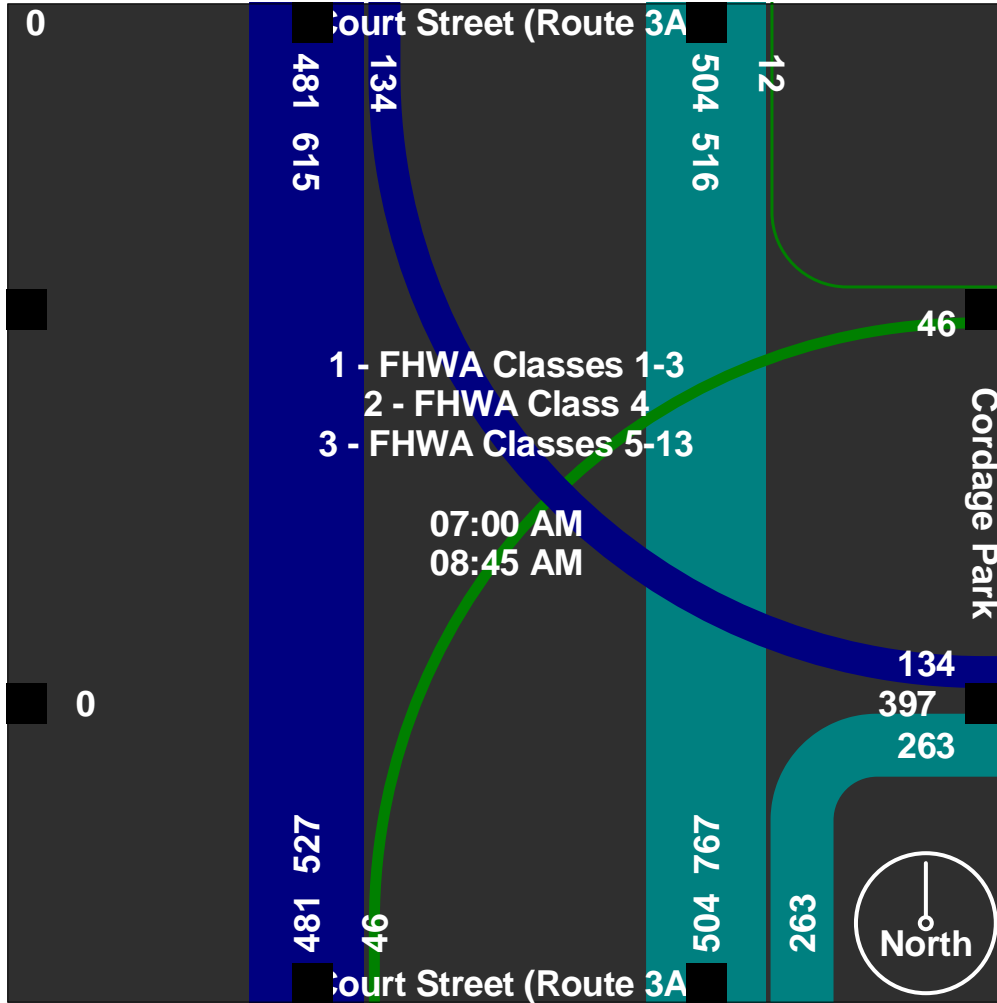


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: DB-400 (1)
Staff: BM

File Name : 239_Court&CordagePark_AM
Site Code : 00000239
Start Date : 9/19/2006
Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: BM

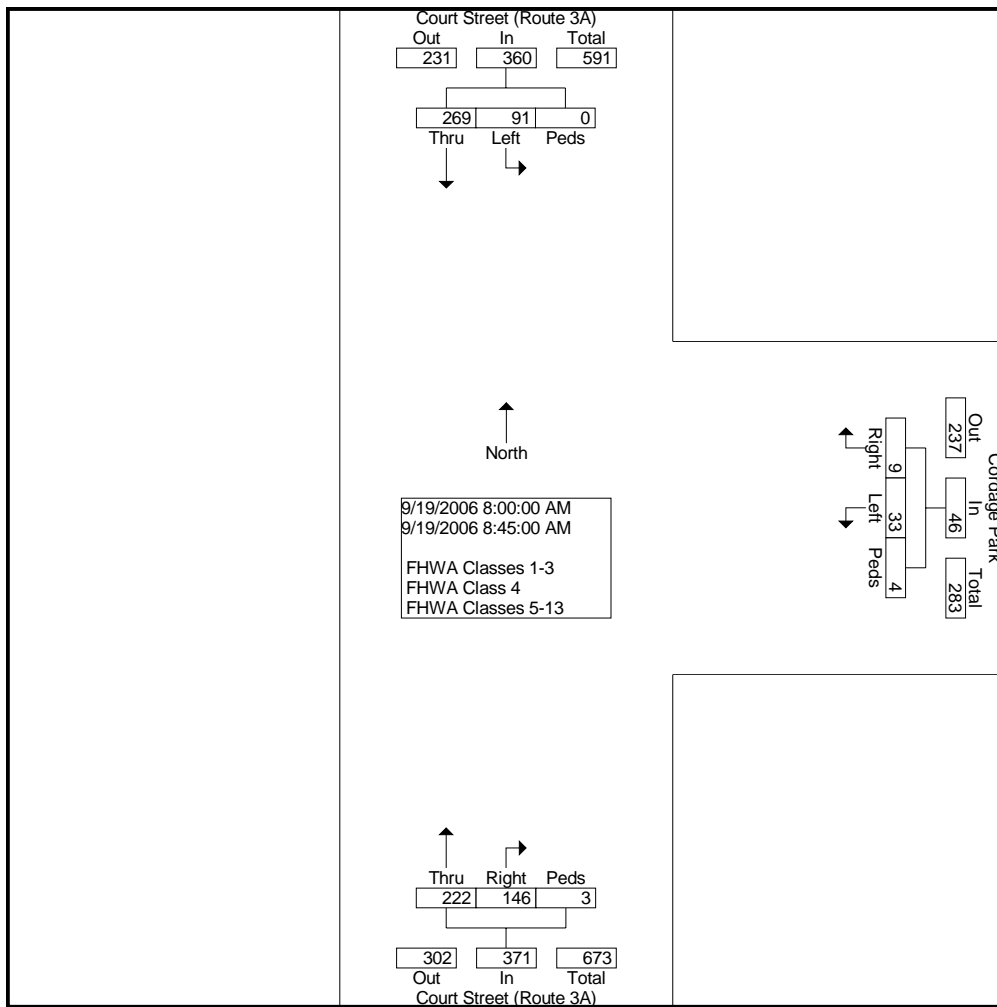
File Name : 239_Court&CordagePark_AM

Site Code : 00000239

Start Date : 9/19/2006

Page No : 3

Start Time	Court Street (Route 3A) Southbound					Cordage Park Westbound					Court Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	08:00 AM															
Volume	91	269	0	0	360	33	0	9	4	46	0	222	146	3	371	777
Percent	25.3	74.7	0.0	0.0		71.7	0.0	19.6	8.7		0.0	59.8	39.4	0.8		
08:45 Volume	28	77	0	0	105	14	0	2	2	18	0	64	40	2	106	229
Peak Factor																
High Int.	08:45 AM															
Volume	28	77	0	0	105	14	0	2	2	18	0	64	40	2	106	0.848
Peak Factor	0.857					0.639					0.875					

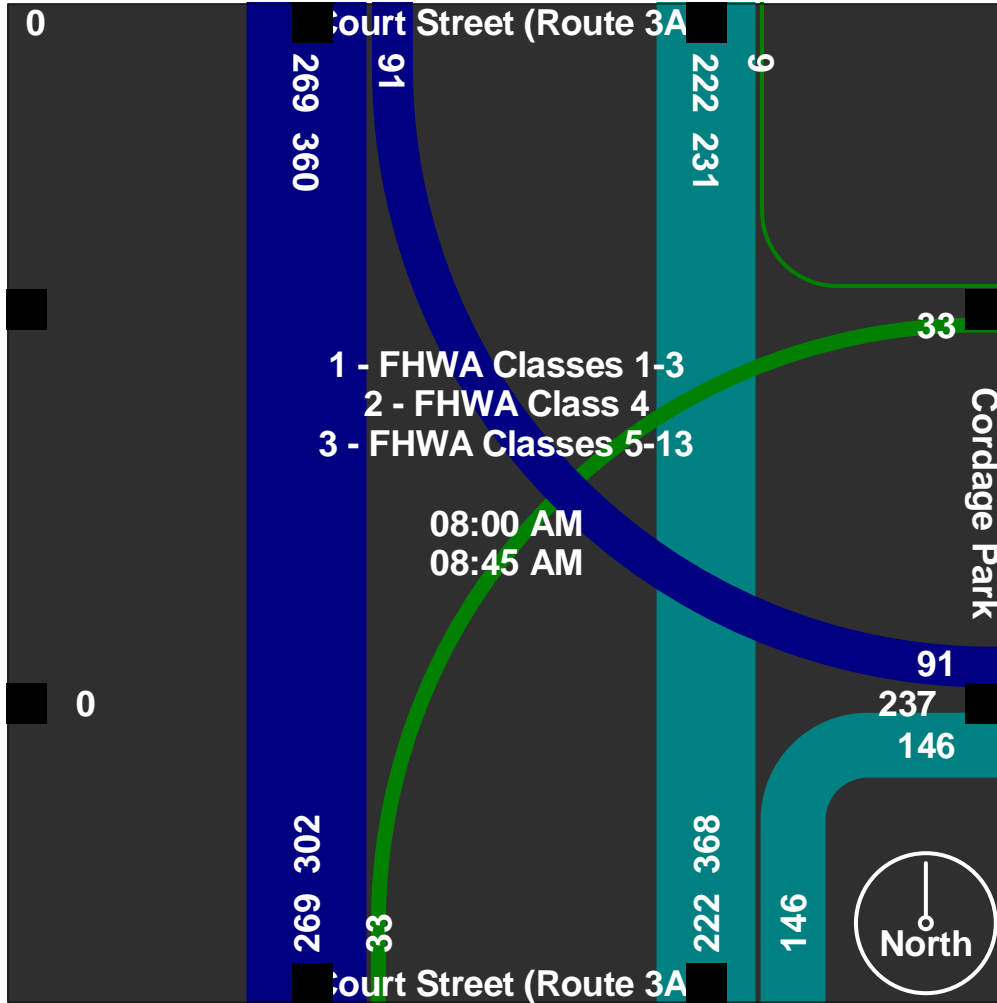


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508-583-1833

Community: Plymouth
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Board #: DB-400 (1)
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File Name : 239_Court&CordagePark_AM
Site Code : 00000239
Start Date : 9/19/2006
Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Rain

Board #: DB-400 (2)

Staff: BM

File Name : 239_Court&CordagePark_PM

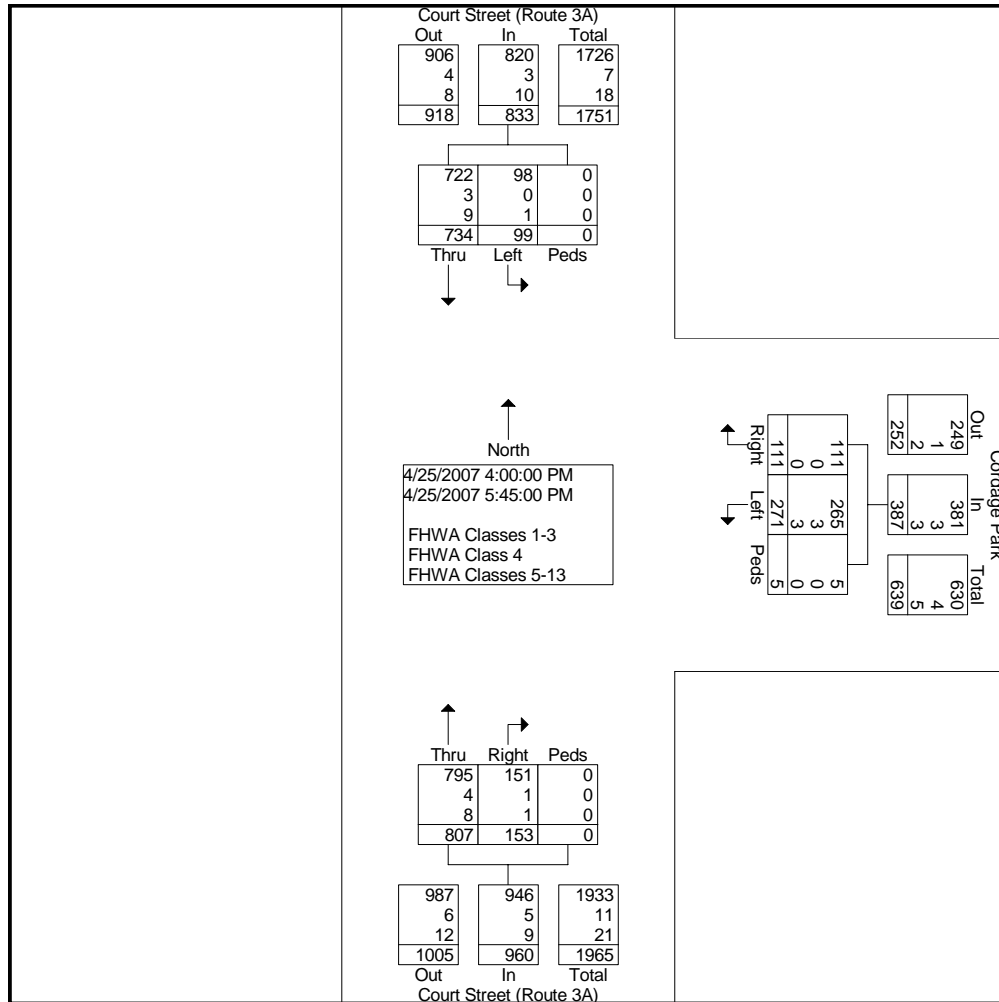
Site Code : 00000239

Start Date : 4/25/2007

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time	Court Street (Route 3A) Southbound					Cordage Park Westbound					Court Street (Route 3A) Northbound					Int. Total
	Right	Thru	Left	Peds	App-Total	Right	Thru	Left	Peds	App-Total	Right	Thru	Left	Peds	App-Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	81	15	0	96	12	0	51	3	66	25	92	0	0	117	279
04:15 PM	0	105	13	0	118	13	0	26	0	39	17	115	0	0	132	289
04:30 PM	0	92	14	0	106	21	0	39	1	61	16	100	0	0	116	283
04:45 PM	0	87	13	0	100	4	0	39	0	43	15	84	0	0	99	242
Total	0	365	55	0	420	50	0	155	4	209	73	391	0	0	464	1093
05:00 PM	0	88	8	0	96	17	0	43	0	60	23	134	0	0	157	313
05:15 PM	0	97	12	0	109	15	0	25	0	40	13	128	0	0	141	290
05:30 PM	0	117	12	0	129	16	0	33	1	50	21	89	0	0	110	289
05:45 PM	0	67	12	0	79	13	0	15	0	28	23	65	0	0	88	195
Total	0	369	44	0	413	61	0	116	1	178	80	416	0	0	496	1087
Grand Total	0	734	99	0	833	111	0	271	5	387	153	807	0	0	960	2180
Apprch %	0.0	88.1	11.9	0.0		28.7	0.0	70.0	1.3		15.9	84.1	0.0	0.0		
Total %	0.0	33.7	4.5	0.0	38.2	5.1	0.0	12.4	0.2	17.8	7.0	37.0	0.0	0.0	44.0	

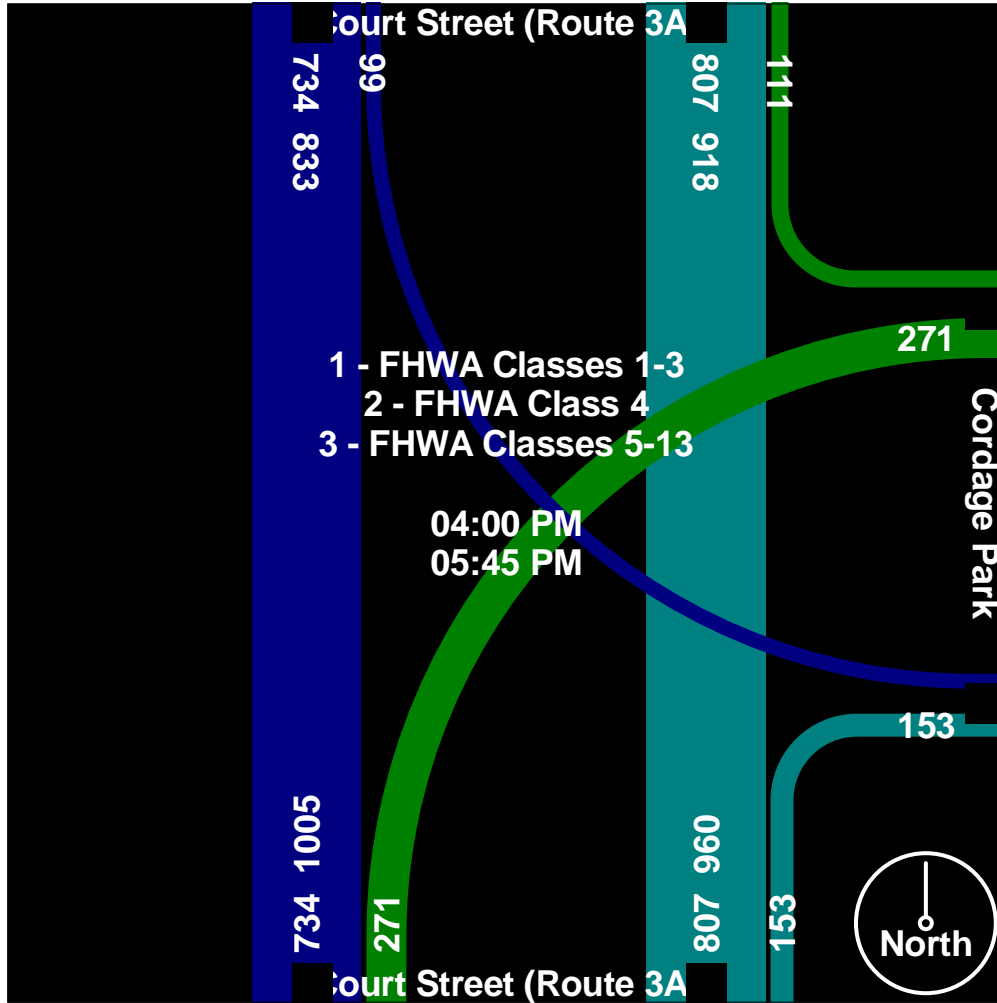


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Rain
Board #: DB-400 (2)
Staff: BM

File Name : 239_Court&CordagePark_PM
Site Code : 00000239
Start Date : 4/25/2007
Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Rain

Board #: DB-400 (2)

Staff: BM

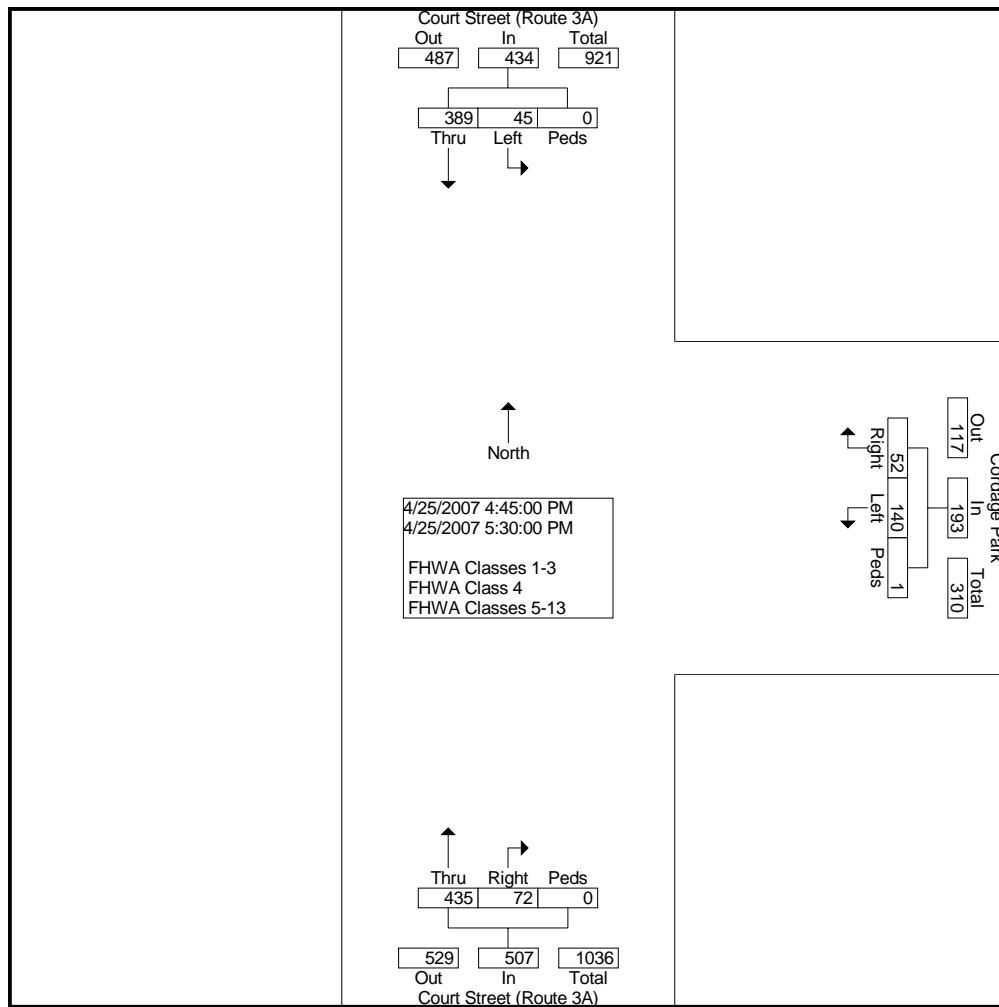
File Name : 239_Court&CordagePark_PM

Site Code : 00000239

Start Date : 4/25/2007

Page No : 3

Start Time	Court Street (Route 3A) Southbound					Cordage Park Westbound					Court Street (Route 3A) Northbound					Int. Total	
	Right	Thru	Left	Peds	App-Total	Right	Thru	Left	Peds	App-Total	Right	Thru	Left	Peds	App-Total		
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	0	389	45	0	434	52	0	140	1	193	72	435	0	0	507	1134	
Percent	0.0	89.6	10.4	0.0		26.9	0.0	72.5	0.5		14.2	85.8	0.0	0.0			
05:00 Volume	0	88	8	0	96	17	0	43	0	60	23	134	0	0	157	313	
Peak Factor																	0.906
High Int.	05:30 PM																
Volume	0	117	12	0	129	17	0	43	0	60	23	134	0	0	157		
Peak Factor	0.841										0.807						

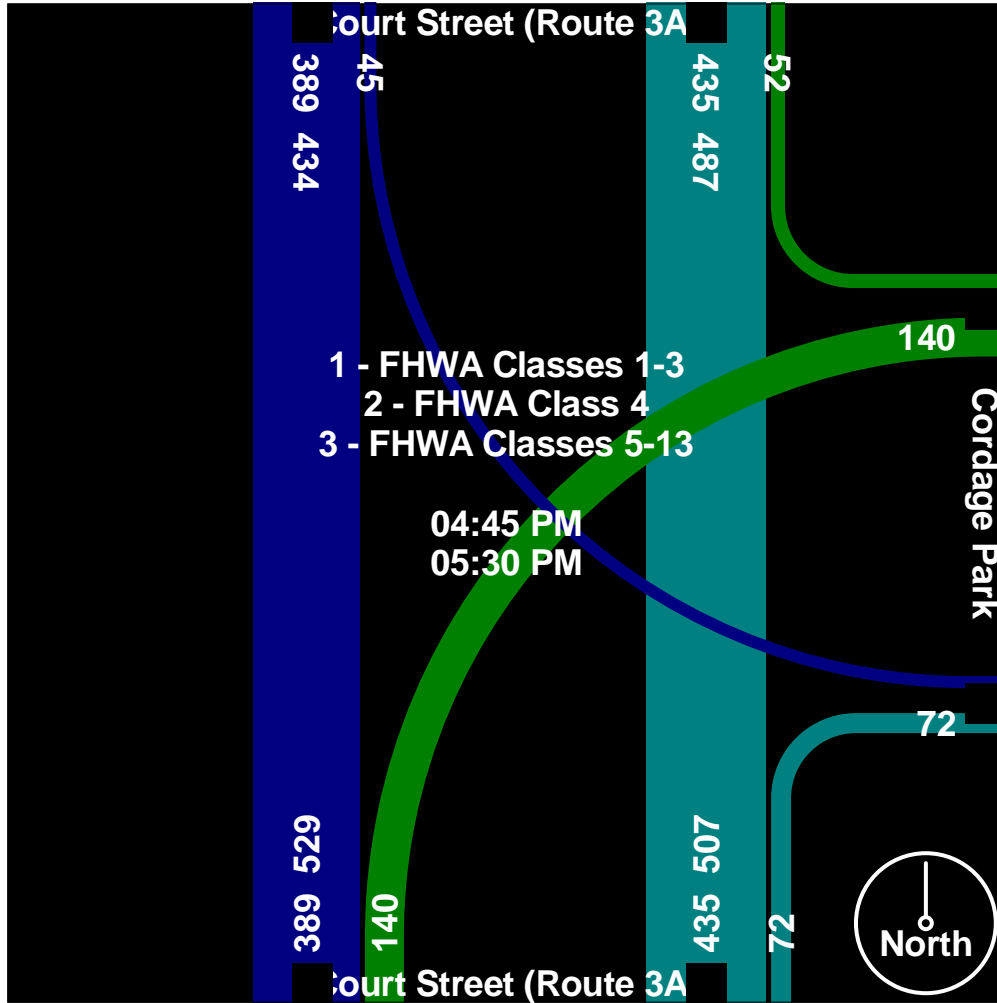


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Page No : 4



HCM Signalized Intersection Capacity Analysis
3: Cordage Park & Route 3A

Route 3A Corridor Study
2007 AM Peak Hour LOS















Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	11	11
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	0.85	1.00	1.00
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1711	1583	1863	1583	1711	1801
Fl _t Permitted	0.95	1.00	1.00	1.00	0.43	1.00
Satd. Flow (perm)	1711	1583	1863	1583	775	1801
Volume (vph)	31	8	209	137	85	253
Peak-hour factor, PHF	0.64	0.64	0.88	0.88	0.88	0.88
Growth Factor (vph)	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	49	13	240	157	98	290
RTOR Reduction (vph)	0	12	0	104	0	0
Lane Group Flow (vph)	49	1	240	53	98	290
Turn Type		Perm		Perm	pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8		2		6
Actuated Green, G (s)	2.2	2.2	9.6	9.6	18.0	18.0
Effective Green, g (s)	2.2	2.2	9.6	9.6	18.0	18.0
Actuated g/C Ratio	0.08	0.08	0.34	0.34	0.64	0.64
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	133	123	634	539	641	1150
v/s Ratio Prot	c0.03		c0.13		0.02	c0.16
v/s Ratio Perm		0.00		0.03	0.07	
v/c Ratio	0.37	0.01	0.38	0.10	0.15	0.25
Uniform Delay, d ₁	12.3	12.0	7.0	6.3	2.3	2.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d ₂	1.7	0.0	0.4	0.1	0.1	0.1
Delay (s)	14.1	12.0	7.4	6.4	2.4	2.3
Level of Service	B	B	A	A	A	A
Approach Delay (s)	13.6		7.0			2.3
Approach LOS	B		A			A

Intersection Summary

HCM Average Control Delay	5.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	28.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			













HCM Signalized Intersection Capacity Analysis
 3: Cordage Park & Route 3A

Route 3A Corridor Study
 2007 PM Peak Hour LOS

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	11	11
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	0.85	1.00	1.00
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1711	1583	1863	1583	1711	1801
Fl _t Permitted	0.95	1.00	1.00	1.00	0.23	1.00
Satd. Flow (perm)	1711	1583	1863	1583	407	1801
Volume (vph)	146	54	452	75	47	405
Peak-hour factor, PHF	0.80	0.80	0.81	0.81	0.84	0.84
Adj. Flow (vph)	182	68	558	93	56	482
RTOR Reduction (vph)	0	55	0	54	0	0
Lane Group Flow (vph)	182	13	558	39	56	482
Turn Type	Perm		Perm pm+pt			
Protected Phases	8		2		1	6
Permitted Phases	8		2		6	
Actuated Green, G (s)	7.9	7.9	17.8	17.8	26.3	26.3
Effective Green, g (s)	7.9	7.9	17.8	17.8	26.3	26.3
Actuated g/C Ratio	0.19	0.19	0.42	0.42	0.62	0.62
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	320	296	786	668	393	1122
v/s Ratio Prot	c0.11		c0.30		0.02	c0.27
v/s Ratio Perm		0.01		0.02	0.07	
v/c Ratio	0.57	0.04	0.71	0.06	0.14	0.43
Uniform Delay, d ₁	15.6	14.1	10.1	7.2	4.6	4.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d ₂	2.3	0.1	3.0	0.0	0.2	0.3
Delay (s)	17.9	14.1	13.0	7.3	4.8	4.4
Level of Service	B	B	B	A	A	A
Approach Delay (s)	16.9		12.2		4.4	
Approach LOS	B		B		A	
Intersection Summary						
HCM Average Control Delay			10.1	HCM Level of Service		B
HCM Volume to Capacity ratio			0.65			
Actuated Cycle Length (s)			42.2	Sum of lost time (s)		12.0
Intersection Capacity Utilization			45.2%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
3: Cordage Park & Route 3A

Route 3A Corridor Study
2012 AM Peak Hour LOS

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	11	11
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	0.85	1.00	1.00
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1711	1583	1863	1583	1711	1801
Fl _t Permitted	0.95	1.00	1.00	1.00	0.43	1.00
Satd. Flow (perm)	1711	1583	1863	1583	767	1801
Volume (vph)	31	8	209	137	85	253
Peak-hour factor, PHF	0.64	0.64	0.88	0.88	0.88	0.88
Growth Factor (vph)	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	52	13	254	167	103	308
RTOR Reduction (vph)	0	12	0	110	0	0
Lane Group Flow (vph)	52	1	254	57	103	308
Turn Type	Perm		Perm pm+pt			
Protected Phases	8		2		1	6
Permitted Phases		8		2		6
Actuated Green, G (s)	2.2	2.2	9.7	9.7	18.2	18.2
Effective Green, g (s)	2.2	2.2	9.7	9.7	18.2	18.2
Actuated g/C Ratio	0.08	0.08	0.34	0.34	0.64	0.64
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	133	123	636	541	641	1154
v/s Ratio Prot	c0.03		c0.14		0.03	c0.17
v/s Ratio Perm		0.00		0.04	0.08	
v/c Ratio	0.39	0.01	0.40	0.11	0.16	0.27
Uniform Delay, d ₁	12.5	12.1	7.1	6.4	2.3	2.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d ₂	1.9	0.0	0.4	0.1	0.1	0.1
Delay (s)	14.4	12.1	7.5	6.5	2.4	2.3
Level of Service	B	B	A	A	A	A
Approach Delay (s)	13.9		7.1			2.3
Approach LOS	B		A			A
Intersection Summary						
HCM Average Control Delay			5.4	HCM Level of Service		A
HCM Volume to Capacity ratio			0.39			
Actuated Cycle Length (s)			28.4	Sum of lost time (s)	12.0	
Intersection Capacity Utilization			30.1%	ICU Level of Service	A	
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
3: Cordage Park & Route 3A

Route 3A Corridor Study
2012 PM Peak Hour LOS















Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	11	11
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	0.85	1.00	1.00
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1711	1583	1863	1583	1711	1801
Fl _t Permitted	0.95	1.00	1.00	1.00	0.20	1.00
Satd. Flow (perm)	1711	1583	1863	1583	369	1801
Volume (vph)	146	54	452	75	47	405
Peak-hour factor, PHF	0.80	0.80	0.81	0.81	0.84	0.84
Growth Factor (vph)	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	193	72	592	98	59	511
RTOR Reduction (vph)	0	58	0	56	0	0
Lane Group Flow (vph)	193	14	592	42	59	511
Turn Type		Perm		Perm	pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	8.2	8.2	18.6	18.6	27.1	27.1
Effective Green, g (s)	8.2	8.2	18.6	18.6	27.1	27.1
Actuated g/C Ratio	0.19	0.19	0.43	0.43	0.63	0.63
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	324	300	800	680	370	1127
v/s Ratio Prot	c0.11		c0.32		0.02	c0.28
v/s Ratio Perm		0.01		0.03	0.08	
v/c Ratio	0.60	0.05	0.74	0.06	0.16	0.45
Uniform Delay, d ₁	16.0	14.3	10.3	7.2	5.0	4.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d ₂	2.9	0.1	3.7	0.0	0.2	0.3
Delay (s)	19.0	14.4	14.0	7.3	5.2	4.5
Level of Service	B	B	B	A	A	A
Approach Delay (s)	17.7		13.1			4.6
Approach LOS	B		B			A

Intersection Summary

HCM Average Control Delay	10.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	43.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			













HCM Signalized Intersection Capacity Analysis
3: Cordage Park & Route 3A

Route 3A Corridor Study
2020 AM Peak Hour LOS

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	11	11
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	0.85	1.00	1.00
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1711	1583	1863	1583	1711	1801
Fl _t Permitted	0.95	1.00	1.00	1.00	0.42	1.00
Satd. Flow (perm)	1711	1583	1863	1583	764	1801
Volume (vph)	31	8	209	137	85	253
Peak-hour factor, PHF	0.64	0.64	0.88	0.88	0.88	0.88
Growth Factor (vph)	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	57	15	280	184	114	339
RTOR Reduction (vph)	0	14	0	118	0	0
Lane Group Flow (vph)	57	1	280	66	114	339
Turn Type	Perm		Perm pm+pt			
Protected Phases	8		2		1	6
Permitted Phases	8		2		6	
Actuated Green, G (s)	2.2	2.2	10.4	10.4	18.9	18.9
Effective Green, g (s)	2.2	2.2	10.4	10.4	18.9	18.9
Actuated g/C Ratio	0.08	0.08	0.36	0.36	0.65	0.65
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	129	120	666	566	643	1170
v/s Ratio Prot	c0.03		c0.15		0.03	c0.19
v/s Ratio Perm		0.00		0.04	0.09	
v/c Ratio	0.44	0.01	0.42	0.12	0.18	0.29
Uniform Delay, d ₁	12.9	12.4	7.1	6.3	2.2	2.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d ₂	2.4	0.0	0.4	0.1	0.1	0.1
Delay (s)	15.3	12.5	7.5	6.4	2.4	2.3
Level of Service	B	B	A	A	A	A
Approach Delay (s)	14.7		7.0		2.3	
Approach LOS	B		A		A	
Intersection Summary						
HCM Average Control Delay			5.5	HCM Level of Service		A
HCM Volume to Capacity ratio			0.41			
Actuated Cycle Length (s)			29.1	Sum of lost time (s)		12.0
Intersection Capacity Utilization			31.9%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
3: Cordage Park & Route 3A

Route 3A Corridor Study
2020 PM Peak Hour LOS

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	11	11
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	0.85	1.00	1.00
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1711	1583	1863	1583	1711	1801
Fl _t Permitted	0.95	1.00	1.00	1.00	0.17	1.00
Satd. Flow (perm)	1711	1583	1863	1583	308	1801
Volume (vph)	146	54	452	75	47	405
Peak-hour factor, PHF	0.80	0.80	0.81	0.81	0.84	0.84
Growth Factor (vph)	116%	116%	116%	116%	116%	116%
Adj. Flow (vph)	212	78	647	107	65	559
RTOR Reduction (vph)	0	63	0	60	0	0
Lane Group Flow (vph)	212	15	647	47	65	559
Turn Type	Perm		Perm pm+pt			
Protected Phases	8		2		1	6
Permitted Phases		8		2		6
Actuated Green, G (s)	8.7	8.7	19.9	19.9	28.4	28.4
Effective Green, g (s)	8.7	8.7	19.9	19.9	28.4	28.4
Actuated g/C Ratio	0.19	0.19	0.44	0.44	0.63	0.63
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	330	305	822	698	334	1134
v/s Ratio Prot	c0.12		c0.35		0.02	c0.31
v/s Ratio Perm		0.01		0.03	0.10	
v/c Ratio	0.64	0.05	0.79	0.07	0.19	0.49
Uniform Delay, d ₁	16.8	14.8	10.8	7.3	5.6	4.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d ₂	4.2	0.1	5.0	0.0	0.3	0.3
Delay (s)	21.0	14.9	15.8	7.3	5.9	4.8
Level of Service	C	B	B	A	A	A
Approach Delay (s)	19.4		14.6			4.9
Approach LOS	B		B			A
Intersection Summary						
HCM Average Control Delay			11.8	HCM Level of Service		B
HCM Volume to Capacity ratio			0.73			
Actuated Cycle Length (s)			45.1	Sum of lost time (s)		12.0
Intersection Capacity Utilization			50.3%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

MassHighway

CRASH RATE WORKSHEET

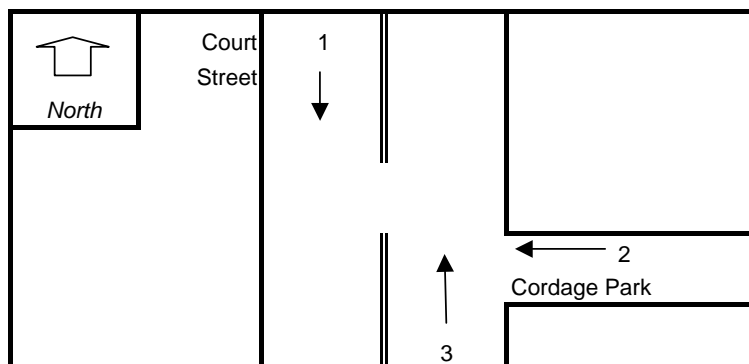
CITY/TOWN : Plymouth COUNT DATE : 4/25/2007 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Court Street (Route 3A)
 MINOR STREET(S) : Cordage Park

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3		
DIRECTION :	SB	WB	NB		
VOLUMES (AM/PM) :	451	200	527		

" K " FACTOR : 0.09 APPROACH ADT : 13,089 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 1 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 0.33

CRASH RATE CALCULATION : 0.070 RATE = $\frac{(A * 1,000,000)}{ADT * 365}$ (

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-91.69%	Statewide Average:	Signalized	-91.98%
	Unsignalized	-88.17%		Unsignalized	-89.43%

**Route 3A @
Cherry Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Date: 10/04/2005

Board #: DB-400 (2)

Staff: BM

File Name : 239_Court&Cherry&Prince_AM

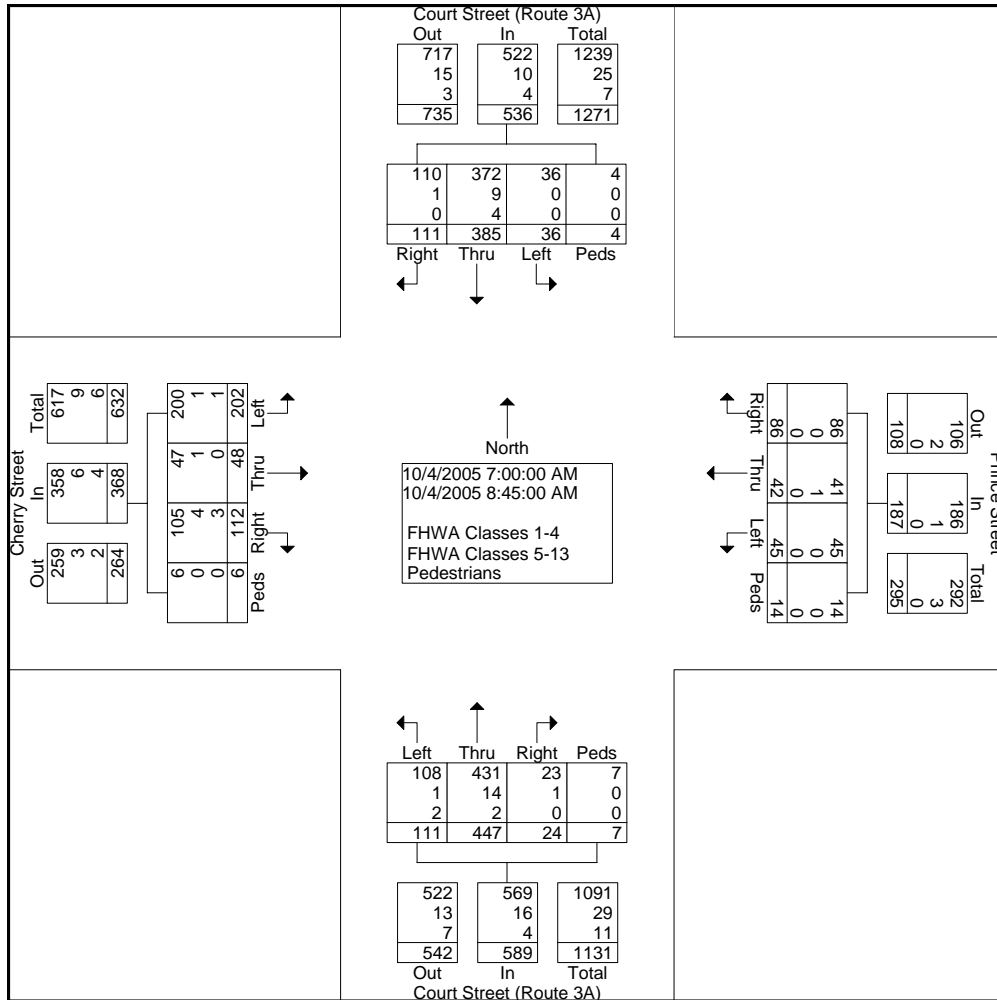
Site Code : 00000239

Start Date : 10/4/2005

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Court Street (Route 3A) Southbound					Prince Street Westbound					Court Street (Route 3A) Northbound					Cherry Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	7	45	6	0	58	5	5	10	0	20	8	41	2	0	51	15	9	17	0	41	170
07:15 AM	4	34	18	0	56	5	7	11	1	24	18	55	1	2	76	20	2	7	2	31	187
07:30 AM	1	27	19	0	47	4	6	13	2	25	6	52	5	0	63	21	7	15	1	44	179
07:45 AM	4	47	11	0	62	5	4	15	1	25	10	46	4	1	61	23	6	10	0	39	187
Total	16	153	54	0	223	19	22	49	4	94	42	194	12	3	251	79	24	49	3	155	723
08:00 AM	6	45	11	2	64	5	3	8	4	20	15	71	2	0	88	35	5	15	0	55	227
08:15 AM	7	63	13	0	83	7	4	10	1	22	21	57	5	1	84	35	3	12	0	50	239
08:30 AM	3	59	13	0	75	5	9	7	4	25	17	59	0	0	76	29	5	13	0	47	223
08:45 AM	4	65	20	2	91	9	4	12	1	26	16	66	5	3	90	24	11	23	3	61	268
Total	20	232	57	4	313	26	20	37	10	93	69	253	12	4	338	123	24	63	3	213	957
Grand Total	36	385	111	4	536	45	42	86	14	187	111	447	24	7	589	202	48	112	6	368	1680
Apprch %	6.7	71.8	20.7	0.7		24.1	22.5	46.0	7.5		18.8	75.9	4.1	1.2		54.9	13.0	30.4	1.6		
Total %	2.1	22.9	6.6	0.2	31.9	2.7	2.5	5.1	0.8	11.1	6.6	26.6	1.4	0.4	35.1	12.0	2.9	6.7	0.4	21.9	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Date: 10/04/2005

Board #: DB-400 (2)

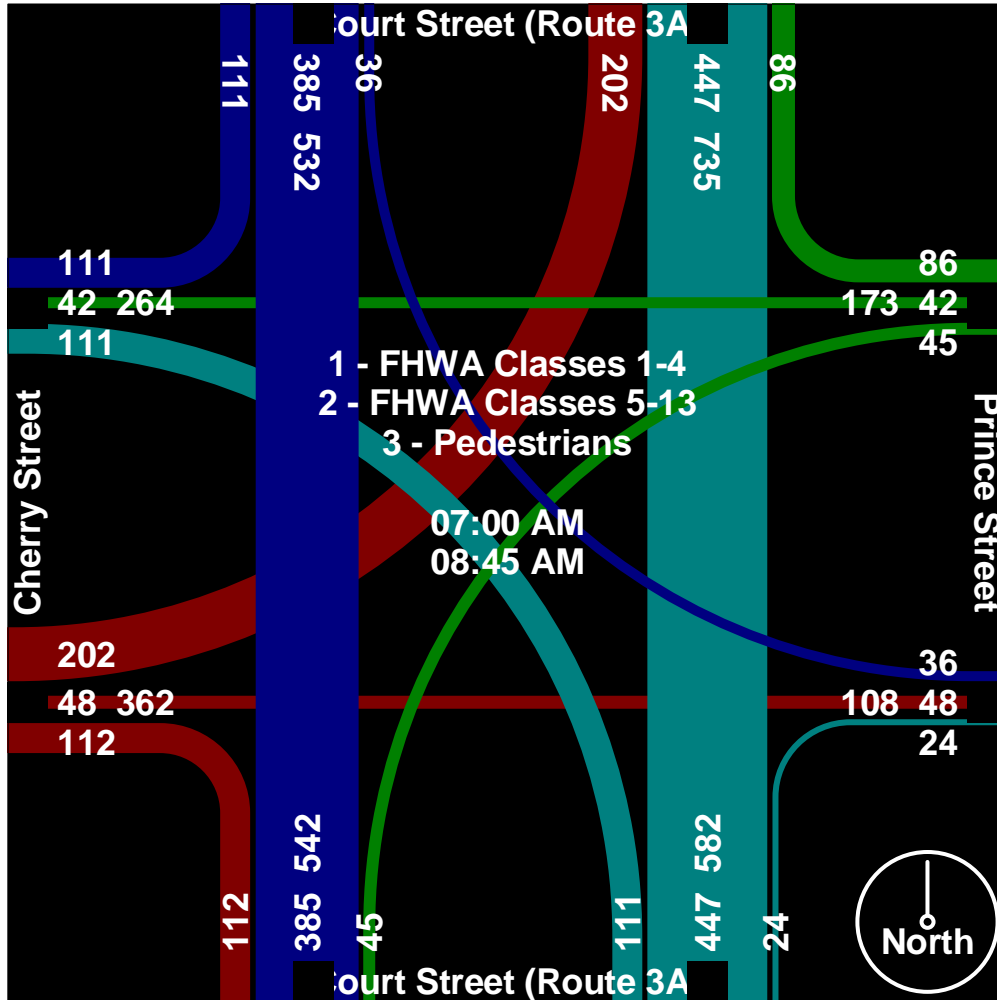
Staff: BM

File Name : 239_Court&Cherry&Prince_AM

Site Code : 00000239

Start Date : 10/4/2005

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Date: 10/04/2005

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Staff: BM

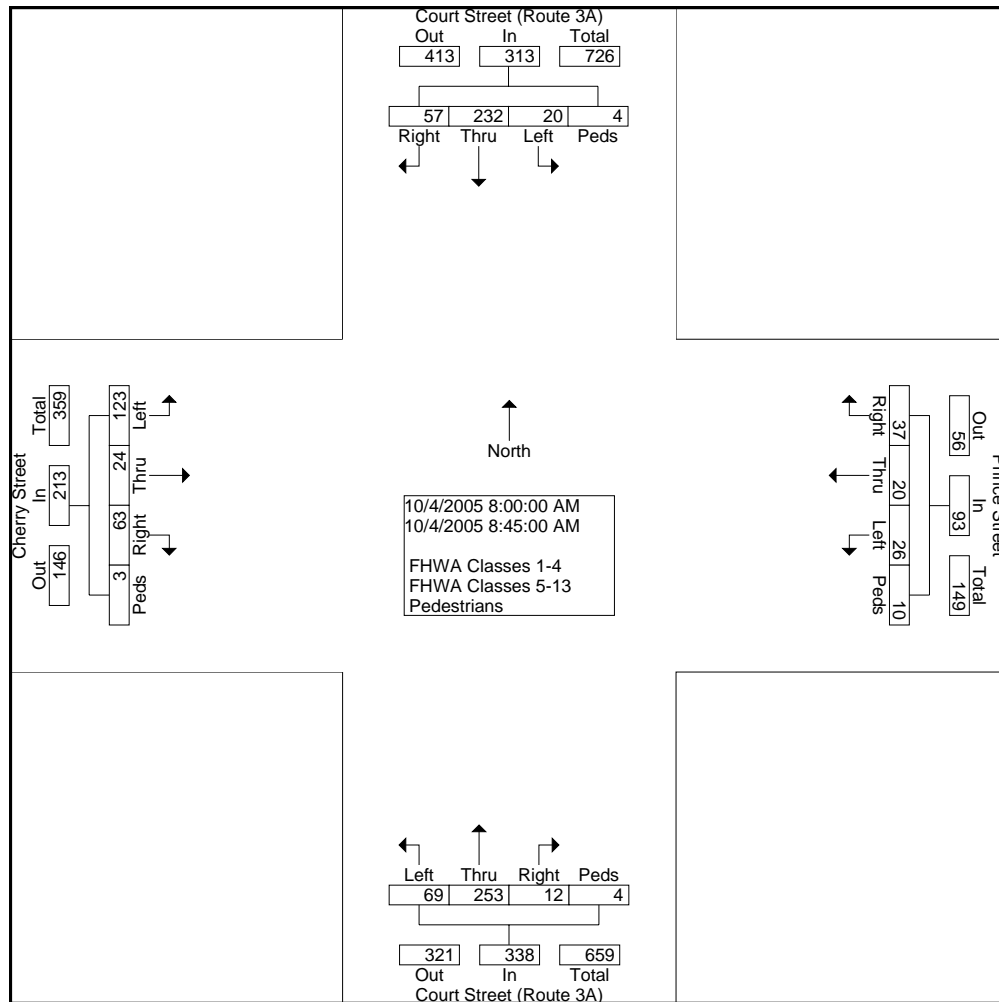
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Site Code : 00000239

Start Date : 10/4/2005

Page No : 3

Start Time	Court Street (Route 3A) Southbound					Prince Street Westbound					Court Street (Route 3A) Northbound					Cherry Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	20	232	57	4	313	26	20	37	10	93	69	253	12	4	338	123	24	63	3	213	957
Percent	6.4	74.1	18.2	1.3		28.0	21.5	39.8	10.8		20.4	74.9	3.6	1.2		57.7	11.3	29.6	1.4		
08:45																					
Volume	4	65	20	2	91	9	4	12	1	26	16	66	5	3	90	24	11	23	3	61	268
Peak Factor																					
High Int.	08:45 AM																				
Volume	4	65	20	2	91	9	4	12	1	26	16	66	5	3	90	24	11	23	3	61	0.893
Peak Factor					0.860					0.894					0.939					0.873	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

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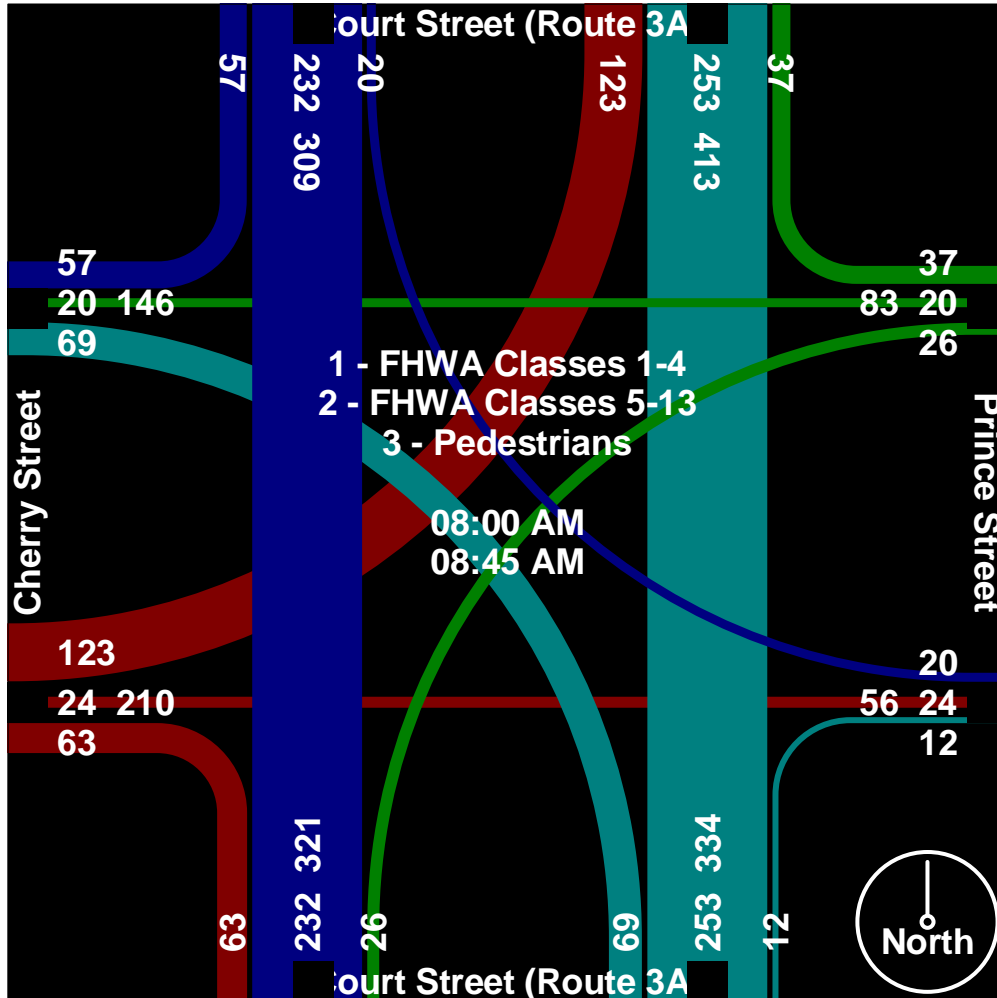
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Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

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Community: Plymouth

Date: 10/04/2005

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Staff: BM

File Name : 239_Court&Cherry&Prince_PM

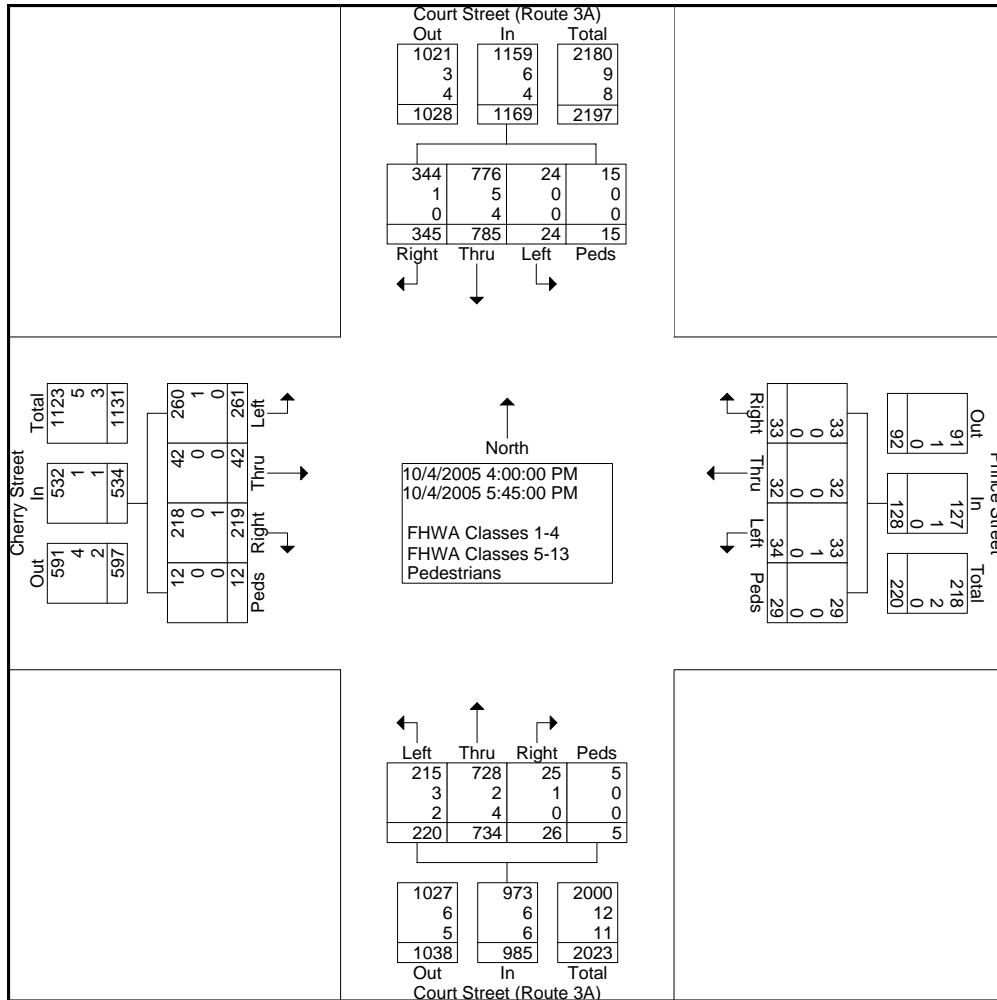
Site Code : 00000239

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Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Court Street (Route 3A) Southbound					Prince Street Westbound					Court Street (Route 3A) Northbound					Cherry Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	4	139	43	2	188	2	2	8	2	14	25	101	7	0	133	36	5	17	2	60	395
04:15 PM	2	84	49	7	142	5	8	5	8	26	29	94	7	0	130	49	6	35	0	90	388
04:30 PM	5	112	49	2	168	7	6	4	11	28	21	116	3	0	140	30	2	30	2	64	400
04:45 PM	3	96	44	2	145	5	4	2	1	12	34	108	1	1	144	22	7	27	1	57	358
Total	14	431	185	13	643	19	20	19	22	80	109	419	18	1	547	137	20	109	5	271	1541
05:00 PM	2	116	48	0	166	3	0	3	2	8	28	90	2	0	120	34	6	27	5	72	366
05:15 PM	2	90	50	0	142	6	2	4	0	12	34	79	2	2	117	46	7	30	0	83	354
05:30 PM	2	84	33	0	119	5	5	3	3	16	19	78	0	2	99	30	4	31	1	66	300
05:45 PM	4	64	29	2	99	1	5	4	2	12	30	68	4	0	102	14	5	22	1	42	255
Total	10	354	160	2	526	15	12	14	7	48	111	315	8	4	438	124	22	110	7	263	1275
Grand Total	24	785	345	15	1169	34	32	33	29	128	220	734	26	5	985	261	42	219	12	534	2816
Apprch %	2.1	67.2	29.5	1.3		26.6	25.0	25.8	22.7		22.3	74.5	2.6	0.5		48.9	7.9	41.0	2.2		
Total %	0.9	27.9	12.3	0.5	41.5	1.2	1.1	1.2	1.0	4.5	7.8	26.1	0.9	0.2	35.0	9.3	1.5	7.8	0.4	19.0	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

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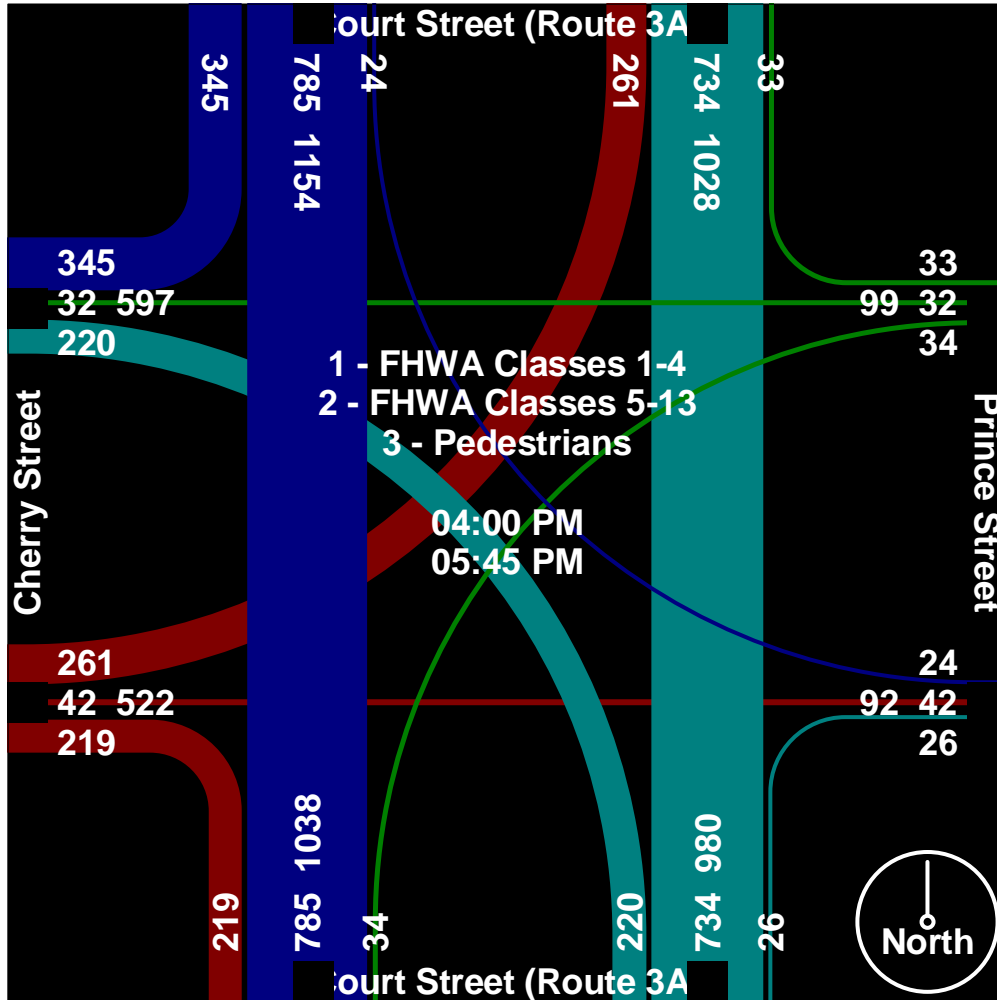
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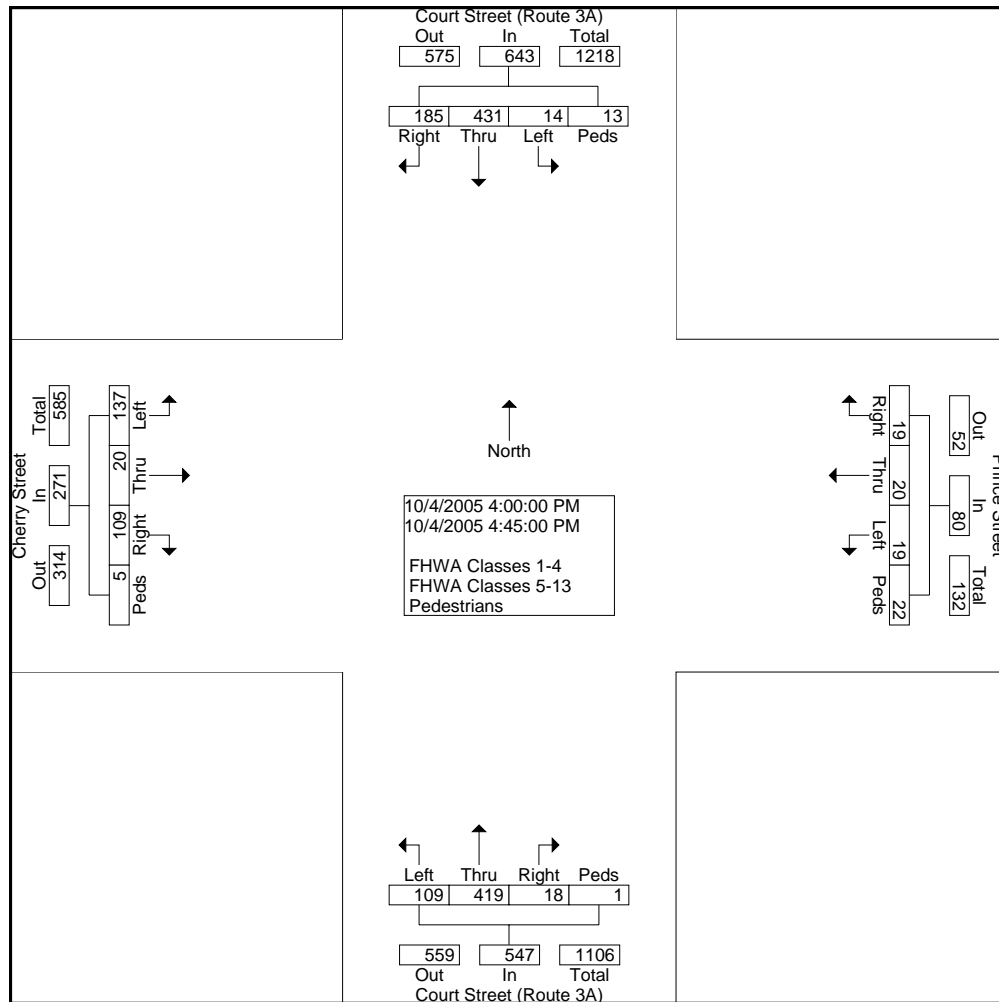
File Name : 239_Court&Cherry&Prince_PM

Site Code : 00000239

Start Date : 10/4/2005

Page No : 3

Start Time	Court Street (Route 3A) Southbound					Prince Street Westbound					Court Street (Route 3A) Northbound					Cherry Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	14	431	185	13	643	19	20	19	22	80	109	419	18	1	547	137	20	109	5	271	1541
Percent	2.2	67.0	28.8	2.0		23.8	25.0	23.8	27.5		19.9	76.6	3.3	0.2		50.6	7.4	40.2	1.8		
04:30																					
Volume	5	112	49	2	168	7	6	4	11	28	21	116	3	0	140	30	2	30	2	64	400
Peak Factor																					
High Int.	04:00 PM																				
Volume	4	139	43	2	188	7	6	4	11	28	34	108	1	1	144	49	6	35	0	90	0.963
Peak Factor	0.855					0.714					0.950					0.753					



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

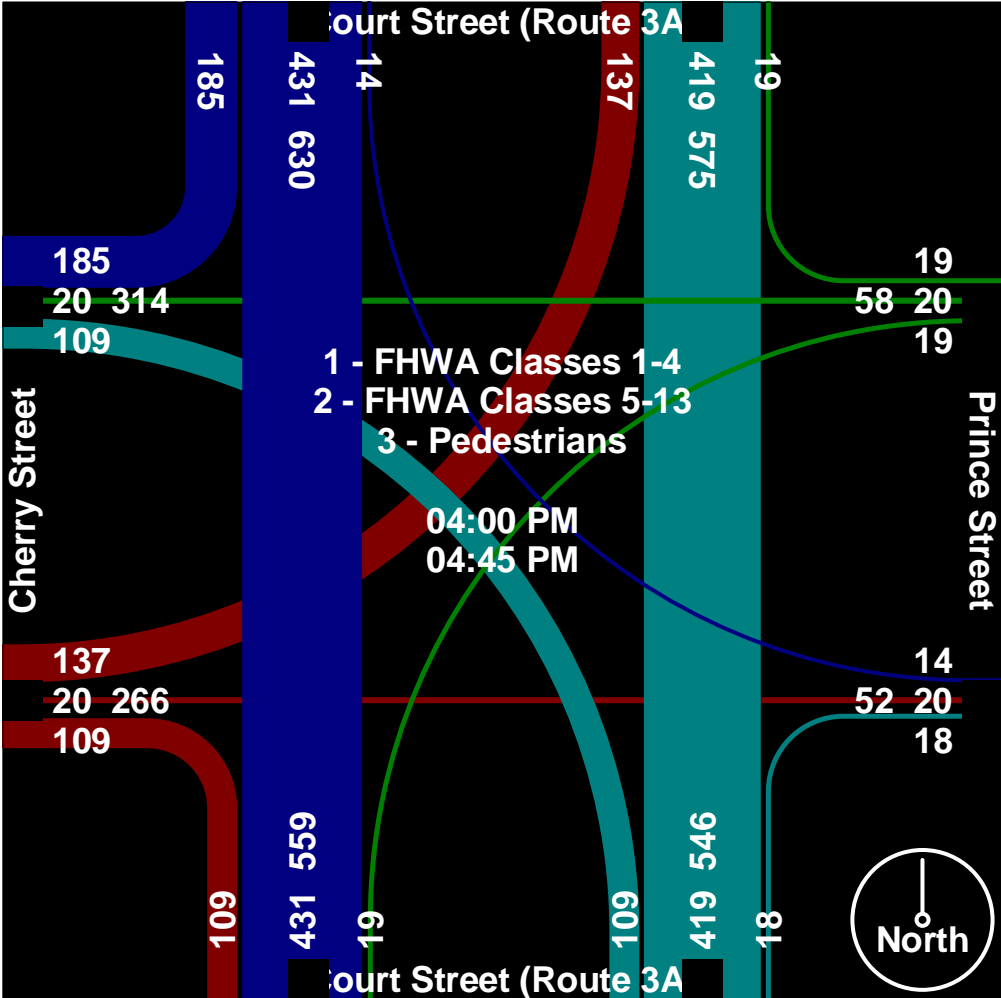
File Name : 239_Court&Cherry&Prince_PM

Site Code : 00000239

Start Date : 10/4/2005

Page No : 4

Community: Plymouth
Date: 10/04/2005
Board #: DB-400 (2)
Staff: BM



HCM Signalized Intersection Capacity Analysis
3: Cherry Street & Court Street (Route 3A)

Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	16	16	16	10	13	13	12	12	10
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Fr _t	1.00	0.89			0.94		1.00	0.99			1.00	0.85
Fl _t Protected	0.95	1.00			0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1847	1497			1984		1636	1875			1842	1492
Fl _t Permitted	0.95	1.00			0.98		0.46	1.00			0.96	1.00
Satd. Flow (perm)	1847	1497			1984		795	1875			1784	1492
Volume (vph)	122	24	62	26	20	37	68	250	12	20	230	56
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.94	0.94	0.94	0.86	0.86	0.86
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	143	28	73	30	23	42	74	271	13	24	273	66
RTOR Reduction (vph)	0	65	0	0	37	0	0	2	0	0	0	35
Lane Group Flow (vph)	143	36	0	0	58	0	74	282	0	0	297	31
Heavy Vehicles (%)	1%	2%	7%	0%	2%	0%	3%	4%	4%	0%	3%	1%
Turn Type	Split			Split			pm+pt			Perm		Perm
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	8.5	8.5			6.4		45.4	45.4			37.2	37.2
Effective Green, g (s)	8.5	8.5			6.4		45.4	45.4			37.2	37.2
Actuated g/C Ratio	0.11	0.11			0.08		0.57	0.57			0.47	0.47
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	198	160			160		500	1073			837	700
v/s Ratio Prot	c0.08	0.02			c0.03		0.01	c0.15				
v/s Ratio Perm							0.08				c0.17	0.02
v/c Ratio	0.72	0.22			0.36		0.15	0.26			0.35	0.04
Uniform Delay, d ₁	34.3	32.4			34.5		8.1	8.5			13.4	11.4
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Incremental Delay, d ₂	12.2	0.7			1.4		0.1	0.6			1.2	0.1
Delay (s)	46.5	33.1			35.9		8.2	9.1			14.6	11.5
Level of Service	D	C			D		A	A			B	B
Approach Delay (s)		40.9			35.9			8.9			14.0	
Approach LOS		D			D			A			B	

Intersection Summary

HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	79.3	Sum of lost time (s)	23.0
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Cherry Street & Court Street (Route 3A)

Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	16	16	16	10	13	13	12	12	10
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Fr _t	1.00	0.87			0.96		1.00	0.99			1.00	0.85
Fl _t Protected	0.95	1.00			0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1829	1518			1986		1652	1913			1860	1478
Fl _t Permitted	0.95	1.00			0.98		0.29	1.00			0.98	1.00
Satd. Flow (perm)	1829	1518			1986		510	1913			1828	1478
Volume (vph)	135	20	107	19	20	19	106	412	18	14	418	182
Peak-hour factor, PHF	0.75	0.75	0.75	0.71	0.71	0.71	0.95	0.95	0.95	0.86	0.86	0.86
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	184	27	146	27	29	27	114	442	19	17	496	216
RTOR Reduction (vph)	0	124	0	0	16	0	0	1	0	0	0	83
Lane Group Flow (vph)	184	49	0	0	67	0	114	460	0	0	513	133
Turn Type	Split		Split			pm+pt				Perm		Perm
Protected Phases	4	4	8			8	5	2	6		6	6
Permitted Phases							2			6	6	
Actuated Green, G (s)	14.2	14.2				4.7	55.6	55.6			45.6	45.6
Effective Green, g (s)	14.2	14.2				4.7	55.6	55.6			45.6	45.6
Actuated g/C Ratio	0.15	0.15				0.05	0.60	0.60			0.49	0.49
Clearance Time (s)	4.0	4.0				4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0				3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	279	232				100	378	1142			895	724
v/s Ratio Prot	c0.10	0.03				c0.03	0.02	c0.24				
v/s Ratio Perm							0.16				c0.28	0.09
v/c Ratio	0.66	0.21				0.67	0.30	0.40			0.57	0.18
Uniform Delay, d ₁	37.2	34.6				43.4	10.3	9.9			16.8	13.3
Progression Factor	1.00	1.00				1.00	1.00	1.00			1.00	1.00
Incremental Delay, d ₂	5.5	0.5				15.6	0.5	1.1			2.7	0.6
Delay (s)	42.7	35.0				59.1	10.8	11.0			19.5	13.9
Level of Service	D	D				E	B	B			B	B
Approach Delay (s)	39.0					59.1	11.0				17.8	
Approach LOS	D					E	B				B	

Intersection Summary

HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	93.1	Sum of lost time (s)	22.6
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Cherry Street & Court Street (Route 3A)

Route 3A Corridor Study
2012 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	16	16	16	10	13	13	12	12	10
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Fr _t	1.00	0.89			0.94		1.00	0.99			1.00	0.85
Fl _t Protected	0.95	1.00			0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1847	1498			1983		1636	1875			1842	1492
Fl _t Permitted	0.95	1.00			0.98		0.45	1.00			0.96	1.00
Satd. Flow (perm)	1847	1498			1983		769	1875			1782	1492
Volume (vph)	122	24	62	26	20	37	68	250	12	20	230	56
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.94	0.94	0.94	0.86	0.86	0.86
Growth Factor (vph)	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	151	30	77	32	24	45	78	287	14	25	289	70
RTOR Reduction (vph)	0	69	0	0	37	0	0	2	0	0	0	37
Lane Group Flow (vph)	151	38	0	0	64	0	78	299	0	0	314	33
Heavy Vehicles (%)	1%	2%	7%	0%	2%	0%	3%	4%	4%	0%	3%	1%
Turn Type	Split			Split			pm+pt			Perm		Perm
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	8.6	8.6			6.4		45.4	45.4			37.2	37.2
Effective Green, g (s)	8.6	8.6			6.4		45.4	45.4			37.2	37.2
Actuated g/C Ratio	0.11	0.11			0.08		0.57	0.57			0.47	0.47
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	200	162			160		486	1072			835	699
v/s Ratio Prot	c0.08	0.03			c0.03		0.01	c0.16				
v/s Ratio Perm							0.08				c0.18	0.02
v/c Ratio	0.76	0.24			0.40		0.16	0.28			0.38	0.05
Uniform Delay, d ₁	34.4	32.4			34.7		8.2	8.7			13.6	11.5
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Incremental Delay, d ₂	14.9	0.8			1.6		0.2	0.6			1.3	0.1
Delay (s)	49.3	33.2			36.3		8.3	9.3			14.9	11.6
Level of Service	D	C			D		A	A			B	B
Approach Delay (s)		42.6			36.3			9.1			14.3	
Approach LOS		D			D			A			B	

Intersection Summary

HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	79.4	Sum of lost time (s)	23.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Cherry Street & Court Street (Route 3A)

Route 3A Corridor Study
2012 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	16	16	16	10	13	13	12	12	10
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Fr _t	1.00	0.87			0.96		1.00	0.99			1.00	0.85
Fl _t Protected	0.95	1.00			0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1829	1519			1984		1652	1913			1860	1478
Fl _t Permitted	0.95	1.00			0.98		0.27	1.00			0.98	1.00
Satd. Flow (perm)	1829	1519			1984		470	1913			1825	1478
Volume (vph)	135	20	107	19	20	19	106	412	18	14	418	182
Peak-hour factor, PHF	0.75	0.75	0.75	0.71	0.71	0.71	0.95	0.95	0.95	0.86	0.86	0.86
Growth Factor (vph)	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%	108%
Adj. Flow (vph)	194	29	154	29	30	29	121	468	20	18	525	229
RTOR Reduction (vph)	0	130	0	0	17	0	0	1	0	0	0	84
Lane Group Flow (vph)	194	53	0	0	71	0	121	487	0	0	543	145
Turn Type	Split		Split			pm+pt		Perm		Perm		
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	14.3	14.3			4.7		55.6	55.6			45.6	45.6
Effective Green, g (s)	14.3	14.3			4.7		55.6	55.6			45.6	45.6
Actuated g/C Ratio	0.15	0.15			0.05		0.60	0.60			0.49	0.49
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	281	233			100		356	1141			893	723
v/s Ratio Prot	c0.11	0.03			c0.04		0.02	c0.25				
v/s Ratio Perm							0.18				c0.30	0.10
v/c Ratio	0.69	0.23			0.71		0.34	0.43			0.61	0.20
Uniform Delay, d ₁	37.4	34.6			43.6		10.9	10.2			17.3	13.5
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Incremental Delay, d ₂	7.1	0.5			20.5		0.6	1.2			3.1	0.6
Delay (s)	44.5	35.1			64.1		11.4	11.3			20.4	14.1
Level of Service	D	D			E		B	B			C	B
Approach Delay (s)		39.9			64.1		11.4				18.5	
Approach LOS		D			E		B				B	

Intersection Summary

HCM Average Control Delay	22.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	93.2	Sum of lost time (s)	22.6
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Cherry Street & Court Street (Route 3A)

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	16	16	16	10	13	13	12	12	10
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Fr _t	1.00	0.89			0.94		1.00	0.99			1.00	0.85
Fl _t Protected	0.95	1.00			0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1847	1498			1984		1636	1875			1842	1492
Fl _t Permitted	0.95	1.00			0.98		0.39	1.00			0.96	1.00
Satd. Flow (perm)	1847	1498			1984		679	1875			1772	1492
Volume (vph)	122	24	62	26	20	37	68	250	12	20	230	56
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.94	0.94	0.94	0.86	0.86	0.86
Growth Factor (vph)	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%
Adj. Flow (vph)	167	33	85	35	27	49	86	316	15	28	318	77
RTOR Reduction (vph)	0	75	0	0	37	0	0	2	0	0	0	44
Lane Group Flow (vph)	167	43	0	0	74	0	86	329	0	0	346	33
Heavy Vehicles (%)	1%	2%	7%	0%	2%	0%	3%	4%	4%	0%	3%	1%
Turn Type	Split			Split			pm+pt			Perm		Perm
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	9.4	9.4			6.5		42.7	42.7			33.0	33.0
Effective Green, g (s)	9.4	9.4			6.5		42.7	42.7			33.0	33.0
Actuated g/C Ratio	0.12	0.12			0.08		0.55	0.55			0.43	0.43
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	224	181			166		444	1032			754	634
v/s Ratio Prot	c0.09	0.03			c0.04		0.01	c0.18				
v/s Ratio Perm							0.09				c0.20	0.02
v/c Ratio	0.75	0.24			0.45		0.19	0.32			0.46	0.05
Uniform Delay, d ₁	32.9	30.9			33.8		9.1	9.5			15.9	13.1
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Incremental Delay, d ₂	12.6	0.7			1.9		0.2	0.8			2.0	0.2
Delay (s)	45.6	31.6			35.8		9.3	10.3			17.9	13.3
Level of Service	D	C			D		A	B			B	B
Approach Delay (s)		39.8			35.8			10.1			17.1	
Approach LOS		D			D			B			B	

Intersection Summary

HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	77.6	Sum of lost time (s)	23.0
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Cherry Street & Court Street (Route 3A)

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	16	16	16	10	13	13	12	12	10
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.87			0.96		1.00	0.99			1.00	0.85
Flt Protected	0.95	1.00			0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1829	1519			1986		1652	1913			1860	1478
Flt Permitted	0.95	1.00			0.98		0.20	1.00			0.98	1.00
Satd. Flow (perm)	1829	1519			1986		350	1913			1822	1478
Volume (vph)	135	20	107	19	20	19	106	412	18	14	418	182
Peak-hour factor, PHF	0.75	0.75	0.75	0.71	0.71	0.71	0.95	0.95	0.95	0.86	0.86	0.86
Growth Factor (vph)	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%	119%
Adj. Flow (vph)	214	32	170	32	34	32	133	516	23	19	578	252
RTOR Reduction (vph)	0	144	0	0	16	0	0	1	0	0	0	89
Lane Group Flow (vph)	214	58	0	0	82	0	133	538	0	0	597	163
Turn Type	Split		Split		pm+pt		Perm		Perm			
Protected Phases	4	4	8		8	5	2	6		6		
Permitted Phases					2		6		6			
Actuated Green, G (s)	14.5	14.5			6.0	54.4	54.4			42.7	42.7	
Effective Green, g (s)	14.5	14.5			6.0	54.4	54.4			42.7	42.7	
Actuated g/C Ratio	0.15	0.15			0.06	0.58	0.58			0.46	0.46	
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0			4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	283	235			127	311	1112			831	674	
v/s Ratio Prot	c0.12	0.04			c0.04	0.04	c0.28					
v/s Ratio Perm							0.21			c0.33	0.11	
v/c Ratio	0.76	0.25			0.65	0.43	0.48			0.72	0.24	
Uniform Delay, d1	37.9	34.8			42.8	13.1	11.4			20.6	15.6	
Progression Factor	1.00	1.00			1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	10.9	0.6			10.8	0.9	1.5			5.3	0.8	
Delay (s)	48.8	35.3			53.5	14.0	12.9			25.9	16.4	
Level of Service	D	D			D	B	B			C	B	
Approach Delay (s)	42.3				53.5	13.1				23.1		
Approach LOS	D				D	B				C		

Intersection Summary			
HCM Average Control Delay	25.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	93.6	Sum of lost time (s)	22.7
Intersection Capacity Utilization	87.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

MassHighway

CRASH RATE WORKSHEET

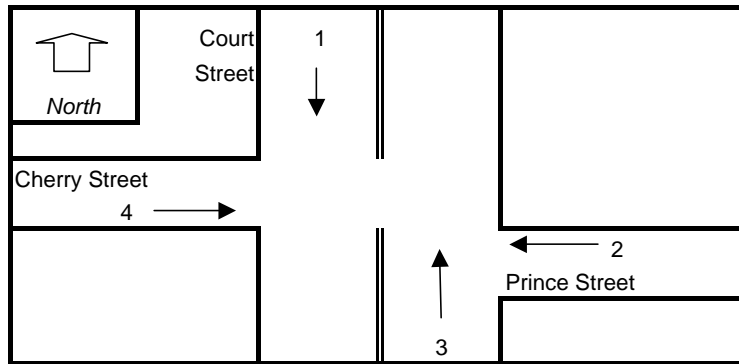
CITY/TOWN : Plymouth COUNT DATE : 10/4/2005 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Court Street (Route 3A)
 MINOR STREET(S) : Cherry Street / Prince Street

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (PM) :	626	59	546	267		

*** Volumes adjusted to 2007 annual average levels*

" K " FACTOR : 0.09 APPROACH ADT : 16,644 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 14 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 4.67

CRASH RATE CALCULATION : 0.768 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-8.55%	Statewide Average:	Signalized	-11.71%
	Unsignalized	30.19%		Unsignalized	16.39%

**Route 3A @
Samoset Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

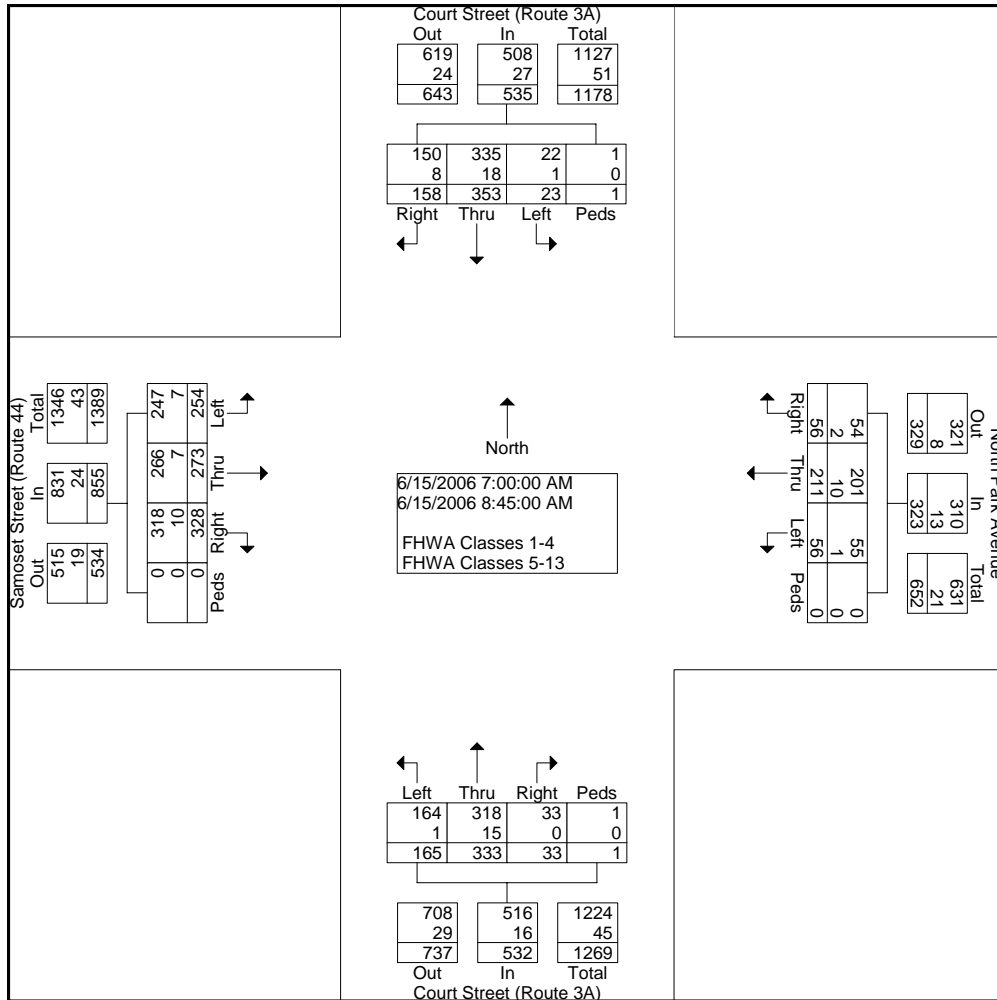
508-583-1833

Community: Plymouth
 Weather: Showers
 Board #: DB-400 (1 & 2)
 Staff: EC & JC

File Name : 239_Court&Samoset_AM
 Site Code : 00000239
 Start Date : 6/15/2006
 Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13

Start Time	Court Street (Route 3A) Southbound					North Park Avenue Westbound					Court Street (Route 3A) Northbound					Samoset Street (Route 44) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	27	16	0	45	5	15	8	0	28	15	23	5	0	43	16	11	26	0	53	169
07:15 AM	6	35	19	0	60	8	36	3	0	47	17	39	4	0	60	21	29	20	0	70	237
07:30 AM	1	34	18	0	53	6	20	4	0	30	16	38	4	0	58	19	19	18	0	56	197
07:45 AM	4	53	27	0	84	8	19	7	0	34	20	52	3	0	75	49	35	46	0	130	323
Total	13	149	80	0	242	27	90	22	0	139	68	152	16	0	236	105	94	110	0	309	926
08:00 AM	3	51	16	0	70	7	28	6	0	41	33	52	3	0	88	37	33	53	0	123	322
08:15 AM	2	42	15	0	59	7	28	3	0	38	20	48	2	0	70	32	57	49	0	138	305
08:30 AM	4	48	22	1	75	4	36	10	0	50	18	22	4	0	44	34	37	61	0	132	301
08:45 AM	1	63	25	0	89	11	29	15	0	55	26	59	8	1	94	46	52	55	0	153	391
Total	10	204	78	1	293	29	121	34	0	184	97	181	17	1	296	149	179	218	0	546	1319
Grand Total	23	353	158	1	535	56	211	56	0	323	165	333	33	1	532	254	273	328	0	855	2245
Apprch %	4.3	66.0	29.5	0.2		17.3	65.3	17.3	0.0		31.0	62.6	6.2	0.2		29.7	31.9	38.4	0.0		
Total %	1.0	15.7	7.0	0.0	23.8	2.5	9.4	2.5	0.0	14.4	7.3	14.8	1.5	0.0	23.7	11.3	12.2	14.6	0.0	38.1	



Old Colony Planning Council

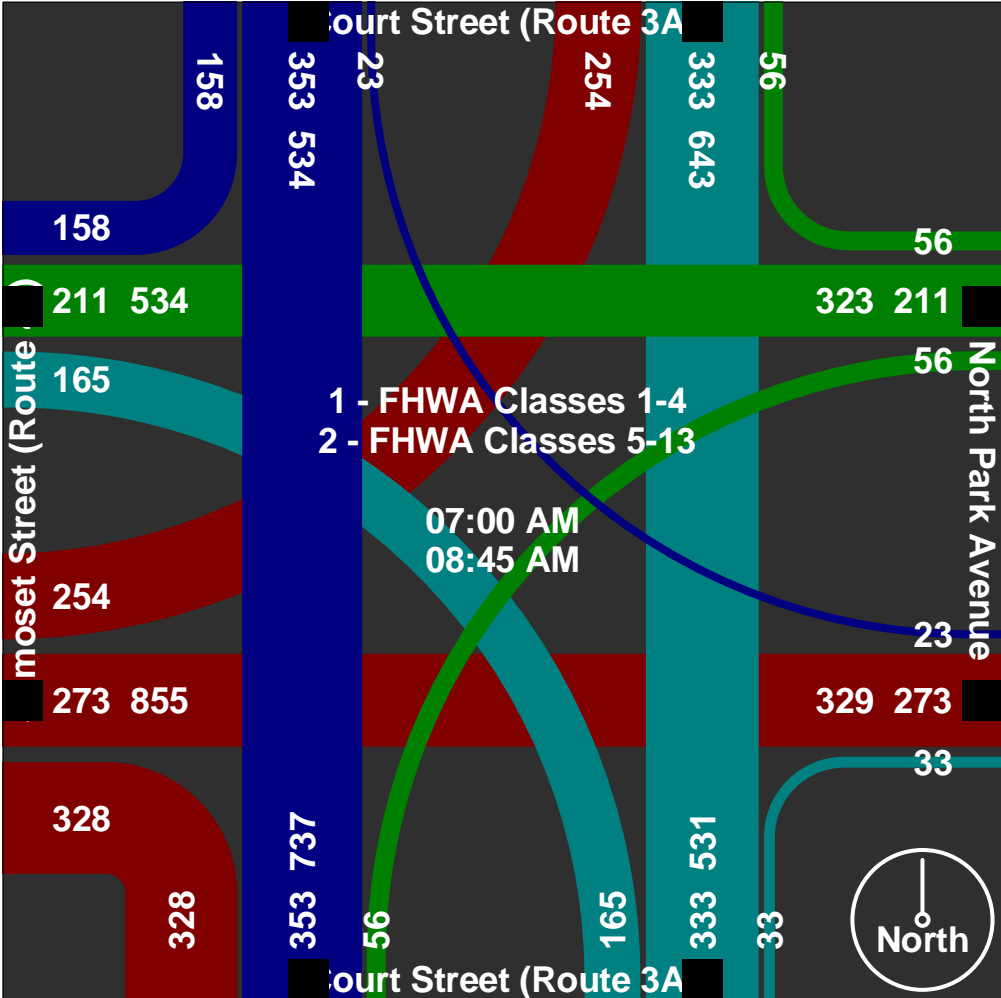
70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth
Weather: Showers
Board #: DB-400 (1 & 2)
Staff: EC & JC

File Name : 239_Court&Samoset_AM
Site Code : 00000239
Start Date : 6/15/2006
Page No : 2



Old Colony Planning Council

70 School Street

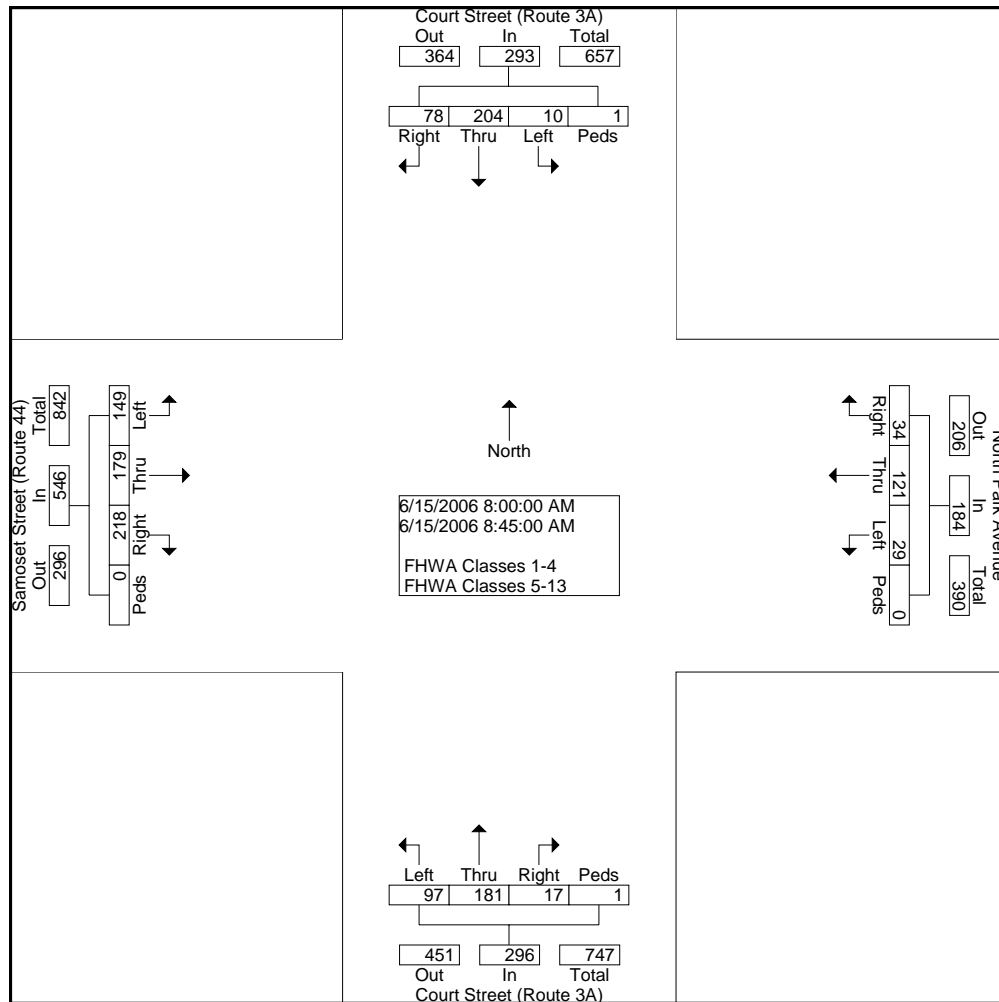
Brockton, MA 02301

508-583-1833

Community: Plymouth
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File Name : 239_Court&Samoset_AM
 Site Code : 00000239
 Start Date : 6/15/2006
 Page No : 3

Start Time	Court Street (Route 3A) Southbound					North Park Avenue Westbound					Court Street (Route 3A) Northbound					Samoset Street (Route 44) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	10	204	78	1	293	29	121	34	0	184	97	181	17	1	296	149	179	218	0	546	1319
Percent	3.4	69.6	26.6	0.3		15.8	65.8	18.5	0.0		32.8	61.1	5.7	0.3		27.3	32.8	39.9	0.0		
08:45																					
Volume	1	63	25	0	89	11	29	15	0	55	26	59	8	1	94	46	52	55	0	153	391
Peak Factor																					0.843
High Int.	08:45 AM																				
Volume	1	63	25	0	89	11	29	15	0	55	26	59	8	1	94	46	52	55	0	153	
Peak Factor	0.823										0.787					0.892					



Old Colony Planning Council

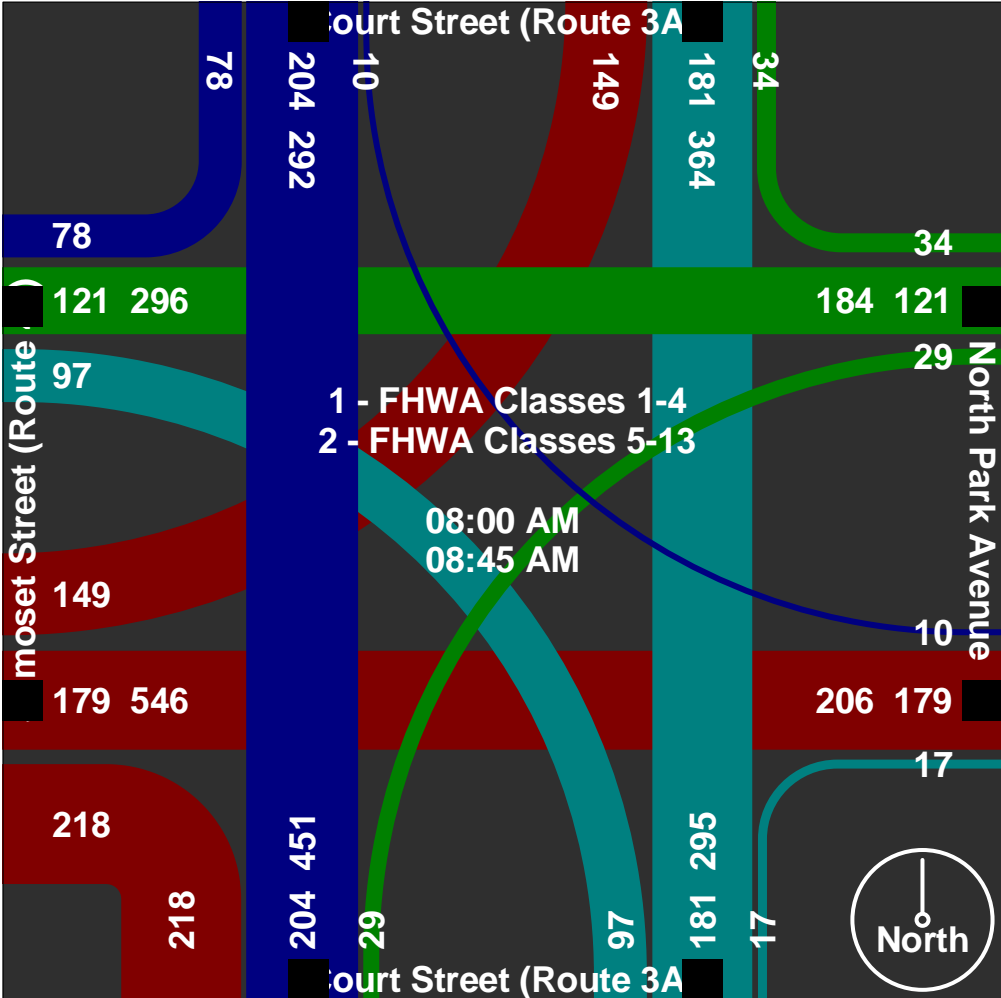
70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth
Weather: Showers
Board #: DB-400 (1 & 2)
Staff: EC & JC

File Name : 239_Court&Samoset_AM
Site Code : 00000239
Start Date : 6/15/2006
Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: EC & JC

File Name : 239_Court&Samoset_PM

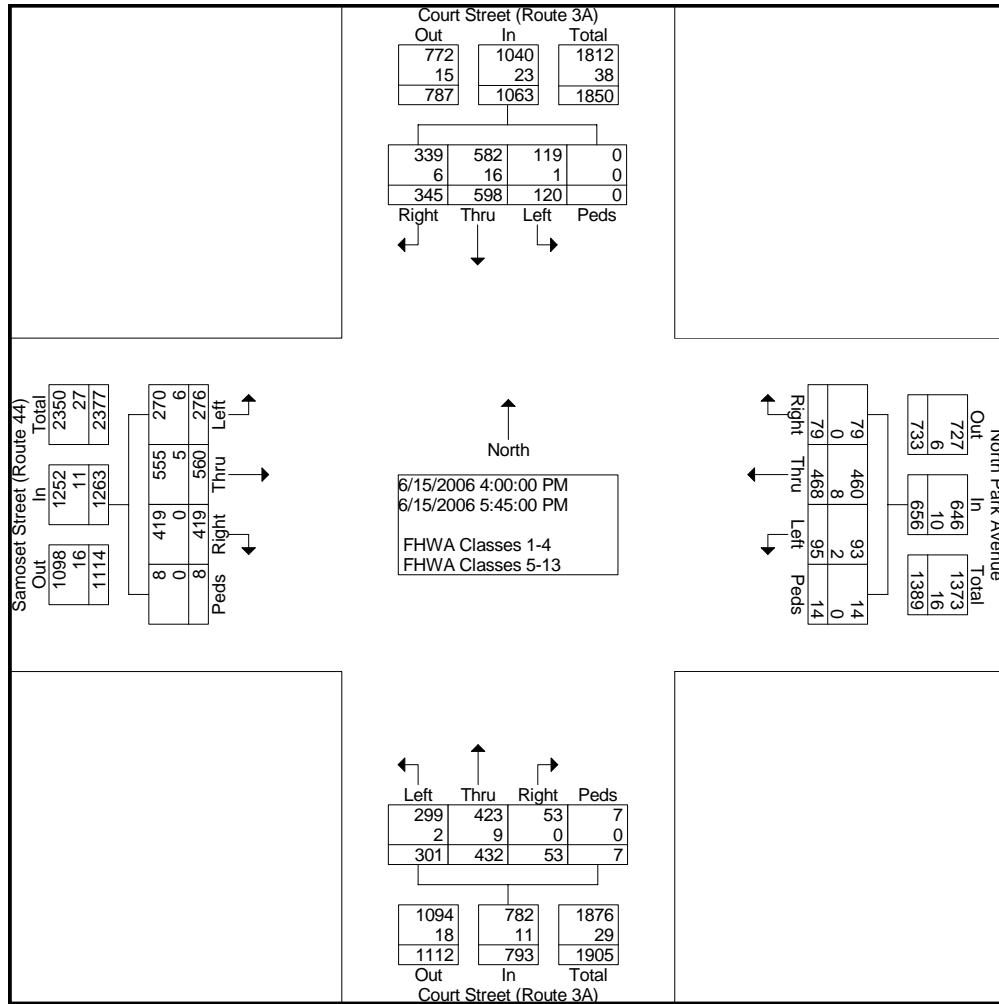
Site Code : 00000239

Start Date : 6/15/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13

Start Time	Court Street (Route 3A) Southbound					North Park Avenue Westbound					Court Street (Route 3A) Northbound					Samoset Street (Route 44) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	13	49	38	0	100	14	73	14	2	103	36	49	3	0	88	44	63	51	0	158	449
04:15 PM	11	74	44	0	129	18	53	6	3	80	29	70	12	0	111	41	74	59	0	174	494
04:30 PM	17	73	51	0	141	13	50	14	0	77	40	49	9	0	98	33	63	58	0	154	470
04:45 PM	9	75	43	0	127	17	60	10	4	91	33	50	7	2	92	36	76	41	3	156	466
Total	50	271	176	0	497	62	236	44	9	351	138	218	31	2	389	154	276	209	3	642	1879
05:00 PM	8	60	52	0	120	9	84	11	3	107	47	53	11	2	113	26	80	46	3	155	495
05:15 PM	27	89	44	0	160	9	47	10	0	66	40	65	6	3	114	26	80	49	0	155	495
05:30 PM	14	98	34	0	146	10	56	10	2	78	45	53	2	0	100	34	59	66	0	159	483
05:45 PM	21	80	39	0	140	5	45	4	0	54	31	43	3	0	77	36	65	49	2	152	423
Total	70	327	169	0	566	33	232	35	5	305	163	214	22	5	404	122	284	210	5	621	1896
Grand Total	120	598	345	0	1063	95	468	79	14	656	301	432	53	7	793	276	560	419	8	1263	3775
Apprch %	11.3	56.3	32.5	0.0		14.5	71.3	12.0	2.1		38.0	54.5	6.7	0.9		21.9	44.3	33.2	0.6		
Total %	3.2	15.8	9.1	0.0	28.2	2.5	12.4	2.1	0.4	17.4	8.0	11.4	1.4	0.2	21.0	7.3	14.8	11.1	0.2	33.5	

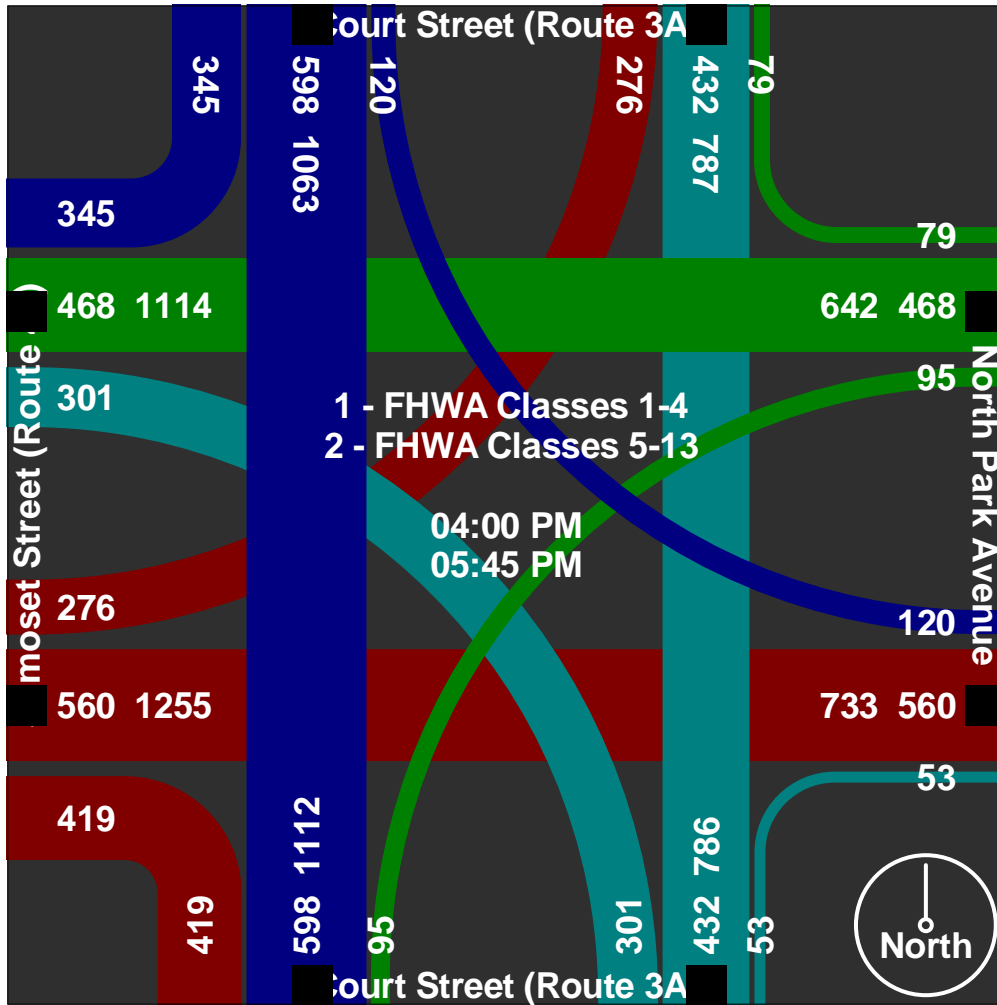


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: DB-400 (1)
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File Name : 239_Court&Samoset_PM
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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: EC & JC

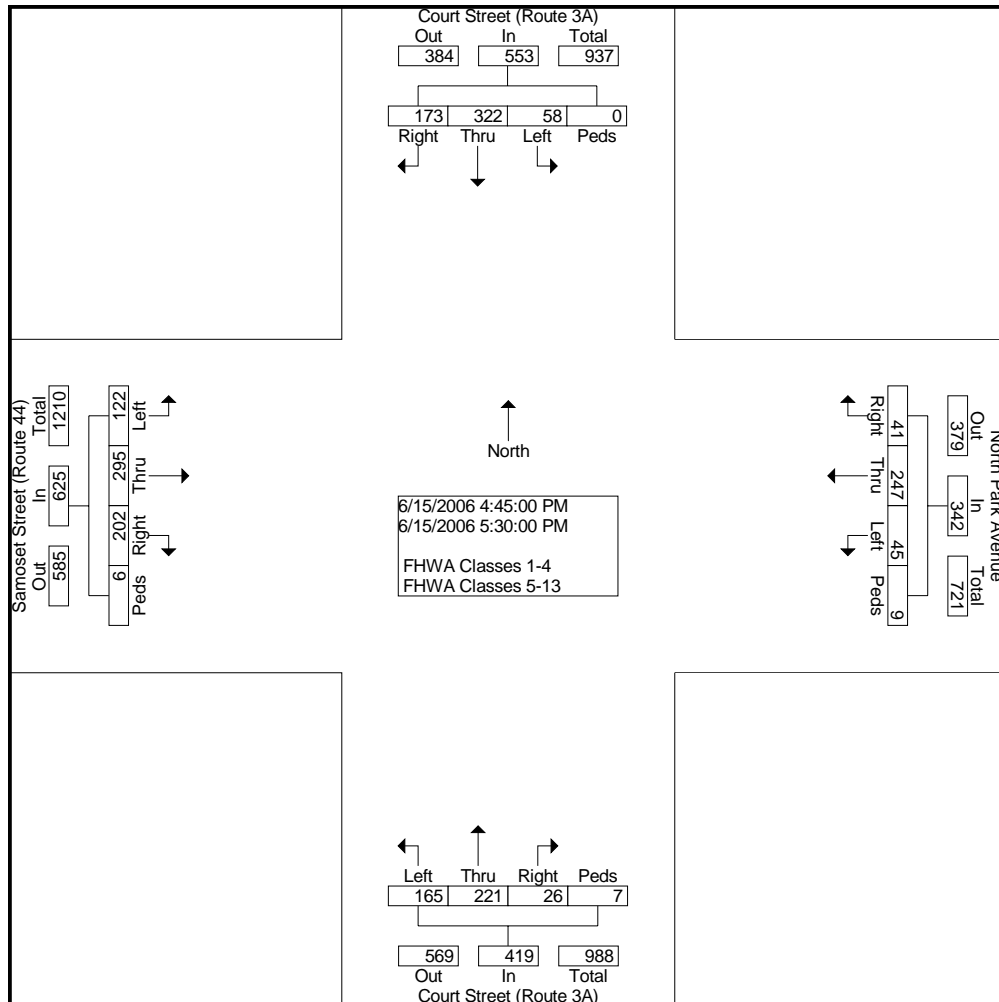
File Name : 239_Court&Samoset_PM

Site Code : 00000239

Start Date : 6/15/2006

Page No : 3

Start Time	Court Street (Route 3A) Southbound					North Park Avenue Westbound					Court Street (Route 3A) Northbound					Samoset Street (Route 44) Eastbound					Int. Total				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Intersection	04:45 PM																								
Volume	58	322	173	0	553	45	247	41	9	342	165	221	26	7	419	122	295	202	6	625	1939				
Percent	10.5	58.2	31.3	0.0		13.2	72.2	12.0	2.6		39.4	52.7	6.2	1.7		19.5	47.2	32.3	1.0						
05:15																									
Volume	27	89	44	0	160	9	47	10	0	66	40	65	6	3	114	26	80	49	0	155	495				
Peak Factor																									
High Int.	05:15 PM																								
Volume	27	89	44	0	160	05:00 PM					05:15 PM					05:30 PM					0.979				
Peak Factor	0.864										0.799					0.919					0.983				

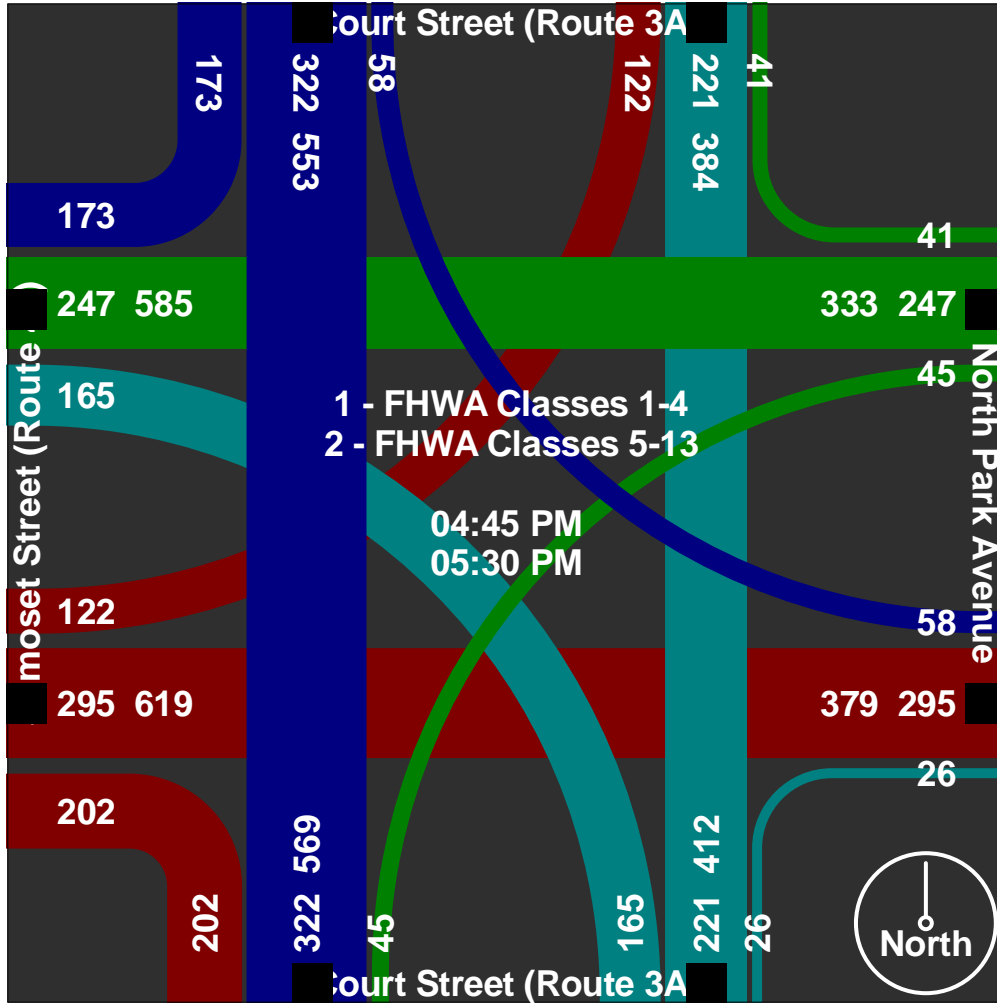


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: DB-400 (1)
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File Name : 239_Court&Samoset_PM
Site Code : 00000239
Start Date : 6/15/2006
Page No : 4



HCM Signalized Intersection Capacity Analysis
3: Samoset Street & Court Street (Route 3A)

Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↕			↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	12	12	12	11	11	10
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00		0.95			0.95	
Flt		1.00	0.85		1.00	0.85		0.99			0.96	
Flt Protected		0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)		1700	1478		1845	1583		3452			3280	
Flt Permitted		0.79	1.00		0.91	1.00		0.74			0.94	
Satd. Flow (perm)		1375	1478		1693	1583		2588			3090	
Volume (vph)	125	151	183	25	104	29	83	156	15	9	168	63
Peak-hour factor, PHF	0.89	0.89	0.89	0.84	0.84	0.84	0.79	0.79	0.79	0.82	0.82	0.82
Growth Factor (vph)	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	142	171	208	30	125	35	106	199	19	11	207	78
RTOR Reduction (vph)	0	0	114	0	0	19	0	3	0	0	23	0
Lane Group Flow (vph)	0	313	94	0	155	16	0	321	0	0	273	0
Turn Type	pm+pt		Perm	Perm		Perm	pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		41.1	41.1		41.1	41.1		42.0			32.0	
Effective Green, g (s)		41.1	41.1		41.1	41.1		42.0			32.0	
Actuated g/C Ratio		0.45	0.45		0.45	0.45		0.46			0.35	
Clearance Time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		620	667		764	714		1250			1085	
v/s Ratio Prot								c0.02				
v/s Ratio Perm		c0.23	0.06		0.09	0.01		c0.10			0.09	
v/c Ratio		0.50	0.14		0.20	0.02		0.26			0.25	
Uniform Delay, d1		17.8	14.7		15.1	13.9		15.0			21.0	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.6	0.1		0.1	0.0		0.1			0.1	
Delay (s)		18.4	14.7		15.2	13.9		15.1			21.1	
Level of Service		B	B		B	B		B			C	
Approach Delay (s)		17.0			15.0			15.1			21.1	
Approach LOS		B			B			B			C	

Intersection Summary

HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	91.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	105.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 3: Samoset Street & Court Street (Route 3A)

Route 3A Corridor Study
 2007 PM Peak Hour LOS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	12	12	12	11	11	10
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00		0.95			0.95	
Flt		1.00	0.85		1.00	0.85		0.99			0.95	
Flt Protected		0.99	1.00		0.99	1.00		0.98			0.99	
Satd. Flow (prot)		1714	1478		1848	1583		3438			3245	
Flt Permitted		0.78	1.00		0.90	1.00		0.56			0.86	
Satd. Flow (perm)		1351	1478		1679	1583		1953			2814	
Volume (vph)	104	253	174	39	212	35	142	190	22	50	277	147
Peak-hour factor, PHF	0.98	0.98	0.98	0.80	0.80	0.80	0.92	0.92	0.92	0.86	0.86	0.86
Growth Factor (vph)	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	107	261	179	49	268	44	156	209	24	59	325	173
RTOR Reduction (vph)	0	0	93	0	0	23	0	3	0	0	35	0
Lane Group Flow (vph)	0	368	86	0	317	21	0	386	0	0	522	0
Turn Type	pm+pt		Perm	Perm		Perm	pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		47.2	47.2		47.2	47.2		42.6			32.6	
Effective Green, g (s)		47.2	47.2		47.2	47.2		42.6			32.6	
Actuated g/C Ratio		0.48	0.48		0.48	0.48		0.44			0.33	
Clearance Time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		652	713		810	764		942			938	
v/s Ratio Prot								c0.03				
v/s Ratio Perm		c0.27	0.06		0.19	0.01		0.15			c0.19	
v/c Ratio		0.56	0.12		0.39	0.03		0.41			0.56	
Uniform Delay, d1		18.0	13.9		16.1	13.3		19.0			26.7	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		1.1	0.1		0.3	0.0		0.3			0.7	
Delay (s)		19.1	14.0		16.5	13.3		19.3			27.4	
Level of Service		B	B		B	B		B			C	
Approach Delay (s)		17.4			16.1			19.3			27.4	
Approach LOS		B			B			B			C	
Intersection Summary												
HCM Average Control Delay			20.5									C
HCM Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			97.8							12.0		
Intersection Capacity Utilization			118.5%									H
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: Samoset Street & Court Street (Route 3A)

Route 3A Corridor Study
2012 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↕			↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	12	12	12	11	11	10
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00		0.95			0.95	
Frt		1.00	0.85		1.00	0.85		0.99			0.96	
Flt Protected		0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)		1700	1478		1845	1583		3452			3281	
Flt Permitted		0.79	1.00		0.90	1.00		0.72			0.94	
Satd. Flow (perm)		1366	1478		1681	1583		2523			3085	
Volume (vph)	125	151	183	25	104	29	83	156	15	9	168	63
Peak-hour factor, PHF	0.89	0.89	0.89	0.84	0.84	0.84	0.79	0.79	0.79	0.82	0.82	0.82
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	150	182	220	32	132	37	112	211	20	12	219	82
RTOR Reduction (vph)	0	0	119	0	0	20	0	3	0	0	23	0
Lane Group Flow (vph)	0	332	101	0	164	17	0	340	0	0	290	0
Turn Type	pm+pt		Perm	Perm		Perm	pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		42.1	42.1		42.1	42.1		42.0			32.0	
Effective Green, g (s)		42.1	42.1		42.1	42.1		42.0			32.0	
Actuated g/C Ratio		0.46	0.46		0.46	0.46		0.46			0.35	
Clearance Time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		624	676		768	724		1211			1072	
v/s Ratio Prot								c0.02				
v/s Ratio Perm		c0.24	0.07		0.10	0.01		c0.11			0.09	
v/c Ratio		0.53	0.15		0.21	0.02		0.28			0.27	
Uniform Delay, d1		17.9	14.6		15.0	13.7		15.6			21.6	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.9	0.1		0.1	0.0		0.1			0.1	
Delay (s)		18.8	14.7		15.2	13.7		15.8			21.8	
Level of Service		B	B		B	B		B			C	
Approach Delay (s)		17.2			14.9			15.8			21.8	
Approach LOS		B			B			B			C	

Intersection Summary

HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	92.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	105.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Samoset Street & Court Street (Route 3A)

Route 3A Corridor Study
2012 PM Peak Hour LOS























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕↗			↕↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	12	12	12	11	11	10
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00		0.95			0.95	
Frt		1.00	0.85		1.00	0.85		0.99			0.95	
Flt Protected		0.99	1.00		0.99	1.00		0.98			0.99	
Satd. Flow (prot)		1714	1478		1848	1583		3437			3245	
Flt Permitted		0.75	1.00		0.89	1.00		0.54			0.86	
Satd. Flow (perm)		1308	1478		1667	1583		1902			2792	
Volume (vph)	104	253	174	39	212	35	142	190	22	50	277	147
Peak-hour factor, PHF	0.98	0.98	0.98	0.80	0.80	0.80	0.92	0.92	0.92	0.86	0.86	0.86
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	114	276	190	52	284	47	165	221	26	62	345	183
RTOR Reduction (vph)	0	0	95	0	0	23	0	3	0	0	35	0
Lane Group Flow (vph)	0	390	95	0	336	24	0	409	0	0	555	0
Turn Type	pm+pt		Perm	Perm		Perm	pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		51.5	51.5		51.5	51.5		43.0			32.9	
Effective Green, g (s)		51.5	51.5		51.5	51.5		43.0			32.9	
Actuated g/C Ratio		0.50	0.50		0.50	0.50		0.42			0.32	
Clearance Time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		657	743		838	795		889			896	
v/s Ratio Prot								c0.03				
v/s Ratio Perm		c0.30	0.06		0.20	0.01		0.17			c0.20	
v/c Ratio		0.59	0.13		0.40	0.03		0.46			0.62	
Uniform Delay, d1		18.1	13.6		15.9	12.9		21.4			29.5	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		1.4	0.1		0.3	0.0		0.4			1.3	
Delay (s)		19.5	13.6		16.2	12.9		21.8			30.8	
Level of Service		B	B		B	B		C			C	
Approach Delay (s)		17.6			15.8			21.8			30.8	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	22.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	102.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	119.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 3: Samoset Street & Court Street (Route 3A)

Route 3A Corridor Study
 2020 AM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	12	12	12	11	11	10
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00		0.95			0.95	
Frt		1.00	0.85		1.00	0.85		0.99			0.96	
Flt Protected		0.98	1.00		0.99	1.00		0.98			1.00	
Satd. Flow (prot)		1700	1478		1845	1583		3452			3280	
Flt Permitted		0.76	1.00		0.89	1.00		0.68			0.94	
Satd. Flow (perm)		1329	1478		1665	1583		2395			3078	
Volume (vph)	125	151	183	25	104	29	83	156	15	9	168	63
Peak-hour factor, PHF	0.89	0.89	0.89	0.84	0.84	0.84	0.79	0.79	0.79	0.82	0.82	0.82
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	166	200	243	35	146	41	124	233	22	13	242	91
RTOR Reduction (vph)	0	0	128	0	0	22	0	3	0	0	24	0
Lane Group Flow (vph)	0	366	115	0	181	19	0	376	0	0	322	0
Turn Type	pm+pt		Perm	Perm		Perm	pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		44.9	44.9		44.9	44.9		42.2			32.2	
Effective Green, g (s)		44.9	44.9		44.9	44.9		42.2			32.2	
Actuated g/C Ratio		0.47	0.47		0.47	0.47		0.44			0.34	
Clearance Time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		627	698		786	747		1129			1042	
v/s Ratio Prot								c0.02				
v/s Ratio Perm		c0.28	0.08		0.11	0.01		c0.13			0.10	
v/c Ratio		0.58	0.16		0.23	0.03		0.33			0.31	
Uniform Delay, d1		18.3	14.4		14.9	13.4		17.3			23.2	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		1.4	0.1		0.2	0.0		0.2			0.2	
Delay (s)		19.7	14.5		15.0	13.4		17.4			23.4	
Level of Service		B	B		B	B		B			C	
Approach Delay (s)		17.6			14.7			17.4			23.4	
Approach LOS		B			B			B			C	
Intersection Summary												
HCM Average Control Delay			18.4				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			95.1				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			116.8%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 3: Samoset Street & Court Street (Route 3A)

Route 3A Corridor Study
 2020 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↕			↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	12	12	12	11	11	10
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00		0.95			0.95	
Frt		1.00	0.85		1.00	0.85		0.99			0.95	
Flt Protected		0.99	1.00		0.99	1.00		0.98			0.99	
Satd. Flow (prot)		1714	1478		1848	1583		3438			3245	
Flt Permitted		0.72	1.00		0.88	1.00		0.53			0.84	
Satd. Flow (perm)		1254	1478		1642	1583		1856			2737	
Volume (vph)	104	253	174	39	212	35	142	190	22	50	277	147
Peak-hour factor, PHF	0.98	0.98	0.98	0.80	0.80	0.80	0.92	0.92	0.92	0.86	0.86	0.86
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	125	305	210	58	313	52	182	244	28	69	380	202
RTOR Reduction (vph)	0	0	95	0	0	24	0	3	0	0	37	0
Lane Group Flow (vph)	0	430	115	0	371	28	0	451	0	0	614	0
Turn Type	pm+pt		Perm	Perm		Perm	pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		61.6	61.6		61.6	61.6		43.2			33.2	
Effective Green, g (s)		61.6	61.6		61.6	61.6		43.2			33.2	
Actuated g/C Ratio		0.55	0.55		0.55	0.55		0.38			0.29	
Clearance Time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		685	807		897	864		795			806	
v/s Ratio Prot								c0.03				
v/s Ratio Perm		c0.34	0.08		0.23	0.02		0.19			c0.22	
v/c Ratio		0.63	0.14		0.41	0.03		0.93dl			0.76	
Uniform Delay, d1		17.7	12.6		15.0	11.8		27.4			36.2	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		1.8	0.1		0.3	0.0		0.9			4.3	
Delay (s)		19.5	12.7		15.3	11.8		28.4			40.5	
Level of Service		B	B		B	B		C			D	
Approach Delay (s)		17.3			14.9			28.4			40.5	
Approach LOS		B			B			C			D	

Intersection Summary

HCM Average Control Delay	26.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	112.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	120.2%	ICU Level of Service	H
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

MassHighway

CRASH RATE WORKSHEET

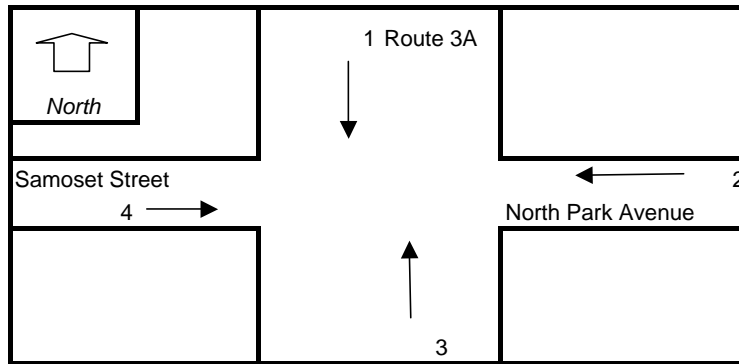
CITY/TOWN : Plymouth COUNT DATE : 2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Court Street (Route 3A)
 MINOR STREET(S) : Samoset Street / North Park Avenue

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	EB	NB	WB		
VOLUMES (AM/PM) :	780	297	364	543		

*** Volumes adjusted to 2007 annual average levels*

" K " FACTOR : 0.08 APPROACH ADT : 26,453 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 31 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 10.33

CRASH RATE CALCULATION : 1.070 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	27.41%	Statewide Average: Signalized	23.01%
Unsignalized	81.39%	Unsignalized	62.15%

**Route 3A @
Leyden Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Date: 6/6/06

Board #: DB-400 (1)

Staff: JC

File Name : 239_Main&Leyden_AM

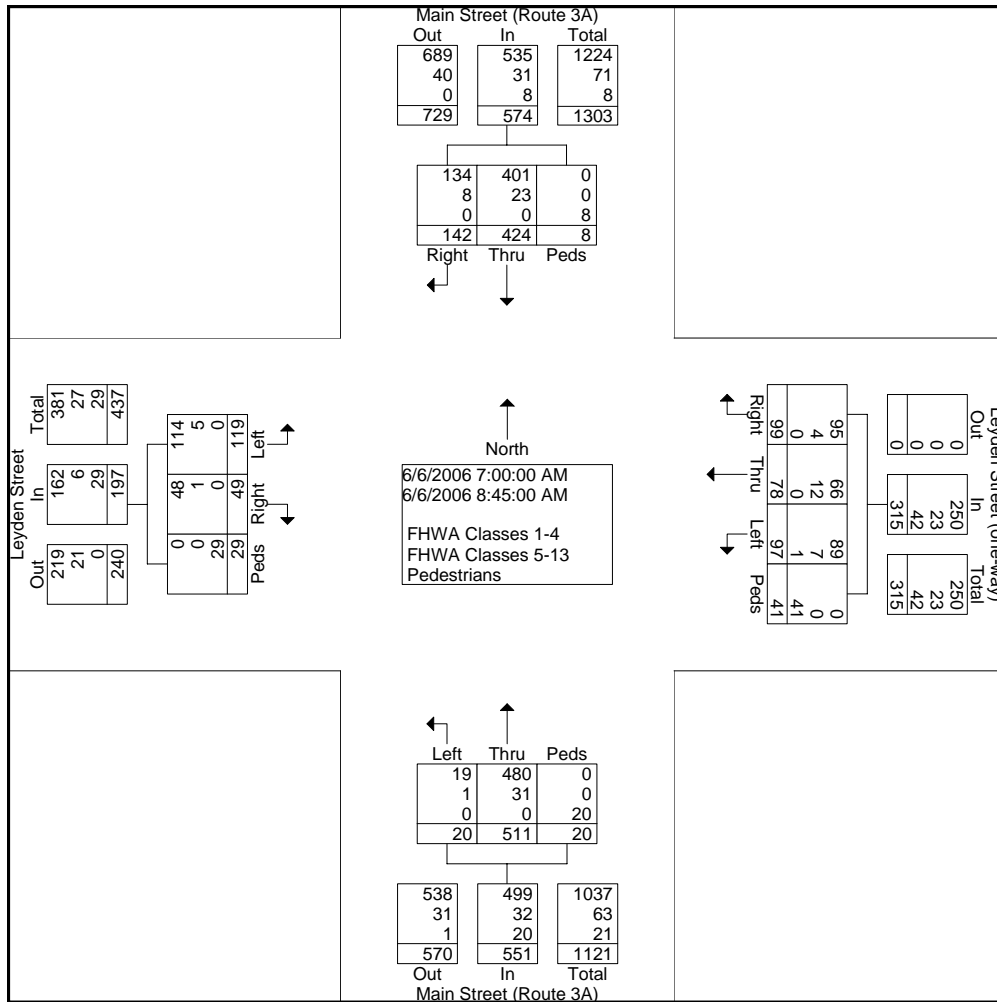
Site Code : 00000239

Start Date : 6/6/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Main Street (Route 3A) Southbound				Leyden Street (one-way) Westbound					Main Street (Route 3A) Northbound				Leyden Street Eastbound				Int. Total
	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Peds	App-Total	Left	Right	Peds	App-Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	52	8	1	61	6	2	6	0	14	0	52	1	53	9	4	3	16	144
07:15 AM	42	11	0	53	8	5	10	0	23	3	63	1	67	17	2	3	22	165
07:30 AM	54	18	0	72	15	6	4	7	32	1	40	0	41	8	6	2	16	161
07:45 AM	63	14	1	78	9	3	8	1	21	2	46	3	51	15	7	0	22	172
Total	211	51	2	264	38	16	28	8	90	6	201	5	212	49	19	8	76	642
08:00 AM	48	21	0	69	16	20	33	7	76	3	89	0	92	15	5	4	24	261
08:15 AM	51	20	1	72	18	10	12	7	47	1	71	3	75	13	5	4	22	216
08:30 AM	54	22	1	77	12	16	14	10	52	3	70	7	80	18	7	11	36	245
08:45 AM	60	28	4	92	13	16	12	9	50	7	80	5	92	24	13	2	39	273
Total	213	91	6	310	59	62	71	33	225	14	310	15	339	70	30	21	121	995
Grand Total	424	142	8	574	97	78	99	41	315	20	511	20	551	119	49	29	197	1637
Apprch %	73.9	24.7	1.4		30.8	24.8	31.4	13.0		3.6	92.7	3.6		60.4	24.9	14.7		
Total %	25.9	8.7	0.5	35.1	5.9	4.8	6.0	2.5	19.2	1.2	31.2	1.2	33.7	7.3	3.0	1.8	12.0	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Date: 6/6/06

Board #: DB-400 (1)

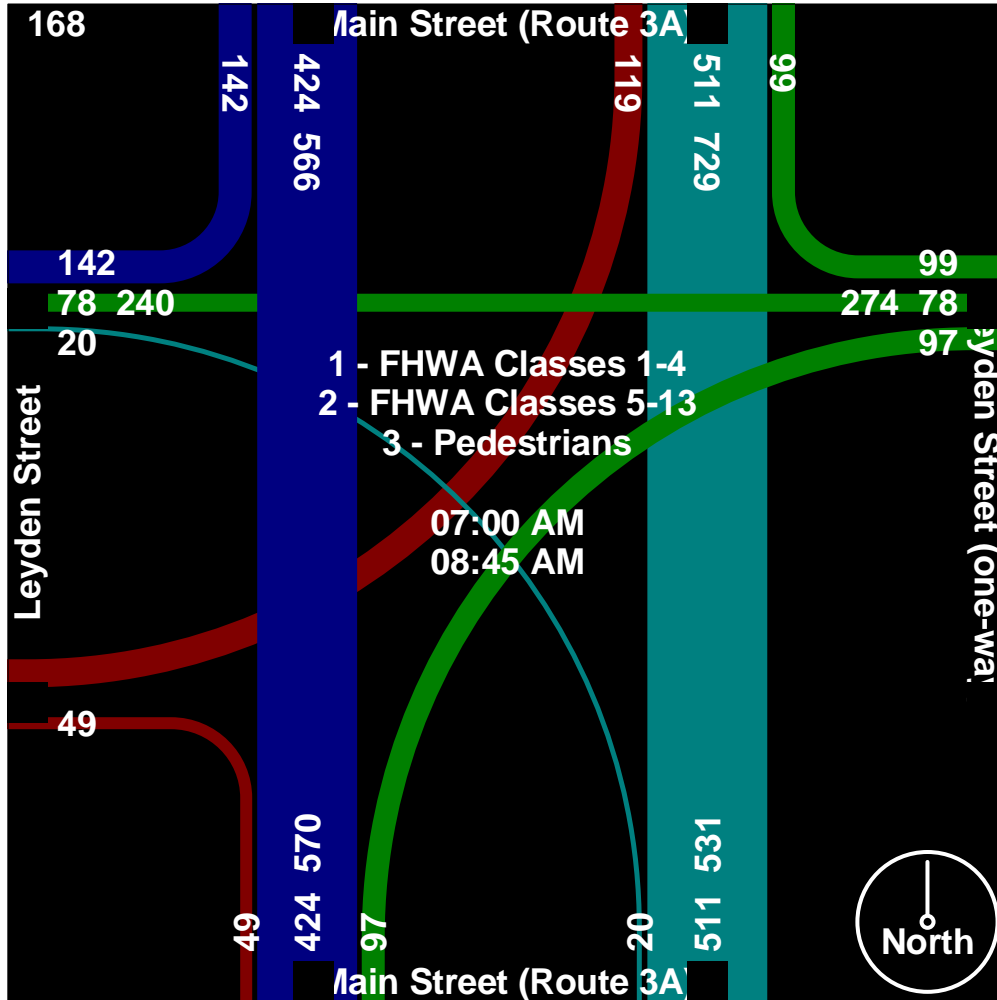
Staff: JC

File Name : 239_Main&Leyden_AM

Site Code : 00000239

Start Date : 6/6/2006

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Date: 6/6/06

Board #: DB-400 (1)

Staff: JC

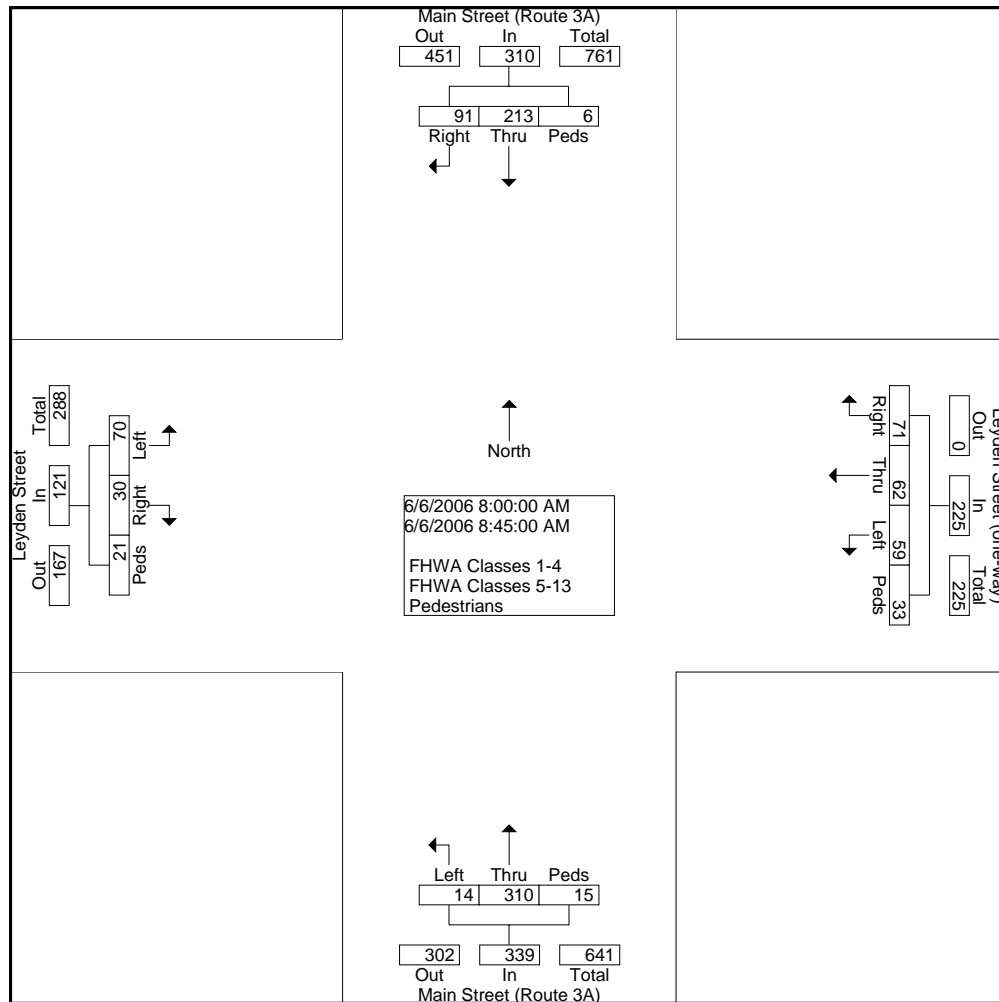
File Name : 239_Main&Leyden_AM

Site Code : 00000239

Start Date : 6/6/2006

Page No : 3

Start Time	Main Street (Route 3A) Southbound				Leyden Street (one-way) Westbound					Main Street (Route 3A) Northbound				Leyden Street Eastbound				Int. Total			
	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	213	91	6	310	59	62	71	33	225	14	310	15	339	70	30	21	121	995			
Percent	68.7	29.4	1.9		26.2	27.6	31.6	14.7		4.1	91.4	4.4		57.9	24.8	17.4					
08:45																					
Volume	60	28	4	92	13	16	12	9	50	7	80	5	92	24	13	2	39	273			
Peak Factor																					
High Int.	08:45 AM																				
Volume	60	28	4	92	16	20	33	7	76	3	89	0	92	24	13	2	39	0.911			
Peak Factor	0.842									0.740				0.921				0.776			



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Date: 6/6/06

Board #: DB-400 (1)

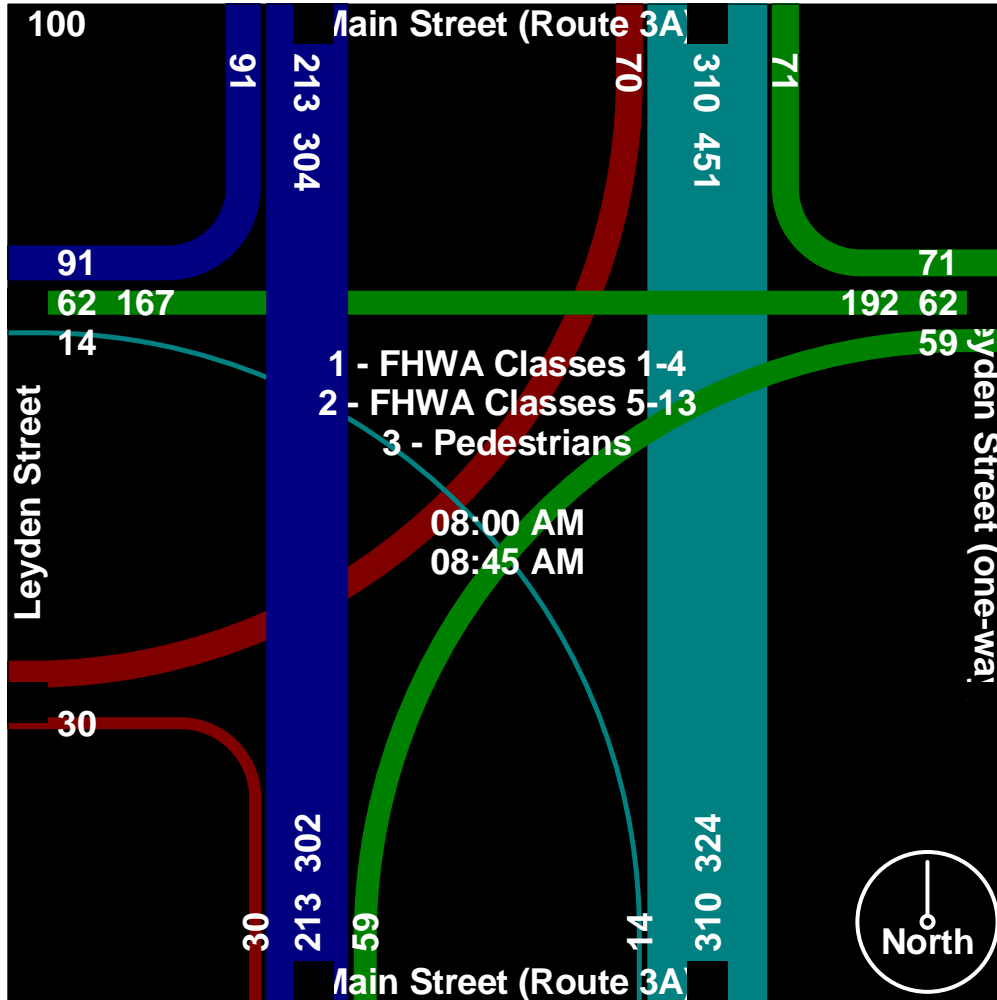
Staff: JC

File Name : 239_Main&Leyden_AM

Site Code : 00000239

Start Date : 6/6/2006

Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Date: 6/6/06

Board #: DB-400 (1)

Staff: JC

File Name : 239_Main&Leyden_PM

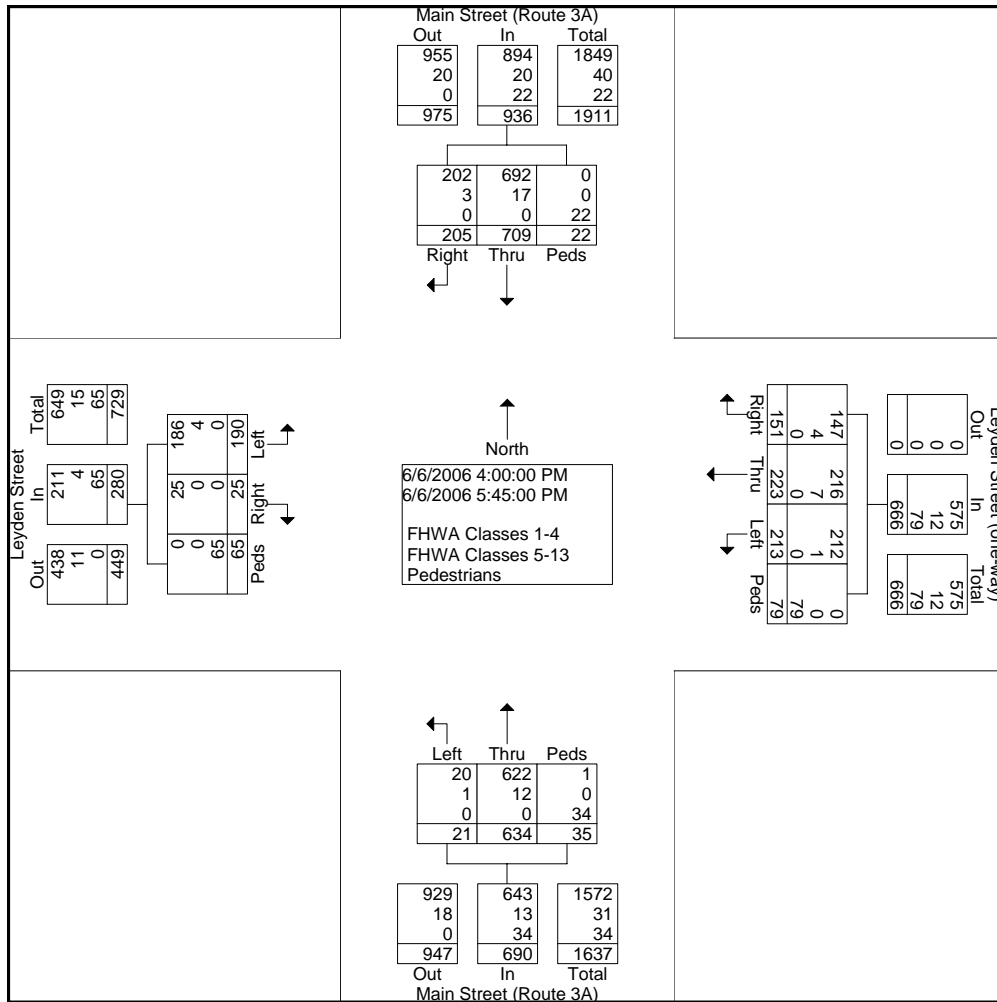
Site Code : 00000239

Start Date : 6/6/2006

Page No : 1

Groups Printed- FHWA Classes 1-4 - FHWA Classes 5-13 - Pedestrians

Start Time	Main Street (Route 3A) Southbound				Leyden Street (one-way) Westbound					Main Street (Route 3A) Northbound				Leyden Street Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	94	23	2	119	25	26	22	9	82	3	87	5	95	28	5	6	39	335
04:15 PM	88	31	3	122	32	26	21	11	90	1	85	3	89	32	3	19	54	355
04:30 PM	95	20	1	116	32	32	29	15	108	6	84	6	96	30	3	8	41	361
04:45 PM	87	31	7	125	23	38	24	17	102	2	79	3	84	16	5	6	27	338
Total	364	105	13	482	112	122	96	52	382	12	335	17	364	106	16	39	161	1389
05:00 PM	100	30	5	135	34	36	13	12	95	3	93	10	106	20	3	12	35	371
05:15 PM	73	22	0	95	25	32	13	5	75	4	75	3	82	24	1	8	33	285
05:30 PM	94	31	4	129	21	16	16	7	60	1	68	1	70	19	1	3	23	282
05:45 PM	78	17	0	95	21	17	13	3	54	1	63	4	68	21	4	3	28	245
Total	345	100	9	454	101	101	55	27	284	9	299	18	326	84	9	26	119	1183
Grand Total	709	205	22	936	213	223	151	79	666	21	634	35	690	190	25	65	280	2572
Apprch %	75.7	21.9	2.4		32.0	33.5	22.7	11.9		3.0	91.9	5.1		67.9	8.9	23.2		
Total %	27.6	8.0	0.9	36.4	8.3	8.7	5.9	3.1	25.9	0.8	24.7	1.4	26.8	7.4	1.0	2.5	10.9	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Date: 6/6/06

Board #: DB-400 (1)

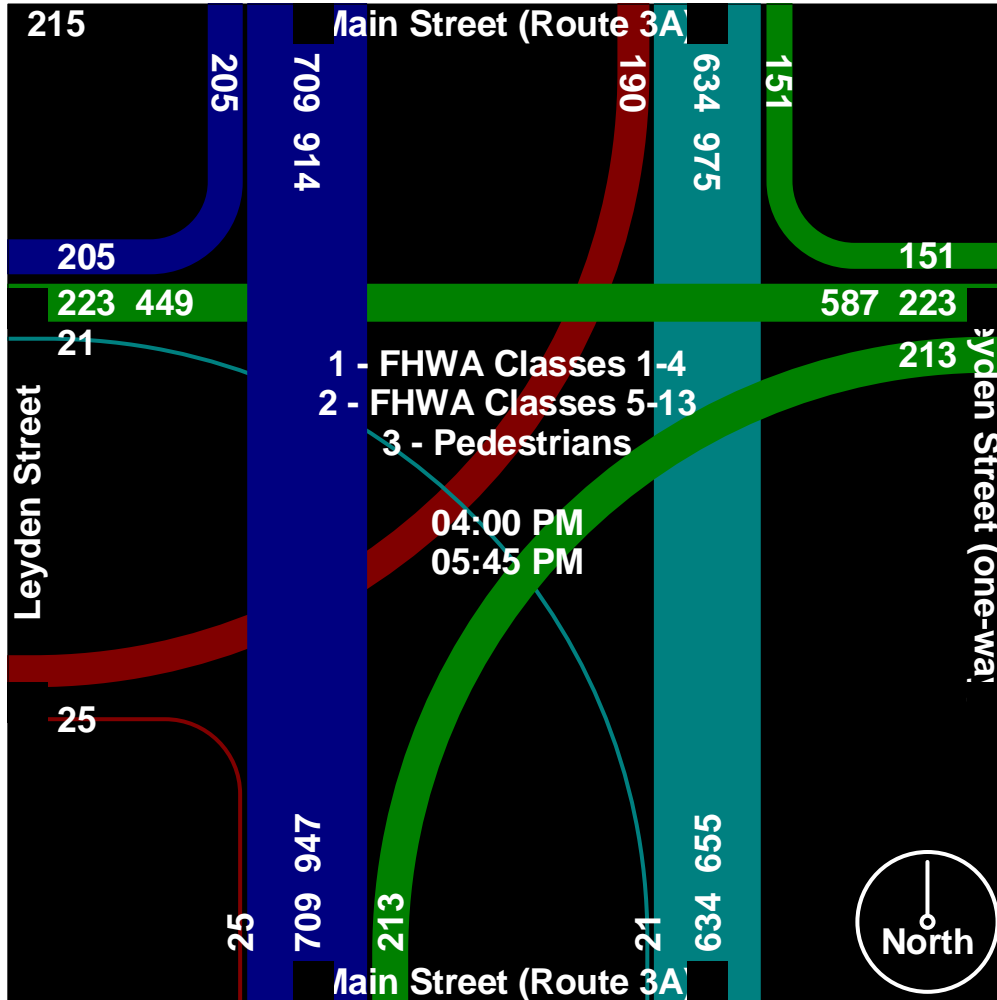
Staff: JC

File Name : 239_Main&Leyden_PM

Site Code : 00000239

Start Date : 6/6/2006

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Date: 6/6/06

Board #: DB-400 (1)

Staff: JC

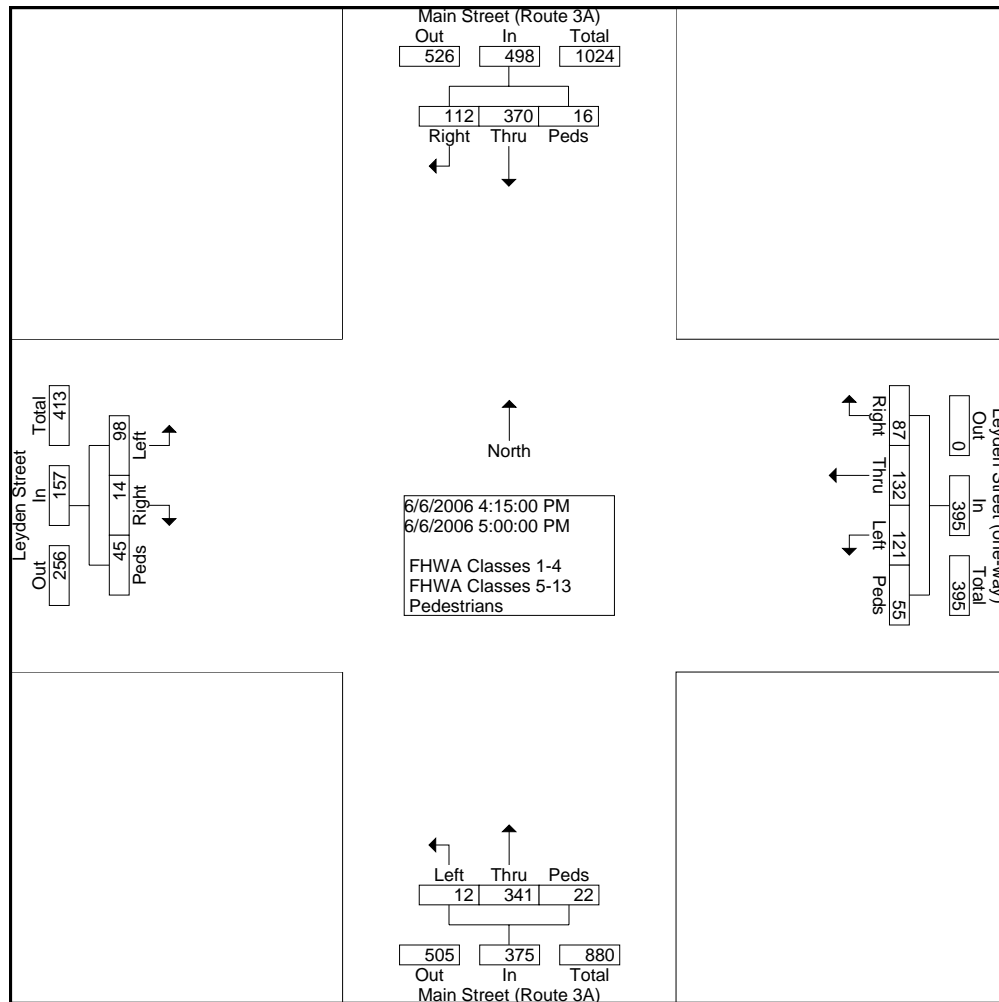
File Name : 239_Main&Leyden_PM

Site Code : 00000239

Start Date : 6/6/2006

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Start Time	Main Street (Route 3A) Southbound				Leyden Street (one-way) Westbound					Main Street (Route 3A) Northbound				Leyden Street Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Intersection	04:15 PM																	
Volume	370	112	16	498	121	132	87	55	395	12	341	22	375	98	14	45	157	1425
Percent	74.3	22.5	3.2		30.6	33.4	22.0	13.9		3.2	90.9	5.9		62.4	8.9	28.7		
05:00																		
Volume	100	30	5	135	34	36	13	12	95	3	93	10	106	20	3	12	35	371
Peak Factor																		
High Int.	05:00 PM																	
Volume	100	30	5	135	04:30 PM					05:00 PM				04:15 PM				0.960
Peak Factor	0.922									0.884				0.727				



Old Colony Planning Council

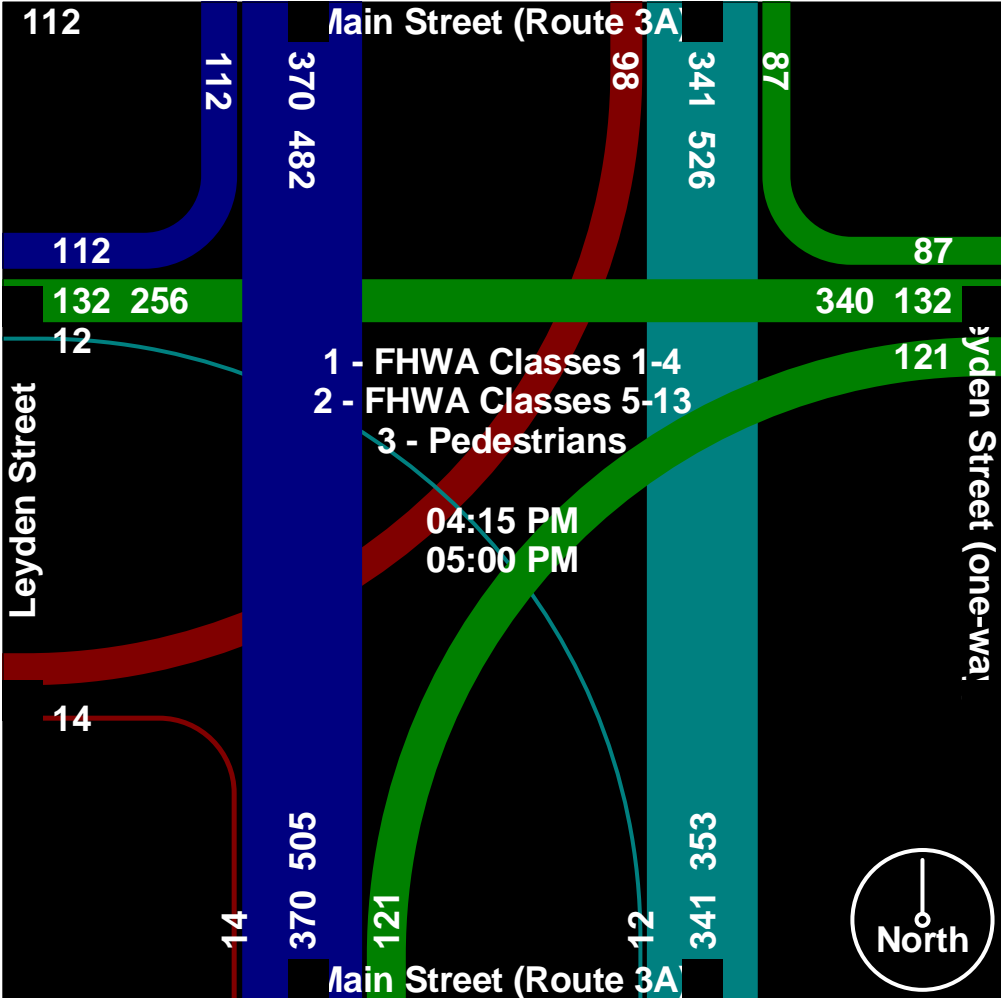
70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth
Date: 6/6/06
Board #: DB-400 (1)
Staff: JC

File Name : 239_Main&Leyden_PM
Site Code : 00000239
Start Date : 6/6/2006
Page No : 4



HCM Signalized Intersection Capacity Analysis
3: Leyden Street & Main Street (Route 3A)

Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕			↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Fr _t		0.96		1.00	0.92			1.00			0.96	
Fl _t Protected		0.97		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1956		1770	1713			1859			1787	
Fl _t Permitted		0.97		0.95	1.00			0.98			1.00	
Satd. Flow (perm)		1956		1770	1713			1833			1787	
Volume (vph)	60	0	26	51	53	61	12	267	0	0	183	78
Peak-hour factor, PHF	0.78	0.78	0.78	0.74	0.74	0.74	0.92	0.92	0.92	0.84	0.84	0.84
Growth Factor (vph)	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	78	0	34	70	72	83	13	293	0	0	220	94
RTOR Reduction (vph)	0	17	0	0	42	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	95	0	70	113	0	0	306	0	0	301	0
Turn Type	Split		Split		Perm							
Protected Phases	4	4	8		8	2			6			
Permitted Phases						2						
Actuated Green, G (s)	6.3		10.5		10.5	33.8			33.8			
Effective Green, g (s)	6.3		10.5		10.5	33.8			33.8			
Actuated g/C Ratio	0.08		0.14		0.14	0.44			0.44			
Clearance Time (s)	4.0		4.0		4.0	4.0			4.0			
Vehicle Extension (s)	3.0		3.0		3.0	3.0			3.0			
Lane Grp Cap (vph)	162		244		236	813			793			
v/s Ratio Prot	c0.05		0.04		c0.07				c0.17			
v/s Ratio Perm						0.17						
v/c Ratio	0.58		0.29		0.48	0.38			0.38			
Uniform Delay, d ₁	33.7		29.5		30.3	14.2			14.2			
Progression Factor	1.00		1.00		1.00	1.00			1.00			
Incremental Delay, d ₂	5.3		0.7		1.5	0.3			0.3			
Delay (s)	39.0		30.1		31.8	14.5			14.5			
Level of Service	D		C		C	B			B			
Approach Delay (s)	39.0		31.3			14.5			14.5			
Approach LOS	D		C			B			B			
Intersection Summary												
HCM Average Control Delay	21.3		HCM Level of Service				C					
HCM Volume to Capacity ratio	0.43											
Actuated Cycle Length (s)	76.2		Sum of lost time (s)				25.6					
Intersection Capacity Utilization	42.3%		ICU Level of Service				A					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: Leyden Street & Main Street (Route 3A)

Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕			↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Fr _t		0.98		1.00	0.94			1.00			0.97	
Fl _t Protected		0.96		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1988		1770	1752			1860			1805	
Fl _t Permitted		0.96		0.95	1.00			0.98			1.00	
Satd. Flow (perm)		1988		1770	1752			1834			1805	
Volume (vph)	84	0	12	104	114	75	10	293	0	0	318	96
Peak-hour factor, PHF	0.73	0.73	0.73	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92	0.92
Growth Factor (vph)	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	116	0	17	115	127	83	11	336	0	0	349	105
RTOR Reduction (vph)	0	5	0	0	24	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	128	0	115	186	0	0	347	0	0	444	0
Turn Type	Split		Split		Perm							
Protected Phases	4	4	8		8	2			6			
Permitted Phases						2						
Actuated Green, G (s)	8.8		12.1		12.1	32.8			32.8			
Effective Green, g (s)	8.8		12.1		12.1	32.8			32.8			
Actuated g/C Ratio	0.11		0.15		0.15	0.40			0.40			
Clearance Time (s)	4.0		4.0		4.0	4.0			4.0			
Vehicle Extension (s)	3.0		3.0		3.0	3.0			3.0			
Lane Grp Cap (vph)	213		261		259	734			722			
v/s Ratio Prot	c0.06		0.06		c0.11				c0.25			
v/s Ratio Perm						0.19						
v/c Ratio	0.60		0.44		0.72	0.47			0.61			
Uniform Delay, d ₁	34.9		31.9		33.3	18.2			19.6			
Progression Factor	1.00		1.00		1.00	1.00			1.00			
Incremental Delay, d ₂	4.5		1.2		9.2	0.5			1.6			
Delay (s)	39.4		33.1		42.5	18.7			21.1			
Level of Service	D		C		D	B			C			
Approach Delay (s)	39.4		39.2			18.7			21.1			
Approach LOS	D		D			B			C			

Intersection Summary

HCM Average Control Delay	27.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	28.3
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Leyden Street & Main Street (Route 3A)

Route 3A Corridor Study
2012 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕			↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Fr _t		0.96		1.00	0.92			1.00			0.96	
Fl _t Protected		0.97		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1956		1770	1714			1859			1788	
Fl _t Permitted		0.97		0.95	1.00			0.98			1.00	
Satd. Flow (perm)		1956		1770	1714			1830			1788	
Volume (vph)	60	0	26	51	53	61	12	267	0	0	183	78
Peak-hour factor, PHF	0.78	0.78	0.78	0.74	0.74	0.74	0.92	0.92	0.92	0.84	0.84	0.84
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	82	0	36	74	77	88	14	311	0	0	233	99
RTOR Reduction (vph)	0	17	0	0	42	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	101	0	74	123	0	0	325	0	0	319	0
Turn Type	Split		Split		Perm							
Protected Phases	4	4	8		8	2			6			
Permitted Phases						2						
Actuated Green, G (s)	6.5		10.8		10.8	34.7			34.7			
Effective Green, g (s)	6.5		10.8		10.8	34.7			34.7			
Actuated g/C Ratio	0.08		0.14		0.14	0.45			0.45			
Clearance Time (s)	4.0		4.0		4.0	4.0			4.0			
Vehicle Extension (s)	3.0		3.0		3.0	3.0			3.0			
Lane Grp Cap (vph)	164		247		239	819			801			
v/s Ratio Prot	c0.05		0.04		c0.07				c0.18			
v/s Ratio Perm						0.18						
v/c Ratio	0.61		0.30		0.51	0.40			0.40			
Uniform Delay, d ₁	34.3		30.0		30.9	14.4			14.4			
Progression Factor	1.00		1.00		1.00	1.00			1.00			
Incremental Delay, d ₂	6.6		0.7		1.9	0.3			0.3			
Delay (s)	40.9		30.6		32.8	14.7			14.7			
Level of Service	D		C		C	B			B			
Approach Delay (s)	40.9		32.1			14.7			14.7			
Approach LOS	D		C			B			B			

Intersection Summary			
HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	77.5	Sum of lost time (s)	25.5
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 3: Leyden Street & Main Street (Route 3A)

Route 3A Corridor Study
 2012 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕			↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Fr _t		0.98		1.00	0.94			1.00			0.97	
Fl _t Protected		0.96		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1988		1770	1752			1860			1804	
Fl _t Permitted		0.96		0.95	1.00			0.98			1.00	
Satd. Flow (perm)		1988		1770	1752			1830			1804	
Volume (vph)	84	0	12	104	114	75	10	293	0	0	318	96
Peak-hour factor, PHF	0.73	0.73	0.73	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92	0.92
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	123	0	18	122	134	88	12	356	0	0	370	112
RTOR Reduction (vph)	0	5	0	0	24	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	136	0	122	198	0	0	368	0	0	472	0
Turn Type	Split		Split		Perm							
Protected Phases	4	4	8		8	2			6			
Permitted Phases						2						
Actuated Green, G (s)	8.8		12.6		12.6	32.2			32.2			
Effective Green, g (s)	8.8		12.6		12.6	32.2			32.2			
Actuated g/C Ratio	0.11		0.15		0.15	0.40			0.40			
Clearance Time (s)	4.0		4.0		4.0	4.0			4.0			
Vehicle Extension (s)	3.0		3.0		3.0	3.0			3.0			
Lane Grp Cap (vph)	215		274		271	724			714			
v/s Ratio Prot	c0.07		0.07		c0.11				c0.26			
v/s Ratio Perm						0.20						
v/c Ratio	0.63		0.45		0.73	0.51			0.66			
Uniform Delay, d ₁	34.7		31.2		32.8	18.6			20.1			
Progression Factor	1.00		1.00		1.00	1.00			1.00			
Incremental Delay, d ₂	5.9		1.2		9.8	0.6			2.3			
Delay (s)	40.7		32.4		42.6	19.2			22.4			
Level of Service	D		C		D	B			C			
Approach Delay (s)	40.7				38.9	19.2			22.4			
Approach LOS	D				D	B			C			

Intersection Summary			
HCM Average Control Delay	27.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	81.4	Sum of lost time (s)	27.8
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 3: Leyden Street & Main Street (Route 3A)

Route 3A Corridor Study
 2020 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕			↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Fr _t		0.96		1.00	0.92			1.00			0.96	
Fl _t Protected		0.97		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1957		1770	1714			1859			1787	
Fl _t Permitted		0.97		0.95	1.00			0.98			1.00	
Satd. Flow (perm)		1957		1770	1714			1828			1787	
Volume (vph)	60	0	26	51	53	61	12	267	0	0	183	78
Peak-hour factor, PHF	0.78	0.78	0.78	0.74	0.74	0.74	0.92	0.92	0.92	0.84	0.84	0.84
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	91	0	39	81	85	97	15	342	0	0	257	110
RTOR Reduction (vph)	0	17	0	0	42	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	113	0	81	140	0	0	357	0	0	354	0
Turn Type	Split		Split		Perm							
Protected Phases	4	4	8		8	2			6			
Permitted Phases							2					
Actuated Green, G (s)	6.8		11.5		11.5	36.5			36.5			
Effective Green, g (s)	6.8		11.5		11.5	36.5			36.5			
Actuated g/C Ratio	0.08		0.14		0.14	0.46			0.46			
Clearance Time (s)	4.0		4.0		4.0	4.0			4.0			
Vehicle Extension (s)	3.0		3.0		3.0	3.0			3.0			
Lane Grp Cap (vph)	166		254		246	833			814			
v/s Ratio Prot	c0.06		0.05		c0.08				c0.20			
v/s Ratio Perm						0.20						
v/c Ratio	0.68		0.32		0.57	0.43			0.43			
Uniform Delay, d ₁	35.6		30.8		32.0	14.7			14.8			
Progression Factor	1.00		1.00		1.00	1.00			1.00			
Incremental Delay, d ₂	10.5		0.7		3.0	0.4			0.4			
Delay (s)	46.1		31.5		35.0	15.1			15.2			
Level of Service	D		C		C	B			B			
Approach Delay (s)	46.1		33.9			15.1			15.2			
Approach LOS	D		C			B			B			
Intersection Summary												
HCM Average Control Delay	23.2		HCM Level of Service				C					
HCM Volume to Capacity ratio	0.49											
Actuated Cycle Length (s)	80.1		Sum of lost time (s)				25.3					
Intersection Capacity Utilization	51.6%		ICU Level of Service				A					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: Leyden Street & Main Street (Route 3A)

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕			↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	12	12	12	12	12	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Fr _t		0.98		1.00	0.94			1.00			0.97	
Fl _t Protected		0.96		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1989		1770	1752			1860			1804	
Fl _t Permitted		0.96		0.95	1.00			0.98			1.00	
Satd. Flow (perm)		1989		1770	1752			1827			1804	
Volume (vph)	84	0	12	104	114	75	10	293	0	0	318	96
Peak-hour factor, PHF	0.73	0.73	0.73	0.91	0.91	0.91	0.88	0.88	0.88	0.92	0.92	0.92
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	136	0	19	135	148	97	13	393	0	0	408	123
RTOR Reduction (vph)	0	5	0	0	24	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	150	0	135	221	0	0	406	0	0	521	0
Turn Type	Split		Split		Perm							
Protected Phases	4	4	8		8	2			6			
Permitted Phases						2						
Actuated Green, G (s)	9.5		13.3		13.3	35.1			35.1			
Effective Green, g (s)	9.5		13.3		13.3	35.1			35.1			
Actuated g/C Ratio	0.11		0.16		0.16	0.41			0.41			
Clearance Time (s)	4.0		4.0		4.0	4.0			4.0			
Vehicle Extension (s)	3.0		3.0		3.0	3.0			3.0			
Lane Grp Cap (vph)	220		275		272	748			739			
v/s Ratio Prot	c0.08		0.08		c0.13				c0.29			
v/s Ratio Perm						0.22						
v/c Ratio	0.68		0.49		0.81	0.54			0.70			
Uniform Delay, d ₁	36.6		33.1		35.0	19.2			21.0			
Progression Factor	1.00		1.00		1.00	1.00			1.00			
Incremental Delay, d ₂	8.4		1.4		16.8	0.8			3.1			
Delay (s)	45.0		34.5		51.8	20.0			24.1			
Level of Service	D		C		D	C			C			
Approach Delay (s)	45.0				45.6	20.0			24.1			
Approach LOS	D				D	C			C			

Intersection Summary

HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	85.7	Sum of lost time (s)	27.8
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Plymouth COUNT DATE : 6/6/2006

MHD USE ONLY

DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

Source #

~ INTERSECTION DATA ~

MAJOR STREET : Main Street (Route 3A)

RIN #

MINOR STREET(S) : Leyden Street / Martket Street

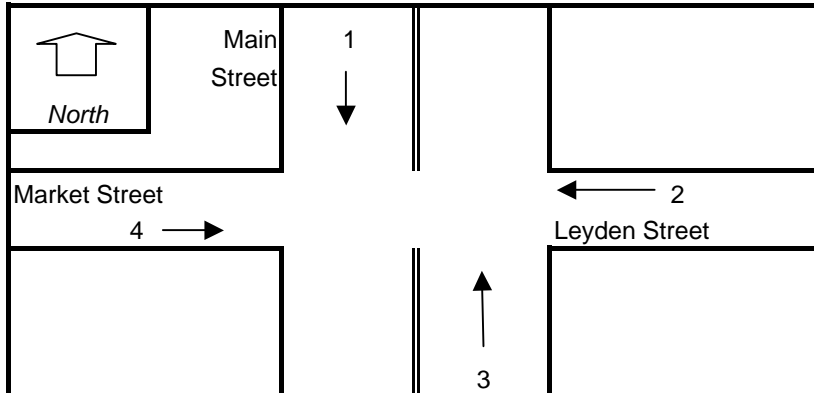
RIN #

RIN #

RIN #

RIN #

**INTERSECTION
DIAGRAM**
(Label Approaches)



INTERSECTION
REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	433	343	326	136		

** Volumes adjusted to 2007 annual average levels

" K " FACTOR : 0.09 APPROACH ADT : 13,756 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 11 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 3.67

CRASH RATE CALCULATION : 0.730 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	-13.06%	Statewide Average: Signalized	-16.06%
Unsignalized	23.78%	Unsignalized	10.65%

**Route 3A @
Sandwich Street (Downtown)**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: BH

File Name : 239_Main&Summer_AM

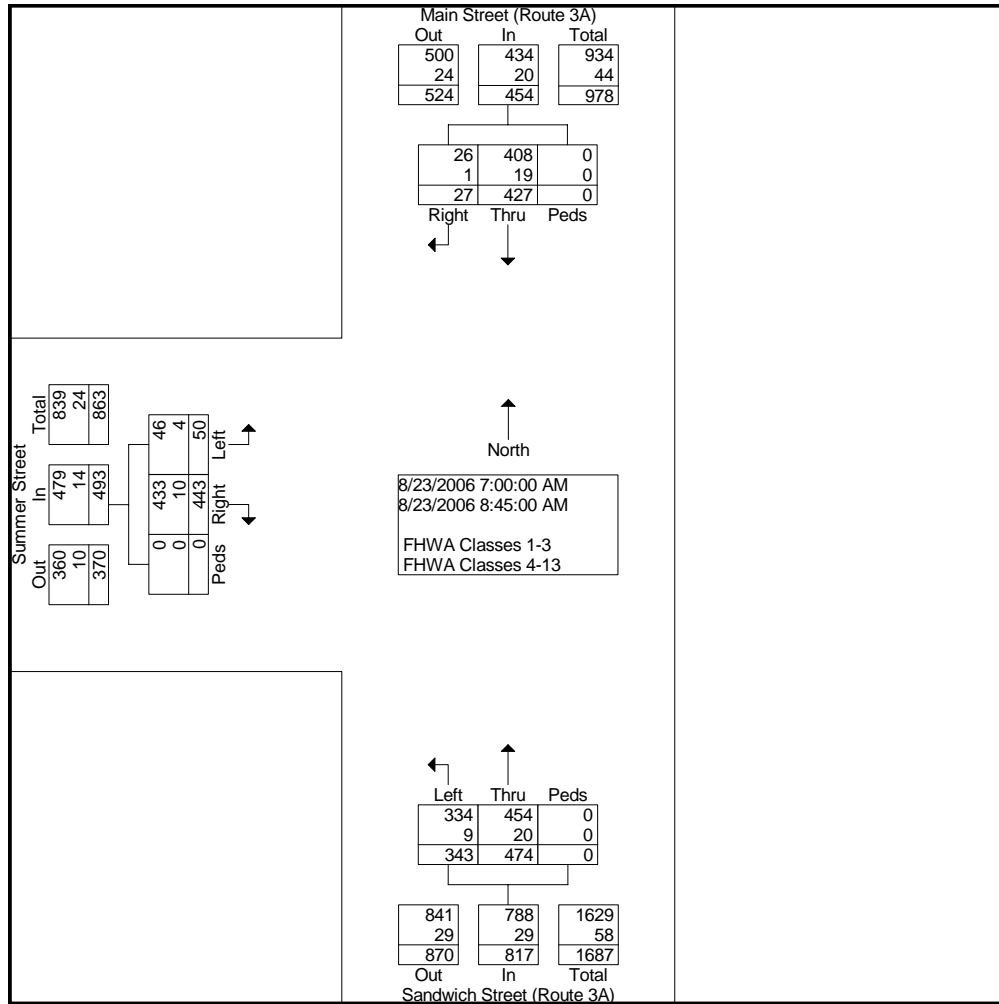
Site Code : 00000239

Start Date : 8/23/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time Factor	Main Street (Route 3A) Southbound					Sandwich Street (Route 3A) Northbound					Summer Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	44	1	0	45	33	43	0	0	76	6	0	35	0	41	162
07:15 AM	0	41	0	0	41	37	60	0	0	97	5	0	30	0	35	173
07:30 AM	0	41	5	0	46	35	33	0	0	68	1	0	42	0	43	157
07:45 AM	0	68	3	0	71	38	50	0	0	88	9	0	72	0	81	240
Total	0	194	9	0	203	143	186	0	0	329	21	0	179	0	200	732
08:00 AM	0	55	5	0	60	51	63	0	0	114	7	0	72	0	79	253
08:15 AM	0	48	3	0	51	49	76	0	0	125	7	0	55	0	62	238
08:30 AM	0	70	5	0	75	46	65	0	0	111	7	0	77	0	84	270
08:45 AM	0	60	5	0	65	54	84	0	0	138	8	0	60	0	68	271
Total	0	233	18	0	251	200	288	0	0	488	29	0	264	0	293	1032
Grand Total	0	427	27	0	454	343	474	0	0	817	50	0	443	0	493	1764
Apprch %	0.0	94.1	5.9	0.0		42.0	58.0	0.0	0.0		10.1	0.0	89.9	0.0		
Total %	0.0	24.2	1.5	0.0	25.7	19.4	26.9	0.0	0.0	46.3	2.8	0.0	25.1	0.0	27.9	



Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: DB-400 (1)
Staff: BH

File Name : 239_Main&Summer_AM
Site Code : 00000239
Start Date : 8/23/2006
Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: BH

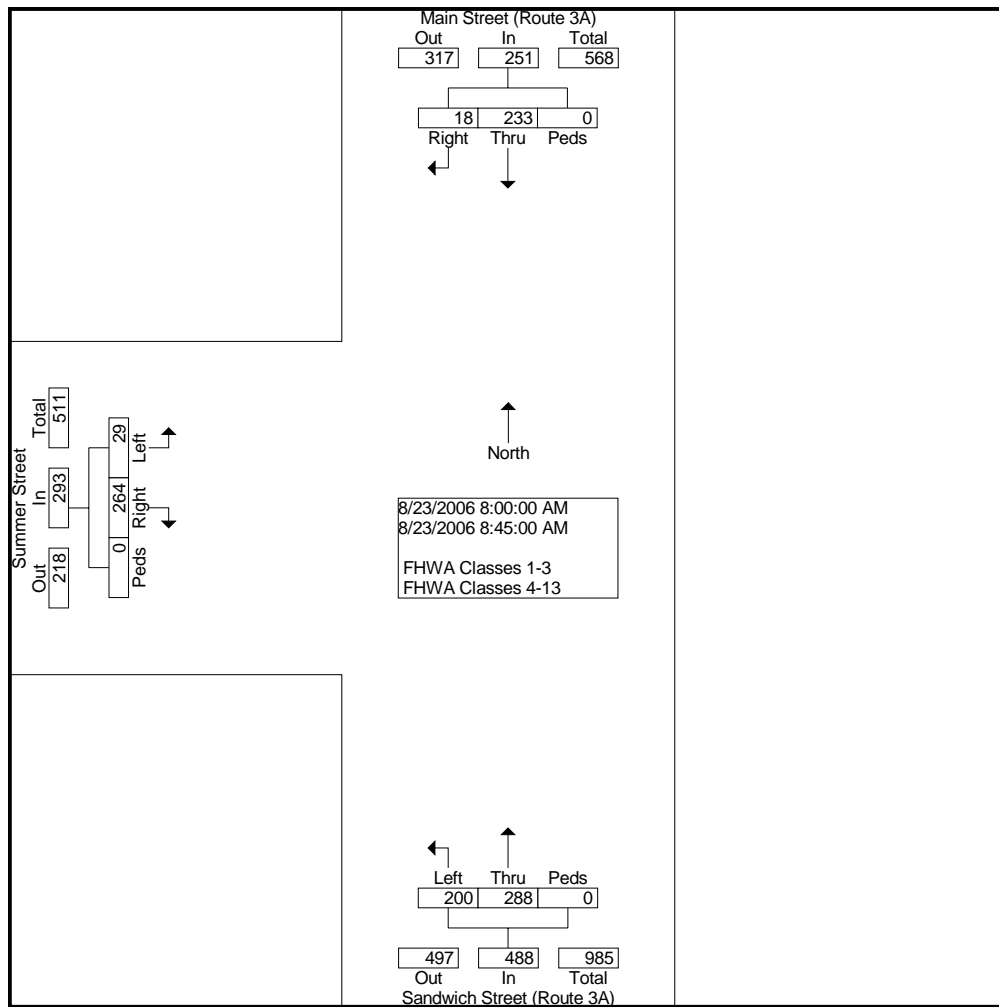
File Name : 239_Main&Summer_AM

Site Code : 00000239

Start Date : 8/23/2006

Page No : 3

Start Time	Main Street (Route 3A) Southbound					Sandwich Street (Route 3A) Northbound					Summer Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	08:00 AM															
Volume	0	233	18	0	251	200	288	0	0	488	29	0	264	0	293	1032
Percent	0.0	92.8	7.2	0.0		41.0	59.0	0.0	0.0		9.9	0.0	90.1	0.0		
08:45 Volume	0	60	5	0	65	54	84	0	0	138	8	0	60	0	68	271
Peak Factor																
High Int.	08:30 AM															
Volume	0	70	5	0	75	54	84	0	0	138	7	0	77	0	84	0.952
Peak Factor	0.837					0.884					0.872					



Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

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Site Code : 00000239
Start Date : 8/23/2006
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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: BH

File Name : 239_Main&Summer_PM

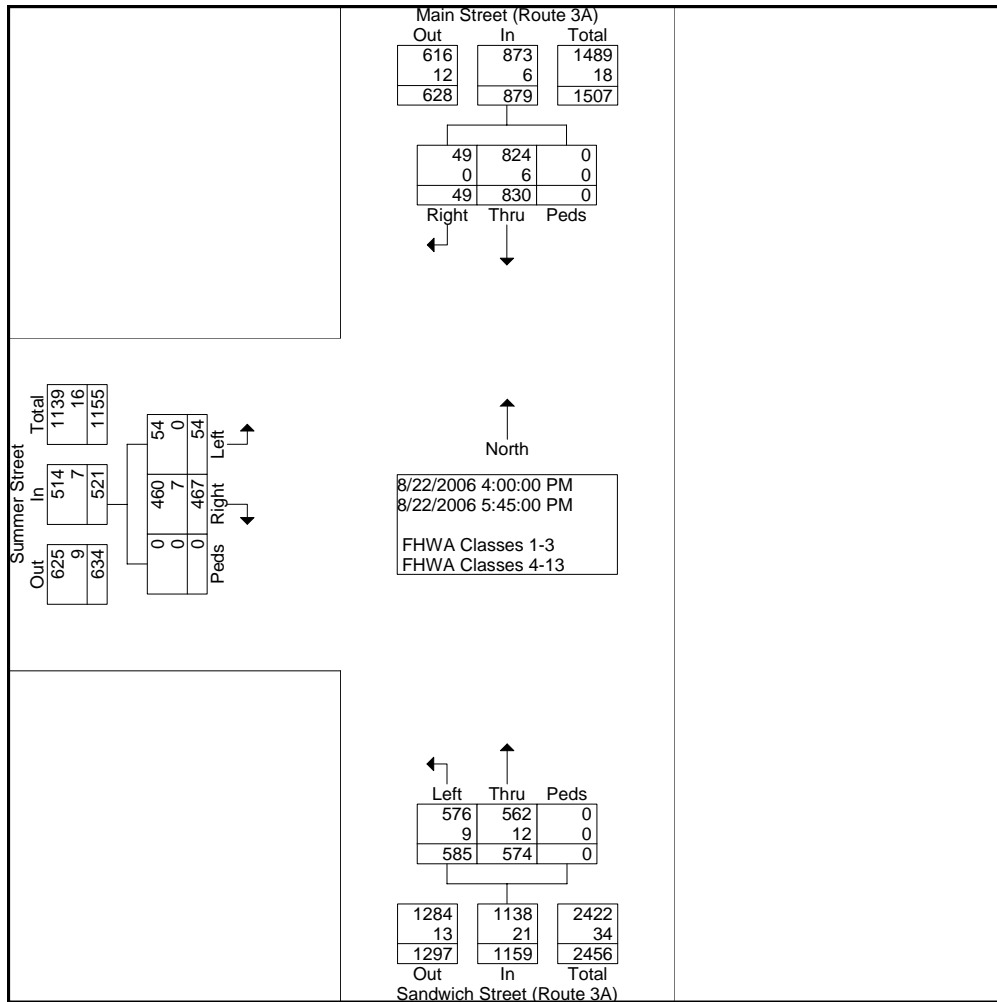
Site Code : 00000239

Start Date : 8/22/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	Main Street (Route 3A) Southbound					Sandwich Street (Route 3A) Northbound					Summer Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	116	1	0	117	89	94	0	0	183	3	0	53	0	56	356
04:15 PM	0	103	6	0	109	78	73	0	0	151	6	0	79	0	85	345
04:30 PM	0	110	11	0	121	104	72	0	0	176	11	0	47	0	58	355
04:45 PM	0	107	1	0	108	74	62	0	0	136	14	0	61	0	75	319
Total	0	436	19	0	455	345	301	0	0	646	34	0	240	0	274	1375
05:00 PM	0	109	7	0	116	69	87	0	0	156	1	0	47	0	48	320
05:15 PM	0	96	10	0	106	60	59	0	0	119	10	0	56	0	66	291
05:30 PM	0	111	8	0	119	61	71	0	0	132	4	0	54	0	58	309
05:45 PM	0	78	5	0	83	50	56	0	0	106	5	0	70	0	75	264
Total	0	394	30	0	424	240	273	0	0	513	20	0	227	0	247	1184
Grand Total	0	830	49	0	879	585	574	0	0	1159	54	0	467	0	521	2559
Apprch %	0.0	94.4	5.6	0.0		50.5	49.5	0.0	0.0		10.4	0.0	89.6	0.0		
Total %	0.0	32.4	1.9	0.0	34.3	22.9	22.4	0.0	0.0	45.3	2.1	0.0	18.2	0.0	20.4	



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Old Colony Planning Council

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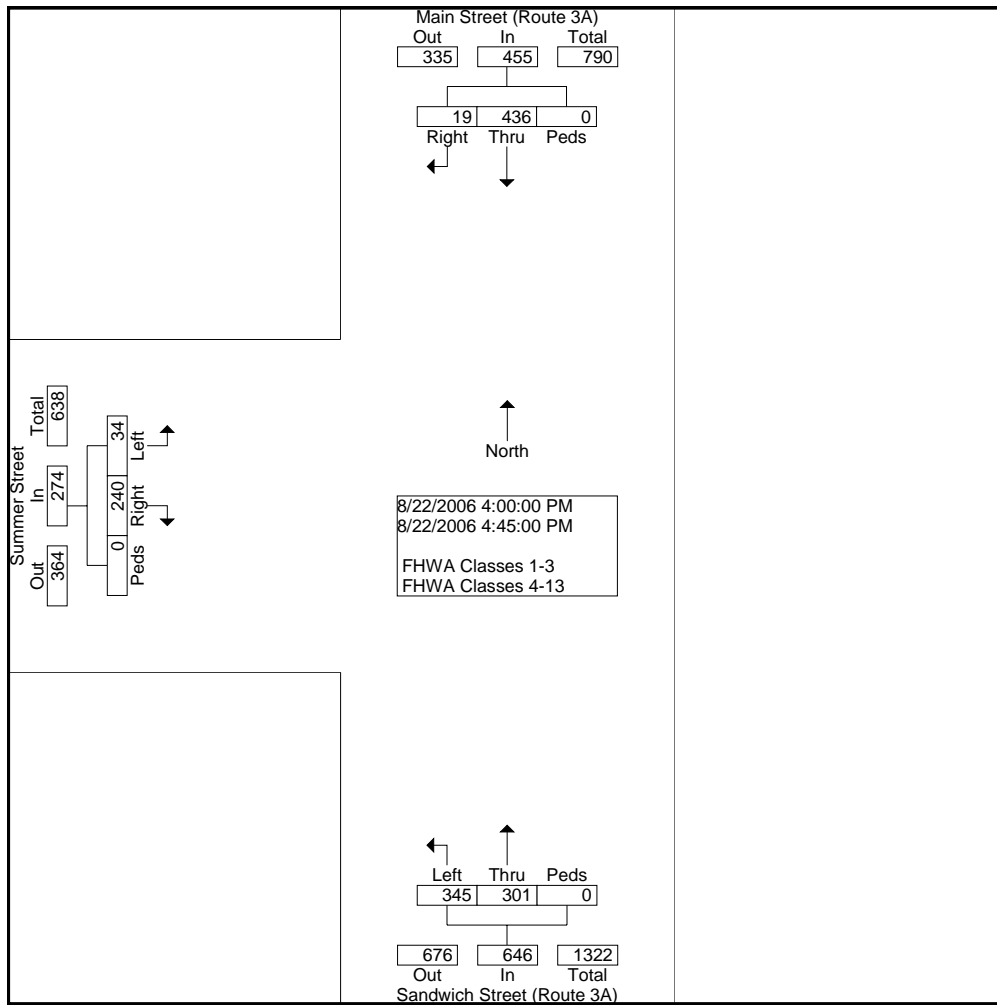
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Site Code : 00000239

Start Date : 8/22/2006

Page No : 3

Start Time	Main Street (Route 3A) Southbound					Sandwich Street (Route 3A) Northbound					Summer Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	04:00 PM															
Volume	0	436	19	0	455	345	301	0	0	646	34	0	240	0	274	1375
Percent	0.0	95.8	4.2	0.0		53.4	46.6	0.0	0.0		12.4	0.0	87.6	0.0		
04:00 Volume	0	116	1	0	117	89	94	0	0	183	3	0	53	0	56	356
Peak Factor																
High Int.	04:30 PM					04:00 PM					04:15 PM					
Volume	0	110	11	0	121	89	94	0	0	183	6	0	79	0	85	0.966
Peak Factor	0.940					0.883					0.806					



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

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File Name : 239_Main&Summer_PM

Site Code : 00000239

Start Date : 8/22/2006

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HCM Unsignalized Intersection Capacity Analysis
7: Main Street Rte 3A & Summer St

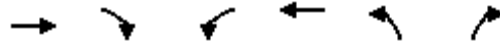
Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	184	14	237	228	23	209
Peak Hour Factor	0.84	0.84	0.88	0.88	0.87	0.87
Hourly flow rate (vph)	221	17	272	262	27	243
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			238		1035	230
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			238		1035	230
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			80		87	70
cM capacity (veh/h)			1329		204	810
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	238	534	269			
Volume Left	0	272	27			
Volume Right	17	0	243			
cSH	1700	1329	626			
Volume to Capacity	0.14	0.20	0.43			
Queue Length 95th (ft)	0	19	54			
Control Delay (s)	0.0	5.3	15.0			
Lane LOS		A	C			
Approach Delay (s)	0.0	5.3	15.0			
Approach LOS			C			
Intersection Summary						
Average Delay			6.6			
Intersection Capacity Utilization			65.9%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: Main Street Rte 3A & Summer St

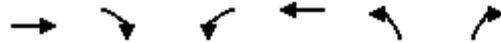
Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	344	15	273	238	27	19
Peak Hour Factor	0.94	0.94	0.88	0.88	0.81	0.81
Hourly flow rate (vph)	370	16	313	273	34	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			386		1277	378
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			386		1277	378
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			73		75	96
cM capacity (veh/h)			1173		135	669
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	386	586	57			
Volume Left	0	313	34			
Volume Right	16	0	24			
cSH	1700	1173	201			
Volume to Capacity	0.23	0.27	0.29			
Queue Length 95th (ft)	0	27	28			
Control Delay (s)	0.0	6.3	29.9			
Lane LOS		A	D			
Approach Delay (s)	0.0	6.3	29.9			
Approach LOS			D			
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			65.7%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: Main Street Rte 3A & Summer St

Route 3A Corridor Study
2012 AM Peak Hour LOS



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	184	14	237	228	23	209
Peak Hour Factor	0.84	0.84	0.88	0.88	0.87	0.87
Hourly flow rate (vph)	234	18	288	277	28	257
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			252		1097	243
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			252		1097	243
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			78		85	68
cM capacity (veh/h)			1313		184	796

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	252	565	285
Volume Left	0	288	28
Volume Right	18	0	257
cSH	1700	1313	598
Volume to Capacity	0.15	0.22	0.48
Queue Length 95th (ft)	0	21	64
Control Delay (s)	0.0	5.4	16.4
Lane LOS		A	C
Approach Delay (s)	0.0	5.4	16.4
Approach LOS			C

Intersection Summary			
Average Delay		7.0	
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
7: Main Street Rte 3A & Summer St

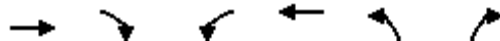
Route 3A Corridor Study
2012 PM Peak Hour LOS



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	344	15	273	238	27	19
Peak Hour Factor	0.94	0.94	0.88	0.88	0.81	0.81
Hourly flow rate (vph)	392	17	332	289	36	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			409		1353	400
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			409		1353	400
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			71		70	96
cM capacity (veh/h)			1150		117	650
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	409	621	61			
Volume Left	0	332	36			
Volume Right	17	0	25			
cSH	1700	1150	178			
Volume to Capacity	0.24	0.29	0.34			
Queue Length 95th (ft)	0	30	36			
Control Delay (s)	0.0	6.5	35.5			
Lane LOS		A	E			
Approach Delay (s)	0.0	6.5	35.5			
Approach LOS			E			
Intersection Summary						
Average Delay			5.7			
Intersection Capacity Utilization			68.8%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: Main Street Rte 3A & Summer St

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	↩
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	184	14	237	228	23	209
Peak Hour Factor	0.84	0.84	0.88	0.88	0.87	0.87
Hourly flow rate (vph)	258	20	318	306	31	283
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			278		1210	268
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			278		1210	268
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			75		79	63
cM capacity (veh/h)			1285		152	770
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	278	624	315			
Volume Left	0	318	31			
Volume Right	20	0	283			
cSH	1700	1285	549			
Volume to Capacity	0.16	0.25	0.57			
Queue Length 95th (ft)	0	24	90			
Control Delay (s)	0.0	5.7	20.0			
Lane LOS		A	C			
Approach Delay (s)	0.0	5.7	20.0			
Approach LOS			C			
Intersection Summary						
Average Delay			8.1			
Intersection Capacity Utilization			75.3%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 7: Main Street Rte 3A & Summer St

Route 3A Corridor Study
 2020 PM Peak Hour LOS



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	↩
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	344	15	273	238	27	19
Peak Hour Factor	0.94	0.94	0.88	0.88	0.81	0.81
Hourly flow rate (vph)	432	19	366	319	39	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			451		1493	441
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			451		1493	441
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			67		57	96
cM capacity (veh/h)			1110		91	616

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	451	685	67
Volume Left	0	366	39
Volume Right	19	0	28
cSH	1700	1110	140
Volume to Capacity	0.27	0.33	0.48
Queue Length 95th (ft)	0	36	55
Control Delay (s)	0.0	7.1	52.1
Lane LOS		A	F
Approach Delay (s)	0.0	7.1	52.1
Approach LOS			F

Intersection Summary			
Average Delay		7.0	
Intersection Capacity Utilization		74.6%	ICU Level of Service D
Analysis Period (min)		15	

MassHighway

CRASH RATE WORKSHEET

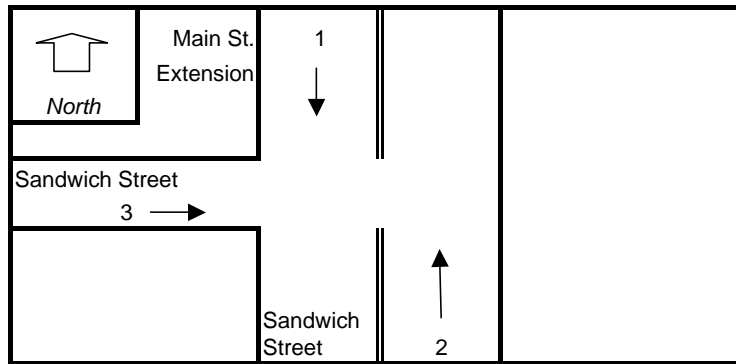
CITY/TOWN : Plymouth COUNT DATE : 8/28/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Main Street Extension (Route 3A)
 MINOR STREET(S) : Sandwich Street

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3		
DIRECTION :	SB	NB	EB		
VOLUMES (AM/PM) :	363	515	219		

*** Volumes adjusted to 2007 annual average levels*

" K " FACTOR : 0.09 APPROACH ADT : 12,189 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 4 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 1.33

CRASH RATE CALCULATION : 0.300 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-64.32%	Statewide Average:	Signalized	-65.55%
	Unsignalized	-49.20%		Unsignalized	-54.59%

**Route 3A @
Water Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (2)

Staff: RG

File Name : 239_Sandwich&Water_AM

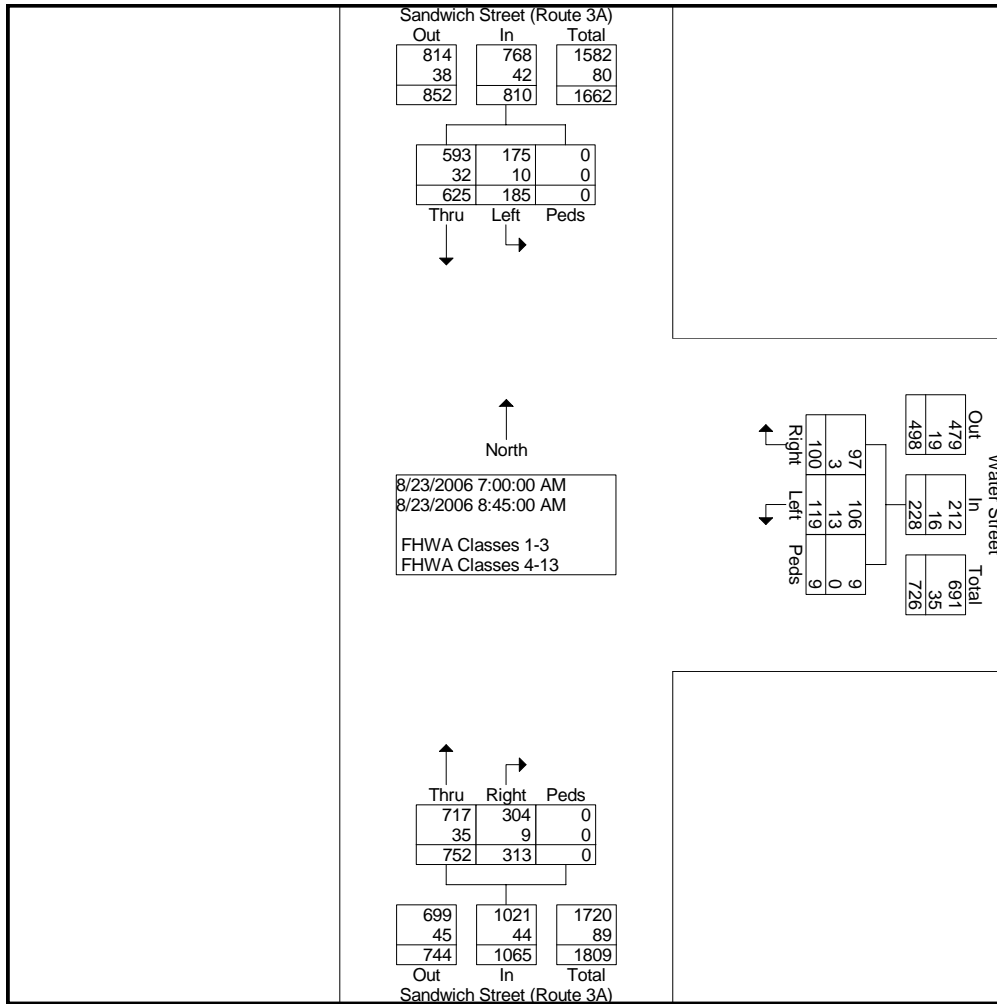
Site Code : 00000239

Start Date : 8/23/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	Sandwich Street (Route 3A) Southbound					Water Street Westbound					Sandwich Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	12	67	0	0	79	6	0	11	0	17	0	67	31	0	98	194
07:15 AM	14	61	0	0	75	11	0	14	0	25	0	89	29	0	118	218
07:30 AM	14	64	0	0	78	17	0	11	1	29	0	64	39	0	103	210
07:45 AM	26	100	0	0	126	17	0	13	3	33	0	77	39	0	116	275
Total	66	292	0	0	358	51	0	49	4	104	0	297	138	0	435	897
08:00 AM	29	87	0	0	116	13	0	12	3	28	0	100	33	0	133	277
08:15 AM	24	65	0	0	89	15	0	18	0	33	0	110	42	0	152	274
08:30 AM	35	95	0	0	130	22	0	15	1	38	0	104	45	0	149	317
08:45 AM	31	86	0	0	117	18	0	6	1	25	0	141	55	0	196	338
Total	119	333	0	0	452	68	0	51	5	124	0	455	175	0	630	1206
Grand Total	185	625	0	0	810	119	0	100	9	228	0	752	313	0	1065	2103
Apprch %	22.8	77.2	0.0	0.0		52.2	0.0	43.9	3.9		0.0	70.6	29.4	0.0		
Total %	8.8	29.7	0.0	0.0	38.5	5.7	0.0	4.8	0.4	10.8	0.0	35.8	14.9	0.0	50.6	

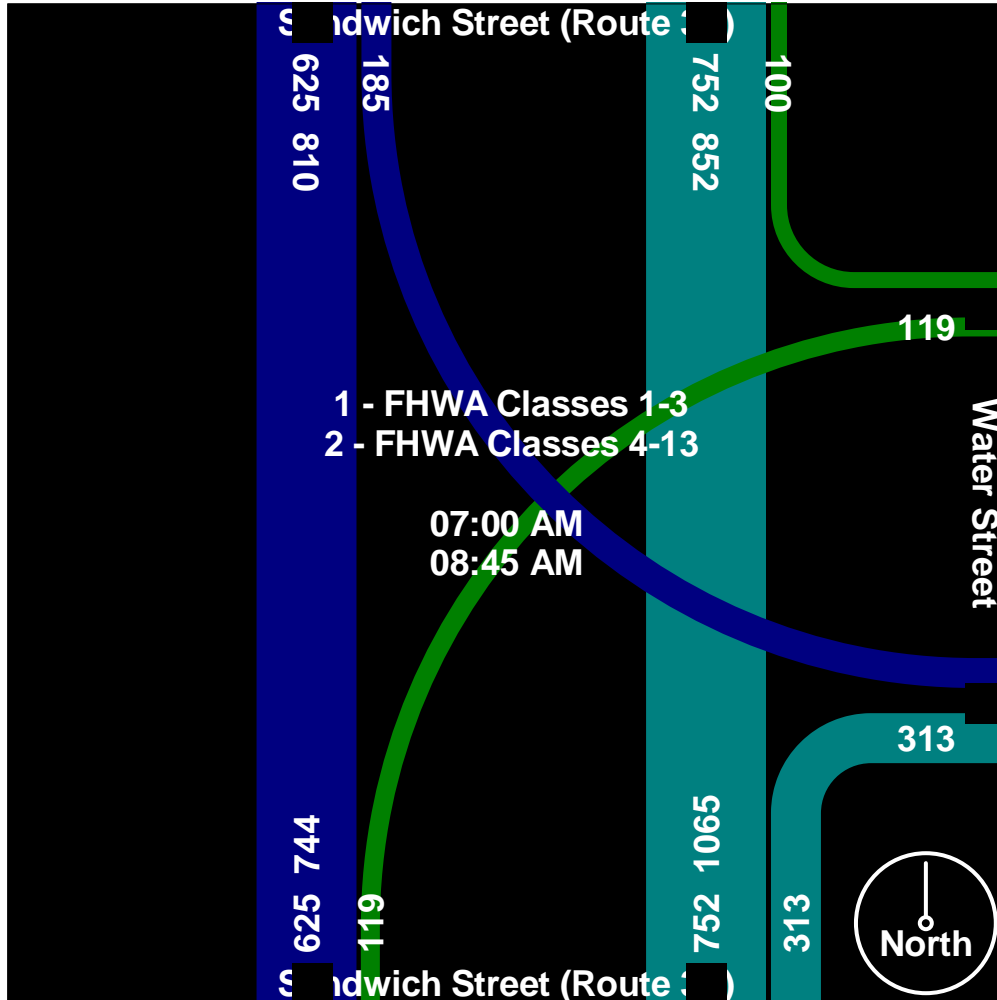


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: DB-400 (2)
Staff: RG

File Name : 239_Sandwich&Water_AM
Site Code : 00000239
Start Date : 8/23/2006
Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (2)

Staff: RG

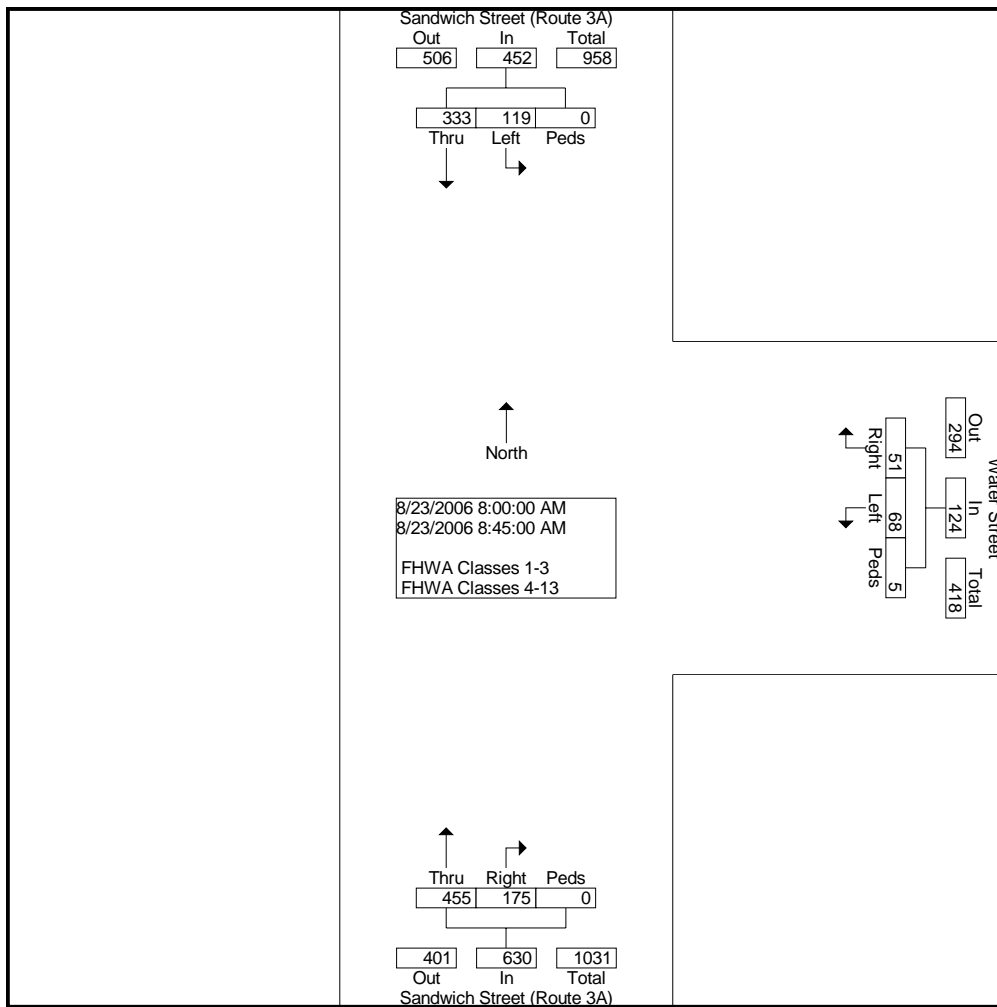
File Name : 239_Sandwich&Water_AM

Site Code : 00000239

Start Date : 8/23/2006

Page No : 3

Start Time	Sandwich Street (Route 3A) Southbound					Water Street Westbound					Sandwich Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	08:00 AM															
Volume	119	333	0	0	452	68	0	51	5	124	0	455	175	0	630	1206
Percent	26.3	73.7	0.0	0.0		54.8	0.0	41.1	4.0		0.0	72.2	27.8	0.0		
08:45 Volume	31	86	0	0	117	18	0	6	1	25	0	141	55	0	196	338
Peak Factor																
High Int.	08:30 AM															
Volume	35	95	0	0	130	22	0	15	1	38	0	141	55	0	196	0.892
Peak Factor	0.869					0.816					0.804					

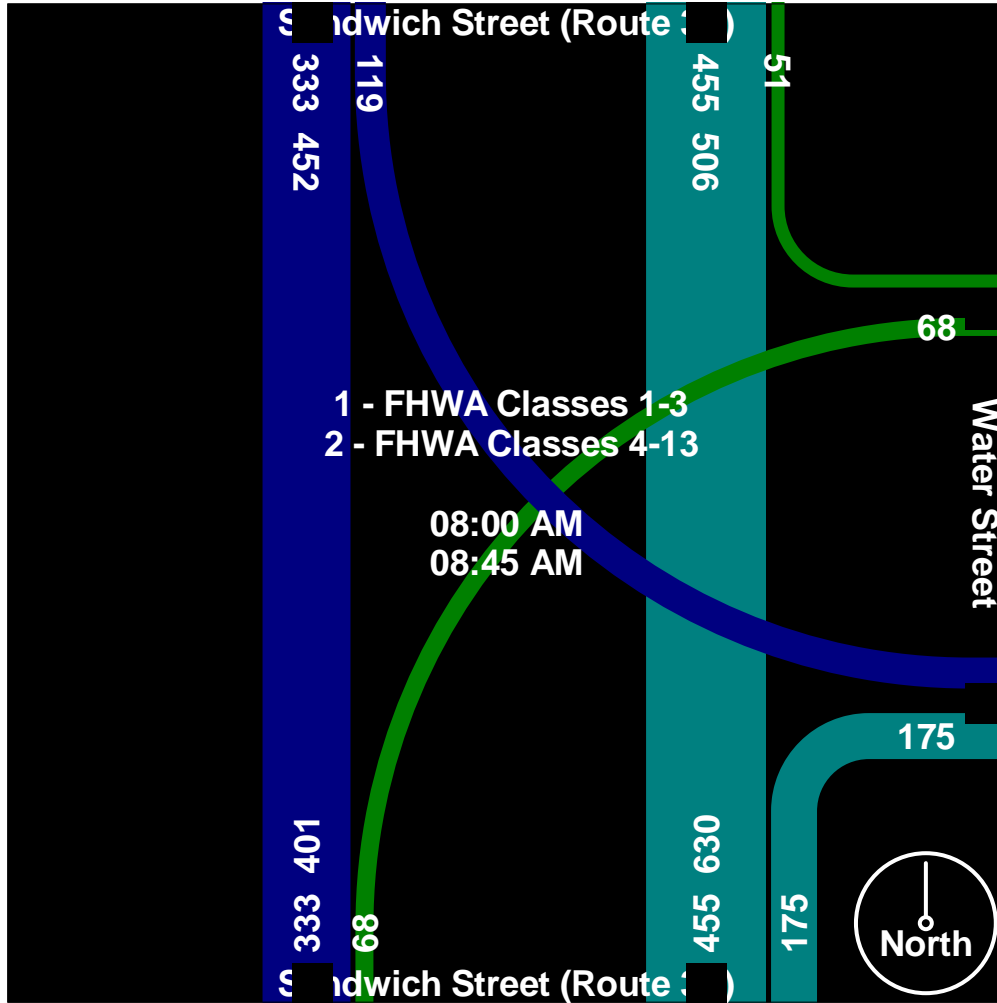


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70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: DB-400 (2)
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File Name : 239_Sandwich&Water_AM
Site Code : 00000239
Start Date : 8/23/2006
Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (2)

Staff: RG

File Name : 239_Sandwich&Water_PM

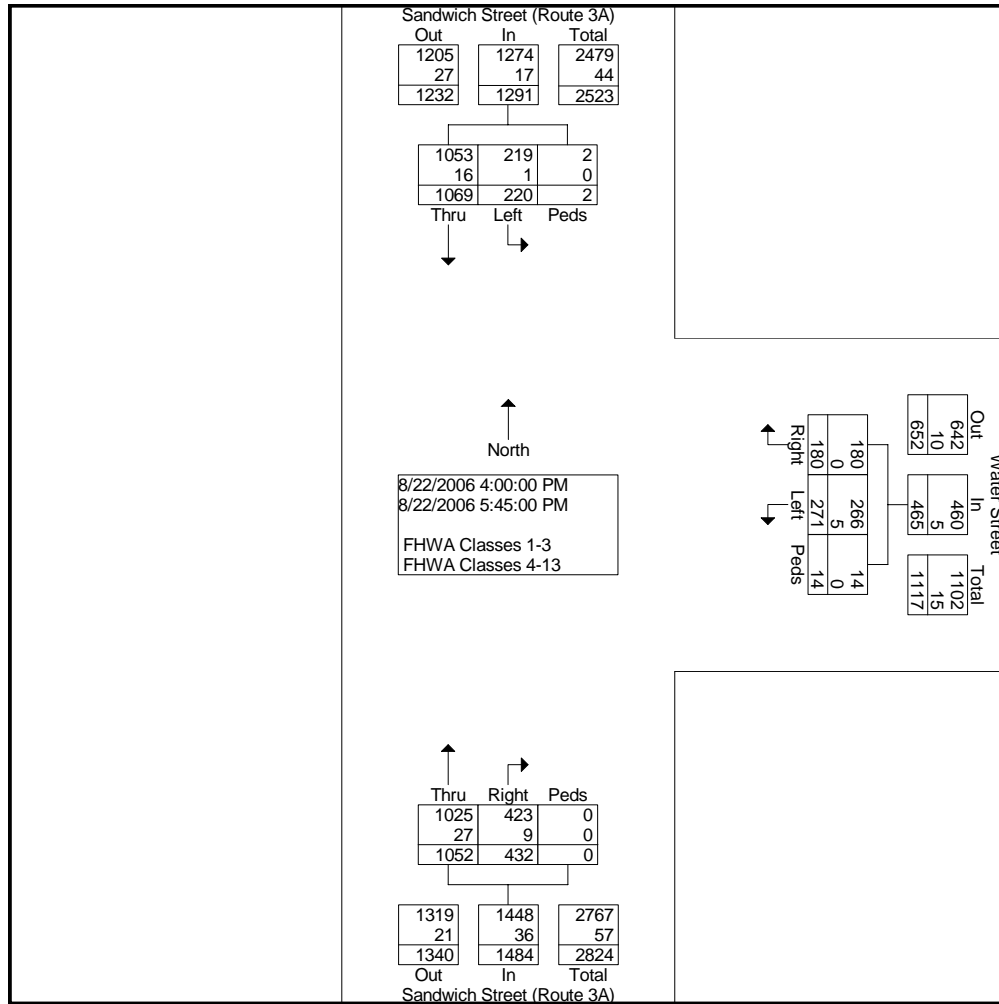
Site Code : 00000239

Start Date : 8/22/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	Sandwich Street (Route 3A) Southbound					Water Street Westbound					Sandwich Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	29	141	0	0	170	30	0	34	0	64	0	161	56	0	217	451
04:15 PM	24	150	0	0	174	39	0	27	2	68	0	133	49	0	182	424
04:30 PM	22	144	0	0	166	41	0	18	0	59	0	163	39	0	202	427
04:45 PM	37	120	0	0	157	31	0	19	3	53	0	121	60	0	181	391
Total	112	555	0	0	667	141	0	98	5	244	0	578	204	0	782	1693
05:00 PM	18	129	0	2	149	32	0	20	4	56	0	131	58	0	189	394
05:15 PM	32	139	0	0	171	32	0	23	2	57	0	107	58	0	165	393
05:30 PM	28	129	0	0	157	25	0	19	1	45	0	123	52	0	175	377
05:45 PM	30	117	0	0	147	41	0	20	2	63	0	113	60	0	173	383
Total	108	514	0	2	624	130	0	82	9	221	0	474	228	0	702	1547
Grand Total	220	1069	0	2	1291	271	0	180	14	465	0	1052	432	0	1484	3240
Apprch %	17.0	82.8	0.0	0.2		58.3	0.0	38.7	3.0		0.0	70.9	29.1	0.0		
Total %	6.8	33.0	0.0	0.1	39.8	8.4	0.0	5.6	0.4	14.4	0.0	32.5	13.3	0.0	45.8	



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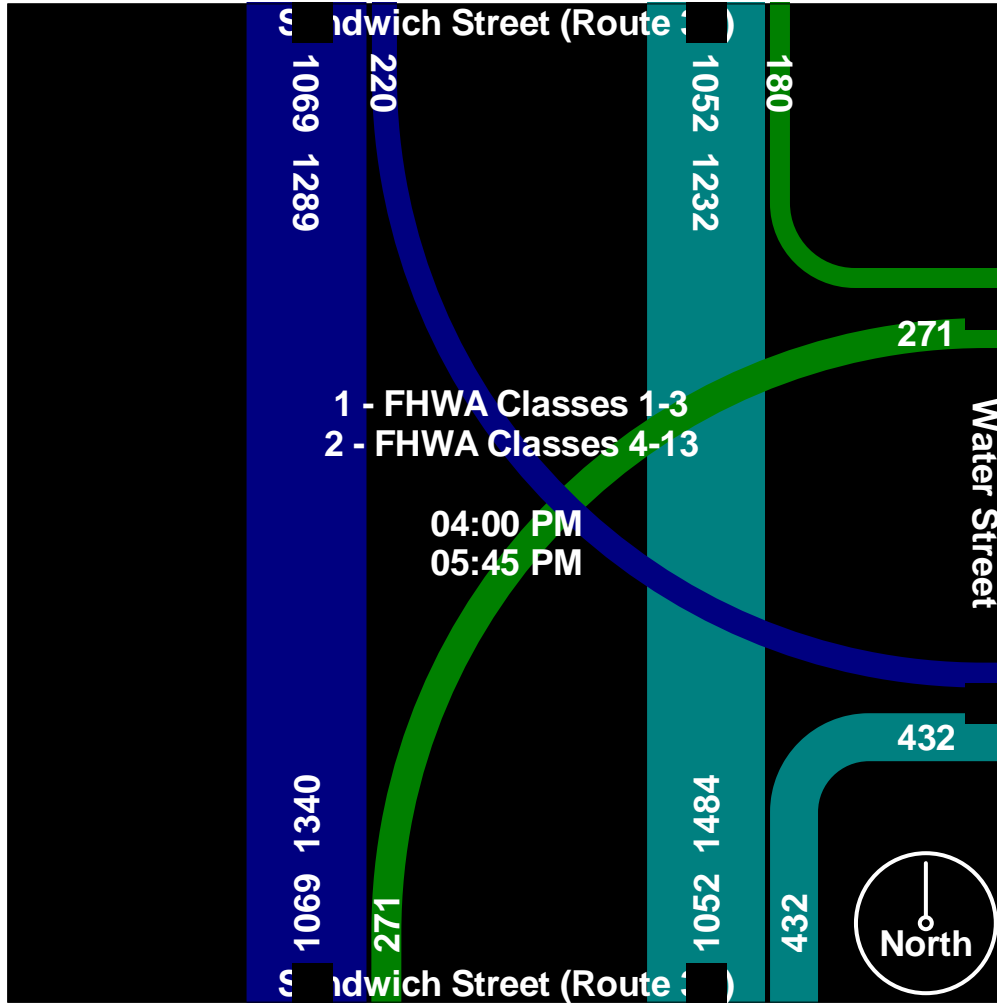
Staff: RG

File Name : 239_Sandwich&Water_PM

Site Code : 00000239

Start Date : 8/22/2006

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (2)

Staff: RG

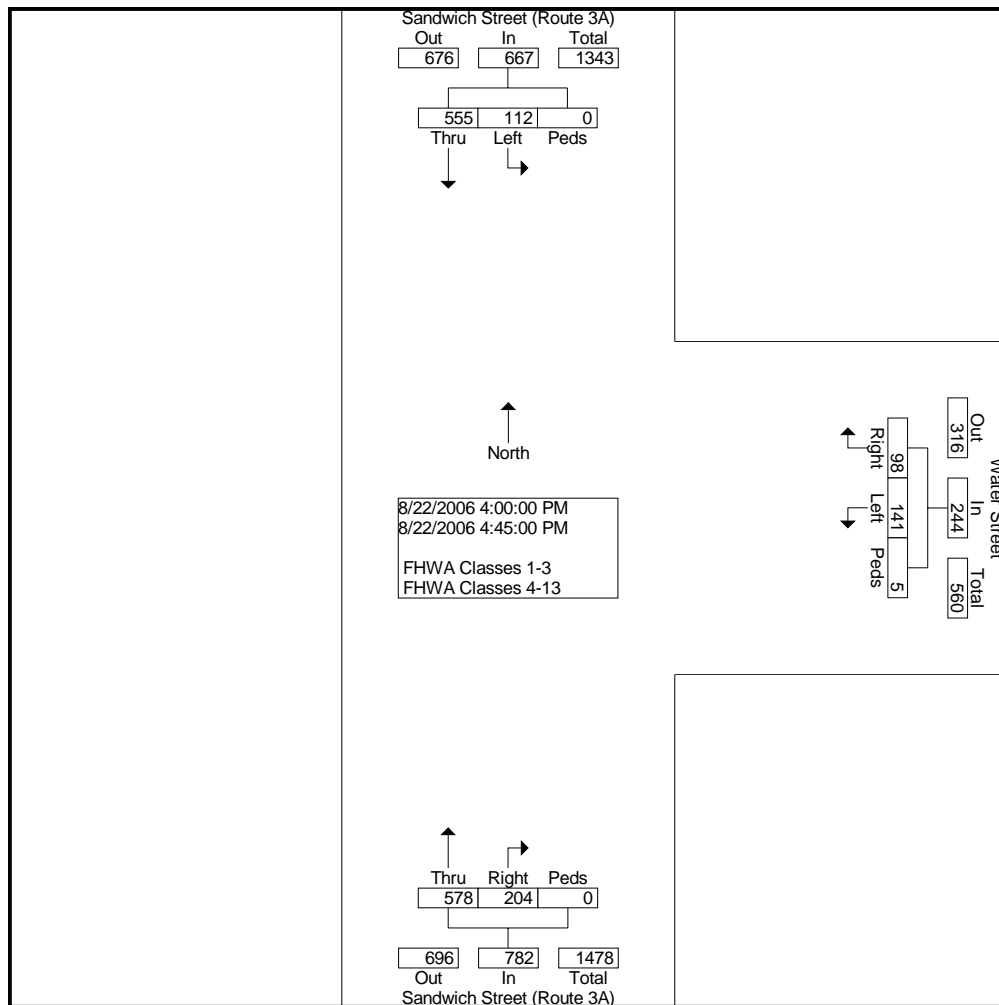
File Name : 239_Sandwich&Water_PM

Site Code : 00000239

Start Date : 8/22/2006

Page No : 3

Start Time	Sandwich Street (Route 3A) Southbound					Water Street Westbound					Sandwich Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	04:00 PM															
Volume	112	555	0	0	667	141	0	98	5	244	0	578	204	0	782	1693
Percent	16.8	83.2	0.0	0.0		57.8	0.0	40.2	2.0		0.0	73.9	26.1	0.0		
04:00 Volume	29	141	0	0	170	30	0	34	0	64	0	161	56	0	217	451
Peak Factor																
High Int.	04:15 PM															
Volume	24	150	0	0	174	39	0	27	2	68	0	161	56	0	217	0.938
Peak Factor	0.958					0.897					0.901					



Old Colony Planning Council

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508-583-1833

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Board #: DB-400 (2)

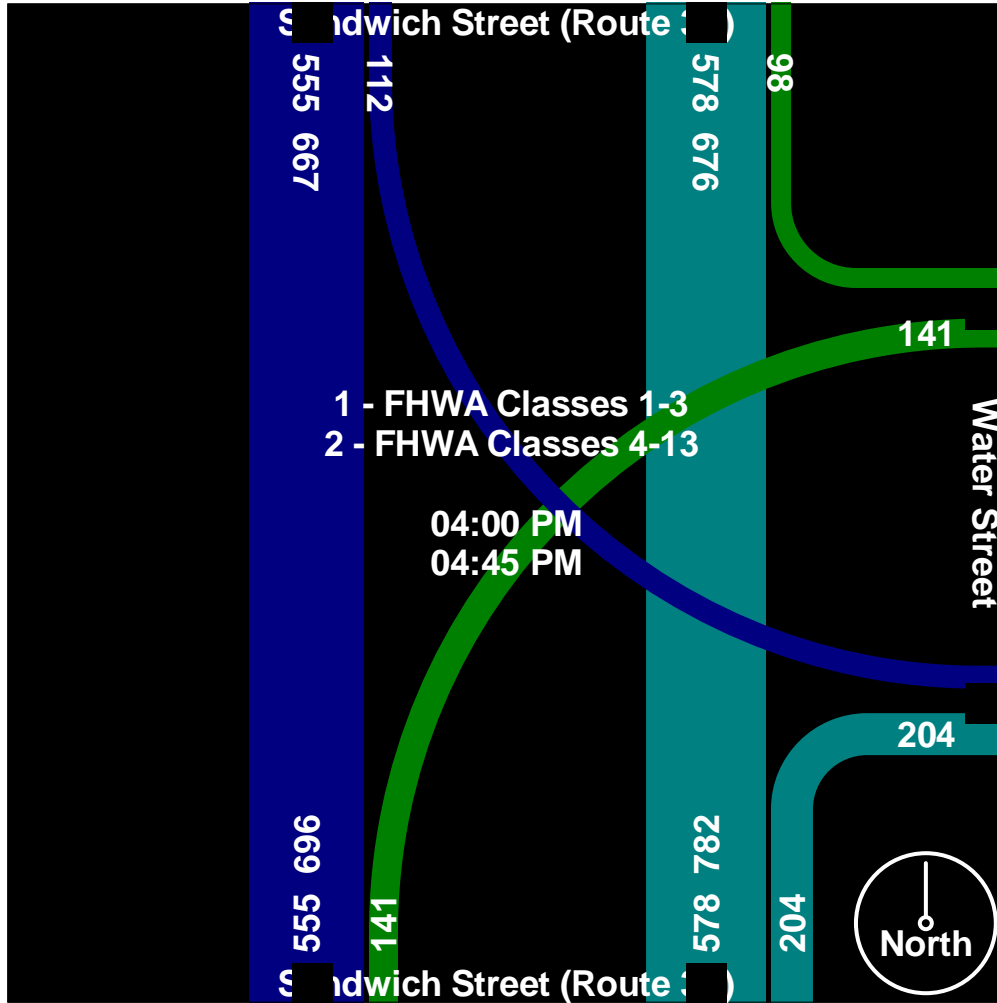
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Site Code : 00000239

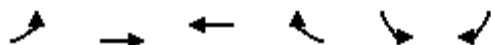
Start Date : 8/22/2006

Page No : 4



HCM Unsignalized Intersection Capacity Analysis
5: Sandwich Street & Water St

Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	94	263	54	40	54	40
Peak Hour Factor	0.87	0.87	0.80	0.80	0.82	0.82
Hourly flow rate (vph)	109	305	68	50	67	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	119				617	93
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	119				617	93
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				84	95
cM capacity (veh/h)	1469				420	964
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	414	119	116			
Volume Left	109	0	67			
Volume Right	0	50	49			
cSH	1469	1700	552			
Volume to Capacity	0.07	0.07	0.21			
Queue Length 95th (ft)	6	0	20			
Control Delay (s)	2.5	0.0	13.2			
Lane LOS	A		B			
Approach Delay (s)	2.5	0.0	13.2			
Approach LOS			B			
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization			40.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Sandwich Street & Water St

Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	88	438	457	161	111	77
Peak Hour Factor	0.96	0.96	0.90	0.90	0.89	0.89
Hourly flow rate (vph)	93	461	513	181	126	87
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	694				1249	603
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	694				1249	603
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				26	82
cM capacity (veh/h)	902				171	499
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	553	694	213			
Volume Left	93	0	126			
Volume Right	0	181	87			
cSH	902	1700	234			
Volume to Capacity	0.10	0.41	0.91			
Queue Length 95th (ft)	9	0	193			
Control Delay (s)	2.7	0.0	82.0			
Lane LOS	A		F			
Approach Delay (s)	2.7	0.0	82.0			
Approach LOS			F			
Intersection Summary						
Average Delay			13.0			
Intersection Capacity Utilization			91.5%		ICU Level of Service	F
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Sandwich Street & Water St

Route 3A Corridor Study
2012 AM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	94	263	54	40	54	40
Peak Hour Factor	0.87	0.87	0.80	0.80	0.82	0.82
Hourly flow rate (vph)	116	323	72	54	70	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	126				654	99
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126				654	99
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				82	95
cM capacity (veh/h)	1461				397	957
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	439	126	123			
Volume Left	116	0	70			
Volume Right	0	54	52			
cSH	1461	1700	529			
Volume to Capacity	0.08	0.07	0.23			
Queue Length 95th (ft)	6	0	22			
Control Delay (s)	2.6	0.0	13.8			
Lane LOS	A		B			
Approach Delay (s)	2.6	0.0	13.8			
Approach LOS			B			
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			42.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 5: Sandwich Street & Water St

Route 3A Corridor Study
 2012 PM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	88	438	457	161	111	77
Peak Hour Factor	0.96	0.96	0.90	0.90	0.89	0.89
Hourly flow rate (vph)	98	488	543	191	133	93
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	735				1323	639
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	735				1323	639
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				13	81
cM capacity (veh/h)	870				153	476

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	586	735	226
Volume Left	98	0	133
Volume Right	0	191	93
cSH	870	1700	212
Volume to Capacity	0.11	0.43	1.07
Queue Length 95th (ft)	9	0	254
Control Delay (s)	2.9	0.0	129.0
Lane LOS	A		F
Approach Delay (s)	2.9	0.0	129.0
Approach LOS			F

Intersection Summary			
Average Delay		19.9	
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
5: Sandwich Street & Water St

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	94	263	54	40	54	40
Peak Hour Factor	0.87	0.87	0.80	0.80	0.82	0.82
Hourly flow rate (vph)	127	357	80	59	78	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	139				721	109
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	139				721	109
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				78	94
cM capacity (veh/h)	1445				359	944
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	484	139	135			
Volume Left	127	0	78			
Volume Right	0	59	58			
cSH	1445	1700	488			
Volume to Capacity	0.09	0.08	0.28			
Queue Length 95th (ft)	7	0	28			
Control Delay (s)	2.7	0.0	15.2			
Lane LOS	A		C			
Approach Delay (s)	2.7	0.0	15.2			
Approach LOS			C			
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization		45.4%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Sandwich Street & Water St

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	88	438	457	161	111	77
Peak Hour Factor	0.96	0.96	0.90	0.90	0.89	0.89
Hourly flow rate (vph)	108	538	599	211	147	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	810				1459	705
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	810				1459	705
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	87				0	77
cM capacity (veh/h)	816				123	437
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	647	810	249			
Volume Left	108	0	147			
Volume Right	0	211	102			
cSH	816	1700	175			
Volume to Capacity	0.13	0.48	1.43			
Queue Length 95th (ft)	11	0	385			
Control Delay (s)	3.3	0.0	271.2			
Lane LOS	A		F			
Approach Delay (s)	3.3	0.0	271.2			
Approach LOS			F			
Intersection Summary						
Average Delay			40.9			
Intersection Capacity Utilization		105.2%		ICU Level of Service		G
Analysis Period (min)			15			

MassHighway

CRASH RATE WORKSHEET

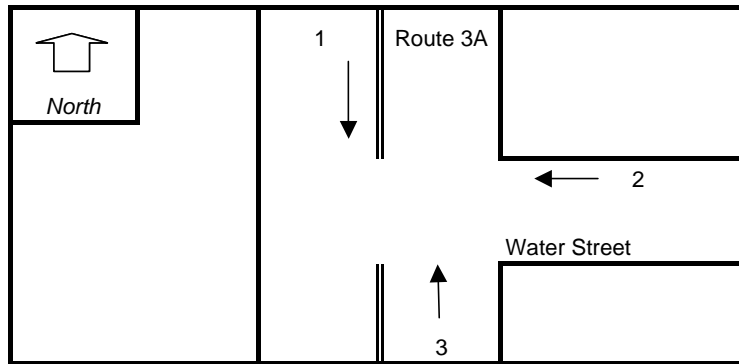
CITY/TOWN : Plymouth COUNT DATE : 8/22/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Route 3A
 MINOR STREET(S) : Water Street

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

INTERSECTION
 DIAGRAM
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3		
DIRECTION :	SB	WB	NB		
VOLUMES (AM/PM) :	532	195	624		

*** Volumes adjusted to 2007 annual average levels*

" K " FACTOR : 0.09 APPROACH ADT : 15,011 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 6 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 2.00

CRASH RATE CALCULATION : 0.365 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference				
District 5 Average:	Signalized	-56.54%	Statewide Average: Signalized	-58.04%
	Unsignalized	-38.13%	Unsignalized	-44.69%

**Route 3A @
Lincoln Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: TDC-8 (4)

Staff: JC

File Name : 239_Sandwich&Lincoln_AM

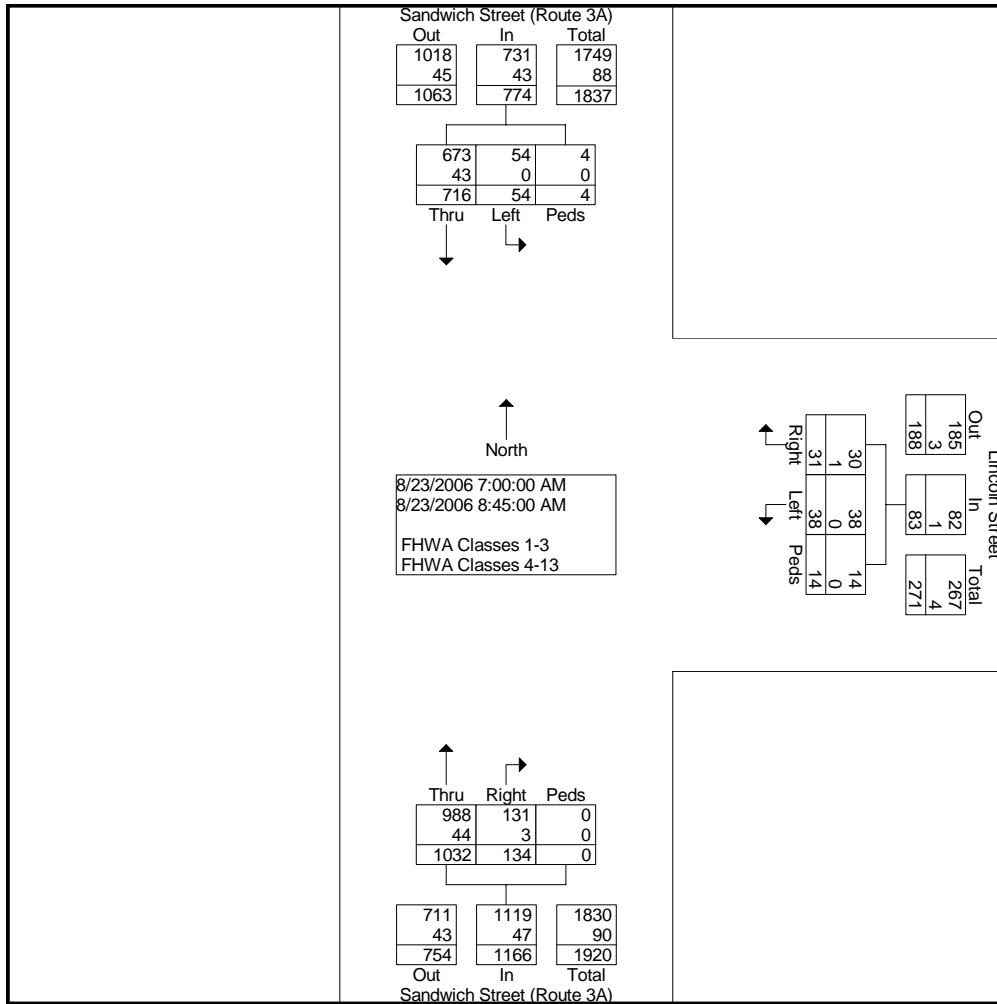
Site Code : 00000239

Start Date : 8/23/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time Factor	Sandwich Street (Route 3A) Southbound					Lincoln Street Westbound					Sandwich Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	71	0	1	74	2	0	1	1	4	0	103	4	0	107	185
07:15 AM	1	64	0	0	65	2	0	2	0	4	0	106	10	0	116	185
07:30 AM	7	79	0	0	86	4	0	4	0	8	0	107	9	0	116	210
07:45 AM	11	108	0	1	120	6	0	5	0	11	0	104	31	0	135	266
Total	21	322	0	2	345	14	0	12	1	27	0	420	54	0	474	846
08:00 AM	13	97	0	0	110	5	0	4	4	13	0	145	12	0	157	280
08:15 AM	4	81	0	0	85	7	0	3	2	12	0	144	15	0	159	256
08:30 AM	8	106	0	0	114	7	0	3	2	12	0	138	25	0	163	289
08:45 AM	8	110	0	2	120	5	0	9	5	19	0	185	28	0	213	352
Total	33	394	0	2	429	24	0	19	13	56	0	612	80	0	692	1177
Grand Total	54	716	0	4	774	38	0	31	14	83	0	1032	134	0	1166	2023
Apprch %	7.0	92.5	0.0	0.5		45.8	0.0	37.3	16.9		0.0	88.5	11.5	0.0		
Total %	2.7	35.4	0.0	0.2	38.3	1.9	0.0	1.5	0.7	4.1	0.0	51.0	6.6	0.0	57.6	

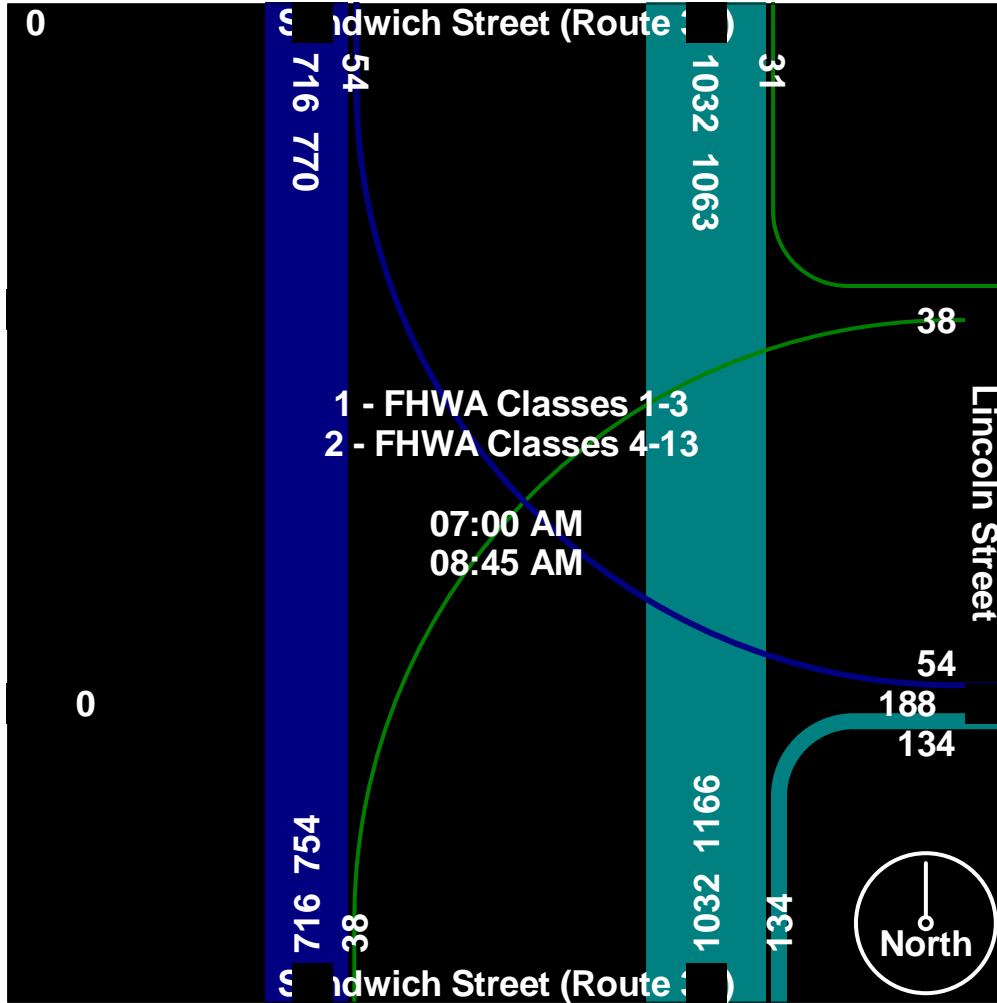


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: TDC-8 (4)
Staff: JC

File Name : 239_Sandwich&Lincoln_AM
Site Code : 00000239
Start Date : 8/23/2006
Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: TDC-8 (4)

Staff: JC

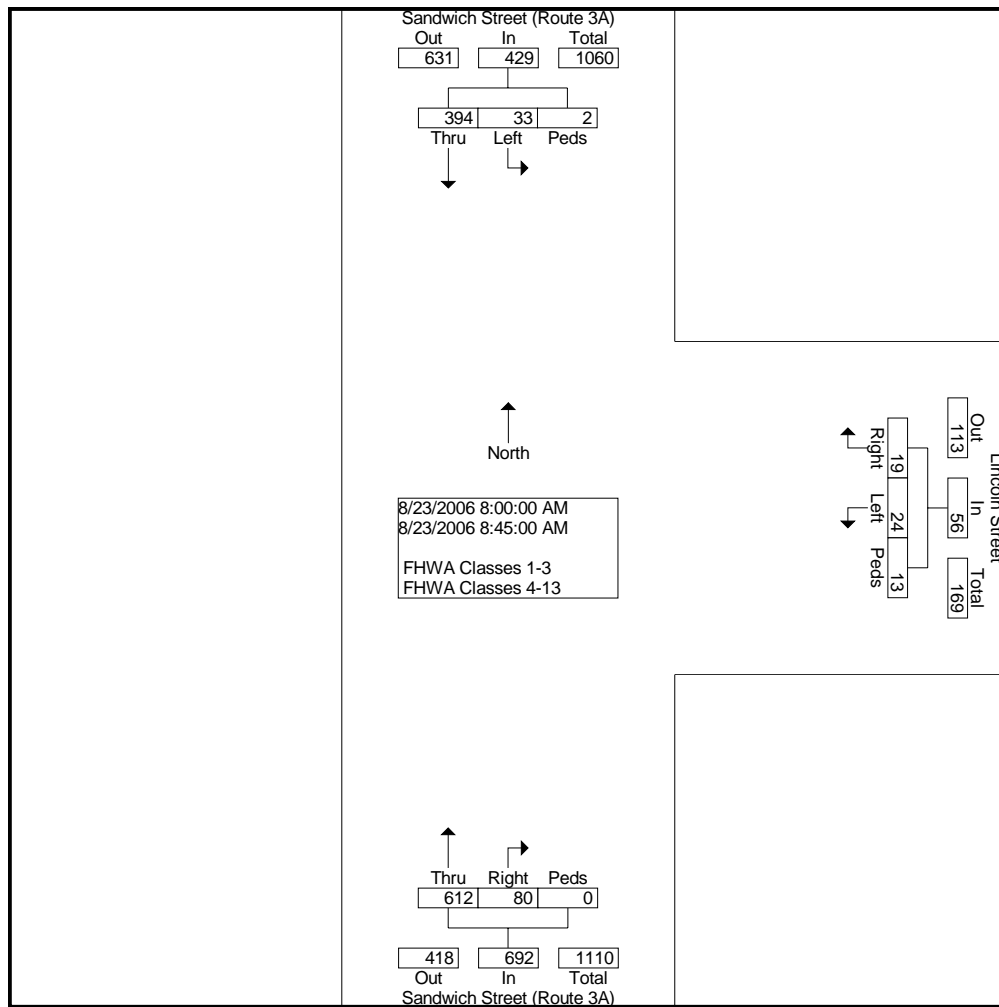
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Site Code : 0000239

Start Date : 8/23/2006

Page No : 3

Start Time	Sandwich Street (Route 3A) Southbound					Lincoln Street Westbound					Sandwich Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	08:00 AM															
Volume	33	394	0	2	429	24	0	19	13	56	0	612	80	0	692	1177
Percent	7.7	91.8	0.0	0.5		42.9	0.0	33.9	23.2		0.0	88.4	11.6	0.0		
08:45 Volume	8	110	0	2	120	5	0	9	5	19	0	185	28	0	213	352
Peak Factor																
High Int.	08:45 AM															
Volume	8	110	0	2	120	5	0	9	5	19	0	185	28	0	213	0.836
Peak Factor	0.894					0.737					0.812					

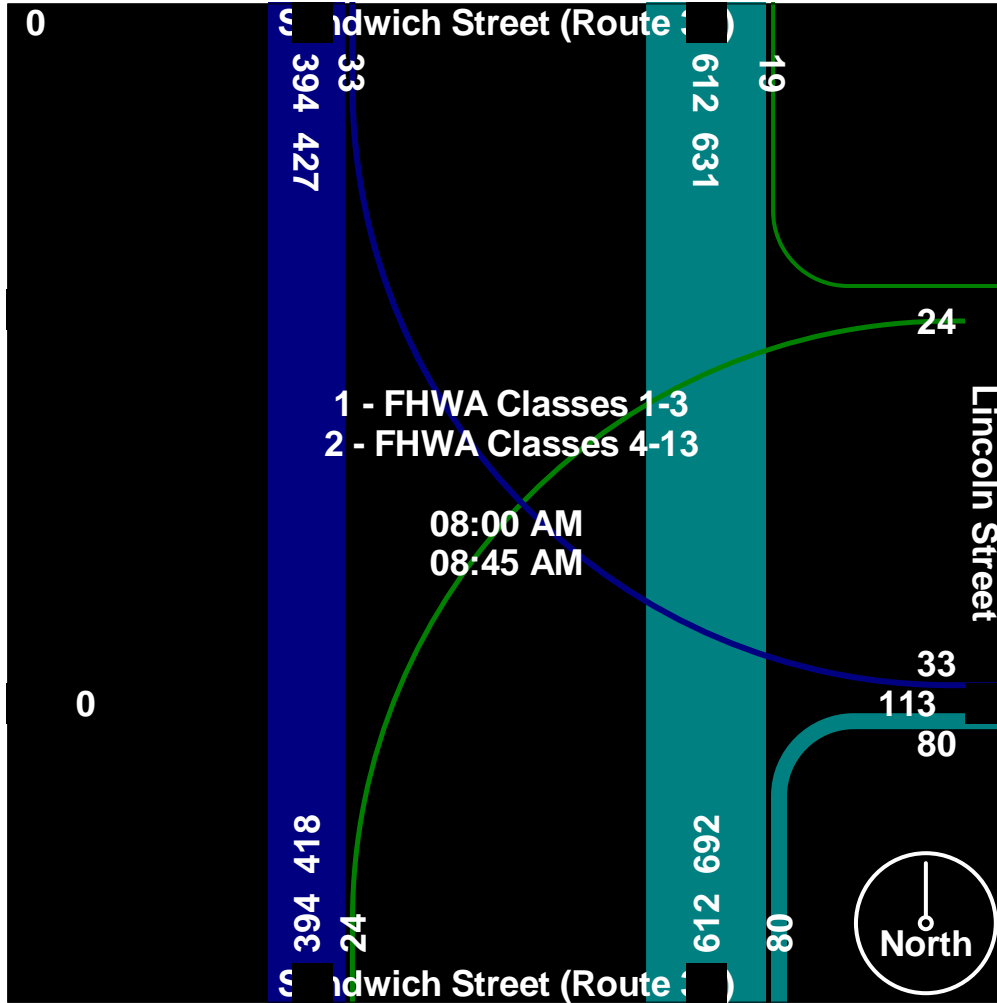


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: TDC-8 (4)
Staff: JC

File Name : 239_Sandwich&Lincoln_AM
Site Code : 00000239
Start Date : 8/23/2006
Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: JC

File Name : 239_Sandwich&Lincoln_PM

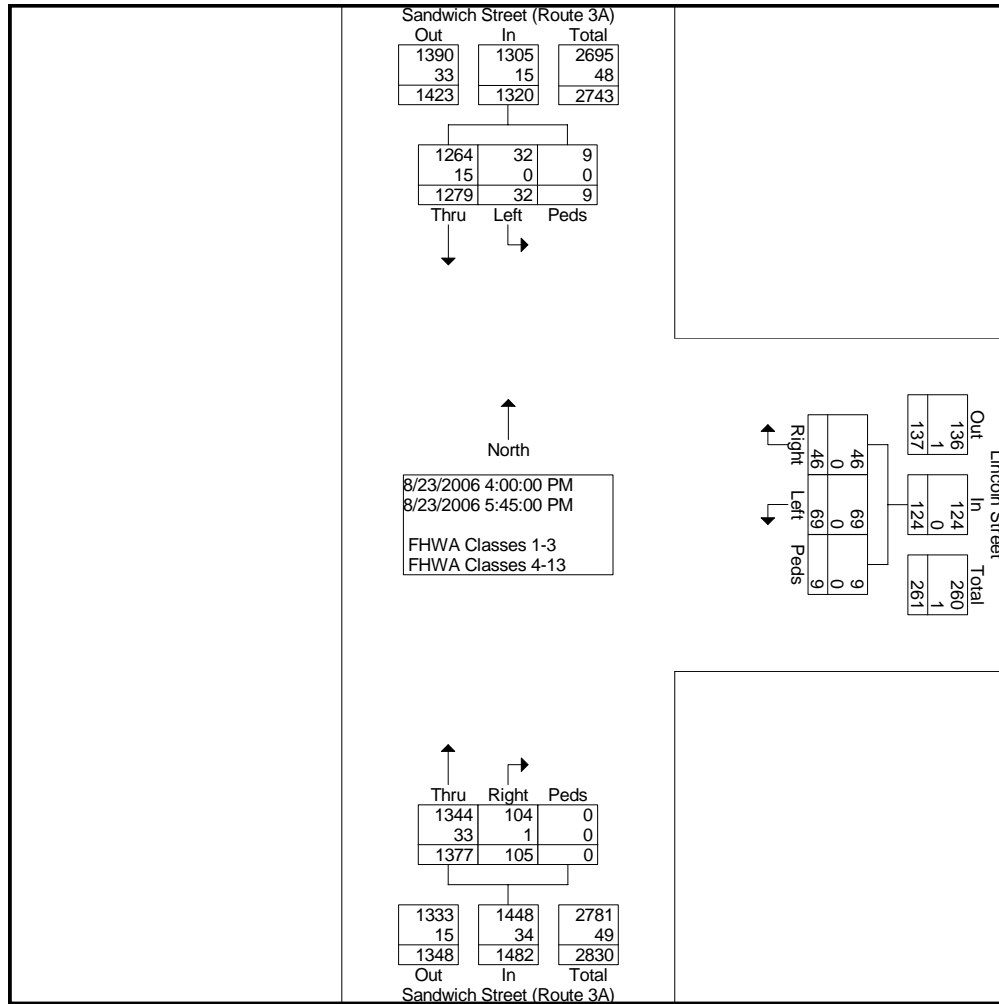
Site Code : 00000239

Start Date : 8/23/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	Sandwich Street (Route 3A) Southbound					Lincoln Street Westbound					Sandwich Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	5	161	0	0	166	9	0	5	0	14	0	191	14	0	205	385
04:15 PM	8	152	0	0	160	13	0	6	0	19	0	177	11	0	188	367
04:30 PM	9	154	0	2	165	11	0	17	3	31	0	184	12	0	196	392
04:45 PM	4	146	0	1	151	10	0	6	1	17	0	182	24	0	206	374
Total	26	613	0	3	642	43	0	34	4	81	0	734	61	0	795	1518
05:00 PM	4	195	0	2	201	10	0	6	3	19	0	186	5	0	191	411
05:15 PM	0	165	0	2	167	5	0	3	1	9	0	164	11	0	175	351
05:30 PM	1	169	0	0	170	6	0	0	1	7	0	149	16	0	165	342
05:45 PM	1	137	0	2	140	5	0	3	0	8	0	144	12	0	156	304
Total	6	666	0	6	678	26	0	12	5	43	0	643	44	0	687	1408
Grand Total	32	1279	0	9	1320	69	0	46	9	124	0	1377	105	0	1482	2926
Apprch %	2.4	96.9	0.0	0.7		55.6	0.0	37.1	7.3		0.0	92.9	7.1	0.0		
Total %	1.1	43.7	0.0	0.3	45.1	2.4	0.0	1.6	0.3	4.2	0.0	47.1	3.6	0.0	50.6	

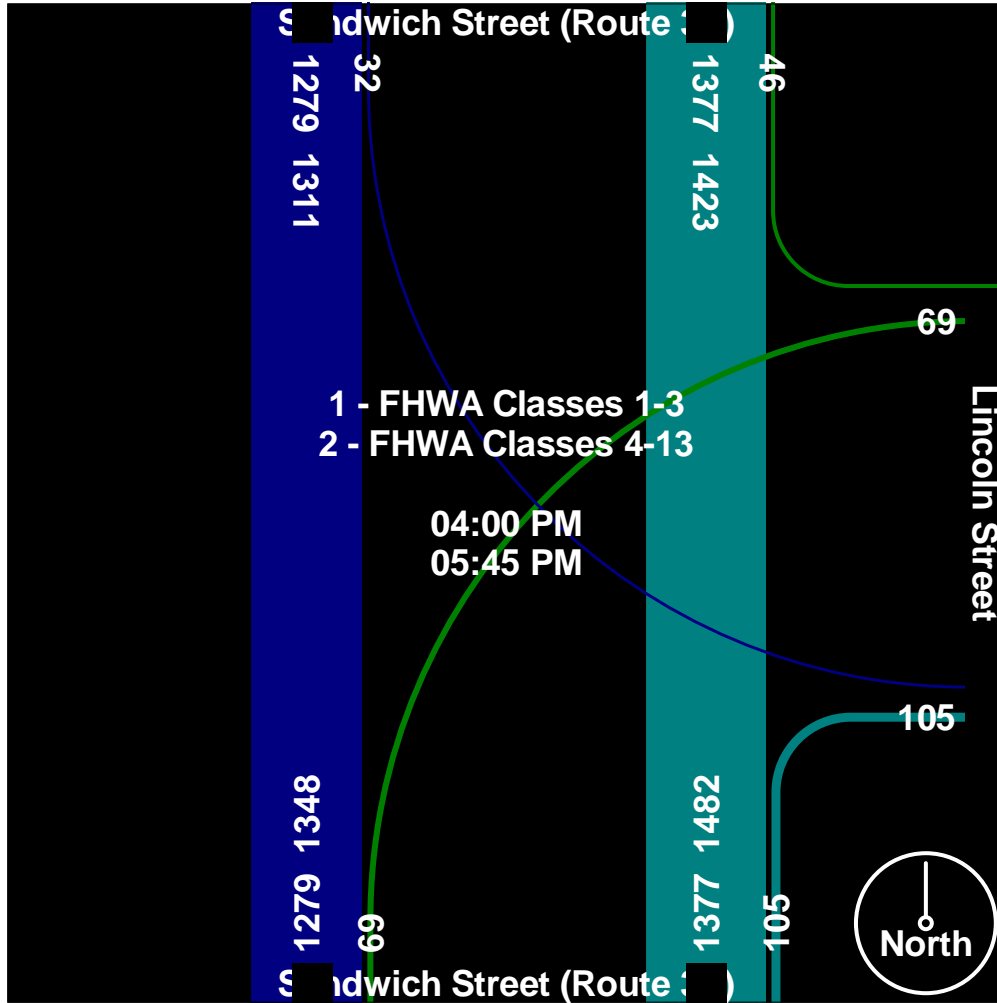


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: DB-400 (1)
Staff: JC

File Name : 239_Sandwich&Lincoln_PM
Site Code : 00000239
Start Date : 8/23/2006
Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: JC

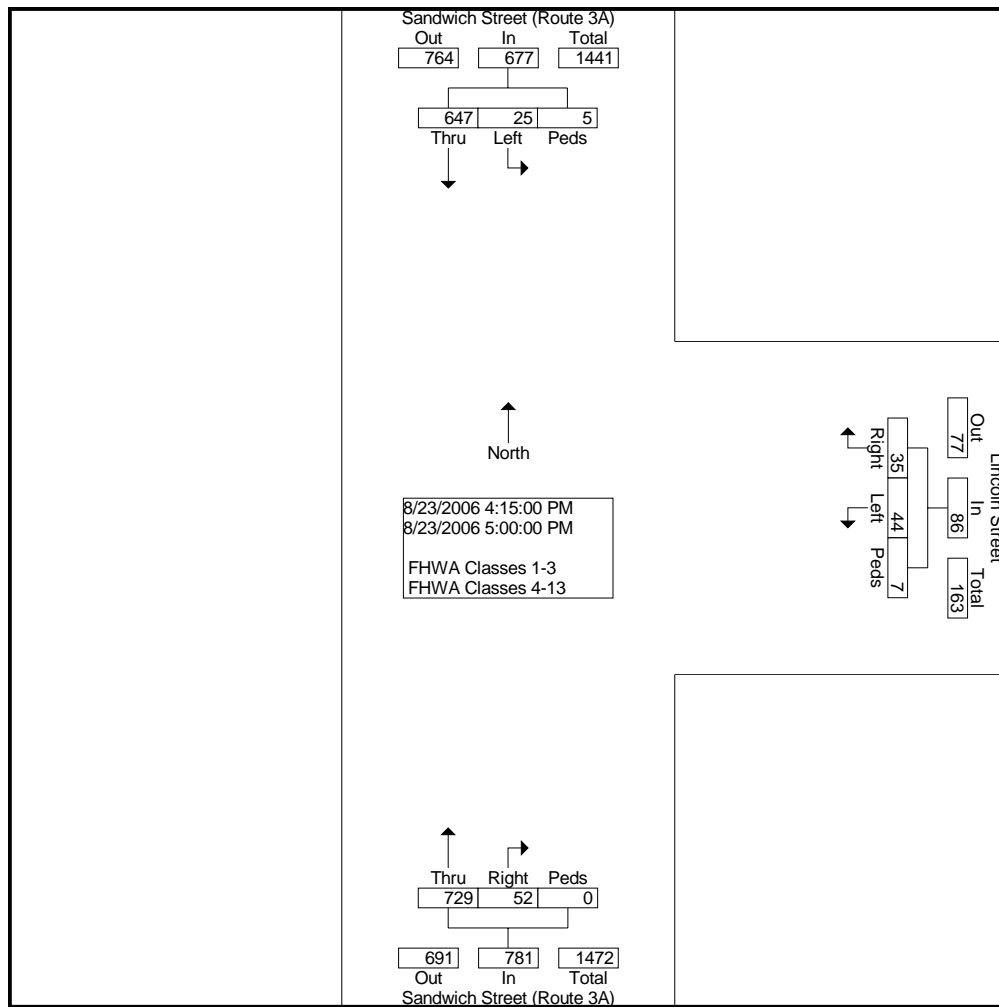
File Name : 239_Sandwich&Lincoln_PM

Site Code : 00000239

Start Date : 8/23/2006

Page No : 3

Start Time	Sandwich Street (Route 3A) Southbound					Lincoln Street Westbound					Sandwich Street (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	04:15 PM															
Volume	25	647	0	5	677	44	0	35	7	86	0	729	52	0	781	1544
Percent	3.7	95.6	0.0	0.7		51.2	0.0	40.7	8.1		0.0	93.3	6.7	0.0		
05:00 Volume	4	195	0	2	201	10	0	6	3	19	0	186	5	0	191	411
Peak Factor																0.939
High Int.	05:00 PM					04:30 PM					04:45 PM					
Volume	4	195	0	2	201	11	0	17	3	31	0	182	24	0	206	
Peak Factor	0.842										0.694					

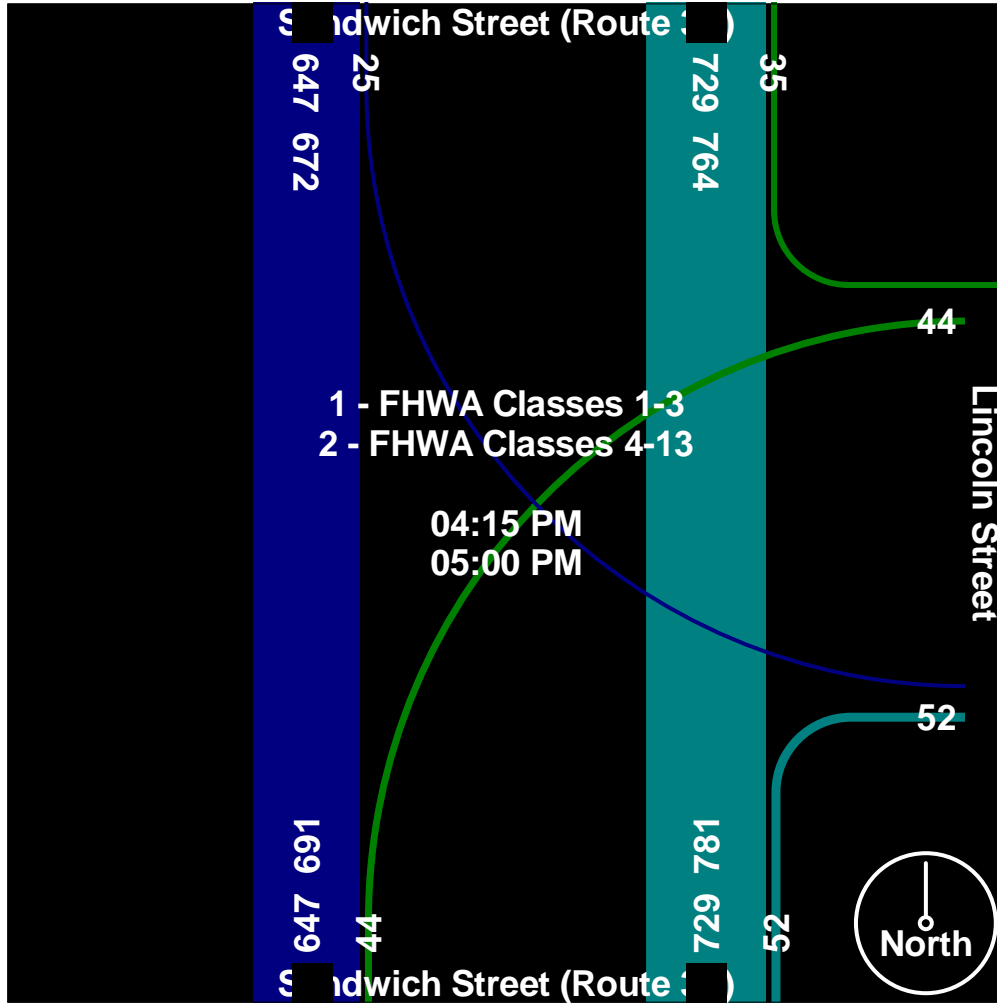


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

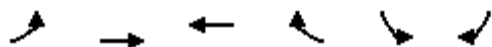
Community: Plymouth
Weather: Clear
Board #: DB-400 (1)
Staff: JC

File Name : 239_Sandwich&Lincoln_PM
Site Code : 00000239
Start Date : 8/23/2006
Page No : 4



HCM Unsignalized Intersection Capacity Analysis
 3: Sandwich Street Rte 3A & Lincoln Street

Route 3A Corridor Study
 2007 AM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	46	409	631	55	31	66
Peak Hour Factor	0.91	0.91	0.88	0.88	0.46	0.46
Hourly flow rate (vph)	51	454	724	63	68	145
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	787				1312	756
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	787				1312	756
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				59	64
cM capacity (veh/h)	832				164	408

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	505	787	213
Volume Left	51	0	68
Volume Right	0	63	145
cSH	832	1700	277
Volume to Capacity	0.06	0.46	0.77
Queue Length 95th (ft)	5	0	145
Control Delay (s)	1.7	0.0	50.9
Lane LOS	A		F
Approach Delay (s)	1.7	0.0	50.9
Approach LOS			F

Intersection Summary			
Average Delay		7.8	
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Sandwich Street Rte 3A & Lincoln Street

Route 3A Corridor Study
 2007 PM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	34	622	731	46	46	51
Peak Hour Factor	0.90	0.90	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	38	698	769	48	54	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	817				1568	793
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	817				1568	793
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				54	85
cM capacity (veh/h)	811				116	388
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	736	817	114			
Volume Left	38	0	54			
Volume Right	0	48	60			
cSH	811	1700	184			
Volume to Capacity	0.05	0.48	0.62			
Queue Length 95th (ft)	4	0	87			
Control Delay (s)	1.2	0.0	51.9			
Lane LOS	A		F			
Approach Delay (s)	1.2	0.0	51.9			
Approach LOS			F			
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization		80.9%		ICU Level of Service		D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: Sandwich Street Rte 3A & Lincoln Street

Route 3A Corridor Study
 2012 AM Peak Hour LOS



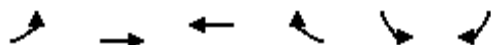
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	46	409	631	55	31	66
Peak Hour Factor	0.91	0.91	0.88	0.88	0.46	0.46
Hourly flow rate (vph)	54	481	767	67	72	154
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	834				1390	801
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	834				1390	801
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				51	60
cM capacity (veh/h)	799				146	385

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	535	834	226
Volume Left	54	0	72
Volume Right	0	67	154
cSH	799	1700	253
Volume to Capacity	0.07	0.49	0.89
Queue Length 95th (ft)	5	0	191
Control Delay (s)	1.8	0.0	74.3
Lane LOS	A		F
Approach Delay (s)	1.8	0.0	74.3
Approach LOS			F

Intersection Summary			
Average Delay		11.1	
Intersection Capacity Utilization	84.8%		ICU Level of Service E
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Sandwich Street Rte 3A & Lincoln Street

Route 3A Corridor Study
 2012 PM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	34	622	731	46	46	51
Peak Hour Factor	0.90	0.90	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	40	739	815	51	57	63
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	866				1661	840
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	866				1661	840
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				44	83
cM capacity (veh/h)	777				101	365
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	780	866	121			
Volume Left	40	0	57			
Volume Right	0	51	63			
cSH	777	1700	164			
Volume to Capacity	0.05	0.51	0.74			
Queue Length 95th (ft)	4	0	114			
Control Delay (s)	1.4	0.0	71.9			
Lane LOS	A		F			
Approach Delay (s)	1.4	0.0	71.9			
Approach LOS			F			
Intersection Summary						
Average Delay			5.5			
Intersection Capacity Utilization		85.3%		ICU Level of Service		E
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: Sandwich Street Rte 3A & Lincoln Street

Route 3A Corridor Study
 2020 AM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	46	409	631	55	31	66
Peak Hour Factor	0.91	0.91	0.88	0.88	0.46	0.46
Hourly flow rate (vph)	60	530	846	74	80	169
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	920				1533	883
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	920				1533	883
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				33	51
cM capacity (veh/h)	742				118	345

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	590	920	249
Volume Left	60	0	80
Volume Right	0	74	169
cSH	742	1700	214
Volume to Capacity	0.08	0.54	1.16
Queue Length 95th (ft)	7	0	303
Control Delay (s)	2.1	0.0	159.9
Lane LOS	A		F
Approach Delay (s)	2.1	0.0	159.9
Approach LOS			F

Intersection Summary			
Average Delay		23.3	
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Sandwich Street Rte 3A & Lincoln Street

Route 3A Corridor Study
 2020 PM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	34	622	731	46	46	51
Peak Hour Factor	0.90	0.90	0.96	0.96	0.86	0.86
Hourly flow rate (vph)	45	816	899	57	63	70
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	955				1831	927
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	955				1831	927
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				20	78
cM capacity (veh/h)	720				79	325
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	860	955	133			
Volume Left	45	0	63			
Volume Right	0	57	70			
cSH	720	1700	131			
Volume to Capacity	0.06	0.56	1.02			
Queue Length 95th (ft)	5	0	180			
Control Delay (s)	1.7	0.0	148.7			
Lane LOS	A		F			
Approach Delay (s)	1.7	0.0	148.7			
Approach LOS			F			
Intersection Summary						
Average Delay			10.9			
Intersection Capacity Utilization			93.4%		ICU Level of Service	F
Analysis Period (min)			15			

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Plymouth COUNT DATE : 8/22/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : **X** SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Main Street (Route 3A)

RIN #

MINOR STREET(S) : Lincoln Street

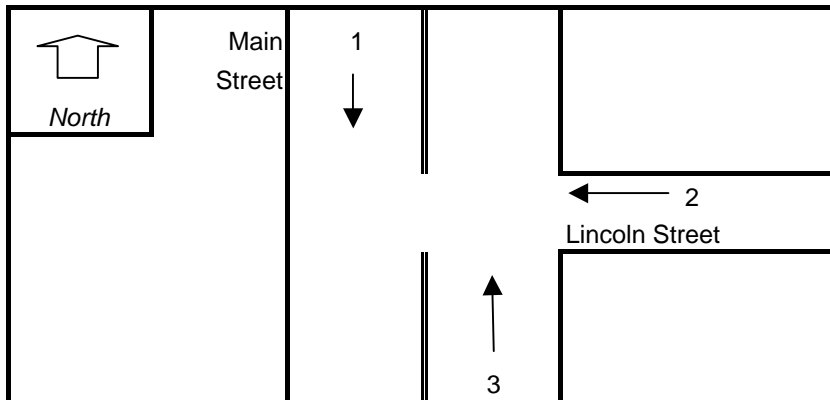
RIN #

RIN #

RIN #

RIN #

**INTERSECTION
DIAGRAM**
(Label Approaches)



INTERSECTION
REF #

Peak Hour Volumes

APPROACH :	1	2	3			
DIRECTION :	SB	WB	NB			
VOLUMES (AM/PM) :	662	98	785			

*** Volumes adjusted to 2007 annual average levels*

" K " FACTOR : APPROACH ADT : ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : # OF YEARS : AVERAGE # OF ACCIDENTS (A) :

CRASH RATE CALCULATION : RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	-62.00%	Statewide Average:	Signalized	-63.31%
	Unsignalized	-45.90%		Unsignalized	-51.64%

**Route 3A @
South Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: TDC-8 (3)

Staff: BM

File Name : 239_Sandwich&South_AM

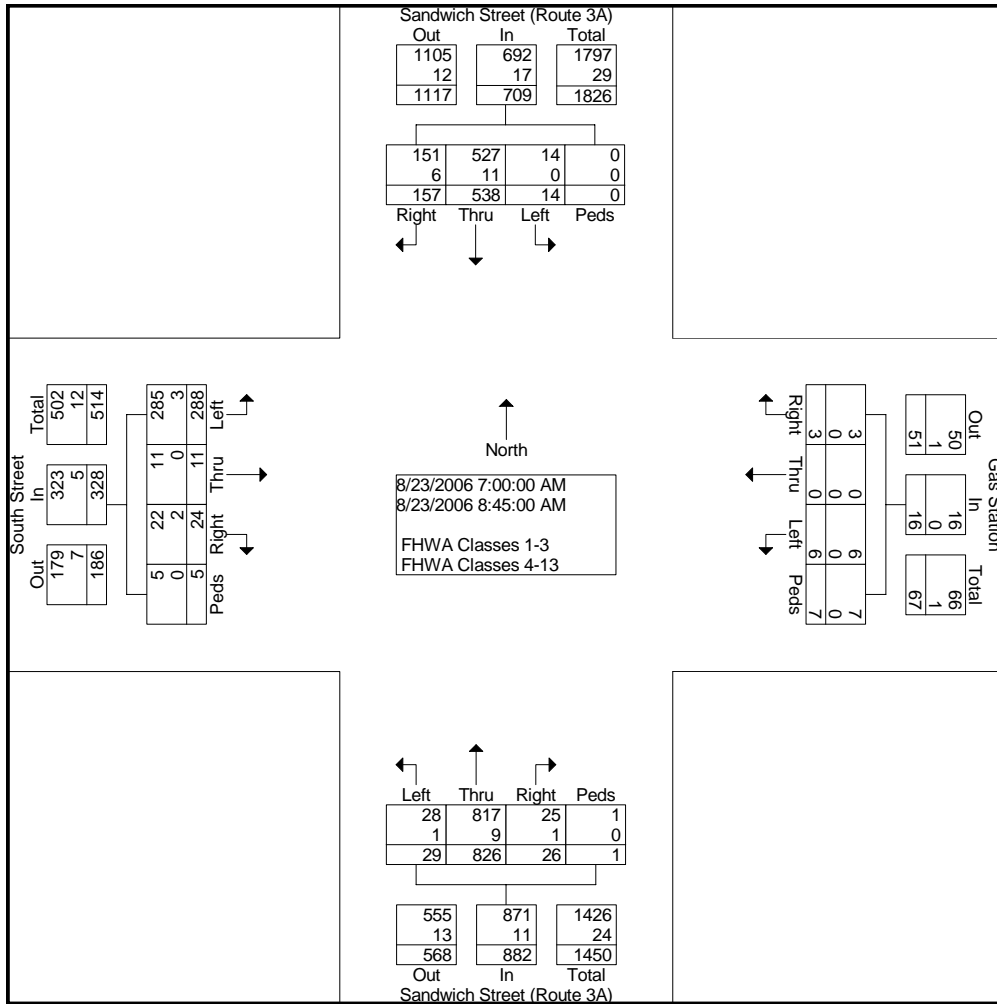
Site Code : 00000239

Start Date : 8/23/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	Sandwich Street (Route 3A) Southbound					Gas Station Westbound					Sandwich Street (Route 3A) Northbound					South Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	60	14	0	75	0	0	0	0	0	2	77	3	0	82	27	3	0	0	30	187
07:15 AM	0	50	13	0	63	1	0	0	0	1	2	89	4	0	95	22	1	3	0	26	185
07:30 AM	0	62	21	0	83	0	0	0	0	0	3	89	1	0	93	23	2	2	0	27	203
07:45 AM	2	85	19	0	106	2	0	0	0	2	4	94	3	0	101	35	0	3	0	38	247
Total	3	257	67	0	327	3	0	0	0	3	11	349	11	0	371	107	6	8	0	121	822
08:00 AM	1	77	17	0	95	2	0	0	0	2	4	109	4	0	117	37	3	4	0	44	258
08:15 AM	1	63	23	0	87	0	0	1	0	1	5	108	2	0	115	39	0	6	0	45	248
08:30 AM	5	74	24	0	103	1	0	0	5	6	2	109	3	0	114	46	1	3	5	55	278
08:45 AM	4	67	26	0	97	0	0	2	2	4	7	151	6	1	165	59	1	3	0	63	329
Total	11	281	90	0	382	3	0	3	7	13	18	477	15	1	511	181	5	16	5	207	1113
Grand Total	14	538	157	0	709	6	0	3	7	16	29	826	26	1	882	288	11	24	5	328	1935
Apprch %	2.0	75.9	22.1	0.0		37.5	0.0	18.8	43.8		3.3	93.7	2.9	0.1		87.8	3.4	7.3	1.5		
Total %	0.7	27.8	8.1	0.0	36.6	0.3	0.0	0.2	0.4	0.8	1.5	42.7	1.3	0.1	45.6	14.9	0.6	1.2	0.3	17.0	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: TDC-8 (3)

Staff: BM

File Name : 239_Sandwich&South_AM

Site Code : 00000239

Start Date : 8/23/2006

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

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Board #: TDC-8 (3)

Staff: BM

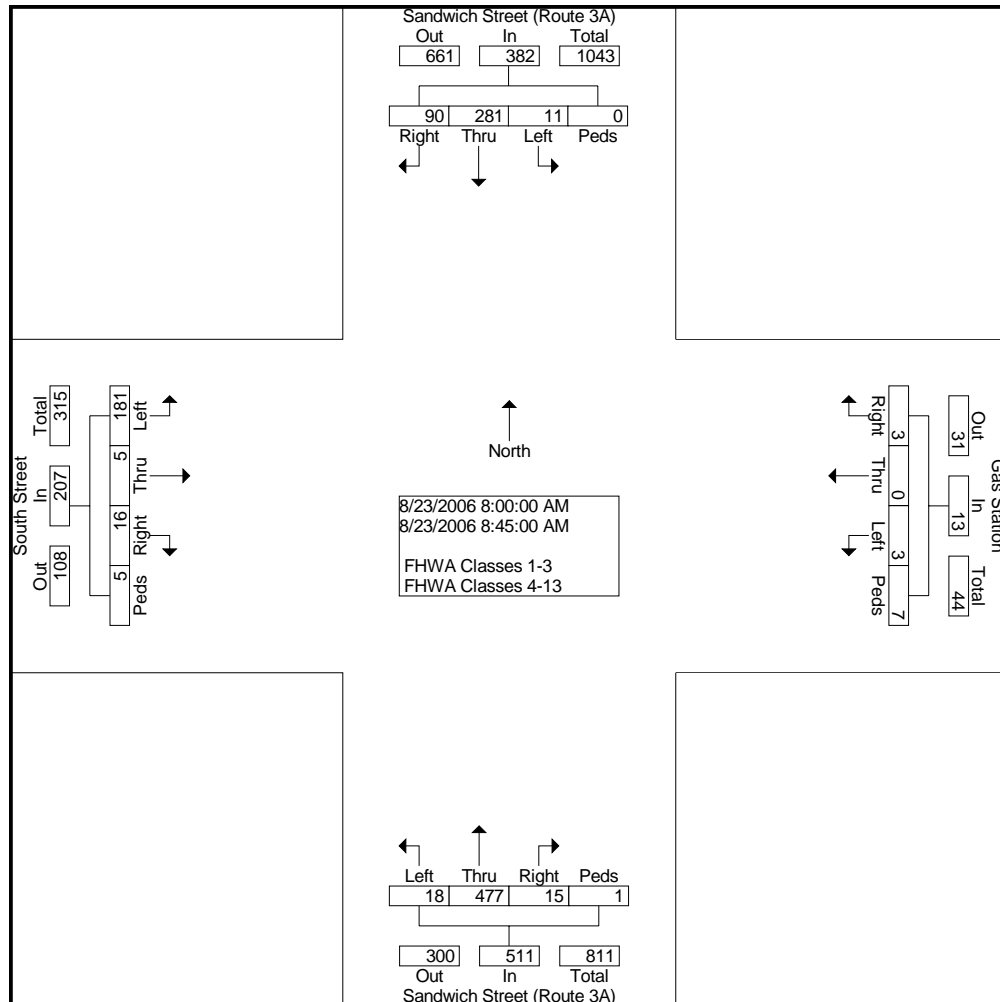
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Site Code : 00000239

Start Date : 8/23/2006

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Start Time	Sandwich Street (Route 3A) Southbound					Gas Station Westbound					Sandwich Street (Route 3A) Northbound					South Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	11	281	90	0	382	3	0	3	7	13	18	477	15	1	511	181	5	16	5	207	1113
Percent	2.9	73.6	23.6	0.0		23.1	0.0	23.1	53.8		3.5	93.3	2.9	0.2		87.4	2.4	7.7	2.4		
08:45																					
Volume	4	67	26	0	97	0	0	2	2	4	7	151	6	1	165	59	1	3	0	63	329
Peak Factor																					
High Int.	08:30 AM																				
Volume	5	74	24	0	103	1	0	0	5	6	7	151	6	1	165	59	1	3	0	63	0.846
Peak Factor	0.927					0.542					0.774					0.821					



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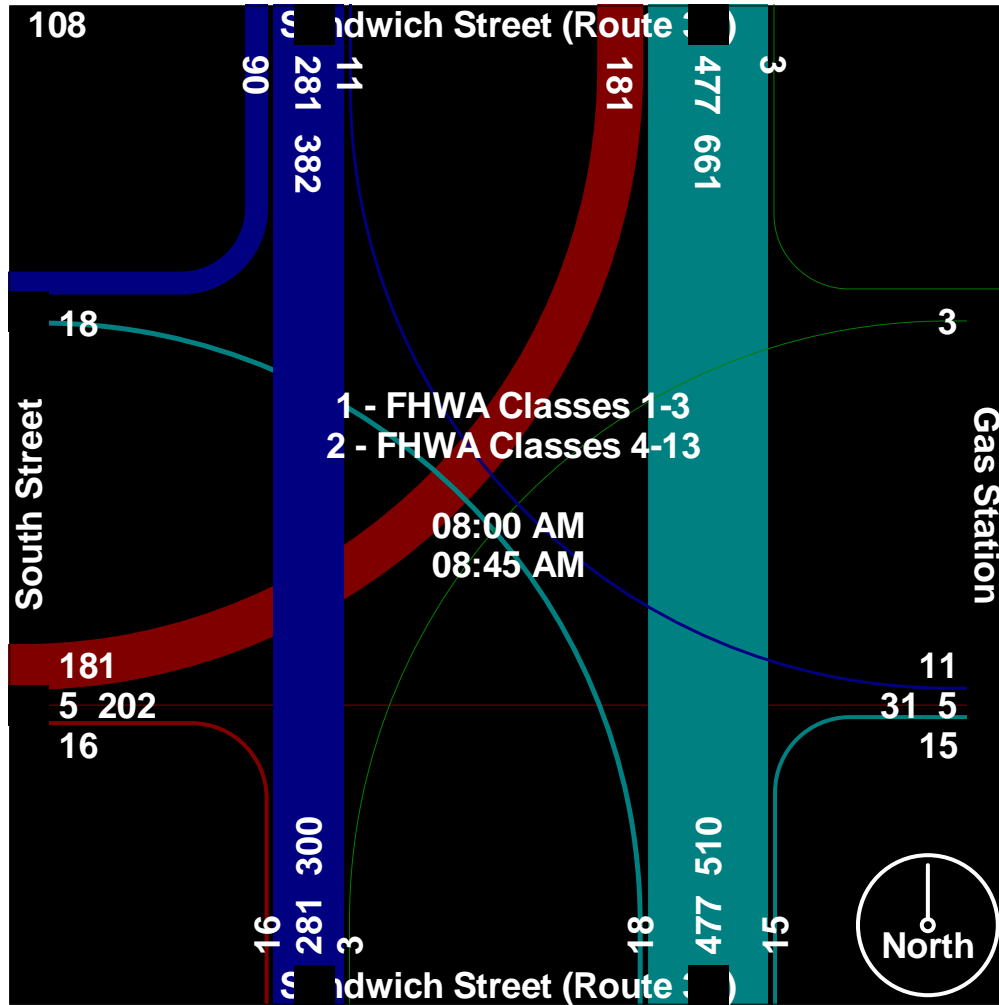
Staff: BM

File Name : 239_Sandwich&South_AM

Site Code : 00000239

Start Date : 8/23/2006

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Old Colony Planning Council

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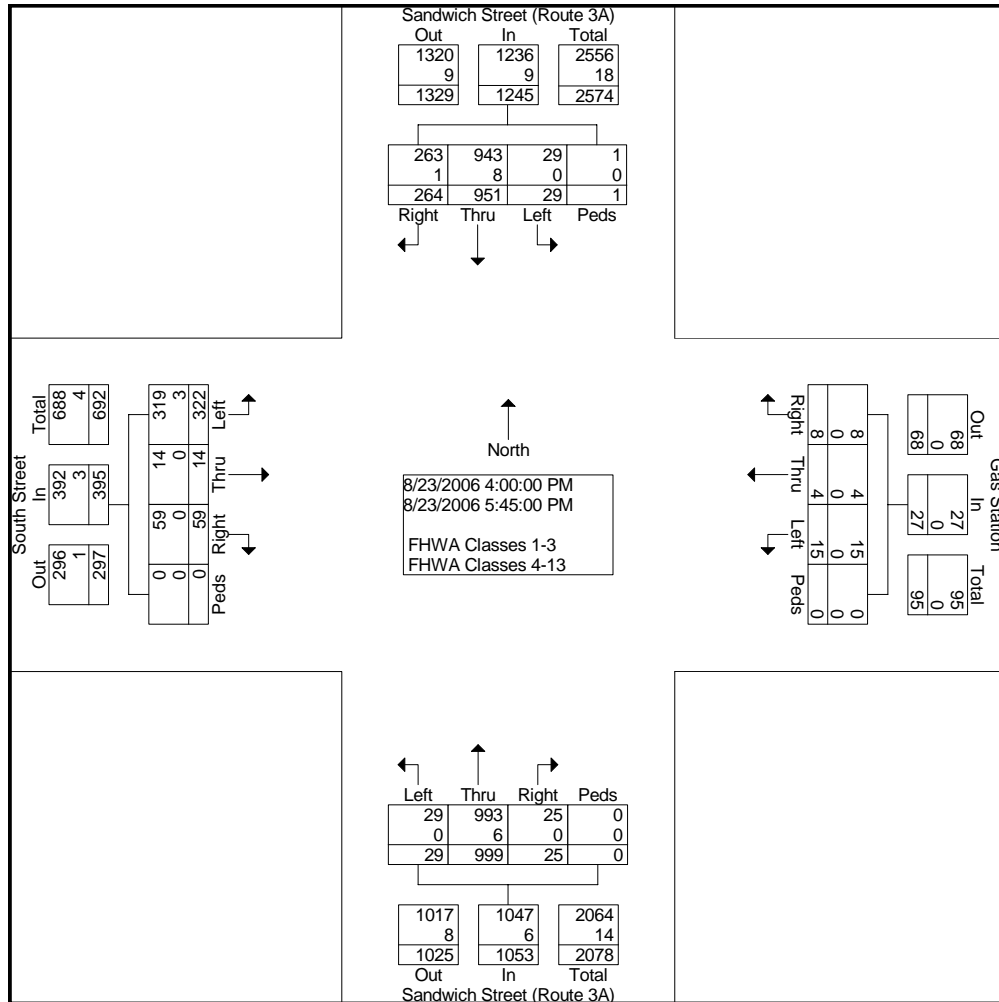
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Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	Sandwich Street (Route 3A) Southbound					Gas Station Westbound					Sandwich Street (Route 3A) Northbound					South Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	2	122	38	0	162	0	1	0	0	1	4	131	3	0	138	54	2	7	0	63	364
04:15 PM	4	124	25	0	153	2	0	1	0	3	5	138	2	0	145	44	3	5	0	52	353
04:30 PM	3	120	37	0	160	0	0	2	0	2	10	145	1	0	156	41	1	5	0	47	365
04:45 PM	2	98	45	0	145	1	0	1	0	2	1	153	4	0	158	46	4	7	0	57	362
Total	11	464	145	0	620	3	1	4	0	8	20	567	10	0	597	185	10	24	0	219	1444
05:00 PM	4	152	40	0	196	3	0	1	0	4	4	135	2	0	141	34	1	7	0	42	383
05:15 PM	6	119	26	1	152	2	1	2	0	5	1	111	3	0	115	34	2	8	0	44	316
05:30 PM	5	132	30	0	167	3	0	0	0	3	2	101	8	0	111	38	0	11	0	49	330
05:45 PM	3	84	23	0	110	4	2	1	0	7	2	85	2	0	89	31	1	9	0	41	247
Total	18	487	119	1	625	12	3	4	0	19	9	432	15	0	456	137	4	35	0	176	1276
Grand Total	29	951	264	1	1245	15	4	8	0	27	29	999	25	0	1053	322	14	59	0	395	2720
Apprch %	2.3	76.4	21.2	0.1		55.6	14.8	29.6	0.0		2.8	94.9	2.4	0.0		81.5	3.5	14.9	0.0		
Total %	1.1	35.0	9.7	0.0	45.8	0.6	0.1	0.3	0.0	1.0	1.1	36.7	0.9	0.0	38.7	11.8	0.5	2.2	0.0	14.5	

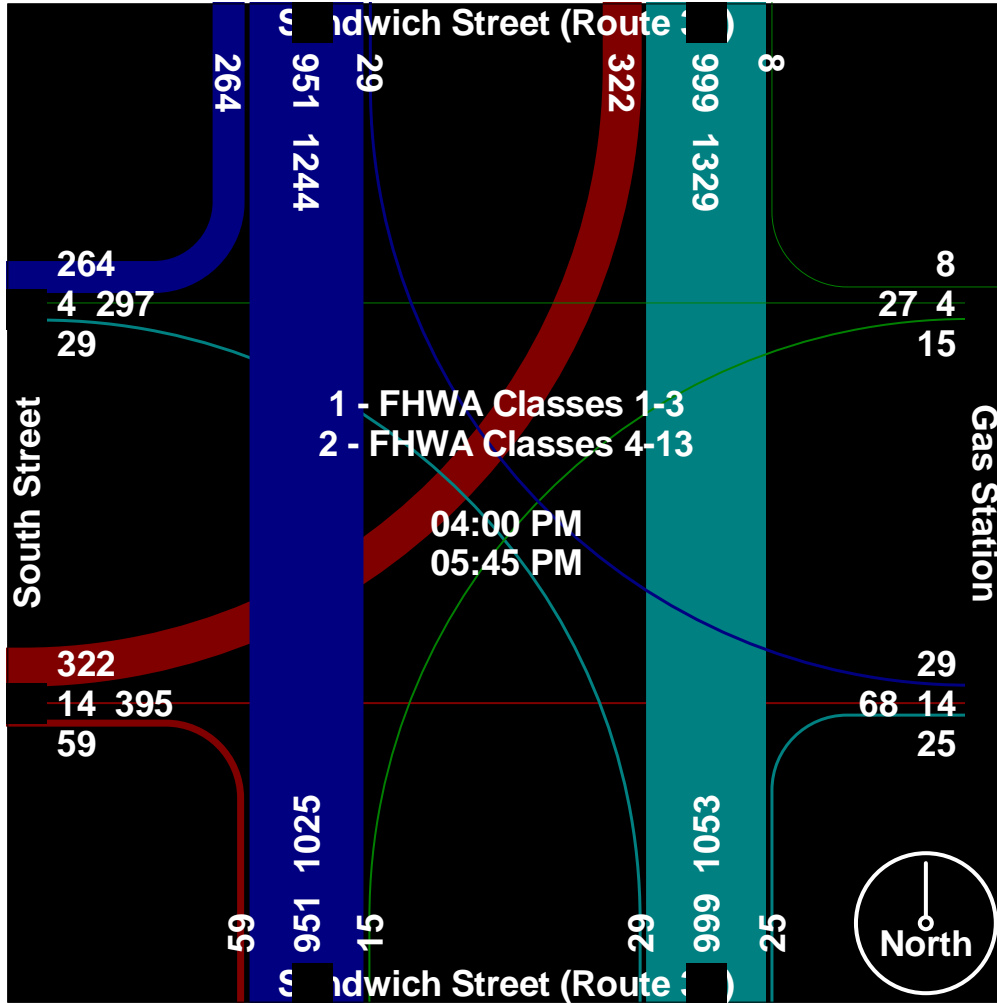


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Old Colony Planning Council

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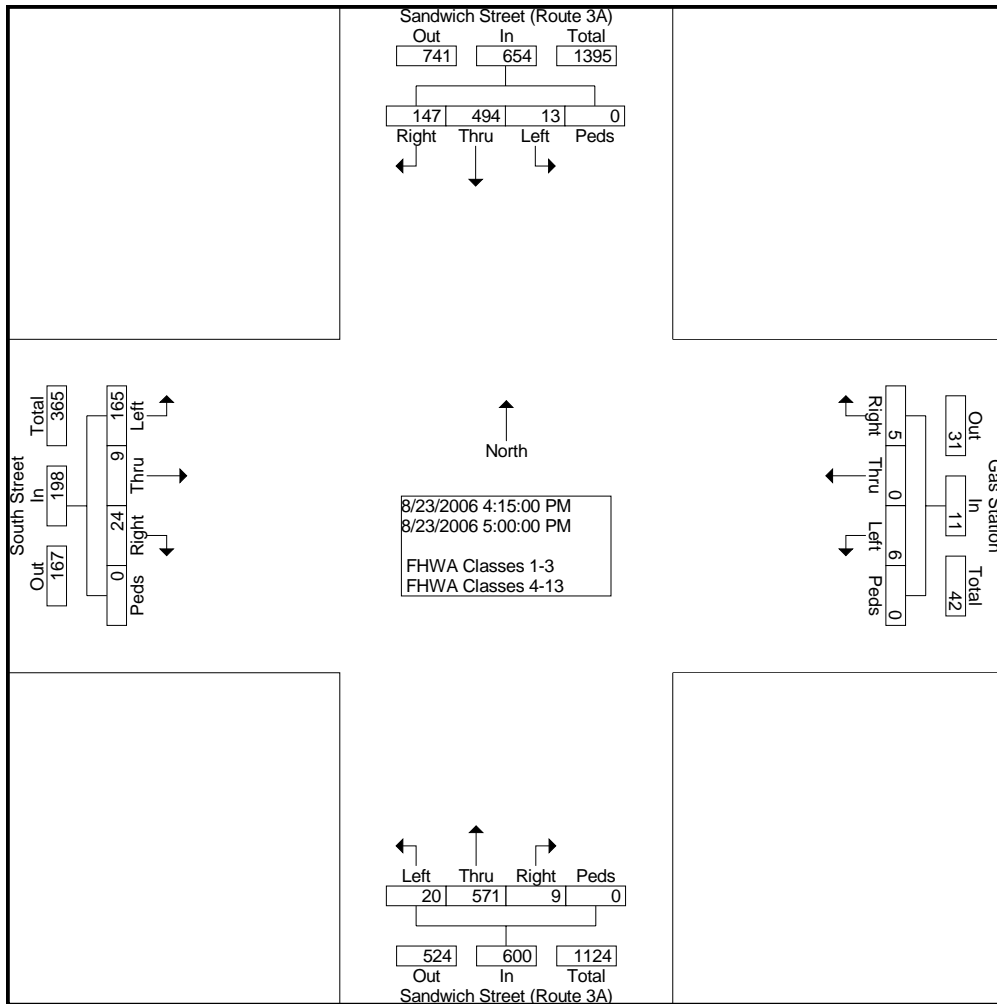
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Start Date : 8/23/2006

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Start Time	Sandwich Street (Route 3A) Southbound					Gas Station Westbound					Sandwich Street (Route 3A) Northbound					South Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	13	494	147	0	654	6	0	5	0	11	20	571	9	0	600	165	9	24	0	198	1463
Percent	2.0	75.5	22.5	0.0		54.5	0.0	45.5	0.0		3.3	95.2	1.5	0.0		83.3	4.5	12.1	0.0		
05:00																					
Volume	4	152	40	0	196	3	0	1	0	4	4	135	2	0	141	34	1	7	0	42	383
Peak Factor																					
High Int.	05:00 PM																				
Volume	4	152	40	0	196	3	0	1	0	4	1	153	4	0	158	46	4	7	0	57	0.955
Peak Factor	0.834					0.688					0.949					0.868					



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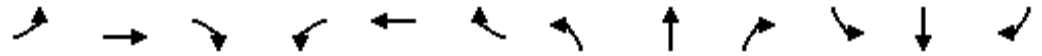
Start Date : 8/23/2006

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HCM Unsignalized Intersection Capacity Analysis
 9: Sandwich Street & Gasline Station

Route 3A Corridor Study
 2007 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	310	59	19	534	4	174	9	21	5	4	9
Peak Hour Factor	0.82	0.82	0.82	0.81	0.81	0.81	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	382	73	24	666	5	207	11	25	6	5	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	671			454			1159	1149	418	1177	1183	668
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	671			454			1159	1149	418	1177	1183	668
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			0	94	96	96	97	98
cM capacity (veh/h)	920			1106			162	193	635	151	184	458

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	461	695	242	21
Volume Left	6	24	207	6
Volume Right	73	5	25	11
cSH	920	1106	177	242
Volume to Capacity	0.01	0.02	1.37	0.09
Queue Length 95th (ft)	1	2	362	7
Control Delay (s)	0.2	0.6	249.2	21.3
Lane LOS	A	A	F	C
Approach Delay (s)	0.2	0.6	249.2	21.3
Approach LOS			F	C

Intersection Summary			
Average Delay		43.2	
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 9: Sandwich Street & Gasline Station

Route 3A Corridor Study
 2007 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	426	81	16	565	21	144	5	14	22	3	3
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.61	0.61	0.61	0.32	0.32	0.32
Hourly flow rate (vph)	13	559	106	17	614	23	238	8	23	69	9	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	636			665			1312	1309	612	1325	1351	625
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	636			665			1312	1309	612	1325	1351	625
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			0	95	95	41	93	98
cM capacity (veh/h)	947			924			123	154	493	118	145	485

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	678	654	270	88
Volume Left	13	17	238	69
Volume Right	106	23	23	9
cSH	947	924	133	132
Volume to Capacity	0.01	0.02	2.04	0.67
Queue Length 95th (ft)	1	1	545	91
Control Delay (s)	0.4	0.5	546.8	75.6
Lane LOS	A	A	F	F
Approach Delay (s)	0.4	0.5	546.8	75.6
Approach LOS			F	F

Intersection Summary			
Average Delay		91.6	
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 9: Sandwich Street & Gasline Station

Route 3A Corridor Study
 2012 AM Peak Hour LOS



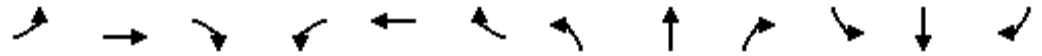
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	310	59	19	534	4	174	9	21	5	4	9
Peak Hour Factor	0.82	0.82	0.82	0.81	0.81	0.81	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	7	405	77	25	705	5	219	11	26	6	5	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	711			482			1228	1217	443	1246	1253	708
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	711			482			1228	1217	443	1246	1253	708
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			0	94	96	95	97	97
cM capacity (veh/h)	889			1081			144	175	615	134	167	435

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	488	736	257	23
Volume Left	7	25	219	6
Volume Right	77	5	26	11
cSH	889	1081	158	219
Volume to Capacity	0.01	0.02	1.63	0.10
Queue Length 95th (ft)	1	2	445	9
Control Delay (s)	0.2	0.6	361.2	23.3
Lane LOS	A	A	F	C
Approach Delay (s)	0.2	0.6	361.2	23.3
Approach LOS			F	C

Intersection Summary			
Average Delay	62.4		
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 9: Sandwich Street & Gasline Station

Route 3A Corridor Study
 2012 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	426	81	16	565	21	144	5	14	22	3	3
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.61	0.61	0.61	0.32	0.32	0.32
Hourly flow rate (vph)	14	592	113	18	650	24	253	9	25	74	10	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	674			705			1390	1387	648	1404	1431	662
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	674			705			1390	1387	648	1404	1431	662
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			0	94	95	28	92	98
cM capacity (veh/h)	917			893			107	138	470	103	130	462

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	718	693	286	94
Volume Left	14	18	253	74
Volume Right	113	24	25	10
cSH	917	893	116	115
Volume to Capacity	0.02	0.02	2.47	0.82
Queue Length 95th (ft)	1	2	637	119
Control Delay (s)	0.4	0.5	747.0	109.8
Lane LOS	A	A	F	F
Approach Delay (s)	0.4	0.5	747.0	109.8
Approach LOS			F	F

Intersection Summary			
Average Delay		125.4	
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 9: Sandwich Street & Gasline Station

Route 3A Corridor Study
 2020 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	310	59	19	534	4	174	9	21	5	4	9
Peak Hour Factor	0.82	0.82	0.82	0.81	0.81	0.81	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	7	446	85	28	778	6	242	12	29	7	6	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	784			531			1354	1342	489	1375	1382	781
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	784			531			1354	1342	489	1375	1382	781
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			0	91	95	93	96	97
cM capacity (veh/h)	835			1036			116	147	579	106	139	395

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	538	811	283	25
Volume Left	7	28	242	7
Volume Right	85	6	29	12
cSH	835	1036	127	182
Volume to Capacity	0.01	0.03	2.22	0.14
Queue Length 95th (ft)	1	2	598	12
Control Delay (s)	0.2	0.7	630.3	27.9
Lane LOS	A	A	F	D
Approach Delay (s)	0.2	0.7	630.3	27.9
Approach LOS			F	D

Intersection Summary			
Average Delay		108.5	
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 9: Sandwich Street & Gasline Station

Route 3A Corridor Study
 2020 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	426	81	16	565	21	144	5	14	22	3	3
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.61	0.61	0.61	0.32	0.32	0.32
Hourly flow rate (vph)	15	653	124	20	717	27	279	10	27	81	11	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	744			777			1533	1530	715	1548	1578	730
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	744			777			1533	1530	715	1548	1578	730
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			0	91	94	0	89	97
cM capacity (veh/h)	864			839			83	112	431	79	105	422

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	792	764	315	103
Volume Left	15	20	279	81
Volume Right	124	27	27	11
cSH	864	839	90	89
Volume to Capacity	0.02	0.02	3.52	1.16
Queue Length 95th (ft)	1	2	Err	180
Control Delay (s)	0.5	0.6	Err	231.8
Lane LOS	A	A	F	F
Approach Delay (s)	0.5	0.6	Err	231.8
Approach LOS			F	F

Intersection Summary			
Average Delay		1609.2	
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
 9: Sandwich Street & South St

Route 3A Corridor Study
 2012 PM Peak Hour LOS w/ Signals



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			1.00			0.99			0.99	
Flt Protected		1.00			1.00			0.96			0.96	
Satd. Flow (prot)		1639			1666			1587			1590	
Flt Permitted		0.99			0.98			0.69			0.72	
Satd. Flow (perm)		1618			1634			1136			1196	
Volume (vph)	10	426	81	16	565	21	144	5	14	22	3	3
Peak-hour factor, PHF	0.77	0.77	0.77	0.93	0.93	0.93	0.61	0.61	0.61	0.32	0.32	0.32
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	14	592	113	18	650	24	253	9	25	74	10	10
RTOR Reduction (vph)	0	12	0	0	2	0	0	6	0	0	7	0
Lane Group Flow (vph)	0	707	0	0	690	0	0	281	0	0	87	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		25.1			25.1			15.6			15.6	
Effective Green, g (s)		25.1			25.1			15.6			15.6	
Actuated g/C Ratio		0.52			0.52			0.32			0.32	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		834			842			364			383	
v/s Ratio Prot												
v/s Ratio Perm		c0.44			0.42			c0.25			0.07	
v/c Ratio		0.85			0.82			0.77			0.23	
Uniform Delay, d1		10.2			9.9			14.9			12.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		8.0			6.3			9.7			0.3	
Delay (s)		18.2			16.1			24.7			12.4	
Level of Service		B			B			C			B	
Approach Delay (s)		18.2			16.1			24.7			12.4	
Approach LOS		B			B			C			B	

Intersection Summary

HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	48.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9: Sandwich Street & Gasline Station

Route 3A Corridor Study
 2020 PM Peak Hour LOS w SouthSt Signals



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			1.00			0.99			0.99	
Flt Protected		1.00			1.00			0.96			0.96	
Satd. Flow (prot)		1639			1666			1587			1590	
Flt Permitted		0.98			0.98			0.72			0.73	
Satd. Flow (perm)		1616			1628			1196			1201	
Volume (vph)	10	426	81	16	565	21	144	5	14	22	3	3
Peak-hour factor, PHF	0.77	0.77	0.77	0.93	0.93	0.93	0.61	0.61	0.61	0.32	0.32	0.32
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	15	653	124	20	717	27	279	10	27	81	11	11
RTOR Reduction (vph)	0	12	0	0	2	0	0	5	0	0	7	0
Lane Group Flow (vph)	0	780	0	0	762	0	0	311	0	0	96	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		28.7			28.7			16.9			16.9	
Effective Green, g (s)		28.7			28.7			16.9			16.9	
Actuated g/C Ratio		0.54			0.54			0.32			0.32	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		865			872			377			379	
v/s Ratio Prot												
v/s Ratio Perm		c0.48			0.47			c0.26			0.08	
v/c Ratio		0.90			0.87			0.82			0.25	
Uniform Delay, d1		11.2			10.9			17.0			13.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		12.5			9.7			13.6			0.4	
Delay (s)		23.7			20.5			30.5			14.0	
Level of Service		C			C			C			B	
Approach Delay (s)		23.7			20.5			30.5			14.0	
Approach LOS		C			C			C			B	

Intersection Summary

HCM Average Control Delay	23.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	53.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

MassHighway

CRASH RATE WORKSHEET

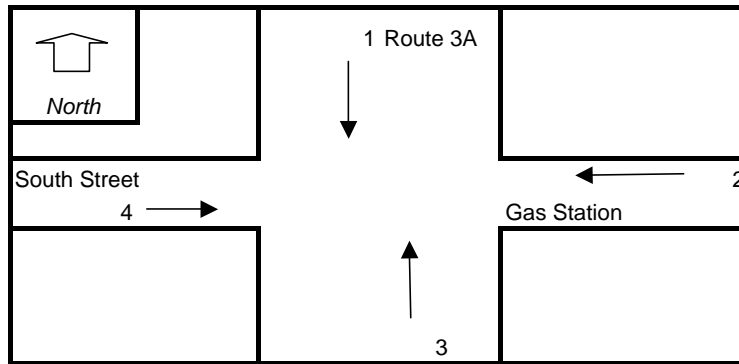
CITY/TOWN : Plymouth COUNT DATE : 2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Summer Street (Route 3A)
 MINOR STREET(S) : South Street

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	EB	NB	WB		
VOLUMES (AM/PM) :	522	29	608	165		

** Volumes adjusted to 2007 annual average levels

" K " FACTOR : 0.09 APPROACH ADT : 14,711 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 15 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 5.00

CRASH RATE CALCULATION : 0.931 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average:	Signalized	10.85%	Statewide Average:	Signalized	7.03%
	Unsignalized	57.83%		Unsignalized	41.09%

**Route 3A @
Warren Avenue / Sandwich Street**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: BM

File Name : 239_Warren&Sandwich_AM

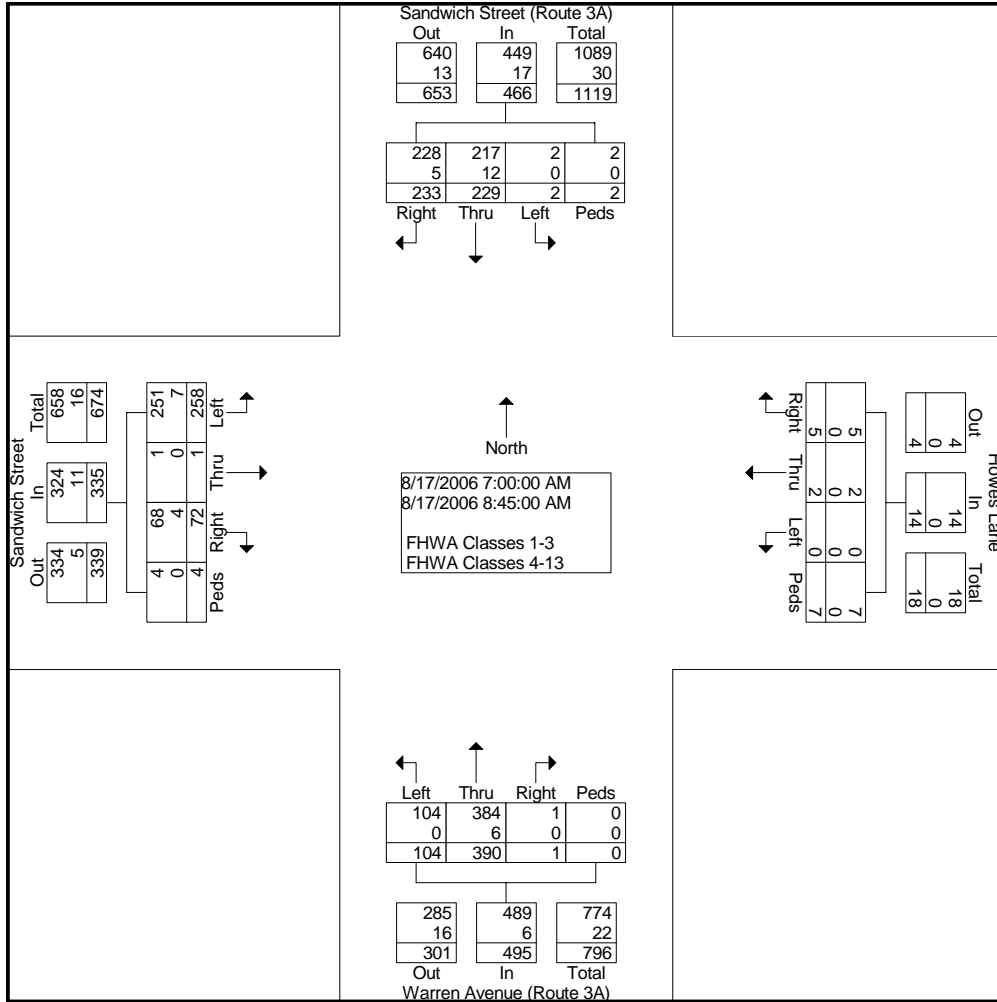
Site Code : 00000239

Start Date : 8/17/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	Sandwich Street (Route 3A) Southbound					Howes Lane Westbound					Warren Avenue (Route 3A) Northbound					Sandwich Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	25	37	1	63	0	0	0	0	0	8	33	0	0	41	30	0	12	0	42	146
07:15 AM	0	22	21	0	43	0	0	0	0	0	13	47	0	0	60	21	0	4	1	26	129
07:30 AM	0	28	35	0	63	0	0	0	0	0	10	46	0	0	56	31	0	6	0	37	156
07:45 AM	0	19	19	1	39	0	0	0	1	1	18	31	0	0	49	28	0	7	0	35	124
Total	0	94	112	2	208	0	0	0	1	1	49	157	0	0	206	110	0	29	1	140	555
08:00 AM	0	21	21	0	42	0	0	2	3	5	12	21	0	0	33	20	0	10	1	31	111
08:15 AM	1	31	22	0	54	0	1	2	1	4	14	63	0	0	77	38	0	11	1	50	185
08:30 AM	1	41	41	0	83	0	0	0	2	2	15	71	0	0	86	43	1	8	1	53	224
08:45 AM	0	42	37	0	79	0	1	1	0	2	14	78	1	0	93	47	0	14	0	61	235
Total	2	135	121	0	258	0	2	5	6	13	55	233	1	0	289	148	1	43	3	195	755
Grand Total	2	229	233	2	466	0	2	5	7	14	104	390	1	0	495	258	1	72	4	335	1310
Apprch %	0.4	49.1	50.0	0.4		0.0	14.3	35.7	50.0		21.0	78.8	0.2	0.0		77.0	0.3	21.5	1.2		
Total %	0.2	17.5	17.8	0.2	35.6	0.0	0.2	0.4	0.5	1.1	7.9	29.8	0.1	0.0	37.8	19.7	0.1	5.5	0.3	25.6	

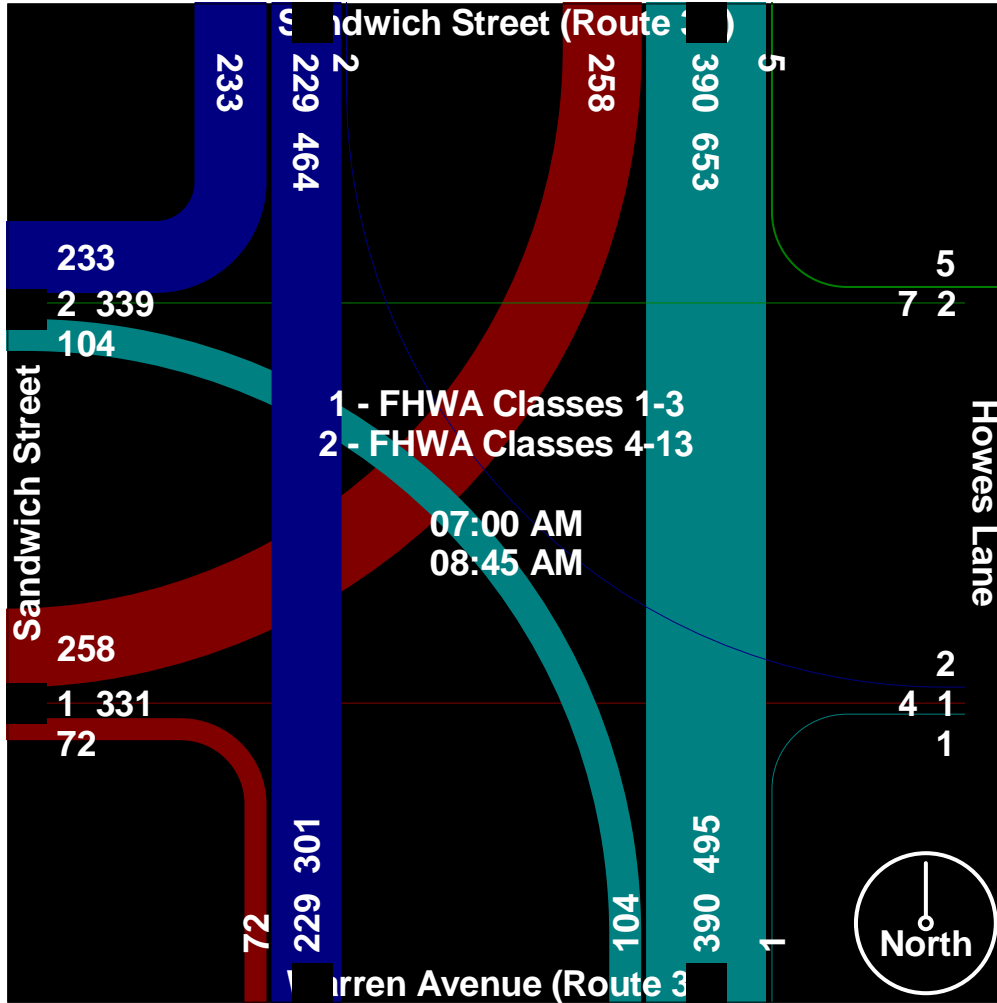


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: DB-400 (1)
Staff: BM

File Name : 239_Warren&Sandwich_AM
Site Code : 00000239
Start Date : 8/17/2006
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Old Colony Planning Council

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508-583-1833

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Staff: BM

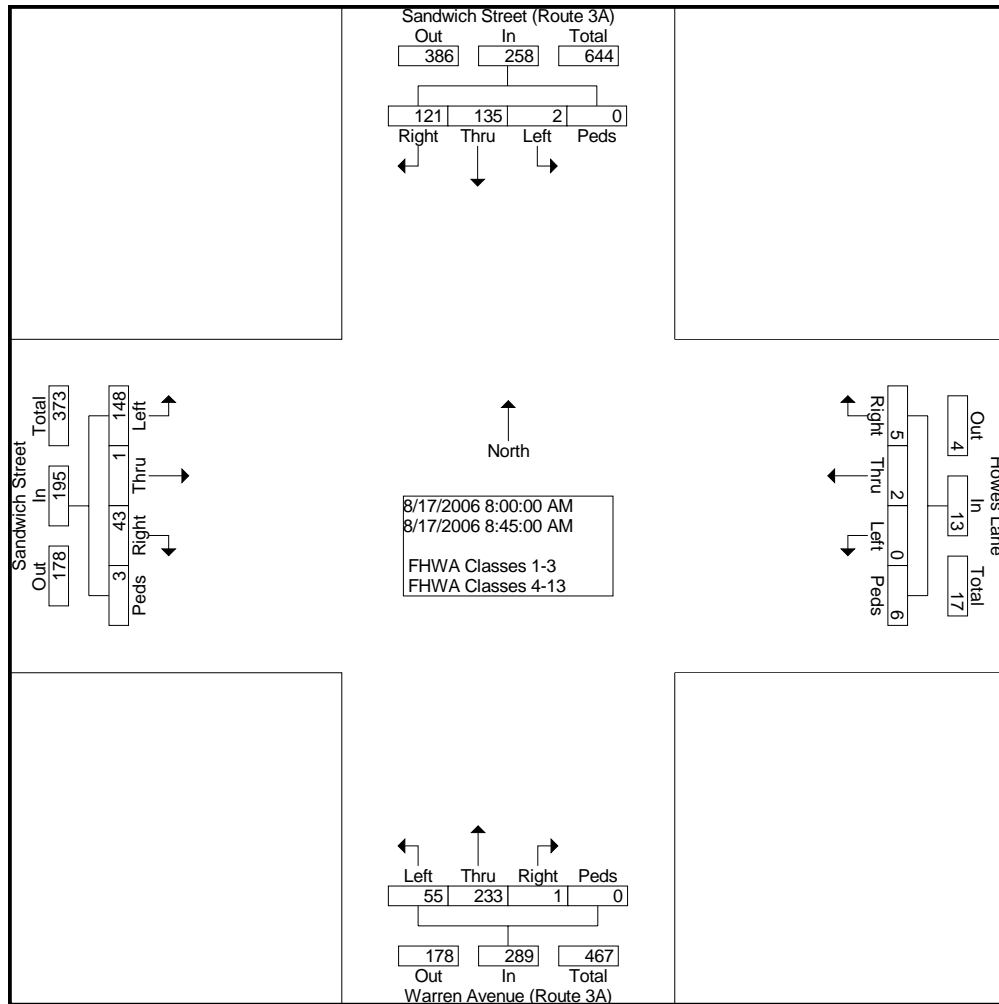
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Site Code : 00000239

Start Date : 8/17/2006

Page No : 3

Start Time	Sandwich Street (Route 3A) Southbound					Howes Lane Westbound					Warren Avenue (Route 3A) Northbound					Sandwich Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	2	135	121	0	258	0	2	5	6	13	55	233	1	0	289	148	1	43	3	195	755
Percent	0.8	52.3	46.9	0.0		0.0	15.4	38.5	46.2		19.0	80.6	0.3	0.0		75.9	0.5	22.1	1.5		
08:45																					
Volume	0	42	37	0	79	0	1	1	0	2	14	78	1	0	93	47	0	14	0	61	235
Peak Factor																					
High Int.	08:30 AM																				
Volume	1	41	41	0	83	0	0	2	3	5	14	78	1	0	93	47	0	14	0	61	0.803
Peak Factor	0.777					0.650					0.777					0.799					



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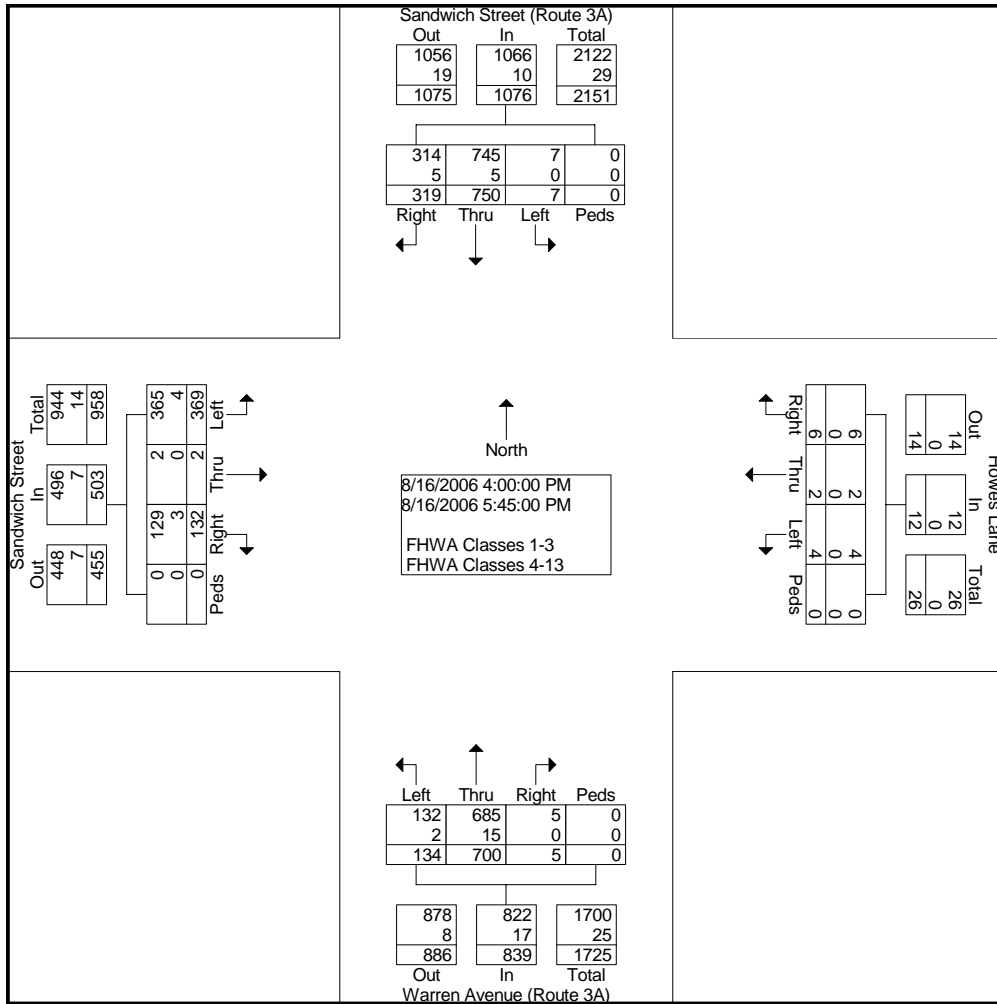
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Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	Sandwich Street (Route 3A) Southbound					Howes Lane Westbound					Warren Avenue (Route 3A) Northbound					Sandwich Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	115	39	0	154	1	1	0	0	2	19	95	1	0	115	65	0	23	0	88	359
04:15 PM	0	91	40	0	131	0	0	0	0	0	17	96	0	0	113	58	0	17	0	75	319
04:30 PM	0	113	55	0	168	1	0	0	0	1	15	90	1	0	106	63	0	17	0	80	355
04:45 PM	1	66	51	0	118	0	0	1	0	1	16	92	0	0	108	37	0	18	0	55	282
Total	1	385	185	0	571	2	1	1	0	4	67	373	2	0	442	223	0	75	0	298	1315
05:00 PM	2	97	34	0	133	0	0	3	0	3	9	75	0	0	84	36	1	23	0	60	280
05:15 PM	2	99	44	0	145	0	0	2	0	2	16	99	1	0	116	48	0	14	0	62	325
05:30 PM	1	91	25	0	117	1	1	0	0	2	16	90	2	0	108	43	1	16	0	60	287
05:45 PM	1	78	31	0	110	1	0	0	0	1	26	63	0	0	89	19	0	4	0	23	223
Total	6	365	134	0	505	2	1	5	0	8	67	327	3	0	397	146	2	57	0	205	1115
Grand Total	7	750	319	0	1076	4	2	6	0	12	134	700	5	0	839	369	2	132	0	503	2430
Apprch %	0.7	69.7	29.6	0.0		33.3	16.7	50.0	0.0		16.0	83.4	0.6	0.0		73.4	0.4	26.2	0.0		
Total %	0.3	30.9	13.1	0.0	44.3	0.2	0.1	0.2	0.0	0.5	5.5	28.8	0.2	0.0	34.5	15.2	0.1	5.4	0.0	20.7	

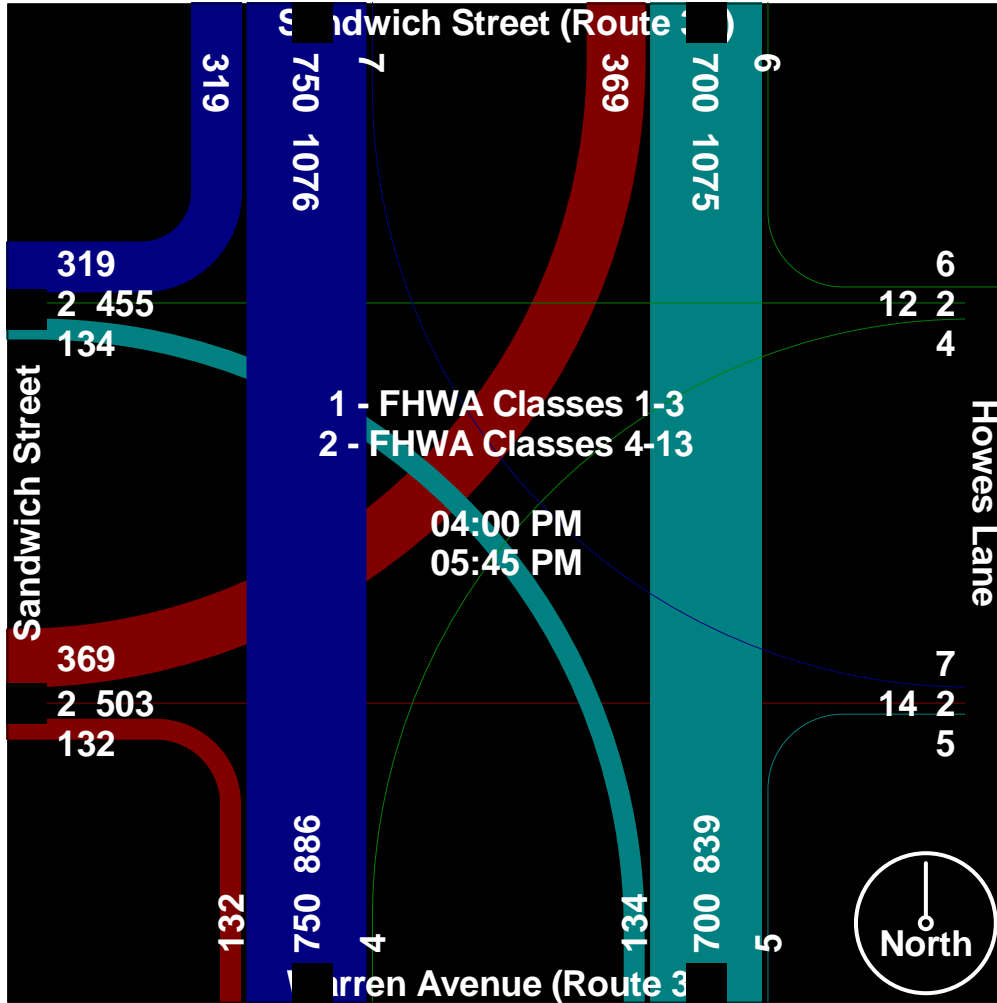


Old Colony Planning Council

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Old Colony Planning Council

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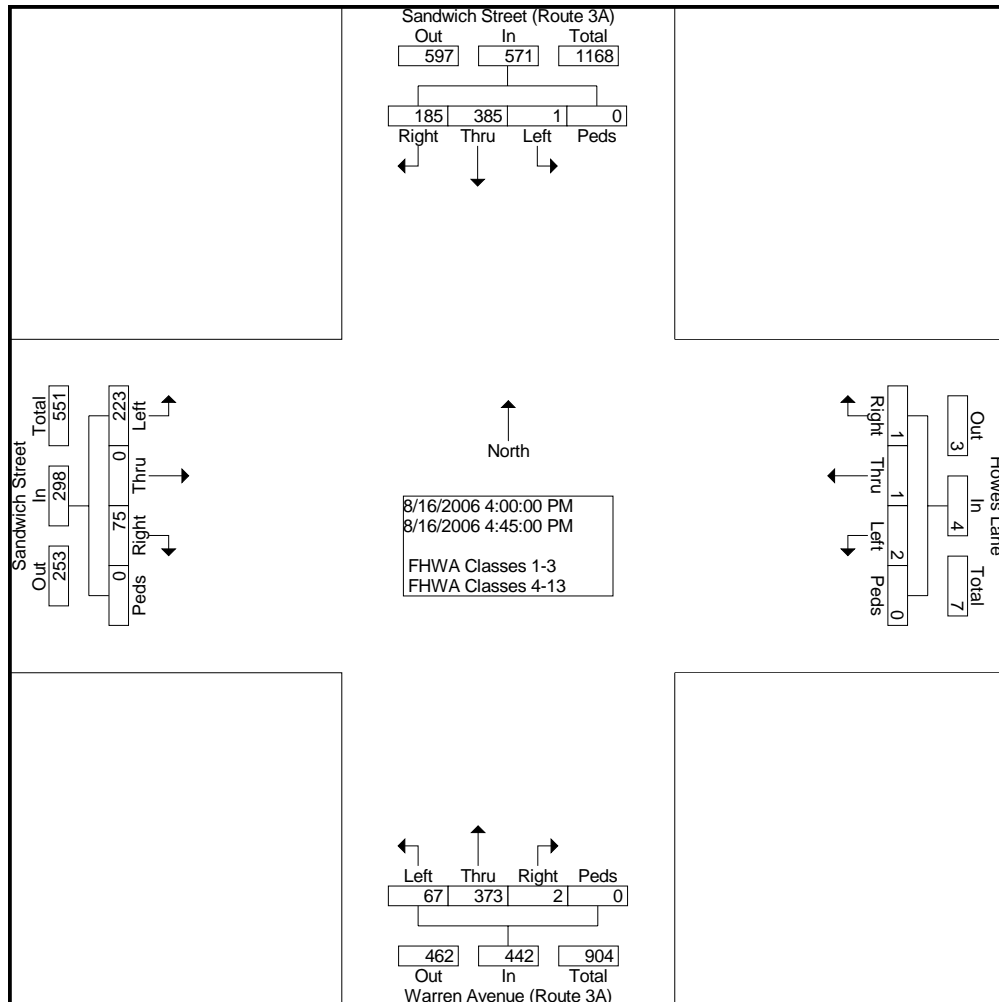
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Start Time	Sandwich Street (Route 3A) Southbound					Howes Lane Westbound					Warren Avenue (Route 3A) Northbound					Sandwich Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	1	385	185	0	571	2	1	1	0	4	67	373	2	0	442	223	0	75	0	298	1315
Percent	0.2	67.4	32.4	0.0		50.0	25.0	25.0	0.0		15.2	84.4	0.5	0.0		74.8	0.0	25.2	0.0		
04:00 Volume	0	115	39	0	154	1	1	0	0	2	19	95	1	0	115	65	0	23	0	88	359
Peak Factor																					0.916
High Int.	04:30 PM																				
Volume	0	113	55	0	168	1	1	0	0	2	19	95	1	0	115	65	0	23	0	88	
Peak Factor					0.850					0.500					0.961					0.847	

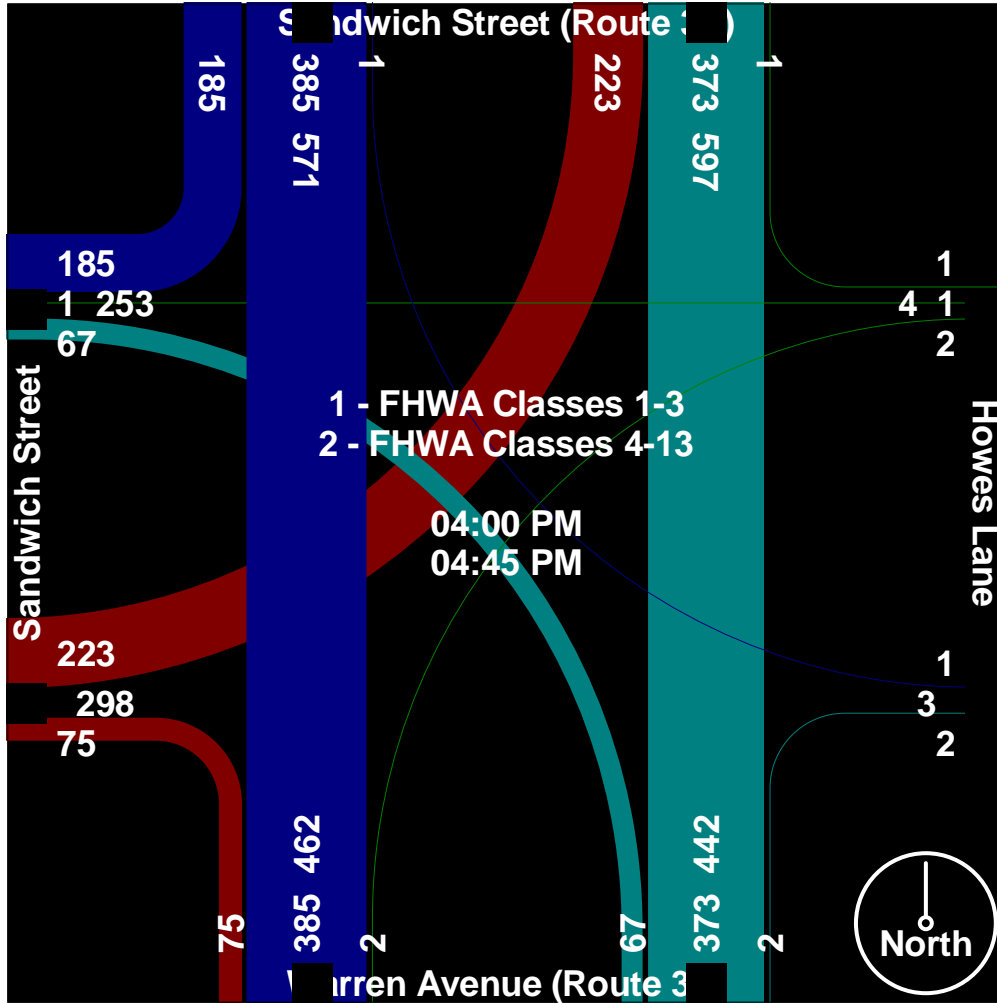


Old Colony Planning Council

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Start Date : 8/16/2006
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HCM Signalized Intersection Capacity Analysis
 3: Sandwich Street & Warren Avenue (Route 3A)

Route 3A Corridor Study
 2007 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	12	12	16
Total Lost time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	1.00
Fr _t		1.00	0.85		0.90			1.00			1.00	0.85
Fl _t Protected		0.95	1.00		1.00			0.99			1.00	1.00
Satd. Flow (prot)		1775	1583		1680			1783			1861	1794
Fl _t Permitted		0.72	1.00		1.00			0.93			1.00	1.00
Satd. Flow (perm)		1341	1583		1680			1680			1854	1794
Volume (vph)	117	1	34	0	2	5	43	184	1	2	107	96
Peak-hour factor, PHF	0.80	0.80	0.80	0.65	0.65	0.65	0.78	0.78	0.78	0.78	0.78	0.78
Growth Factor (vph)	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	148	1	43	0	3	8	56	238	1	3	139	124
RTOR Reduction (vph)	0	0	32	0	6	0	0	0	0	0	0	53
Lane Group Flow (vph)	0	149	11	0	5	0	0	295	0	0	142	71
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		10.7	10.7		10.7			25.0			25.0	25.0
Effective Green, g (s)		10.7	10.7		10.7			25.0			25.0	25.0
Actuated g/C Ratio		0.24	0.24		0.24			0.57			0.57	0.57
Clearance Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	3.0
Lane Grp Cap (vph)		328	388		411			961			1061	1026
v/s Ratio Prot					0.00							
v/s Ratio Perm		c0.11	0.01					c0.18			0.08	0.04
v/c Ratio		0.45	0.03		0.01			0.31			0.13	0.07
Uniform Delay, d ₁		14.0	12.5		12.5			4.9			4.3	4.2
Progression Factor		1.00	1.00		1.00			1.00			1.00	1.00
Incremental Delay, d ₂		1.0	0.0		0.0			0.8			0.3	0.1
Delay (s)		15.0	12.6		12.5			5.7			4.6	4.3
Level of Service		B	B		B			A			A	A
Approach Delay (s)		14.5			12.5			5.7			4.5	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	7.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	43.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 3: Sandwich Street & Warren Avenue (Route 3A)

Route 3A Corridor Study
 2007 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	12	12	16
Total Lost time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	1.00
Fr _t		1.00	0.85		0.97			1.00			1.00	0.85
Fl _t Protected		0.95	1.00		0.98			0.99			1.00	1.00
Satd. Flow (prot)		1770	1583		1756			1786			1862	1794
Fl _t Permitted		0.75	1.00		0.88			0.93			1.00	1.00
Satd. Flow (perm)		1402	1583		1591			1674			1861	1794
Volume (vph)	179	0	59	2	1	1	53	295	2	1	204	146
Peak-hour factor, PHF	0.85	0.85	0.85	0.50	0.50	0.50	0.96	0.96	0.96	0.85	0.85	0.85
Growth Factor (vph)	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	213	0	70	4	2	2	56	310	2	1	242	173
RTOR Reduction (vph)	0	0	51	0	1	0	0	0	0	0	0	78
Lane Group Flow (vph)	0	213	19	0	7	0	0	368	0	0	243	95
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		12.7	12.7		12.7			25.1			25.1	25.1
Effective Green, g (s)		12.7	12.7		12.7			25.1			25.1	25.1
Actuated g/C Ratio		0.28	0.28		0.28			0.55			0.55	0.55
Clearance Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	3.0
Lane Grp Cap (vph)		389	439		441			917			1020	983
v/s Ratio Prot												
v/s Ratio Perm		c0.15	0.01		0.00			c0.22			0.13	0.05
v/c Ratio		0.55	0.04		0.01			0.40			0.24	0.10
Uniform Delay, d ₁		14.1	12.1		12.0			6.0			5.4	4.9
Progression Factor		1.00	1.00		1.00			1.00			1.00	1.00
Incremental Delay, d ₂		1.6	0.0		0.0			1.3			0.6	0.2
Delay (s)		15.7	12.2		12.0			7.3			5.9	5.1
Level of Service		B	B		B			A			A	A
Approach Delay (s)		14.8			12.0			7.3			5.6	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	8.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	45.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 3: Sandwich Street & Warren Avenue (Route 3A)

Route 3A Corridor Study
 2012 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	12	12	16
Total Lost time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	1.00
Fr _t		1.00	0.85		0.90			1.00			1.00	0.85
Fl _t Protected		0.95	1.00		1.00			0.99			1.00	1.00
Satd. Flow (prot)		1775	1583		1680			1783			1861	1794
Fl _t Permitted		0.72	1.00		1.00			0.93			1.00	1.00
Satd. Flow (perm)		1341	1583		1680			1676			1854	1794
Volume (vph)	117	1	34	0	2	5	43	184	1	2	107	96
Peak-hour factor, PHF	0.80	0.80	0.80	0.65	0.65	0.65	0.78	0.78	0.78	0.78	0.78	0.78
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	156	1	45	0	3	8	59	252	1	3	147	132
RTOR Reduction (vph)	0	0	34	0	6	0	0	0	0	0	0	57
Lane Group Flow (vph)	0	157	11	0	5	0	0	312	0	0	150	75
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		10.8	10.8		10.8			25.0			25.0	25.0
Effective Green, g (s)		10.8	10.8		10.8			25.0			25.0	25.0
Actuated g/C Ratio		0.25	0.25		0.25			0.57			0.57	0.57
Clearance Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	3.0
Lane Grp Cap (vph)		331	390		414			957			1058	1024
v/s Ratio Prot					0.00							
v/s Ratio Perm		c0.12	0.01					c0.19			0.08	0.04
v/c Ratio		0.47	0.03		0.01			0.33			0.14	0.07
Uniform Delay, d ₁		14.1	12.5		12.5			5.0			4.4	4.2
Progression Factor		1.00	1.00		1.00			1.00			1.00	1.00
Incremental Delay, d ₂		1.1	0.0		0.0			0.9			0.3	0.1
Delay (s)		15.2	12.5		12.5			5.9			4.7	4.4
Level of Service		B	B		B			A			A	A
Approach Delay (s)		14.6			12.5			5.9			4.5	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	7.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	43.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Sandwich Street & Warren Avenue (Route 3A)

Route 3A Corridor Study
2012 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	12	12	16
Total Lost time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	1.00
Fr _t		1.00	0.85		0.97			1.00			1.00	0.85
Fl _t Protected		0.95	1.00		0.98			0.99			1.00	1.00
Satd. Flow (prot)		1770	1583		1756			1786			1862	1794
Fl _t Permitted		0.75	1.00		0.88			0.93			1.00	1.00
Satd. Flow (perm)		1402	1583		1589			1668			1861	1794
Volume (vph)	179	0	59	2	1	1	53	295	2	1	204	146
Peak-hour factor, PHF	0.85	0.85	0.85	0.50	0.50	0.50	0.96	0.96	0.96	0.85	0.85	0.85
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	225	0	74	4	2	2	59	329	2	1	257	184
RTOR Reduction (vph)	0	0	53	0	1	0	0	0	0	0	0	84
Lane Group Flow (vph)	0	225	21	0	7	0	0	390	0	0	258	100
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		13.0	13.0		13.0			25.1			25.1	25.1
Effective Green, g (s)		13.0	13.0		13.0			25.1			25.1	25.1
Actuated g/C Ratio		0.28	0.28		0.28			0.54			0.54	0.54
Clearance Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	3.0
Lane Grp Cap (vph)		395	446		448			908			1013	977
v/s Ratio Prot												
v/s Ratio Perm		c0.16	0.01		0.00			c0.23			0.14	0.06
v/c Ratio		0.57	0.05		0.01			0.43			0.25	0.10
Uniform Delay, d ₁		14.2	12.0		11.9			6.2			5.6	5.1
Progression Factor		1.00	1.00		1.00			1.00			1.00	1.00
Incremental Delay, d ₂		1.9	0.0		0.0			1.5			0.6	0.2
Delay (s)		16.0	12.1		11.9			7.7			6.2	5.3
Level of Service		B	B		B			A			A	A
Approach Delay (s)		15.1			11.9			7.7			5.8	
Approach LOS		B			B			A			A	

Intersection Summary

HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	46.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 3: Sandwich Street & Warren Avenue (Route 3A)

Route 3A Corridor Study
 2020 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	12	12	16
Total Lost time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	1.00
Frt		1.00	0.85		0.91			1.00			1.00	0.85
Flt Protected		0.95	1.00		1.00			0.99			1.00	1.00
Satd. Flow (prot)		1775	1583		1689			1782			1861	1794
Flt Permitted		0.72	1.00		1.00			0.93			1.00	1.00
Satd. Flow (perm)		1338	1583		1689			1667			1854	1794
Volume (vph)	117	1	34	0	2	5	43	184	1	2	107	96
Peak-hour factor, PHF	0.80	0.80	0.80	0.65	0.65	0.65	0.78	0.78	0.78	0.78	0.78	0.78
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	173	1	50	0	4	9	65	278	2	3	162	145
RTOR Reduction (vph)	0	0	37	0	7	0	0	0	0	0	0	63
Lane Group Flow (vph)	0	174	13	0	6	0	0	345	0	0	165	82
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		11.1	11.1		11.1			25.1			25.1	25.1
Effective Green, g (s)		11.1	11.1		11.1			25.1			25.1	25.1
Actuated g/C Ratio		0.25	0.25		0.25			0.57			0.57	0.57
Clearance Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	3.0
Lane Grp Cap (vph)		336	398		424			947			1053	1019
v/s Ratio Prot					0.00							
v/s Ratio Perm		c0.13	0.01					c0.21			0.09	0.05
v/c Ratio		0.52	0.03		0.01			0.36			0.16	0.08
Uniform Delay, d1		14.2	12.5		12.4			5.2			4.5	4.3
Progression Factor		1.00	1.00		1.00			1.00			1.00	1.00
Incremental Delay, d2		1.3	0.0		0.0			1.1			0.3	0.2
Delay (s)		15.6	12.5		12.5			6.3			4.8	4.5
Level of Service		B	B		B			A			A	A
Approach Delay (s)		14.9			12.5			6.3			4.7	
Approach LOS		B			B			A			A	

Intersection Summary

HCM Average Control Delay	8.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	44.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 3: Sandwich Street & Warren Avenue (Route 3A)

Route 3A Corridor Study
 2020 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	12	12	16
Total Lost time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	1.00
Fr _t		1.00	0.85		0.97			1.00			1.00	0.85
Fl _t Protected		0.95	1.00		0.97			0.99			1.00	1.00
Satd. Flow (prot)		1770	1583		1758			1786			1862	1794
Fl _t Permitted		0.75	1.00		0.87			0.92			1.00	1.00
Satd. Flow (perm)		1400	1583		1568			1656			1861	1794
Volume (vph)	179	0	59	2	1	1	53	295	2	1	204	146
Peak-hour factor, PHF	0.85	0.85	0.85	0.50	0.50	0.50	0.96	0.96	0.96	0.85	0.85	0.85
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	248	0	82	5	2	2	65	363	2	1	283	203
RTOR Reduction (vph)	0	0	58	0	1	0	0	0	0	0	0	94
Lane Group Flow (vph)	0	248	24	0	8	0	0	430	0	0	284	109
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		13.7	13.7		13.7			25.2			25.2	25.2
Effective Green, g (s)		13.7	13.7		13.7			25.2			25.2	25.2
Actuated g/C Ratio		0.29	0.29		0.29			0.54			0.54	0.54
Clearance Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	3.0
Lane Grp Cap (vph)		409	462		458			890			1000	964
v/s Ratio Prot												
v/s Ratio Perm		0.18	0.02		0.00			0.26			0.15	0.06
v/c Ratio		0.61	0.05		0.02			0.48			0.28	0.11
Uniform Delay, d ₁		14.3	11.9		11.8			6.8			5.9	5.3
Progression Factor		1.00	1.00		1.00			1.00			1.00	1.00
Incremental Delay, d ₂		2.5	0.0		0.0			1.9			0.7	0.2
Delay (s)		16.8	12.0		11.8			8.6			6.6	5.6
Level of Service		B	B		B			A			A	A
Approach Delay (s)		15.6			11.8			8.6			6.2	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	46.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

MassHighway

CRASH RATE WORKSHEET

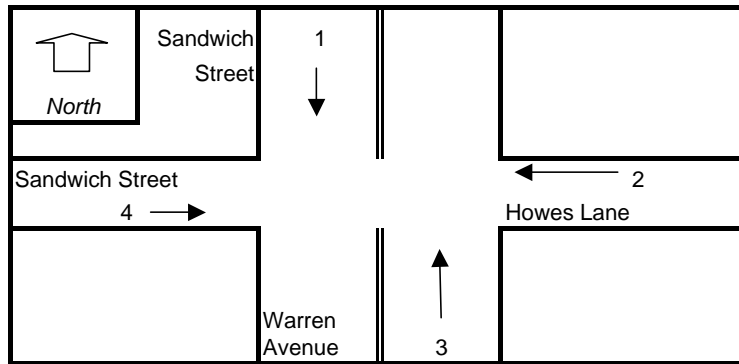
CITY/TOWN : Plymouth COUNT DATE : 8/16/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Warren Avenue (Route 3A)
 MINOR STREET(S) : Sandwich Street / Howes Lane

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	456	3	353	238		

" K " FACTOR : 0.09 APPROACH ADT : 11,667 ADT = TOTAL VOL/"K" FACT.

*** Volumes adjusted to 2007 annual average levels*

TOTAL # OF ACCIDENTS : 7 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 2.33

CRASH RATE CALCULATION : 0.548 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	-34.77%	Statewide Average: Signalized	-37.02%
Unsignalized	-7.13%	Unsignalized	-16.98%

**Route 3A @
Rocky Hill Road**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Overcast

Board #: DB-400 (2)

Staff: CK

File Name : 239_State&RockyHill_AM

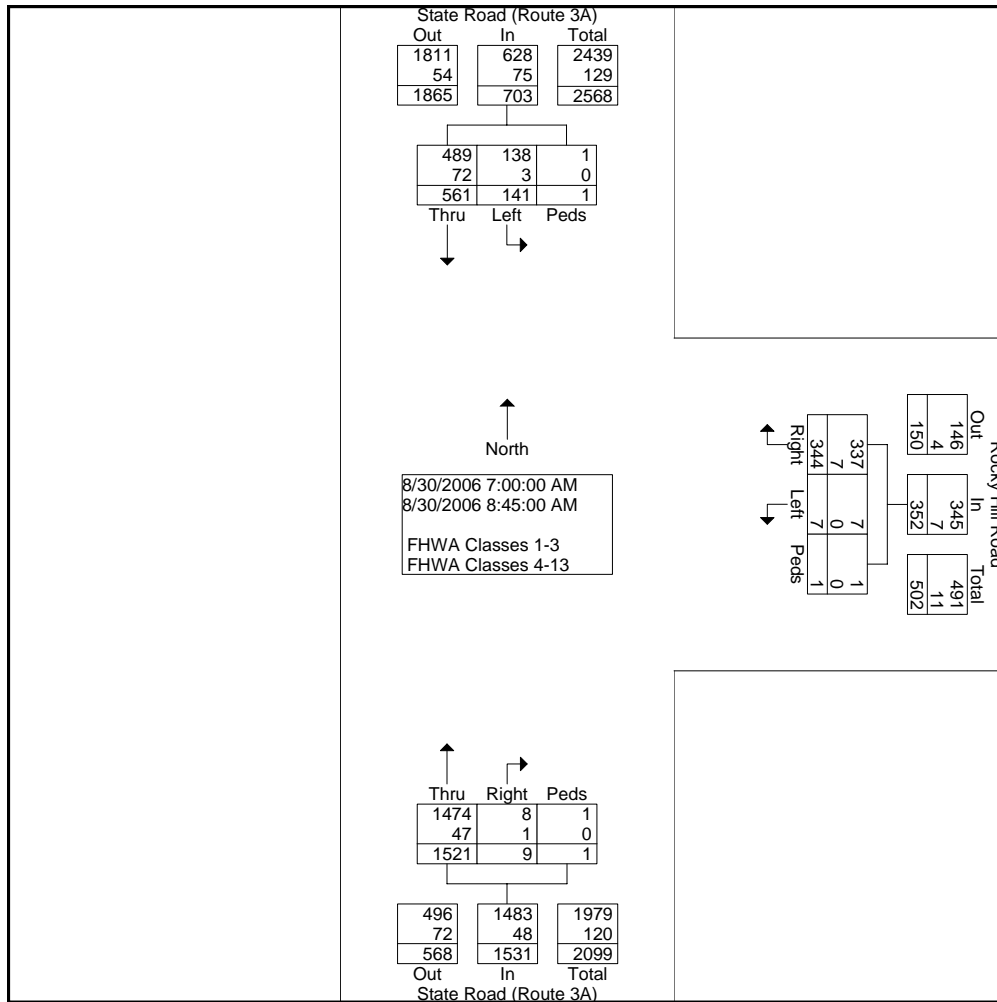
Site Code : 00000239

Start Date : 8/30/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	State Road (Route 3A) Southbound					Rocky Hill Road Westbound					State Road (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	20	33	0	0	53	0	0	25	0	25	0	113	0	0	113	191
07:15 AM	19	49	0	0	68	0	0	58	1	59	0	246	1	0	247	374
07:30 AM	22	78	0	0	100	0	0	34	0	34	0	201	2	1	204	338
07:45 AM	20	97	0	1	118	2	0	47	0	49	0	222	1	0	223	390
Total	81	257	0	1	339	2	0	164	1	167	0	782	4	1	787	1293
08:00 AM	21	74	0	0	95	1	0	24	0	25	0	184	0	0	184	304
08:15 AM	16	77	0	0	93	1	0	38	0	39	0	170	4	0	174	306
08:30 AM	8	74	0	0	82	1	0	40	0	41	0	167	1	0	168	291
08:45 AM	15	79	0	0	94	2	0	78	0	80	0	218	0	0	218	392
Total	60	304	0	0	364	5	0	180	0	185	0	739	5	0	744	1293
Grand Total	141	561	0	1	703	7	0	344	1	352	0	1521	9	1	1531	2586
Apprch %	20.1	79.8	0.0	0.1		2.0	0.0	97.7	0.3		0.0	99.3	0.6	0.1		
Total %	5.5	21.7	0.0	0.0	27.2	0.3	0.0	13.3	0.0	13.6	0.0	58.8	0.3	0.0	59.2	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Overcast

Board #: DB-400 (2)

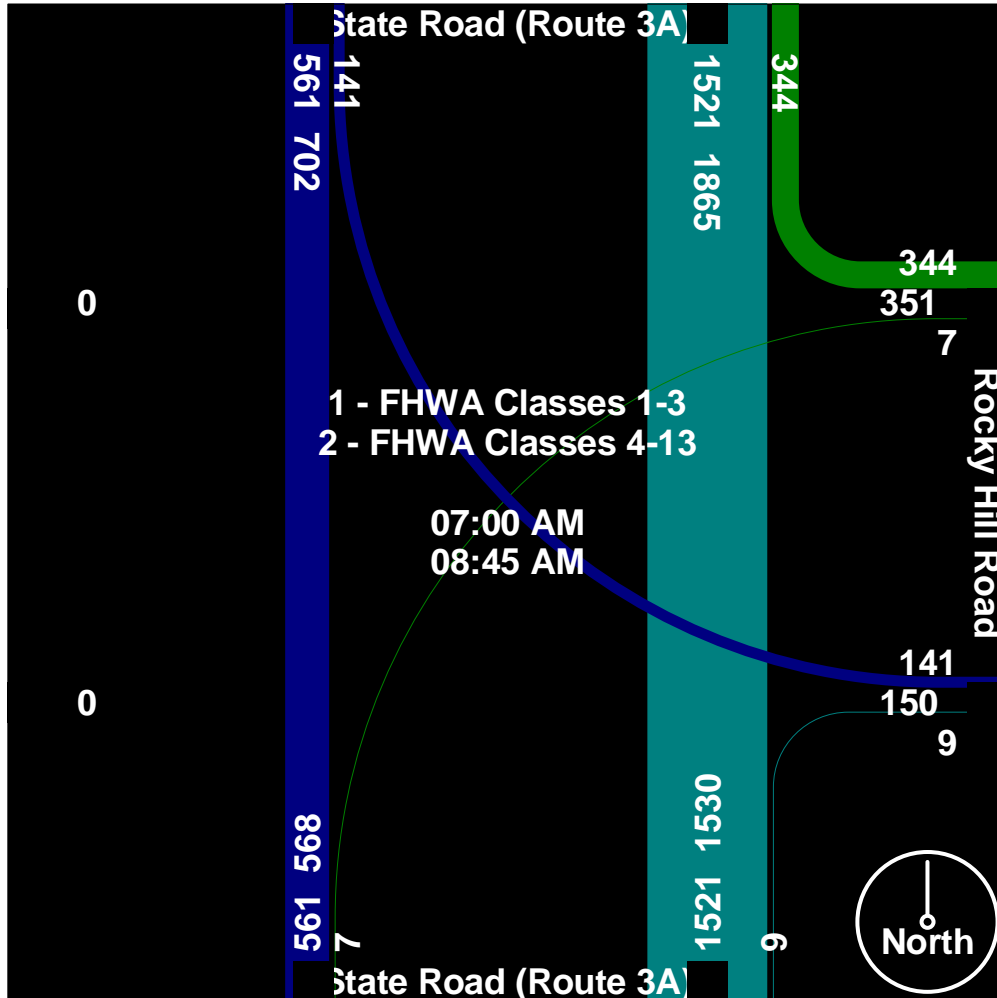
Staff: CK

File Name : 239_State&RockyHill_AM

Site Code : 00000239

Start Date : 8/30/2006

Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Overcast

Board #: DB-400 (2)

Staff: CK

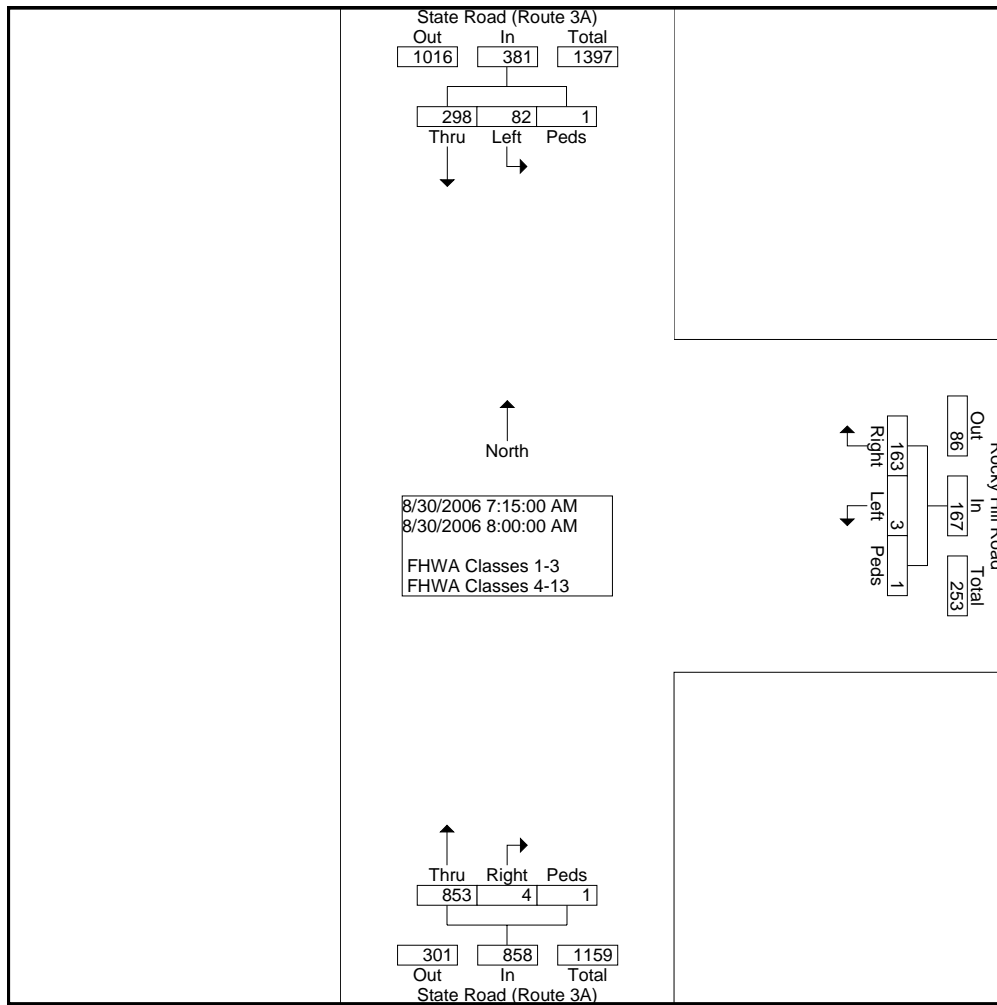
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Site Code : 00000239

Start Date : 8/30/2006

Page No : 3

Start Time	State Road (Route 3A) Southbound					Rocky Hill Road Westbound					State Road (Route 3A) Northbound					Int. Total	
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	82	298	0	1	381	3	0	163	1	167	0	853	4	1	858	1406	
Percent	21.5	78.2	0.0	0.3		1.8	0.0	97.6	0.6		0.0	99.4	0.5	0.1			
07:45 Volume	20	97	0	1	118	2	0	47	0	49	0	222	1	0	223	390	
Peak Factor																	
High Int.	07:15 AM																
Volume	20	97	0	1	118	0	0	58	1	59	0	246	1	0	247	0.901	
Peak Factor	0.807										0.708						



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Overcast

Board #: DB-400 (2)

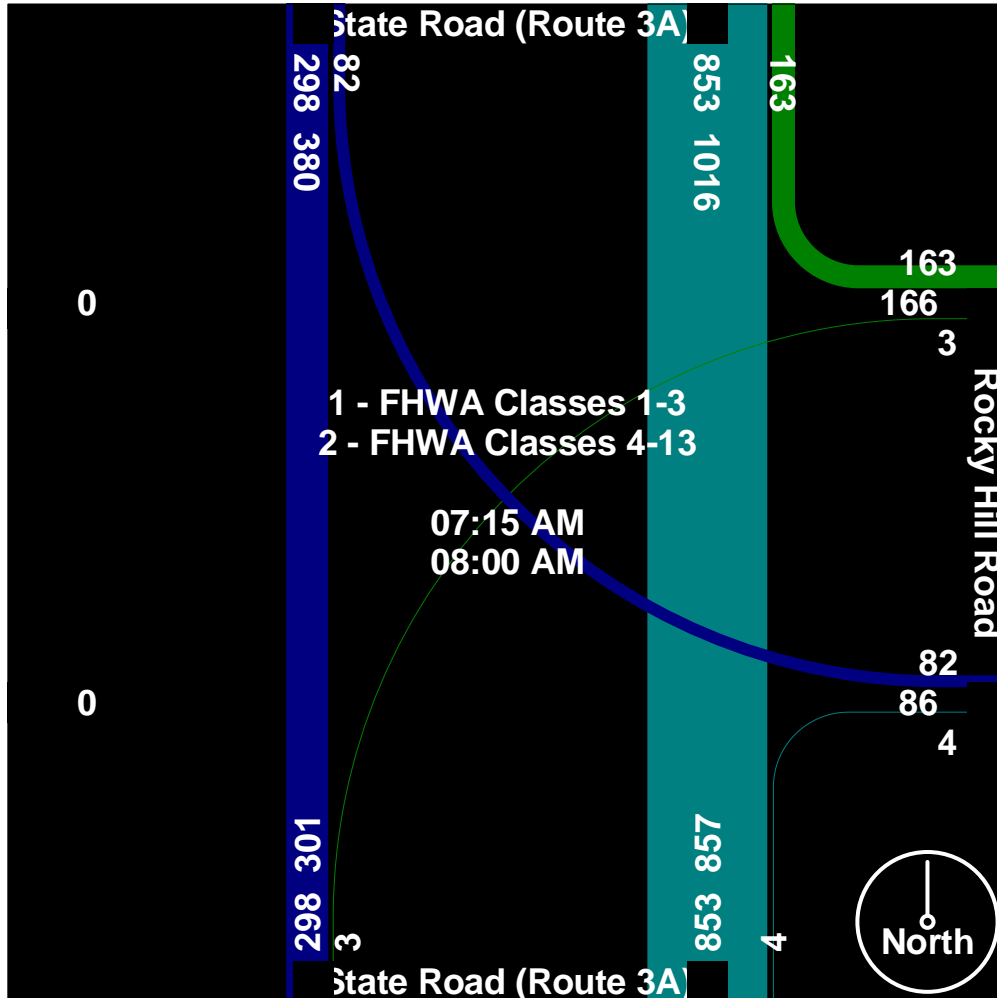
Staff: CK

File Name : 239_State&RockyHill_AM

Site Code : 00000239

Start Date : 8/30/2006

Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: CK

File Name : 239_State&RockyHill_PM

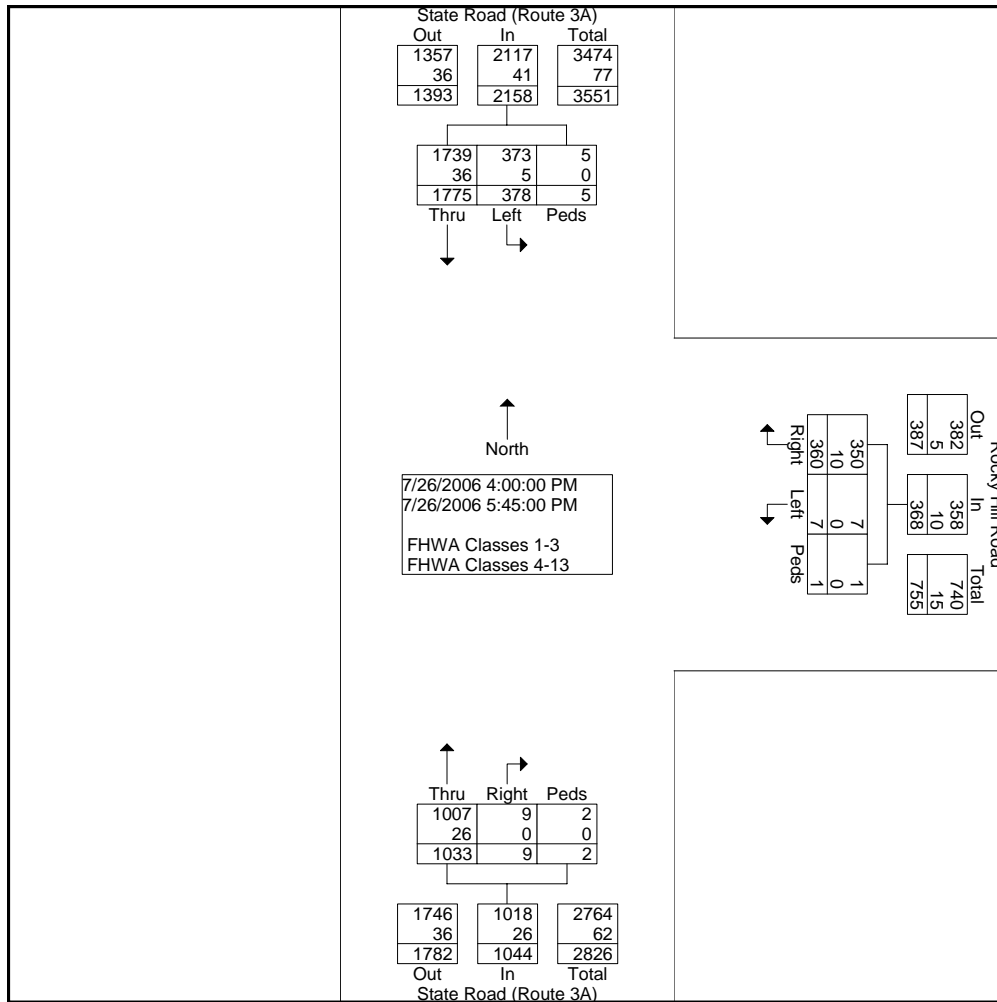
Site Code : 00000239

Start Date : 7/26/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	State Road (Route 3A) Southbound					Rocky Hill Road Westbound					State Road (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	49	204	0	0	253	1	0	52	0	53	0	145	1	0	146	452
04:15 PM	53	245	0	0	298	2	0	41	0	43	0	117	0	0	117	458
04:30 PM	42	219	0	0	261	0	0	72	0	72	0	114	0	0	114	447
04:45 PM	47	208	0	1	256	0	0	34	0	34	0	143	0	0	143	433
Total	191	876	0	1	1068	3	0	199	0	202	0	519	1	0	520	1790
05:00 PM	43	203	0	0	246	0	0	40	0	40	0	145	4	0	149	435
05:15 PM	56	266	0	0	322	3	0	39	0	42	0	114	2	0	116	480
05:30 PM	52	217	0	0	269	0	0	47	1	48	0	130	0	2	132	449
05:45 PM	36	213	0	4	253	1	0	35	0	36	0	125	2	0	127	416
Total	187	899	0	4	1090	4	0	161	1	166	0	514	8	2	524	1780
Grand Total	378	1775	0	5	2158	7	0	360	1	368	0	1033	9	2	1044	3570
Apprch %	17.5	82.3	0.0	0.2		1.9	0.0	97.8	0.3		0.0	98.9	0.9	0.2		
Total %	10.6	49.7	0.0	0.1	60.4	0.2	0.0	10.1	0.0	10.3	0.0	28.9	0.3	0.1	29.2	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

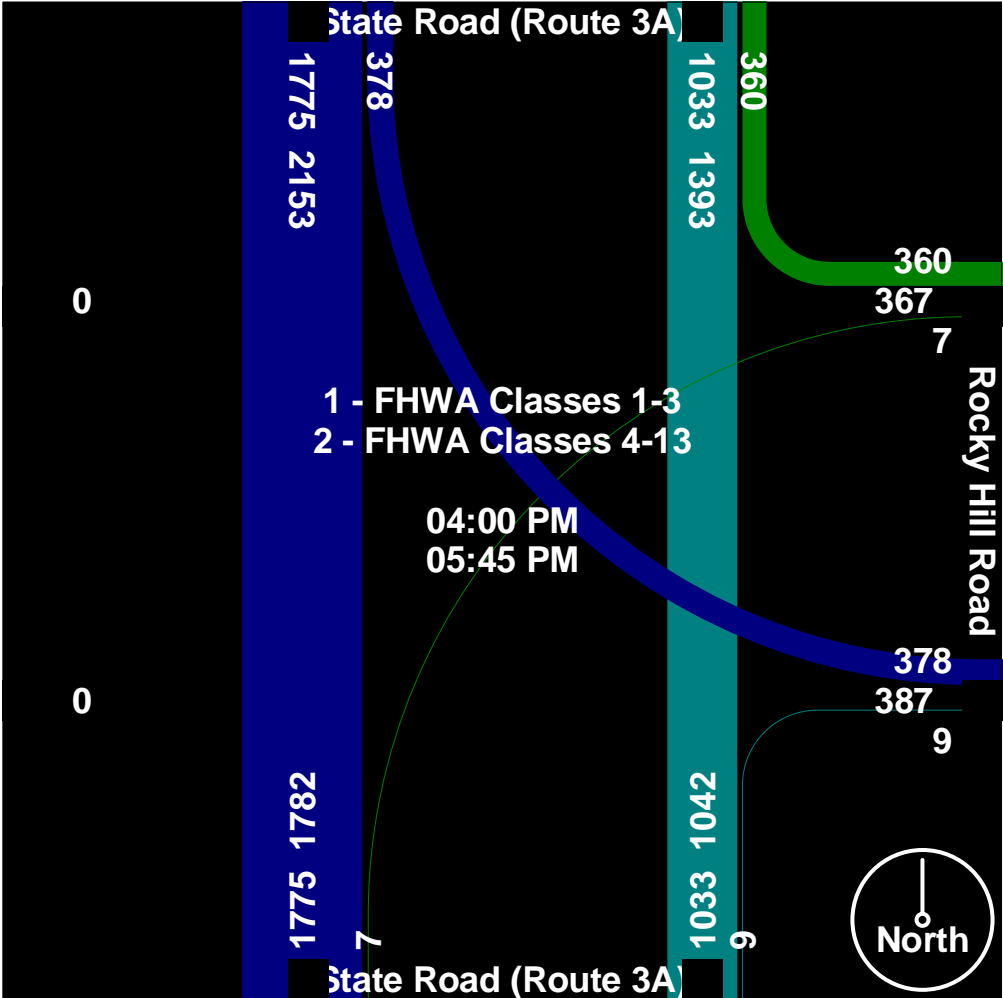
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Site Code : 00000239

Start Date : 7/26/2006

Page No : 2

Community: Plymouth
Weather: Clear
Board #: DB-400 (1)
Staff: CK



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

Staff: CK

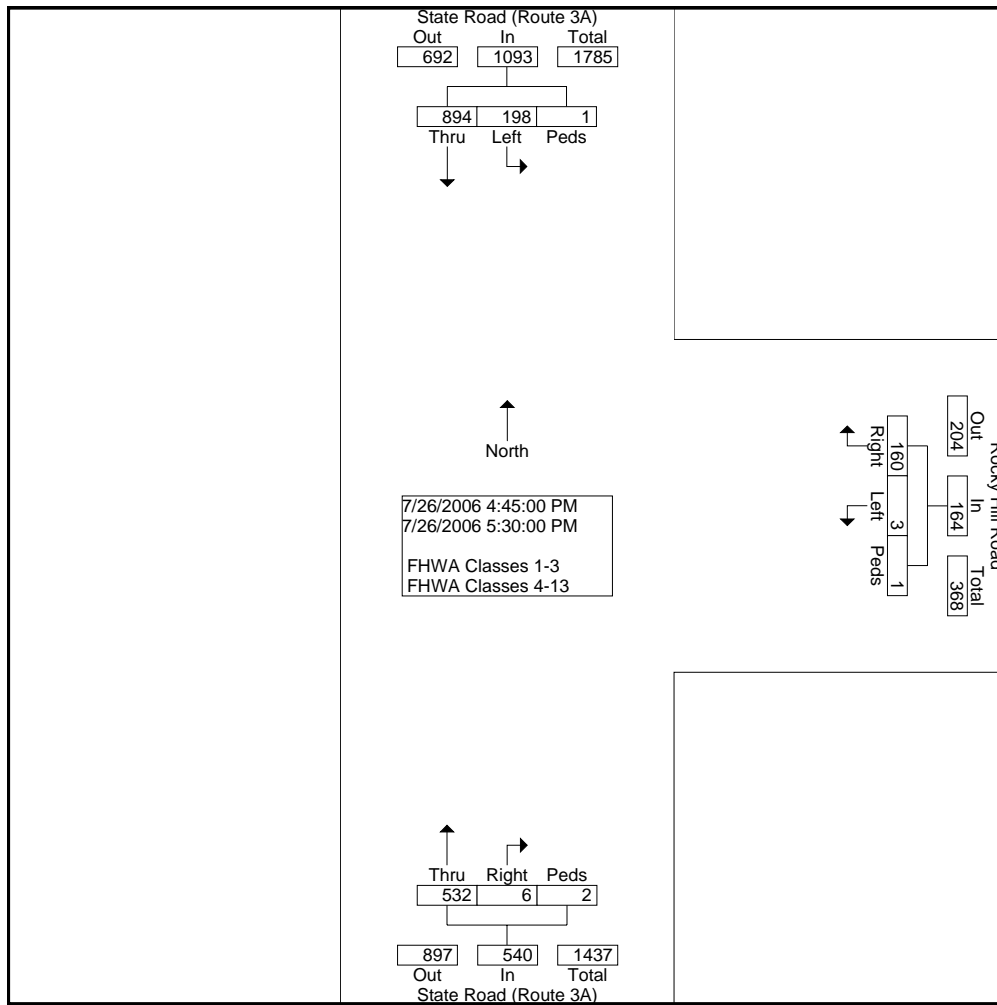
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Site Code : 00000239

Start Date : 7/26/2006

Page No : 3

Start Time	State Road (Route 3A) Southbound					Rocky Hill Road Westbound					State Road (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	04:45 PM															
Volume	198	894	0	1	1093	3	0	160	1	164	0	532	6	2	540	1797
Percent	18.1	81.8	0.0	0.1		1.8	0.0	97.6	0.6		0.0	98.5	1.1	0.4		
05:15 Volume	56	266	0	0	322	3	0	39	0	42	0	114	2	0	116	480
Peak Factor																
High Int.	05:15 PM															
Volume	56	266	0	0	322	05:30 PM					05:00 PM					
Peak Factor	0.849										0.854					0.906



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (1)

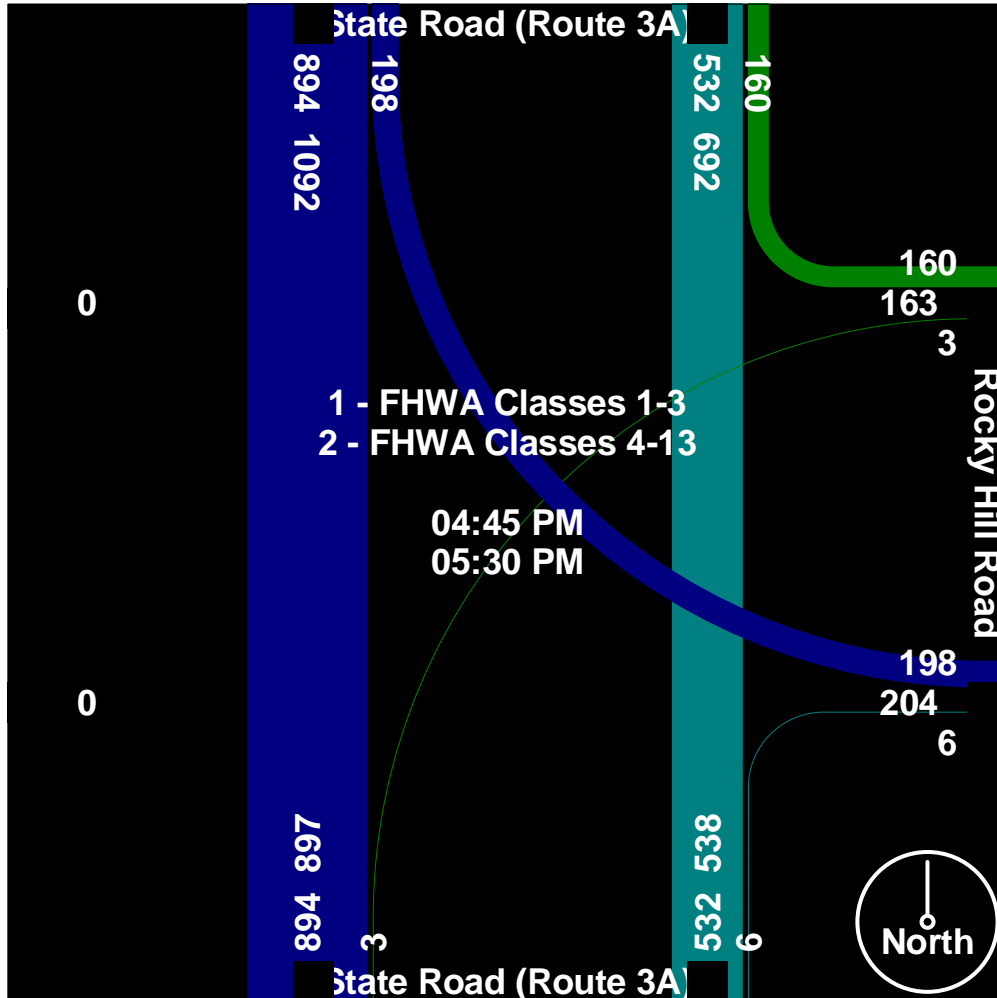
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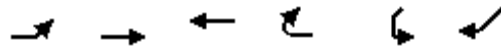
Start Date : 7/26/2006

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HCM Unsignalized Intersection Capacity Analysis
 3: Route 3A & Rocky Hill Road

Route 3A Corridor Study
 2007 AM Peak Hour LOS



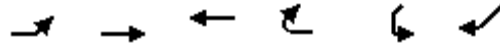
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↕	↗		↙	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	65	235	674	4	3	129
Peak Hour Factor	0.81	0.81	0.87	0.87	0.71	0.71
Hourly flow rate (vph)	81	293	782	5	4	184
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	787				1240	785
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	787				1240	785
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				98	53
cM capacity (veh/h)	832				175	393

Direction, Lane #	EB 1	WB 1	SW 1
Volume Total	374	787	188
Volume Left	81	0	4
Volume Right	0	5	184
cSH	832	1700	402
Volume to Capacity	0.10	0.46	0.47
Queue Length 95th (ft)	8	0	60
Control Delay (s)	3.0	0.0	22.0
Lane LOS	A		C
Approach Delay (s)	3.0	0.0	22.0
Approach LOS			C

Intersection Summary			
Average Delay		3.9	
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 3: Route 3A & Rocky Hill Road

Route 3A Corridor Study
 2007 PM Peak Hour LOS



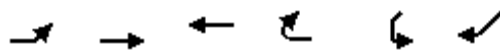
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↕	↗		↙	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	154	697	415	8	3	125
Peak Hour Factor	0.85	0.85	0.91	0.91	0.85	0.85
Hourly flow rate (vph)	183	828	461	9	4	149
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	469				1659	465
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	469				1659	465
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	83				96	75
cM capacity (veh/h)	1092				89	597

Direction, Lane #	EB 1	WB 1	SW 1
Volume Total	1011	469	152
Volume Left	183	0	4
Volume Right	0	9	149
cSH	1092	1700	612
Volume to Capacity	0.17	0.28	0.25
Queue Length 95th (ft)	15	0	24
Control Delay (s)	4.0	0.0	13.8
Lane LOS	A		B
Approach Delay (s)	4.0	0.0	13.8
Approach LOS			B

Intersection Summary			
Average Delay		3.8	
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 3: Route 3A & Rocky Hill Road

Route 3A Corridor Study
 2012 AM Peak Hour LOS



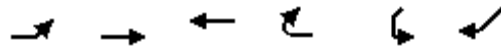
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↕	↗		↙	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	65	235	674	4	3	129
Peak Hour Factor	0.81	0.81	0.87	0.87	0.71	0.71
Hourly flow rate (vph)	86	310	829	5	5	194
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	834				1314	831
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	834				1314	831
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				97	47
cM capacity (veh/h)	799				156	369

Direction, Lane #	EB 1	WB 1	SW 1
Volume Total	396	834	199
Volume Left	86	0	5
Volume Right	0	5	194
cSH	799	1700	378
Volume to Capacity	0.11	0.49	0.53
Queue Length 95th (ft)	9	0	74
Control Delay (s)	3.2	0.0	25.2
Lane LOS	A		D
Approach Delay (s)	3.2	0.0	25.2
Approach LOS			D

Intersection Summary			
Average Delay		4.4	
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Route 3A & Rocky Hill Road

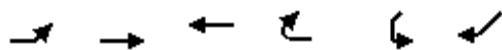
Route 3A Corridor Study
 2012 PM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↖	↗		↙	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	154	697	415	8	3	125
Peak Hour Factor	0.85	0.85	0.91	0.91	0.85	0.85
Hourly flow rate (vph)	194	877	488	9	4	157
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	497				1758	493
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	497				1758	493
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	82				95	73
cM capacity (veh/h)	1067				76	576
Direction, Lane #	EB 1	WB 1	SW 1			
Volume Total	1071	497	161			
Volume Left	194	0	4			
Volume Right	0	9	157			
cSH	1067	1700	590			
Volume to Capacity	0.18	0.29	0.27			
Queue Length 95th (ft)	17	0	28			
Control Delay (s)	4.5	0.0	14.5			
Lane LOS	A		B			
Approach Delay (s)	4.5	0.0	14.5			
Approach LOS			B			
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization		85.6%		ICU Level of Service		E
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: Route 3A & Rocky Hill Road

Route 3A Corridor Study
 2020 AM Peak Hour LOS



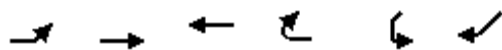
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	65	235	674	4	3	129
Peak Hour Factor	0.81	0.81	0.87	0.87	0.71	0.71
Hourly flow rate (vph)	95	342	914	5	5	214
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	920				1449	917
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	920				1449	917
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	87				96	35
cM capacity (veh/h)	742				126	330

Direction, Lane #	EB 1	WB 1	SW 1
Volume Total	437	920	219
Volume Left	95	0	5
Volume Right	0	5	214
cSH	742	1700	337
Volume to Capacity	0.13	0.54	0.65
Queue Length 95th (ft)	11	0	108
Control Delay (s)	3.6	0.0	34.1
Lane LOS	A		D
Approach Delay (s)	3.6	0.0	34.1
Approach LOS			D

Intersection Summary			
Average Delay		5.8	
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 3: Route 3A & Rocky Hill Road

Route 3A Corridor Study
 2020 PM Peak Hour LOS



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↔	↔		↔	↔
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	154	697	415	8	3	125
Peak Hour Factor	0.85	0.85	0.91	0.91	0.85	0.85
Hourly flow rate (vph)	214	968	538	10	4	174
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						1
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	549				1938	543
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	549				1938	543
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	79				93	68
cM capacity (veh/h)	1021				57	539
Direction, Lane #	EB 1	WB 1	SW 1			
Volume Total	1181	549	178			
Volume Left	214	0	4			
Volume Right	0	10	174			
cSH	1021	1700	552			
Volume to Capacity	0.21	0.32	0.32			
Queue Length 95th (ft)	20	0	35			
Control Delay (s)	5.5	0.0	16.2			
Lane LOS	A		C			
Approach Delay (s)	5.5	0.0	16.2			
Approach LOS			C			
Intersection Summary						
Average Delay			4.9			
Intersection Capacity Utilization		93.0%		ICU Level of Service		F
Analysis Period (min)			15			

MassHighway

CRASH RATE WORKSHEET

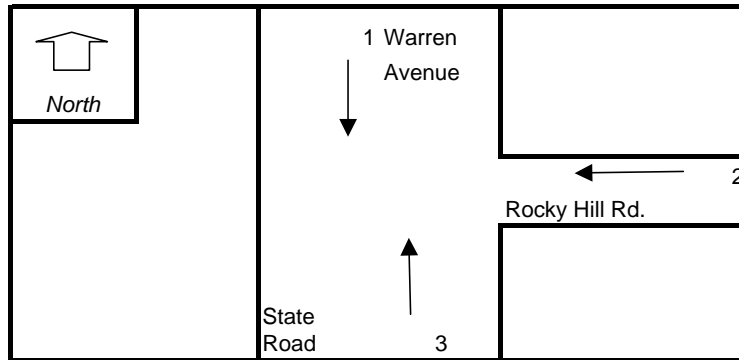
CITY/TOWN : Plymouth COUNT DATE : 7/26/06 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : Warren Avenue / State Road (Route 3A)
 MINOR STREET(S) : Rocky Hill Road

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

INTERSECTION
 DIAGRAM
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3		
DIRECTION :	SB	EB	NB		
VOLUMES (AM/PM) :	860	128	424		

** Volumes adjusted to 2007 annual average levels

" K " FACTOR : 0.09 APPROACH ADT : 15,689 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 8 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 2.67

CRASH RATE CALCULATION : 0.466 RATE = $\frac{(A * 1,000,000)}{ADT * 365}$ (

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	-44.56%	Statewide Average: Signalized	-46.47%
Unsignalized	-21.07%	Unsignalized	-29.44%

**Route 3A @
Beaver Dam Road / White Horse Road**

Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
 Date: 5/2/06
 Board #: DB-400 (2)
 Staff: BM

File Name : 239_State&BeaverDam_AM
 Site Code : 00000239
 Start Date : 5/2/2006
 Page No : 1

Groups Printed- 4 - 13 - Pedestrians

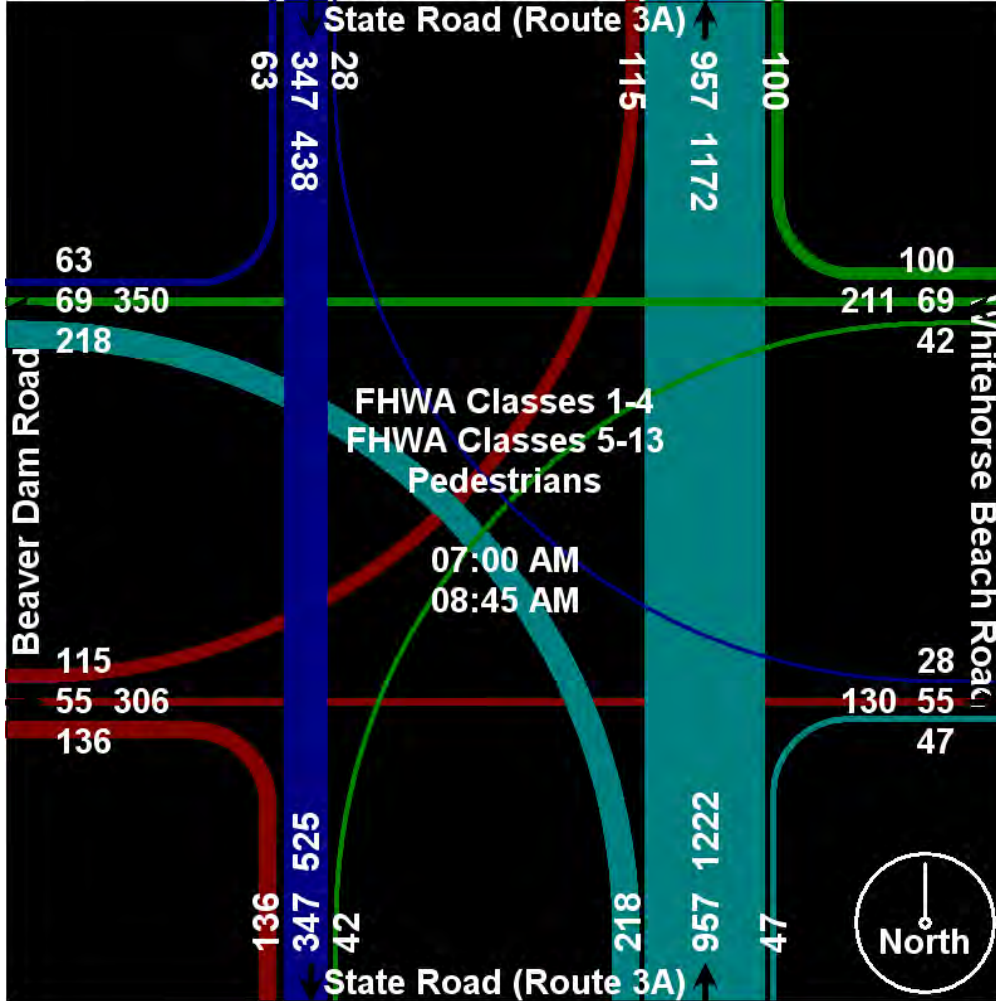
Start Time Factor	State Road (Route 3A) Southbound					Whitehorse Beach Road Westbound					State Road (Route 3A) Northbound					Beaver Dam Road Eastbound					Int. Total
	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	
07:00 AM	2	21	11	0	34	3	14	21	0	38	58	160	9	0	227	23	1	4	0	28	327
07:15 AM	6	34	1	0	41	6	10	14	0	30	27	136	5	0	168	16	5	30	0	51	290
07:30 AM	4	36	3	0	43	4	9	15	0	28	13	126	3	0	142	14	18	15	0	47	260
07:45 AM	2	17	5	0	24	1	3	9	0	13	14	25	2	0	41	4	7	4	0	15	93
Total	14	108	20	0	142	14	36	59	0	109	112	447	19	0	578	57	31	53	0	141	970
08:00 AM	3	56	17	0	76	8	13	18	0	39	33	154	5	0	192	15	4	20	0	39	346
08:15 AM	6	75	7	0	88	6	13	7	0	26	30	130	9	0	169	12	10	19	0	41	324
08:30 AM	4	64	13	0	81	11	3	9	0	23	33	139	8	0	180	19	6	22	0	47	331
08:45 AM	1	44	6	0	51	3	4	7	0	14	10	87	6	0	103	12	4	22	0	38	206
Total	14	239	43	0	296	28	33	41	0	102	106	510	28	0	644	58	24	83	0	165	1207
Grand Total	28	347	63	0	438	42	69	100	0	211	218	957	47	0	1222	115	55	136	0	306	2177
Apprch %	6.4	79.2	14.4	0		19.9	32.7	47.4	0		17.8	78.3	3.8	0		37.6	18	44.4	0		
Total %	1.3	15.9	2.9	0	20.1	1.9	3.2	4.6	0	9.7	10	44	2.2	0	56.1	5.3	2.5	6.2	0	14.1	
FHWA Classes 1-4	27	331	54	0	412	38	69	100	0	207	212	944	46	0	1202	115	55	132	0	302	2123
% FHWA Classes 1-4	96.4	95.4	85.7	0	94.1	90.5	100	100	0	98.1	97.2	98.6	97.9	0	98.4	100	100	97.1	0	98.7	97.5
FHWA Classes 5-13	1	16	9	0	26	4	0	0	0	4	6	13	1	0	20	0	0	4	0	4	54
% FHWA Classes 5-13	3.6	4.6	14.3	0	5.9	9.5	0	0	0	1.9	2.8	1.4	2.1	0	1.6	0	0	2.9	0	1.3	2.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Date: 5/2/06
Board #: DB-400 (2)
Staff: BM

File Name : 239_State&BeaverDam_AM
Site Code : 0000239
Start Date : 5/2/2006
Page No : 2

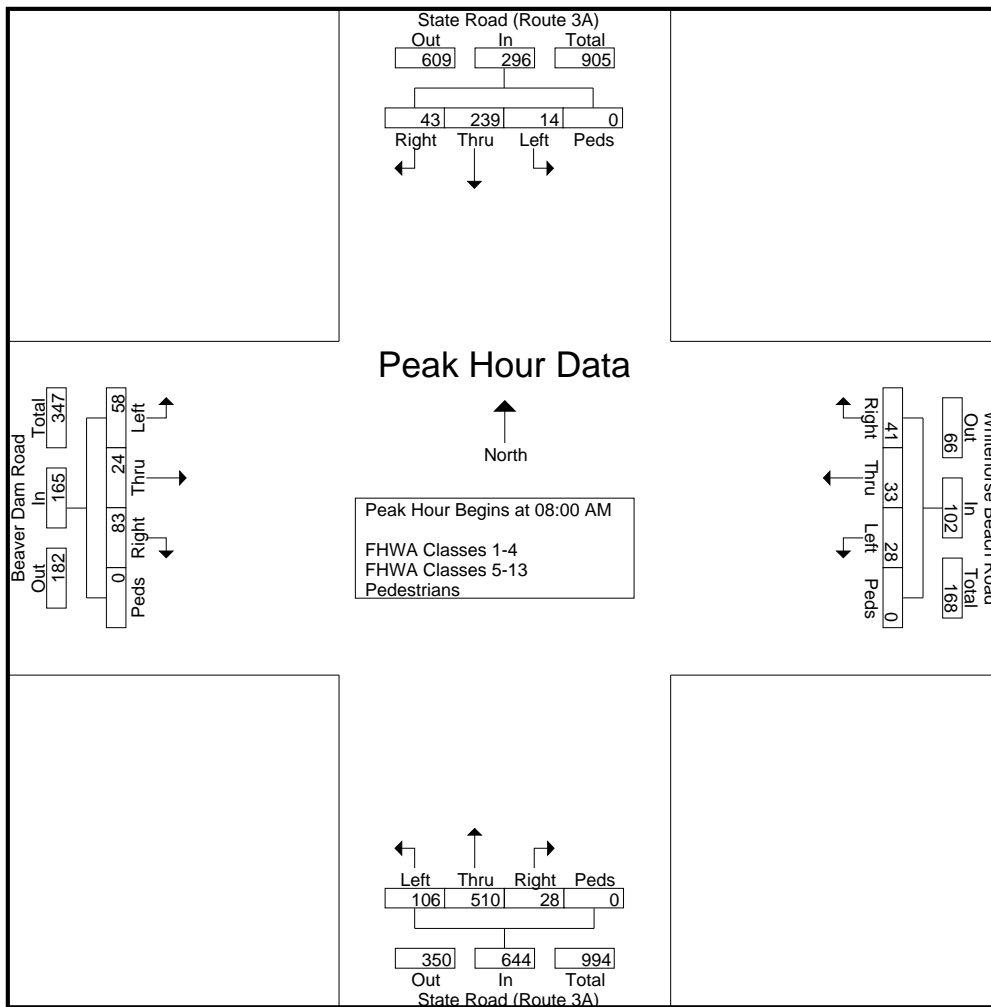


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70 School Street
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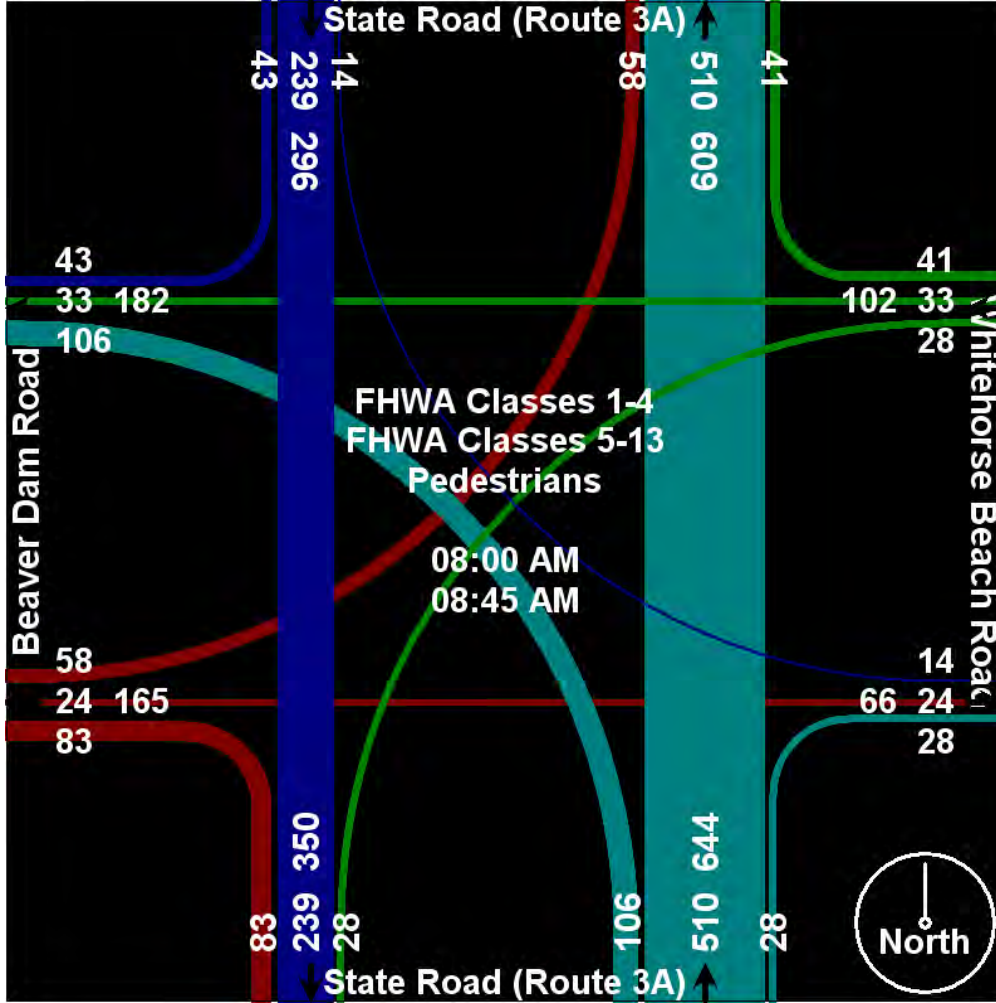
Start Time	State Road (Route 3A) Southbound					Whitehorse Beach Road Westbound					State Road (Route 3A) Northbound					Beaver Dam Road Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	3	56	17	0	76	8	13	18	0	39	33	154	5	0	192	15	4	20	0	39	346
08:15 AM	6	75	7	0	88	6	13	7	0	26	30	130	9	0	169	12	10	19	0	41	324
08:30 AM	4	64	13	0	81	11	3	9	0	23	33	139	8	0	180	19	6	22	0	47	331
08:45 AM	1	44	6	0	51	3	4	7	0	14	10	87	6	0	103	12	4	22	0	38	206
Total Volume	14	239	43	0	296	28	33	41	0	102	106	510	28	0	644	58	24	83	0	165	1207
% App. Total	4.7	80.7	14.5	0		27.5	32.4	40.2	0		16.5	79.2	4.3	0		35.2	14.5	50.3	0		
PHF	.583	.797	.632	.000	.841	.636	.635	.569	.000	.654	.803	.828	.778	.000	.839	.763	.600	.943	.000	.878	.872



Old Colony Planning Council
70 School Street
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508-583-1833

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Page No : 4



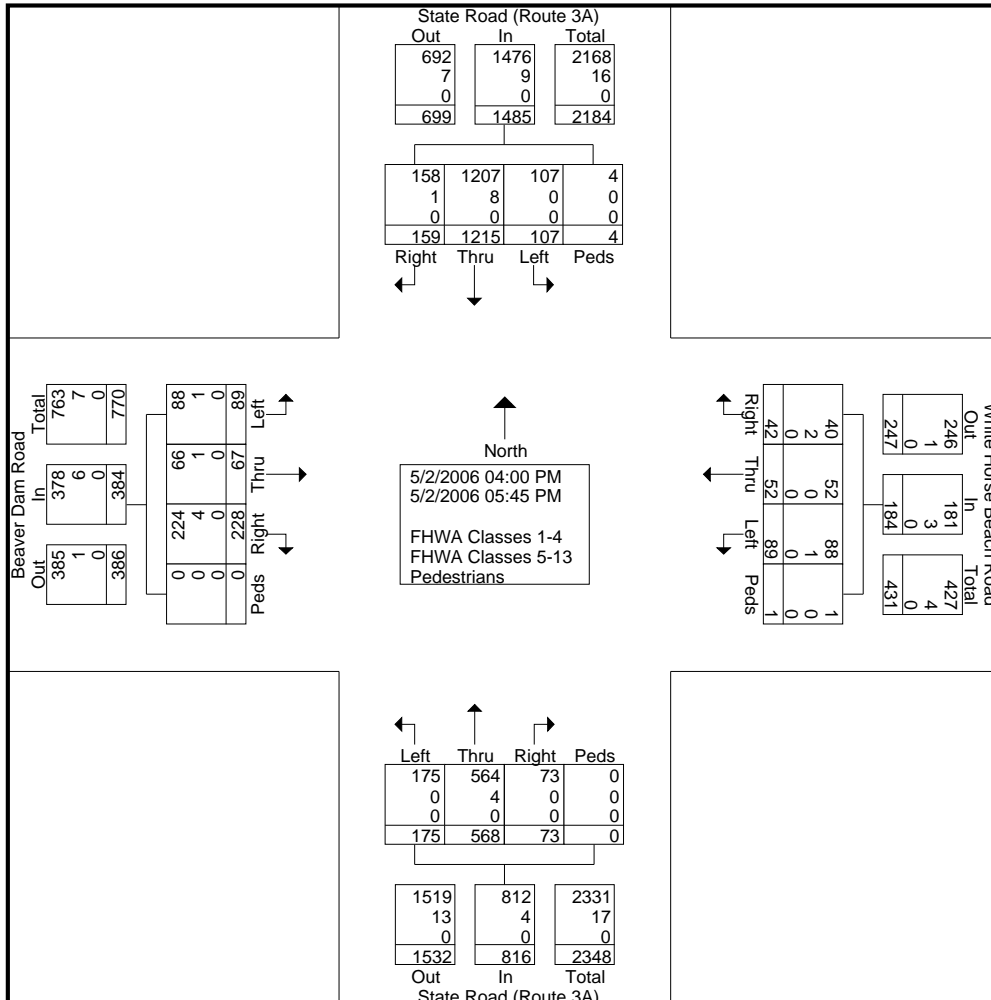
Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
 Date: 5/2/06
 Board #: TDC-8 (3)
 Staff: BM

File Name : 239_State&BeaverDam_PM
 Site Code : 00000239
 Start Date : 5/2/2006
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Groups Printed- 4 - 13 - Pedestrians

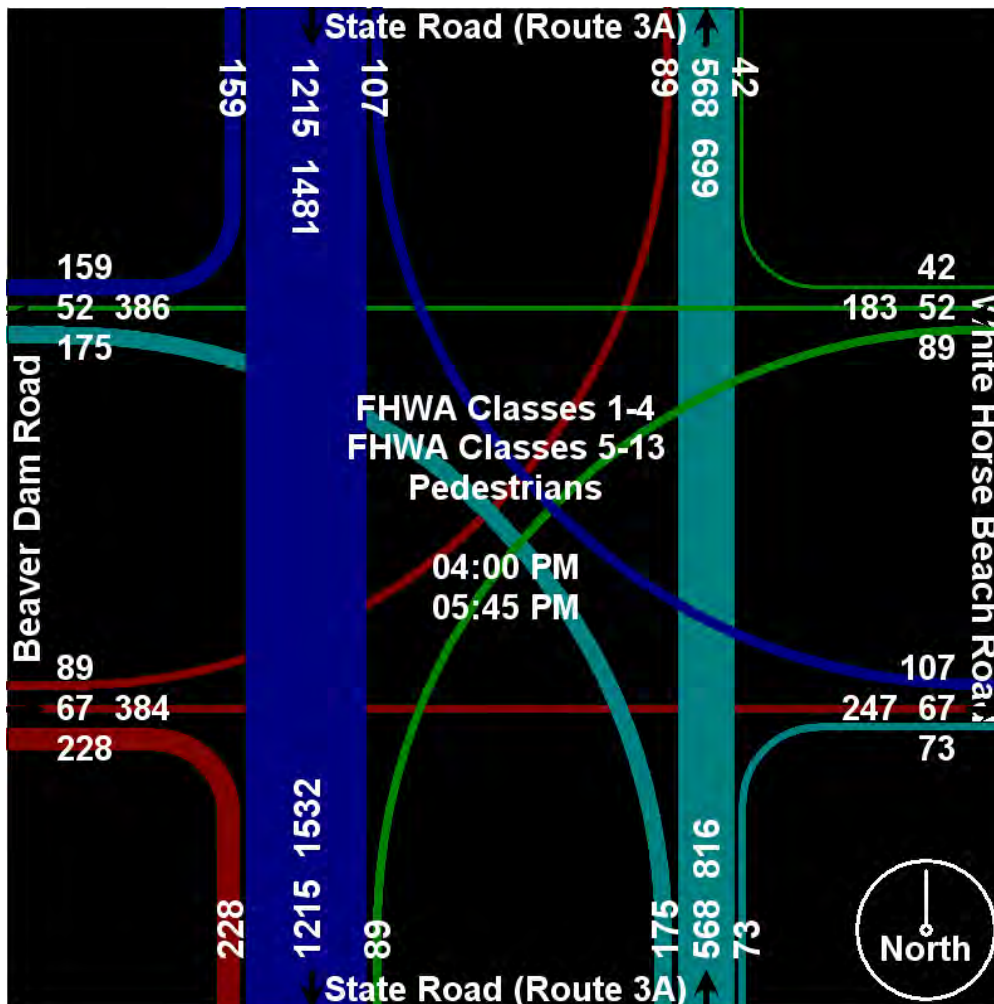
Start Time Factor	State Road (Route 3A) Southbound					White Horse Beach Road Westbound					State Road (Route 3A) Northbound					Beaver Dam Road Eastbound					Int. Total
	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	
04:00 PM	7	117	19	0	143	5	7	5	0	17	24	69	10	0	103	6	4	42	0	52	315
04:15 PM	16	175	30	0	221	14	8	1	0	23	19	81	7	0	107	15	14	44	0	73	424
04:30 PM	16	135	16	0	167	16	8	6	0	30	24	86	11	0	121	8	10	32	0	50	368
04:45 PM	14	166	16	0	196	14	5	3	0	22	22	88	6	0	116	14	6	22	0	42	376
Total	53	593	81	0	727	49	28	15	0	92	89	324	34	0	447	43	34	140	0	217	1483
05:00 PM	8	148	24	0	180	13	8	7	0	28	22	43	8	0	73	7	5	23	0	35	316
05:15 PM	15	196	18	0	229	9	7	8	0	24	26	84	10	0	120	10	12	31	0	53	426
05:30 PM	21	180	21	4	226	12	3	6	1	22	14	57	12	0	83	11	9	20	0	40	371
05:45 PM	10	98	15	0	123	6	6	6	0	18	24	60	9	0	93	18	7	14	0	39	273
Total	54	622	78	4	758	40	24	27	1	92	86	244	39	0	369	46	33	88	0	167	1386
Grand Total	107	1215	159	4	1485	89	52	42	1	184	175	568	73	0	816	89	67	228	0	384	2869
Apprch %	7.2	81.8	10.7	0.3		48.4	28.3	22.8	0.5		21.4	69.6	8.9	0		23.2	17.4	59.4	0		
Total %	3.7	42.3	5.5	0.1	51.8	3.1	1.8	1.5	0	6.4	6.1	19.8	2.5	0	28.4	3.1	2.3	7.9	0	13.4	
FHWA Classes 1-4	107	1207	158	4	1476	88	52	40	1	181	175	564	73	0	812	88	66	224	0	378	2847
% FHWA Classes 1-4	100	99.3	99.4	100	99.4	98.9	100	95.2	100	98.4	100	99.3	100	0	99.5	98.9	98.5	98.2	0	98.4	99.2
FHWA Classes 5-13	0	8	1	0	9	1	0	2	0	3	0	4	0	0	4	1	1	4	0	6	22
% FHWA Classes 5-13	0	0.7	0.6	0	0.6	1.1	0	4.8	0	1.6	0	0.7	0	0	0.5	1.1	1.5	1.8	0	1.6	0.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Date: 5/2/06
Board #: TDC-8 (3)
Staff: BM

File Name : 239_State&BeaverDam_PM
Site Code : 00000239
Start Date : 5/2/2006
Page No : 2

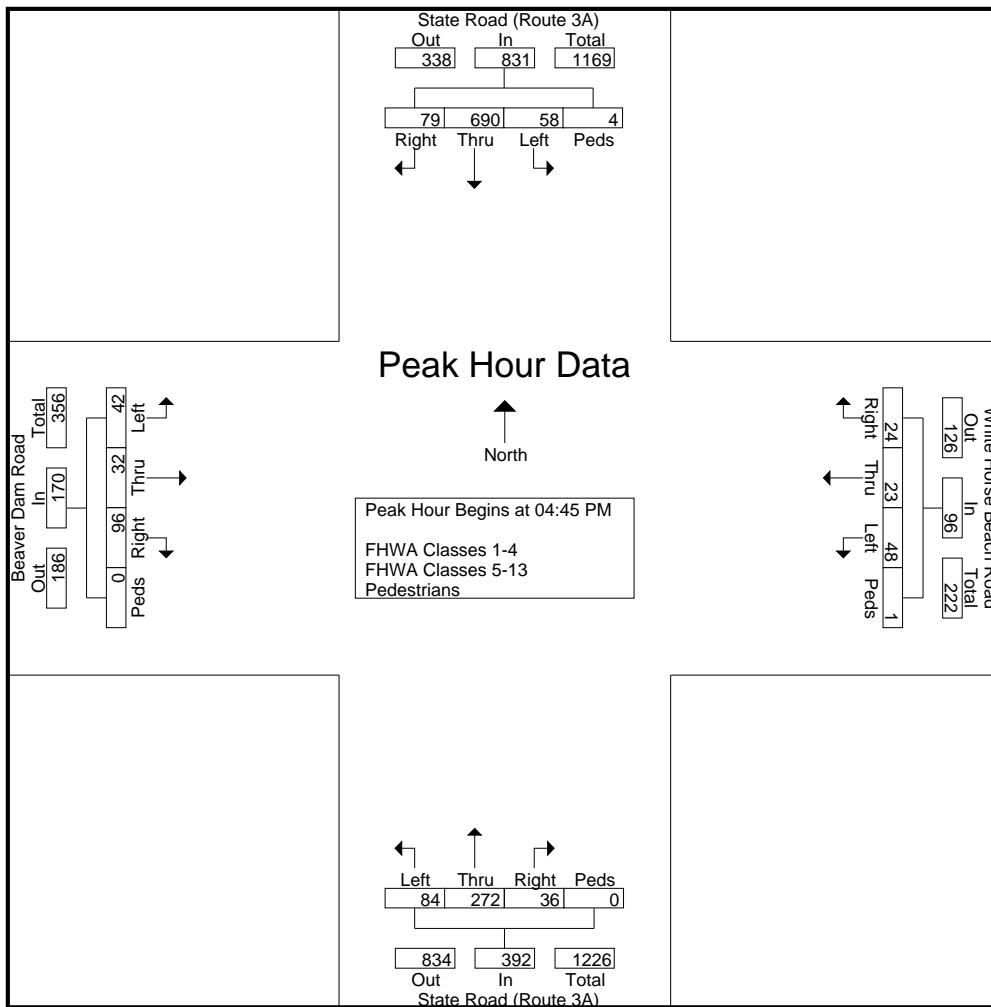


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70 School Street
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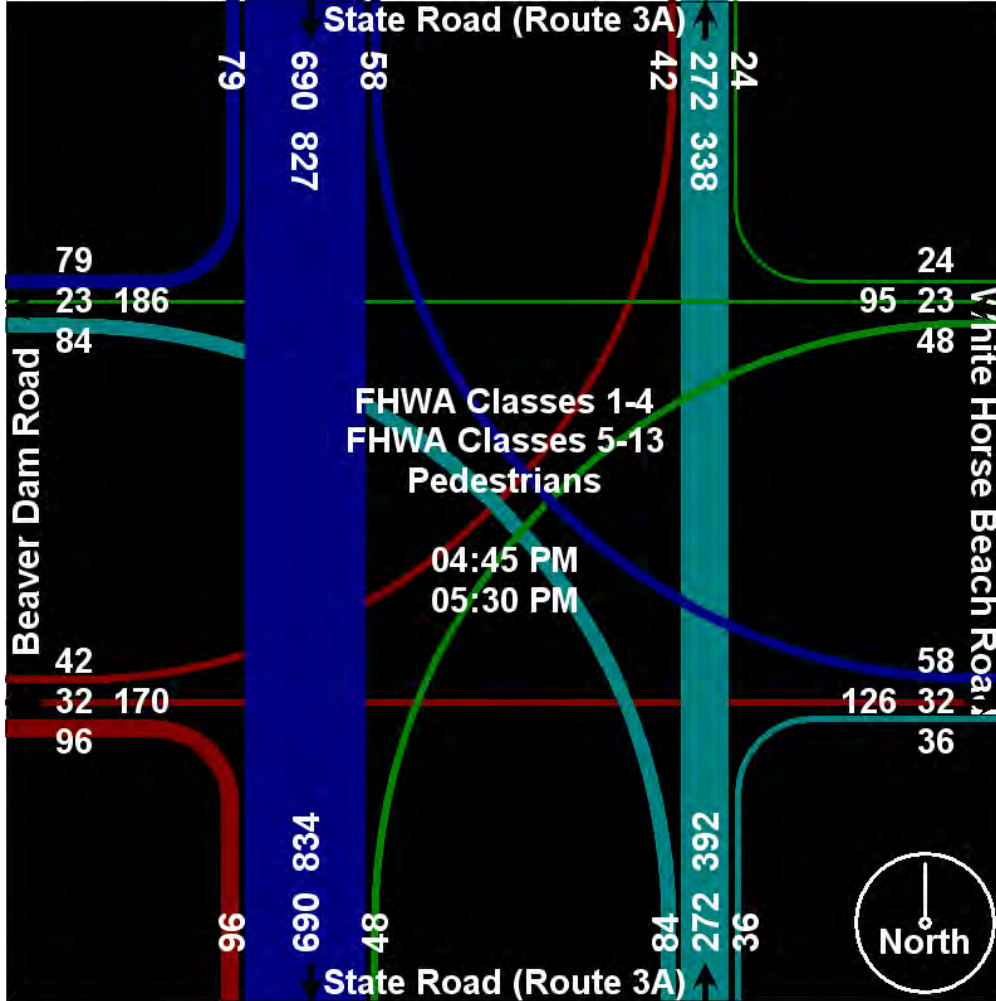
Start Time	State Road (Route 3A) Southbound					White Horse Beach Road Westbound					State Road (Route 3A) Northbound					Beaver Dam Road Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	14	166	16	0	196	14	5	3	0	22	22	88	6	0	116	14	6	22	0	42	376
05:00 PM	8	148	24	0	180	13	8	7	0	28	22	43	8	0	73	7	5	23	0	35	316
05:15 PM	15	196	18	0	229	9	7	8	0	24	26	84	10	0	120	10	12	31	0	53	426
05:30 PM	21	180	21	4	226	12	3	6	1	22	14	57	12	0	83	11	9	20	0	40	371
Total Volume	58	690	79	4	831	48	23	24	1	96	84	272	36	0	392	42	32	96	0	170	1489
% App. Total	7	83	9.5	0.5		50	24	25	1		21.4	69.4	9.2	0		24.7	18.8	56.5	0		
PHF	.690	.880	.823	.250	.907	.857	.719	.750	.250	.857	.808	.773	.750	.000	.817	.750	.667	.774	.000	.802	.874



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833



















Community: Plymouth
Date: 5/2/06
Board #: TDC-8 (3)
Staff: BM

File Name : 239_State&BeaverDam_PM
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













HCM Signalized Intersection Capacity Analysis
3: Beaver Dam Rd. & State Road (Route 3A)

Route 3A Corridor Study
2007 AM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.95		1.00	0.99		1.00	0.98	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1706			1738		1770	1848		1770	1820	
Flt Permitted		0.70			0.78		0.53	1.00		0.33	1.00	
Satd. Flow (perm)		1209			1374		980	1848		606	1820	
Volume (vph)	56	23	80	27	32	40	102	490	27	13	229	41
Peak-hour factor, PHF	0.88	0.88	0.88	0.65	0.65	0.65	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor (vph)	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	64	26	92	42	50	62	123	589	32	16	275	49
RTOR Reduction (vph)	0	33	0	0	21	0	0	1	0	0	5	0
Lane Group Flow (vph)	0	149	0	0	133	0	123	620	0	16	319	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		16.0			16.0		70.8	70.8		70.8	70.8	
Effective Green, g (s)		16.0			16.0		70.8	70.8		70.8	70.8	
Actuated g/C Ratio		0.14			0.14		0.64	0.64		0.64	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		174			198		625	1179		387	1161	
v/s Ratio Prot								c0.34			0.18	
v/s Ratio Perm		c0.12			0.10		0.13			0.03		
v/c Ratio		0.86			0.67		0.20	0.53		0.04	0.27	
Uniform Delay, d1		46.4			45.0		8.3	10.9		7.5	8.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		31.9			8.3		0.7	1.7		0.2	0.6	
Delay (s)		78.3			53.3		9.0	12.6		7.7	9.4	
Level of Service		E			D		A	B		A	A	
Approach Delay (s)		78.3			53.3			12.0			9.3	
Approach LOS		E			D			B			A	
Intersection Summary												
HCM Average Control Delay			24.4				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			111.0				Sum of lost time (s)			24.2		
Intersection Capacity Utilization			70.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: Beaver Dam Rd. & State Road (Route 3A)



















Route 3A Corridor Study
2007 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.92			0.97		1.00	0.98		1.00	0.98	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1700			1755		1770	1830		1770	1834	
Flt Permitted		0.91			0.62		0.23	1.00		0.51	1.00	
Satd. Flow (perm)		1561			1119		422	1830		957	1834	
Volume (vph)	40	31	92	46	22	23	91	261	35	56	662	76
Peak-hour factor, PHF	0.80	0.80	0.80	0.86	0.86	0.86	0.82	0.82	0.82	0.91	0.91	0.91
Growth Factor (vph)	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Adj. Flow (vph)	50	39	116	54	26	27	112	321	43	62	735	84
RTOR Reduction (vph)	0	50	0	0	13	0	0	4	0	0	3	0
Lane Group Flow (vph)	0	155	0	0	94	0	112	360	0	62	816	0
Turn Type	Perm		Perm		Perm		Perm		Perm		Perm	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		12.4			12.4		50.7	50.7		50.7	50.7	
Effective Green, g (s)		12.4			12.4		50.7	50.7		50.7	50.7	
Actuated g/C Ratio		0.16			0.16		0.65	0.65		0.65	0.65	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		249			179		275	1194		624	1197	
v/s Ratio Prot								0.20			c0.44	
v/s Ratio Perm		c0.10			0.08		0.27			0.06		
v/c Ratio		0.62			0.52		0.41	0.30		0.10	0.68	
Uniform Delay, d1		30.5			29.9		6.4	5.8		5.0	8.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.7			2.7		4.4	0.6		0.3	3.1	
Delay (s)		35.2			32.7		10.8	6.5		5.3	11.6	
Level of Service		D			C		B	A		A	B	
Approach Delay (s)		35.2			32.7			7.5			11.2	
Approach LOS		D			C			A			B	
Intersection Summary												
HCM Average Control Delay			14.4				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			77.7				Sum of lost time (s)			14.6		
Intersection Capacity Utilization			72.5%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Beaver Dam Rd. & State Road (Route 3A)



















Route 3A Corridor Study
2012 AM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.95		1.00	0.99		1.00	0.98	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1706			1737		1770	1848		1770	1821	
Flt Permitted		0.68			0.78		0.51	1.00		0.30	1.00	
Satd. Flow (perm)		1189			1366		950	1848		559	1821	
Volume (vph)	56	23	80	27	32	40	102	490	27	13	229	41
Peak-hour factor, PHF	0.88	0.88	0.88	0.65	0.65	0.65	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	68	28	97	44	53	66	130	624	34	17	292	52
RTOR Reduction (vph)	0	31	0	0	21	0	0	1	0	0	5	0
Lane Group Flow (vph)	0	162	0	0	142	0	130	657	0	17	339	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		16.7			16.7		70.7	70.7		70.7	70.7	
Effective Green, g (s)		16.7			16.7		70.7	70.7		70.7	70.7	
Actuated g/C Ratio		0.15			0.15		0.63	0.63		0.63	0.63	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		178			204		602	1171		354	1154	
v/s Ratio Prot								c0.36			0.19	
v/s Ratio Perm		c0.14			0.10		0.14			0.03		
v/c Ratio		0.91			0.69		0.22	0.56		0.05	0.29	
Uniform Delay, d1		46.7			45.0		8.7	11.6		7.7	9.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		41.7			9.8		0.8	1.9		0.3	0.6	
Delay (s)		88.3			54.9		9.5	13.6		8.0	9.9	
Level of Service		F			D		A	B		A	A	
Approach Delay (s)		88.3			54.9			12.9			9.8	
Approach LOS		F			D			B			A	
Intersection Summary												
HCM Average Control Delay			26.4				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			111.6				Sum of lost time (s)			24.2		
Intersection Capacity Utilization			73.0%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: Beaver Dam Rd. & State Road (Route 3A)



















Route 3A Corridor Study
 2012 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.92			0.97		1.00	0.98		1.00	0.98	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1700			1754		1770	1830		1770	1834	
Flt Permitted		0.90			0.61		0.20	1.00		0.50	1.00	
Satd. Flow (perm)		1549			1088		367	1830		924	1834	
Volume (vph)	40	31	92	46	22	23	91	261	35	56	662	76
Peak-hour factor, PHF	0.80	0.80	0.80	0.86	0.86	0.86	0.82	0.82	0.82	0.91	0.91	0.91
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	54	41	123	57	27	29	119	341	46	66	778	89
RTOR Reduction (vph)	0	50	0	0	13	0	0	4	0	0	4	0
Lane Group Flow (vph)	0	168	0	0	100	0	119	383	0	66	863	0
Turn Type	Perm		Perm			Perm			Perm			
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		12.8			12.8		50.7	50.7		50.7	50.7	
Effective Green, g (s)		12.8			12.8		50.7	50.7		50.7	50.7	
Actuated g/C Ratio		0.16			0.16		0.65	0.65		0.65	0.65	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		254			178		238	1188		600	1191	
v/s Ratio Prot								0.21			c0.47	
v/s Ratio Perm		c0.11			0.09		0.32			0.07		
v/c Ratio		0.66			0.56		0.50	0.32		0.11	0.73	
Uniform Delay, d1		30.6			30.1		7.1	6.1		5.2	9.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.3			3.8		7.3	0.7		0.4	3.9	
Delay (s)		36.9			33.8		14.4	6.8		5.5	12.9	
Level of Service		D			C		B	A		A	B	
Approach Delay (s)		36.9			33.8			8.6			12.4	
Approach LOS		D			C			A			B	
Intersection Summary												
HCM Average Control Delay			15.7				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			78.1				Sum of lost time (s)			14.6		
Intersection Capacity Utilization			75.5%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Beaver Dam Rd. & State Road (Route 3A)

Route 3A Corridor Study
2020 AM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.95		1.00	0.99		1.00	0.98	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1706			1737		1770	1848		1770	1820	
Flt Permitted		0.67			0.76		0.48	1.00		0.25	1.00	
Satd. Flow (perm)		1163			1343		894	1848		471	1820	
Volume (vph)	56	23	80	27	32	40	102	490	27	13	229	41
Peak-hour factor, PHF	0.88	0.88	0.88	0.65	0.65	0.65	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	75	31	107	49	58	73	143	688	38	18	322	58
RTOR Reduction (vph)	0	31	0	0	21	0	0	2	0	0	5	0
Lane Group Flow (vph)	0	182	0	0	159	0	143	724	0	18	375	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.1			18.1		70.4	70.4		70.4	70.4	
Effective Green, g (s)		18.1			18.1		70.4	70.4		70.4	70.4	
Actuated g/C Ratio		0.16			0.16		0.62	0.62		0.62	0.62	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		186			215		557	1152		294	1135	
v/s Ratio Prot								c0.39			0.21	
v/s Ratio Perm		c0.16			0.12		0.16			0.04		
v/c Ratio		0.98			0.74		0.26	0.63		0.06	0.33	
Uniform Delay, d1		47.2			45.2		9.5	13.2		8.3	10.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		58.9			12.5		1.1	2.6		0.4	0.8	
Delay (s)		106.2			57.7		10.6	15.8		8.7	10.9	
Level of Service		F			E		B	B		A	B	
Approach Delay (s)		106.2			57.7			14.9			10.8	
Approach LOS		F			E			B			B	
Intersection Summary												
HCM Average Control Delay			30.3				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			112.9				Sum of lost time (s)			24.4		
Intersection Capacity Utilization			77.5%				ICU Level of Service				D	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Beaver Dam Rd. & State Road (Route 3A)

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.92			0.97		1.00	0.98		1.00	0.98	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1700			1754		1770	1830		1770	1834	
Flt Permitted		0.89			0.58		0.14	1.00		0.47	1.00	
Satd. Flow (perm)		1536			1036		261	1830		868	1834	
Volume (vph)	40	31	92	46	22	23	91	261	35	56	662	76
Peak-hour factor, PHF	0.80	0.80	0.80	0.86	0.86	0.86	0.82	0.82	0.82	0.91	0.91	0.91
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%
Adj. Flow (vph)	59	46	136	63	30	32	131	376	50	73	858	99
RTOR Reduction (vph)	0	50	0	0	13	0	0	4	0	0	4	0
Lane Group Flow (vph)	0	191	0	0	112	0	131	422	0	73	953	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		13.6			13.6		50.6	50.6		50.6	50.6	
Effective Green, g (s)		13.6			13.6		50.6	50.6		50.6	50.6	
Actuated g/C Ratio		0.17			0.17		0.64	0.64		0.64	0.64	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		265			179		168	1175		557	1178	
v/s Ratio Prot								0.23			c0.52	
v/s Ratio Perm		c0.12			0.11		0.50			0.08		
v/c Ratio		0.72			0.62		0.78	0.36		0.13	0.81	
Uniform Delay, d1		30.8			30.2		10.1	6.6		5.5	10.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.3			6.6		29.3	0.9		0.5	6.1	
Delay (s)		40.1			36.9		39.4	7.4		6.0	16.6	
Level of Service		D			D		D	A		A	B	
Approach Delay (s)		40.1			36.9			14.9			15.8	
Approach LOS		D			D			B			B	




















Intersection Summary

HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	78.8	Sum of lost time (s)	14.6
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Beaver Dam Rd. & State Road (Route 3A)





















Route 3A Corridor Study
2012 PM Peak Hour LOS w Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.97		1.00	0.98		1.00	0.98	
Flt Protected		0.97	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1583		1754		1770	1830		1770	1834	
Flt Permitted		0.74	1.00		0.78		0.24	1.00		0.51	1.00	
Satd. Flow (perm)		1382	1583		1400		447	1830		953	1834	
Volume (vph)	40	31	92	46	22	23	91	261	35	56	662	76
Peak-hour factor, PHF	0.80	0.80	0.80	0.86	0.86	0.86	0.82	0.82	0.82	0.91	0.91	0.91
Growth Factor (vph)	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Adj. Flow (vph)	54	41	123	57	27	29	119	341	46	66	778	89
RTOR Reduction (vph)	0	0	110	0	14	0	0	4	0	0	3	0
Lane Group Flow (vph)	0	95	13	0	99	0	119	383	0	66	864	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		8.5	8.5		8.5		59.5	59.5		59.5	59.5	
Effective Green, g (s)		8.5	8.5		8.5		59.5	59.5		59.5	59.5	
Actuated g/C Ratio		0.10	0.10		0.10		0.72	0.72		0.72	0.72	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		142	163		144		321	1315		685	1318	
v/s Ratio Prot								0.21			c0.47	
v/s Ratio Perm		0.07	0.01		c0.07		0.27			0.07		
v/c Ratio		0.67	0.08		0.69		0.37	0.29		0.10	0.66	
Uniform Delay, d1		35.8	33.6		35.9		4.5	4.1		3.5	6.2	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		11.3	0.2		12.7		3.3	0.6		0.3	2.6	
Delay (s)		47.1	33.8		48.5		7.7	4.7		3.8	8.8	
Level of Service		D	C		D		A	A		A	A	
Approach Delay (s)		39.6			48.5			5.4			8.4	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM Average Control Delay			14.0				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			82.8				Sum of lost time (s)			14.8		
Intersection Capacity Utilization			76.8%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: Beaver Dam Rd. & State Road (Route 3A)

Route 3A Corridor Study
2020 PM Peak Hour LOS with Improvements

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0		
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Frt		1.00	0.85		0.97		1.00	0.98		1.00	0.98		
Flt Protected		0.97	1.00		0.98		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1812	1583		1754		1770	1830		1770	1834		
Flt Permitted		0.74	1.00		0.76		0.18	1.00		0.48	1.00		
Satd. Flow (perm)		1378	1583		1369		329	1830		894	1834		
Volume (vph)	40	31	92	46	22	23	91	261	35	56	662	76	
Peak-hour factor, PHF	0.80	0.80	0.80	0.86	0.86	0.86	0.82	0.82	0.82	0.91	0.91	0.91	
Growth Factor (vph)	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	118%	
Adj. Flow (vph)	59	46	136	63	30	32	131	376	50	73	858	99	
RTOR Reduction (vph)	0	0	119	0	13	0	0	4	0	0	3	0	
Lane Group Flow (vph)	0	105	17	0	112	0	131	422	0	73	954	0	
Turn Type	Perm		Perm	Perm			Perm			Perm			
Protected Phases		4			8			2			6		
Permitted Phases	4		4	8			2			6			
Actuated Green, G (s)		10.1	10.1		10.1		55.2	55.2		55.2	55.2		
Effective Green, g (s)		10.1	10.1		10.1		55.2	55.2		55.2	55.2		
Actuated g/C Ratio		0.13	0.13		0.13		0.69	0.69		0.69	0.69		
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0		
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		174	200		173		227	1263		617	1265		
v/s Ratio Prot								0.23			c0.52		
v/s Ratio Perm		0.08	0.01		c0.08		0.40			0.08			
v/c Ratio		0.60	0.09		0.65		0.58	0.33		0.12	0.75		
Uniform Delay, d1		33.1	30.9		33.3		6.4	5.0		4.2	8.0		
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2		5.8	0.2		8.1		3.5	0.2		0.1	2.6		
Delay (s)		38.8	31.1		41.3		9.9	5.2		4.3	10.6		
Level of Service		D	C		D		A	A		A	B		
Approach Delay (s)		34.5			41.3			6.3			10.2		
Approach LOS		C			D			A			B		
Intersection Summary													
HCM Average Control Delay			14.0				HCM Level of Service				B		
HCM Volume to Capacity ratio			0.74										
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			14.7			
Intersection Capacity Utilization			81.7%				ICU Level of Service			D			
Analysis Period (min)			15										

c Critical Lane Group

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Plymouth COUNT DATE : 5/2/2006

MHD USE ONLY

DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

Source #

~ INTERSECTION DATA ~

MAJOR STREET : State Road (Route 3A)

RIN #

MINOR STREET(S) : Beaver Dam Road / White Horse Road

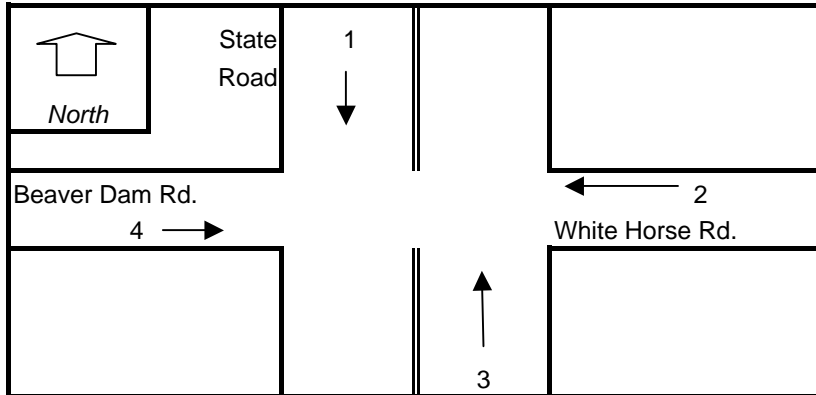
RIN #

RIN #

RIN #

RIN #

**INTERSECTION
DIAGRAM**
(Label Approaches)



INTERSECTION
REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	806	93	264	165		

" K " FACTOR : 0.09 APPROACH ADT : 14,756 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 24 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 8.00

CRASH RATE CALCULATION : 1.485 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

2005 Statewide Averages:

Signalized	0.84	Signalized	0.87
Unsignalized	0.59	Unsignalized	0.66

Percentage Difference			
District 5 Average:	Signalized	76.83%	Statewide Average: Signalized 70.73%
	Unsignalized	151.76%	Unsignalized 125.06%

**Route 3A @
PowerHouse Road / Elliot Lane**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (2)

Staff: CK

File Name : 239_State&PowerHouse_AM

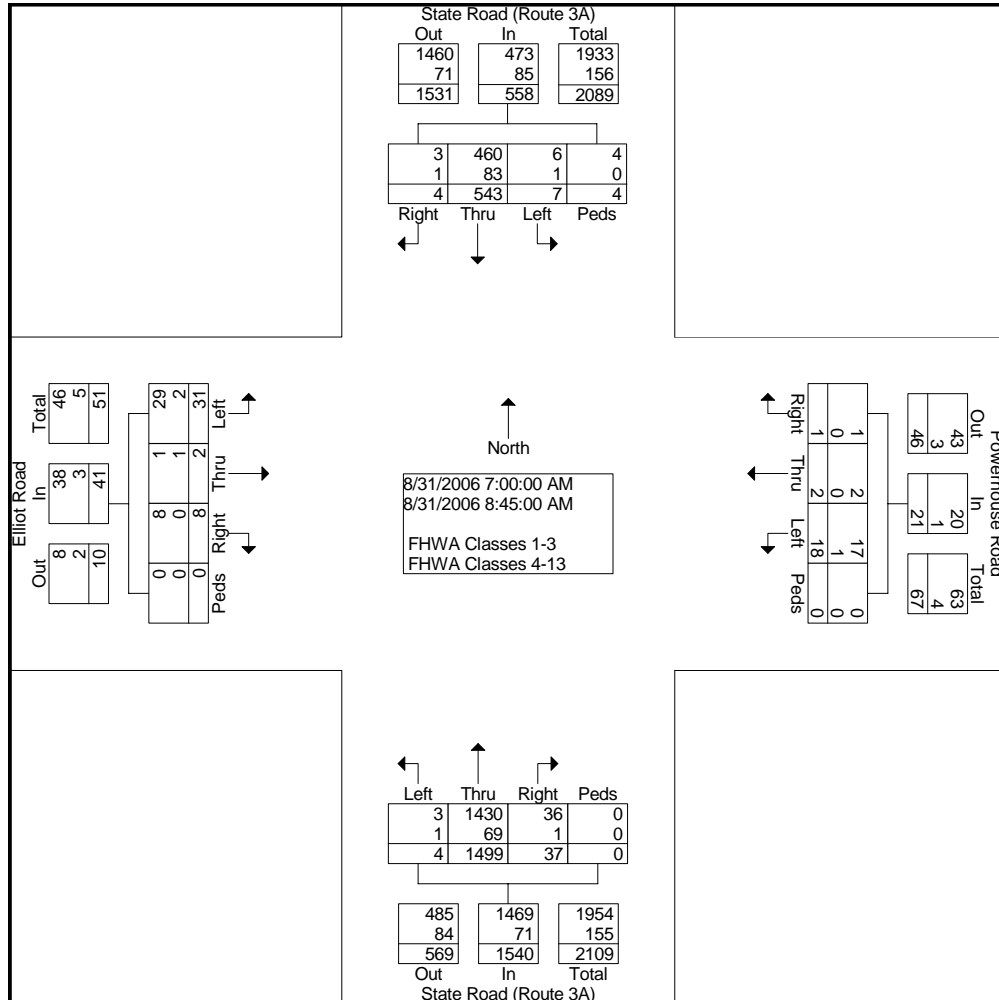
Site Code : 00000239

Start Date : 8/31/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Classes 4-13

Start Time	State Road (Route 3A) Southbound					Powerhouse Road Westbound					State Road (Route 3A) Northbound					Elliot Road Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	45	0	0	46	1	1	0	0	2	2	202	14	0	218	6	0	0	0	6	272
07:15 AM	1	56	1	4	62	2	0	0	0	2	1	232	12	0	245	2	0	2	0	4	313
07:30 AM	1	78	0	0	79	1	0	0	0	1	0	206	2	0	208	3	0	2	0	5	293
07:45 AM	3	67	0	0	70	0	0	0	0	0	1	205	2	0	208	4	0	1	0	5	283
Total	6	246	1	4	257	4	1	0	0	5	4	845	30	0	879	15	0	5	0	20	1161
08:00 AM	0	73	0	0	73	0	0	1	0	1	0	175	2	0	177	1	0	2	0	3	254
08:15 AM	1	85	1	0	87	3	0	0	0	3	0	151	1	0	152	6	2	0	0	8	250
08:30 AM	0	53	0	0	53	7	1	0	0	8	0	163	3	0	166	5	0	1	0	6	233
08:45 AM	0	86	2	0	88	4	0	0	0	4	0	165	1	0	166	4	0	0	0	4	262
Total	1	297	3	0	301	14	1	1	0	16	0	654	7	0	661	16	2	3	0	21	999
Grand Total	7	543	4	4	558	18	2	1	0	21	4	1499	37	0	1540	31	2	8	0	41	2160
Apprch %	1.3	97.3	0.7	0.7		85.7	9.5	4.8	0.0		0.3	97.3	2.4	0.0		75.6	4.9	19.5	0.0		
Total %	0.3	25.1	0.2	0.2	25.8	0.8	0.1	0.0	0.0	1.0	0.2	69.4	1.7	0.0	71.3	1.4	0.1	0.4	0.0	1.9	

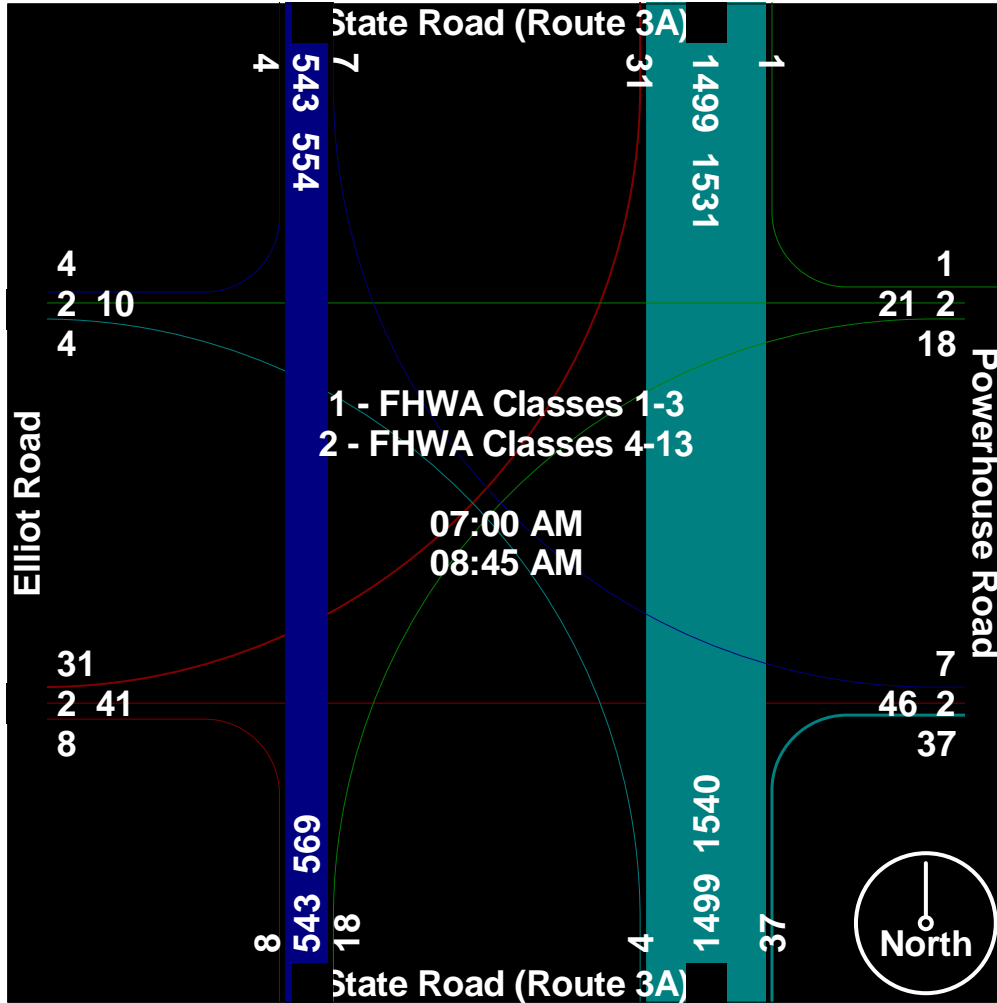


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: DB-400 (2)
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File Name : 239_State&PowerHouse_AM
Site Code : 00000239
Start Date : 8/31/2006
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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (2)

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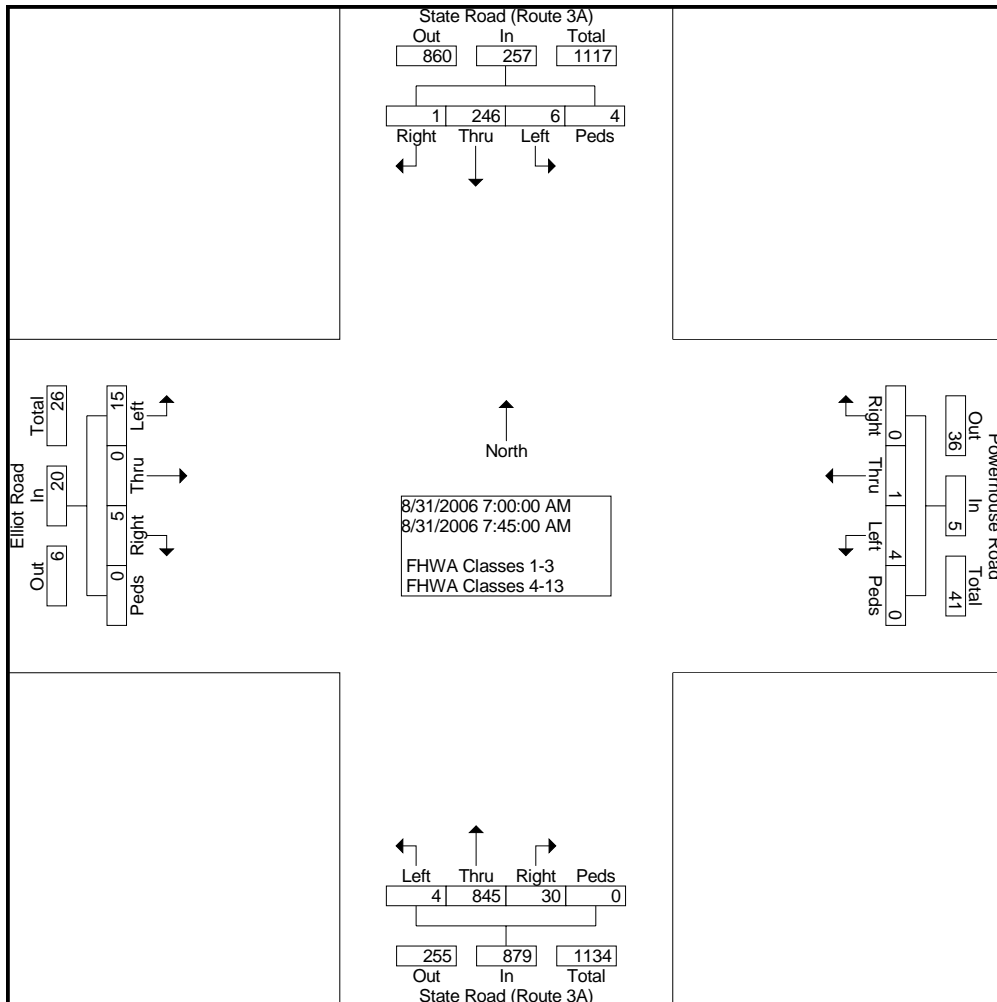
File Name : 239_State&PowerHouse_AM

Site Code : 00000239

Start Date : 8/31/2006

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Start Time	State Road (Route 3A) Southbound					Powerhouse Road Westbound					State Road (Route 3A) Northbound					Elliot Road Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	6	246	1	4	257	4	1	0	0	5	4	845	30	0	879	15	0	5	0	20	1161
Percent	2.3	95.7	0.4	1.6		80.0	20.0	0.0	0.0		0.5	96.1	3.4	0.0		75.0	0.0	25.0	0.0		
07:15																					
Volume	1	56	1	4	62	2	0	0	0	2	1	232	12	0	245	2	0	2	0	4	313
Peak Factor																					
High Int.	07:30 AM																				
Volume	1	78	0	0	79	1	1	0	0	2	1	232	12	0	245	6	0	0	0	6	0.927
Peak Factor	0.813					0.625					0.897					0.833					

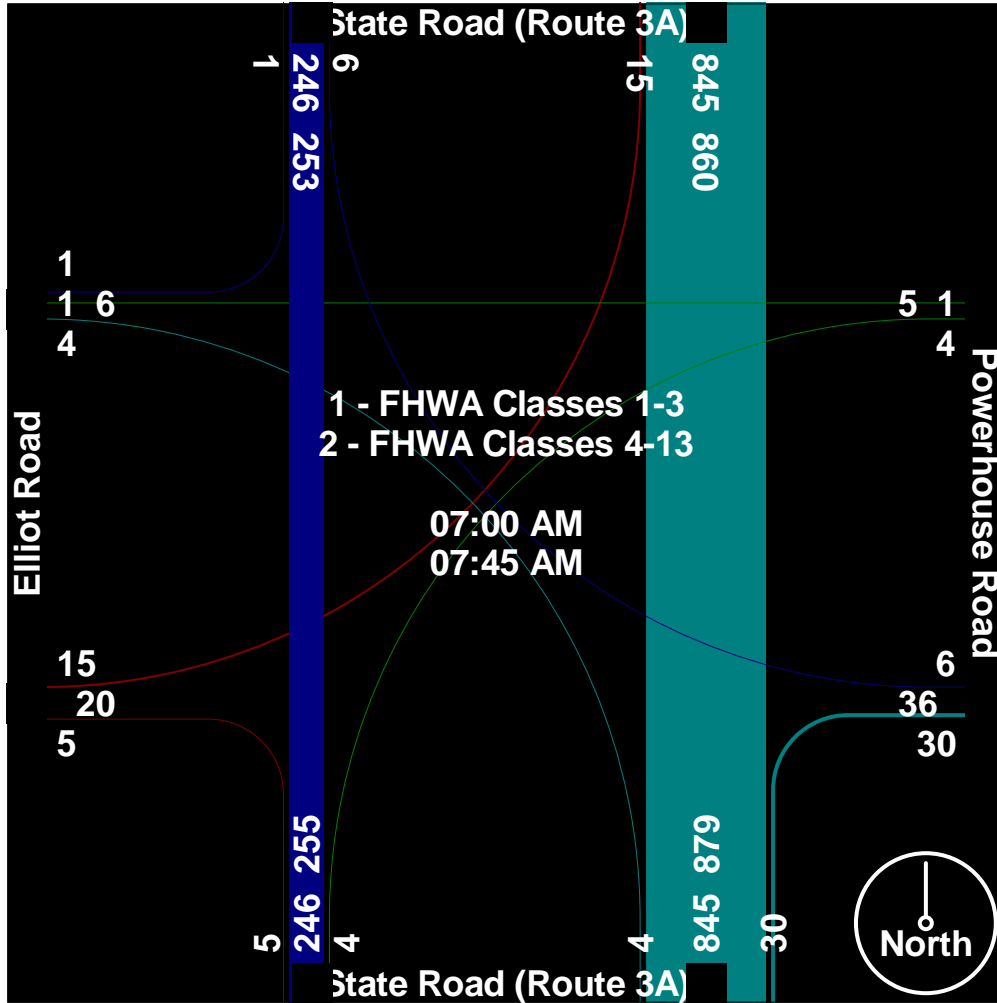


Old Colony Planning Council

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Community: Plymouth
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Board #: DB-400 (2)
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Start Date : 8/31/2006
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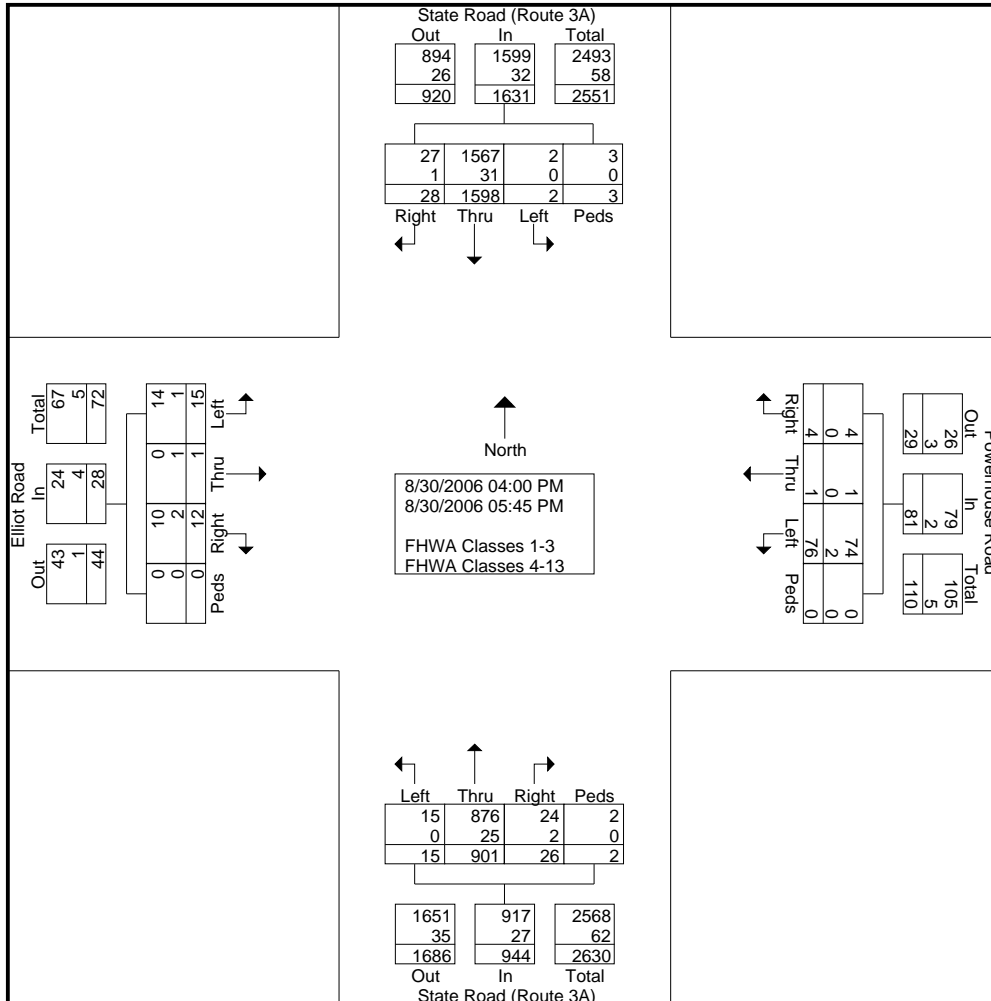
Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
 Weather: Clear
 Board #: DB-400 (2)
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File Name : 239_State&PowerHouse_PM
 Site Code : 00000239
 Start Date : 8/30/2006
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Groups Printed- 3 - 13

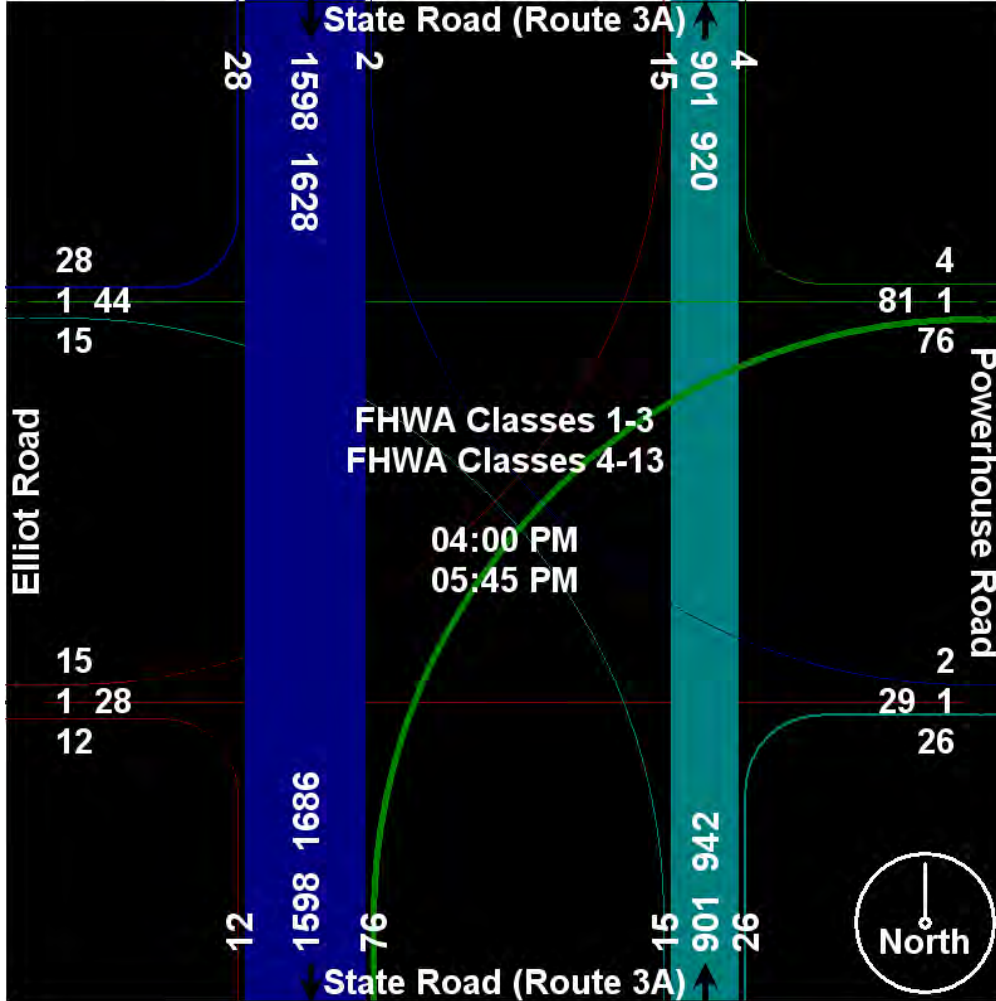
Start Time Factor	State Road (Route 3A) Southbound					Powerhouse Road Westbound					State Road (Route 3A) Northbound					Elliot Road Eastbound					Int. Total
	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	
04:00 PM	1	207	3	0	211	32	0	1	0	33	2	89	2	0	93	0	0	1	0	1	338
04:15 PM	0	166	2	0	168	8	1	0	0	9	1	119	3	0	123	0	1	2	0	3	303
04:30 PM	0	207	9	0	216	11	0	0	0	11	2	116	5	1	124	1	0	1	0	2	353
04:45 PM	0	179	4	1	184	2	0	0	0	2	4	132	3	0	139	3	0	1	0	4	329
Total	1	759	18	1	779	53	1	1	0	55	9	456	13	1	479	4	1	5	0	10	1323
05:00 PM	0	199	3	0	202	7	0	1	0	8	1	115	6	0	122	4	0	2	0	6	338
05:15 PM	0	229	3	1	233	3	0	0	0	3	0	109	2	0	111	1	0	2	0	3	350
05:30 PM	1	206	2	0	209	10	0	0	0	10	2	108	4	1	115	2	0	1	0	3	337
05:45 PM	0	205	2	1	208	3	0	2	0	5	3	113	1	0	117	4	0	2	0	6	336
Total	1	839	10	2	852	23	0	3	0	26	6	445	13	1	465	11	0	7	0	18	1361
Grand Total	2	1598	28	3	1631	76	1	4	0	81	15	901	26	2	944	15	1	12	0	28	2684
Apprch %	0.1	98	1.7	0.2		93.8	1.2	4.9	0		1.6	95.4	2.8	0.2		53.6	3.6	42.9	0		
Total %	0.1	59.5	1	0.1	60.8	2.8	0	0.1	0	3	0.6	33.6	1	0.1	35.2	0.6	0	0.4	0	1	
FHWA Classes 1-3	2	1567	27	3	1599	74	1	4	0	79	15	876	24	2	917	14	0	10	0	24	2619
% FHWA Classes 1-3	100	98.1	96.4	100	98	97.4	100	100	0	97.5	100	97.2	92.3	100	97.1	93.3	0	83.3	0	85.7	97.6
FHWA Classes 4-13	0	31	1	0	32	2	0	0	0	2	0	25	2	0	27	1	1	2	0	4	65
% FHWA Classes 4-13	0	1.9	3.6	0	2	2.6	0	0	0	2.5	0	2.8	7.7	0	2.9	6.7	100	16.7	0	14.3	2.4



Old Colony Planning Council
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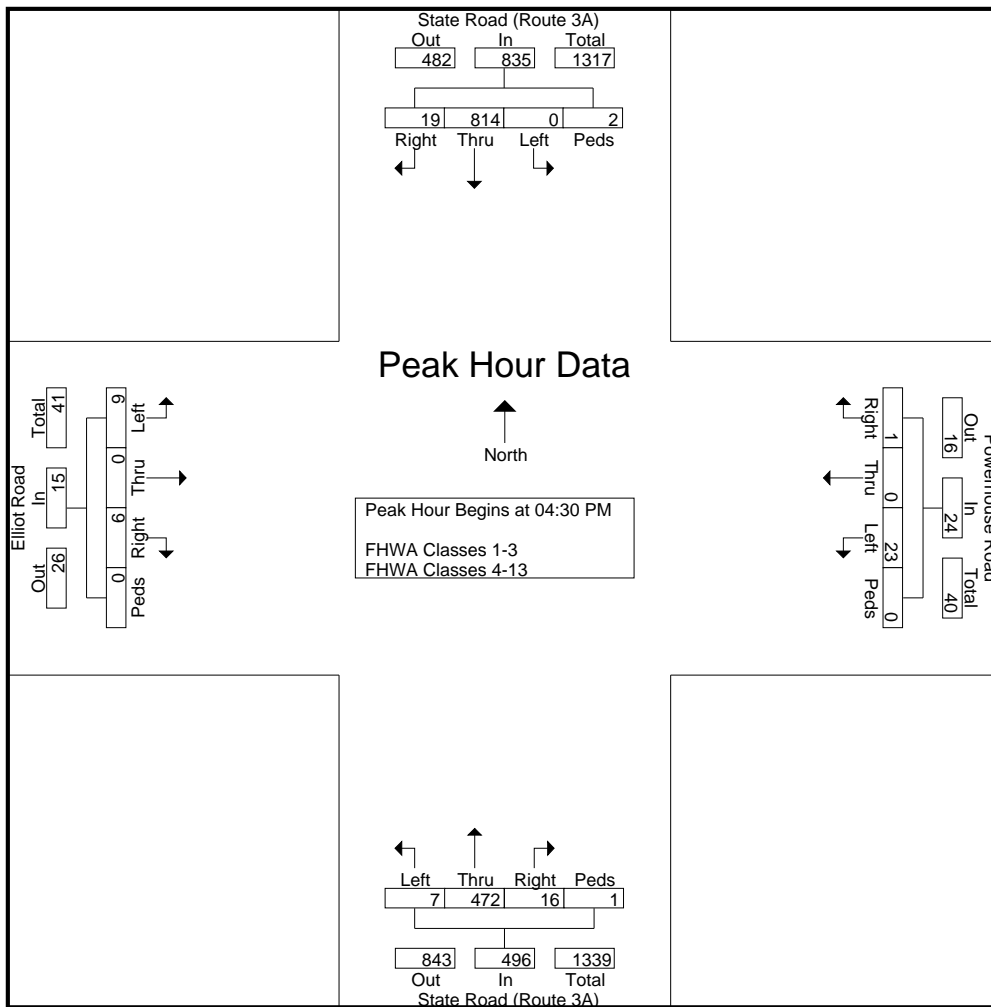


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
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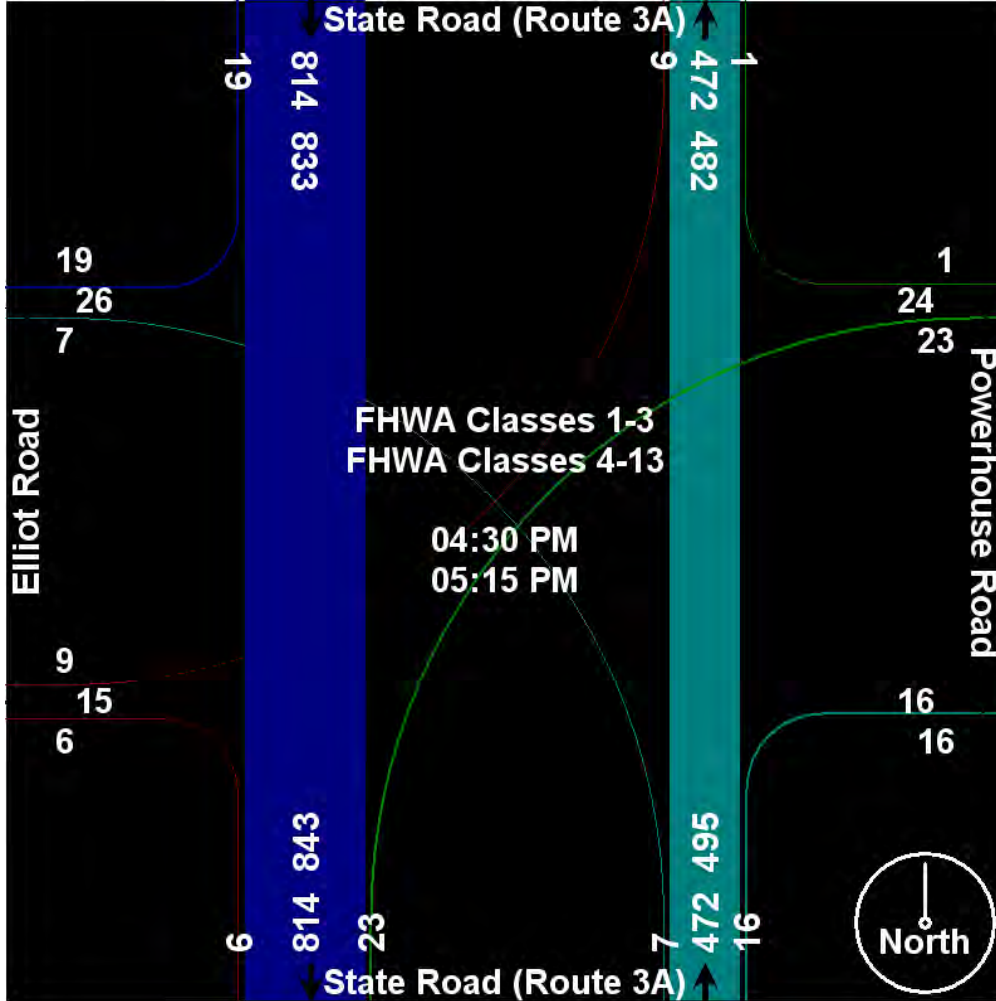
Start Time	State Road (Route 3A) Southbound					Powerhouse Road Westbound					State Road (Route 3A) Northbound					Elliot Road Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	207	9	0	216	11	0	0	0	11	2	116	5	1	124	1	0	1	0	2	353
04:45 PM	0	179	4	1	184	2	0	0	0	2	4	132	3	0	139	3	0	1	0	4	329
05:00 PM	0	199	3	0	202	7	0	1	0	8	1	115	6	0	122	4	0	2	0	6	338
05:15 PM	0	229	3	1	233	3	0	0	0	3	0	109	2	0	111	1	0	2	0	3	350
Total Volume	0	814	19	2	835	23	0	1	0	24	7	472	16	1	496	9	0	6	0	15	1370
% App. Total	0	97.5	2.3	0.2		95.8	0	4.2	0		1.4	95.2	3.2	0.2		60	0	40	0		
PHF	.000	.889	.528	.500	.896	.523	.000	.250	.000	.545	.438	.894	.667	.250	.892	.563	.000	.750	.000	.625	.970



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
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File Name : 239_State&PowerHouse_PM
Site Code : 00000239
Start Date : 8/30/2006
Page No : 4



HCM Unsignalized Intersection Capacity Analysis
3: Elliot Rd. & Route 3A

Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕	↕		↕	↕	↕	↕	↕
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	0	4	4	1	0	4	668	24	5	194	1
Peak Hour Factor	0.83	0.83	0.83	0.63	0.63	0.63	0.90	0.90	0.90	0.81	0.81	0.81
Hourly flow rate (vph)	15	0	5	6	2	0	4	750	27	6	242	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)							4					
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1014	1013	242	1018	1013	750	242			750		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1014	1013	242	1018	1013	750	242			750		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	99	97	99	100	100			99		
cM capacity (veh/h)	214	236	797	213	236	411	1325			859		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	19	8	754	27	6	242	1
Volume Left	15	6	4	0	6	0	0
Volume Right	5	0	0	27	0	0	1
cSH	262	179	1325	1700	859	1700	1700
Volume to Capacity	0.07	0.04	0.00	0.02	0.01	0.14	0.00
Queue Length 95th (ft)	6	3	0	0	1	0	0
Control Delay (s)	19.8	26.0	0.1	0.0	9.2	0.0	0.0
Lane LOS	C	D	A		A		
Approach Delay (s)	19.8	26.0	0.1		0.2		
Approach LOS	C	D					

Intersection Summary		
Average Delay		0.7
Intersection Capacity Utilization	53.0%	ICU Level of Service A
Analysis Period (min)		15

HCM Unsignalized Intersection Capacity Analysis
3: Elliot Rd. & Route 3A

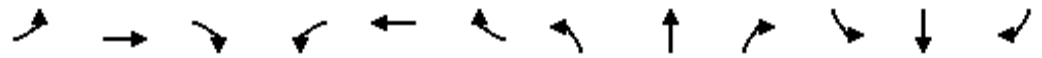
Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔	↔	↔	↔	↔
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	0	5	18	0	1	6	373	13	0	643	15
Peak Hour Factor	0.63	0.63	0.63	0.55	0.55	0.55	0.89	0.89	0.89	0.90	0.90	0.90
Hourly flow rate (vph)	11	0	8	33	0	2	7	423	15	0	722	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						4						
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1158	1158	722	1167	1158	423	722			423		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1158	1158	722	1167	1158	423	722			423		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	98	80	100	100	99			100		
cM capacity (veh/h)	171	194	427	167	194	631	880			1136		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	19	35	430	15	0	722	17					
Volume Left	11	33	7	0	0	0	0					
Volume Right	8	2	0	15	0	0	17					
cSH	228	176	880	1700	1700	1700	1700					
Volume to Capacity	0.08	0.20	0.01	0.01	0.00	0.42	0.01					
Queue Length 95th (ft)	7	18	1	0	0	0	0					
Control Delay (s)	22.2	30.8	0.2	0.0	0.0	0.0	0.0					
Lane LOS	C	D	A									
Approach Delay (s)	22.2	30.8	0.2		0.0							
Approach LOS	C	D										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			47.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 3: Elliot Rd. & Route 3A

Route 3A Corridor Study
 2012 AM Peak Hour LOS























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	↕
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	0	4	4	1	0	4	668	24	5	194	1
Peak Hour Factor	0.83	0.83	0.83	0.63	0.63	0.63	0.90	0.90	0.90	0.81	0.81	0.81
Hourly flow rate (vph)	15	0	5	7	2	0	5	794	29	7	256	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)							4					
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1074	1073	256	1078	1073	794	256			794		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1074	1073	256	1078	1073	794	256			794		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	100	99	96	99	100	100			99		
cM capacity (veh/h)	195	218	782	193	218	388	1309			827		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	21	8	799	29	7	256	1
Volume Left	15	7	5	0	7	0	0
Volume Right	5	0	0	29	0	0	1
cSH	240	166	1309	1700	827	1700	1700
Volume to Capacity	0.09	0.05	0.00	0.02	0.01	0.15	0.00
Queue Length 95th (ft)	7	4	0	0	1	0	0
Control Delay (s)	21.4	27.9	0.1	0.0	9.4	0.0	0.0
Lane LOS	C	D	A		A		
Approach Delay (s)	21.4	27.9	0.1		0.2		
Approach LOS	C	D					

Intersection Summary		
Average Delay		0.7
Intersection Capacity Utilization	55.3%	ICU Level of Service B
Analysis Period (min)		15

HCM Unsignalized Intersection Capacity Analysis
3: Elliot Rd. & Route 3A

Route 3A Corridor Study
2012 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	0	5	18	0	1	6	373	13	0	643	15
Peak Hour Factor	0.63	0.63	0.63	0.55	0.55	0.55	0.89	0.89	0.89	0.90	0.90	0.90
Hourly flow rate (vph)	12	0	8	35	0	2	7	448	16	0	764	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)							4					
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1227	1227	764	1236	1227	448	764			448		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1227	1227	764	1236	1227	448	764			448		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	100	98	76	100	100	99			100		
cM capacity (veh/h)	154	177	404	149	177	610	849			1112		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	20	37	456	16	0	764	18					
Volume Left	12	35	7	0	0	0	0					
Volume Right	8	2	0	16	0	0	18					
cSH	207	157	849	1700	1700	1700	1700					
Volume to Capacity	0.10	0.24	0.01	0.01	0.00	0.45	0.01					
Queue Length 95th (ft)	8	22	1	0	0	0	0					
Control Delay (s)	24.3	35.1	0.3	0.0	0.0	0.0	0.0					
Lane LOS	C	E	A									
Approach Delay (s)	24.3	35.1	0.2		0.0							
Approach LOS	C	E										
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			50.3%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
3: Elliot Rd. & Route 3A

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	↕
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	0	4	4	1	0	4	668	24	5	194	1
Peak Hour Factor	0.83	0.83	0.83	0.63	0.63	0.63	0.90	0.90	0.90	0.81	0.81	0.81
Hourly flow rate (vph)	17	0	6	7	2	0	5	876	31	7	283	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						4						
Median type		None		None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1184	1183	283	1189	1183	876	283			876		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1184	1183	283	1189	1183	876	283			876		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	100	99	95	99	100	100			99		
cM capacity (veh/h)	163	187	756	162	187	348	1280			771		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	23	9	881	31	7	283	1					
Volume Left	17	7	5	0	7	0	0					
Volume Right	6	0	0	31	0	0	1					
cSH	203	142	1280	1700	771	1700	1700					
Volume to Capacity	0.11	0.07	0.00	0.02	0.01	0.17	0.00					
Queue Length 95th (ft)	9	5	0	0	1	0	0					
Control Delay (s)	25.0	32.2	0.1	0.0	9.7	0.0	0.0					
Lane LOS	C	D	A		A							
Approach Delay (s)	25.0	32.2	0.1		0.2							
Approach LOS	C	D										
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization			59.6%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
3: Elliot Rd. & Route 3A

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	↕
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	0	5	18	0	1	6	373	13	0	643	15
Peak Hour Factor	0.63	0.63	0.63	0.55	0.55	0.55	0.89	0.89	0.89	0.90	0.90	0.90
Hourly flow rate (vph)	13	0	9	39	0	2	8	495	17	0	843	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)							4					
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1353	1353	843	1363	1353	495	843			495		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1353	1353	843	1363	1353	495	843			495		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	100	97	68	100	100	99			100		
cM capacity (veh/h)	125	148	364	121	148	575	793			1069		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	22	41	502	17	0	843	20
Volume Left	13	39	8	0	0	0	0
Volume Right	9	2	0	17	0	0	20
cSH	173	128	793	1700	1700	1700	1700
Volume to Capacity	0.13	0.32	0.01	0.01	0.00	0.50	0.01
Queue Length 95th (ft)	11	32	1	0	0	0	0
Control Delay (s)	29.0	46.2	0.3	0.0	0.0	0.0	0.0
Lane LOS	D	E	A				
Approach Delay (s)	29.0	46.2	0.3		0.0		
Approach LOS	D	E					

Intersection Summary			
Average Delay		1.9	
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Plymouth COUNT DATE : 8/30/2006 **MHD USE ONLY**

DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : State Road (Route 3A)

MINOR STREET(S) : PowerHouse Rd. / Elliot Rd.

RIN #

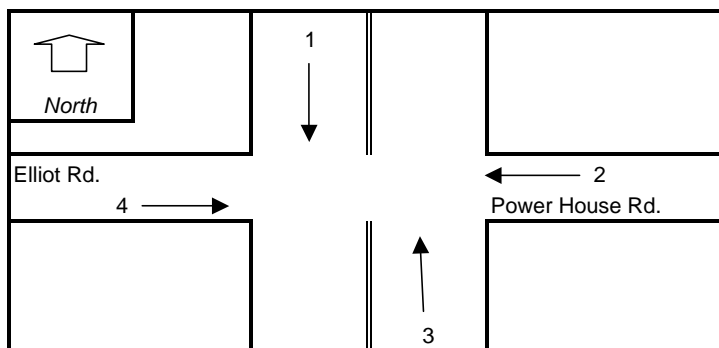
RIN #

RIN #

RIN #

RIN #

**INTERSECTION
DIAGRAM**
(Label Approaches)



INTERSECTION
REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	666	19	396	12		

** Volumes adjusted to 2007 annual average levels

" K " FACTOR : 0.09 APPROACH ADT : 12,144 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 4 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 1.33

CRASH RATE CALCULATION : 0.301 RATE = $\frac{(A * 1,000,000)}{ADT * 365}$ (

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	-64.19%	Statewide Average: Signalized	-65.43%
Unsignalized	-49.02%	Unsignalized	-54.43%

**Route 3A @
Manomet Point Road**

HCM Unsignalized Intersection Capacity Analysis
 3: Manomet Point Rd / Strand & State Road

Route 3A Corridor Study
 2007 PM Peak Hour LOS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↩		↩			↩
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	109	149	401	118	184	635
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	115	157	422	124	193	668
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1538	484			546	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1538	484			546	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	73			81	
cM capacity (veh/h)	103	583			1023	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	271	546	861
Volume Left	115	0	193
Volume Right	157	124	0
cSH	197	1700	1023
Volume to Capacity	1.38	0.32	0.19
Queue Length 95th (ft)	394	0	17
Control Delay (s)	245.1	0.0	4.4
Lane LOS	F		A
Approach Delay (s)	245.1	0.0	4.4
Approach LOS	F		

Intersection Summary			
Average Delay		41.9	
Intersection Capacity Utilization		98.8%	ICU Level of Service F
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Manomet Point Rd / Strand & State Road

Route 3A Corridor Study
 2012 PM Peak Hour LOS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↘			↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	109	149	401	118	184	635
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	121	166	446	131	205	707
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1629	512			578	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1629	512			578	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	70			79	
cM capacity (veh/h)	89	562			996	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	287	578	912
Volume Left	121	0	205
Volume Right	166	131	0
cSH	173	1700	996
Volume to Capacity	1.66	0.34	0.21
Queue Length 95th (ft)	493	0	19
Control Delay (s)	368.1	0.0	4.8
Lane LOS	F		A
Approach Delay (s)	368.1	0.0	4.8
Approach LOS	F		

Intersection Summary			
Average Delay		61.9	
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Manomet Point Rd / Strand & State Road

Route 3A Corridor Study
 2020 PM Peak Hour LOS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	109	149	401	118	184	635
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	134	183	492	145	226	779
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1795	564			637	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1795	564			637	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	65			76	
cM capacity (veh/h)	67	525			947	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	317	637	1005
Volume Left	134	0	226
Volume Right	183	145	0
cSH	136	1700	947
Volume to Capacity	2.33	0.37	0.24
Queue Length 95th (ft)	675	0	23
Control Delay (s)	675.3	0.0	5.7
Lane LOS	F		A
Approach Delay (s)	675.3	0.0	5.7
Approach LOS	F		

Intersection Summary			
Average Delay		112.1	
Intersection Capacity Utilization		113.6%	ICU Level of Service H
Analysis Period (min)		15	

***Route 3A @
Ship Pond Road***

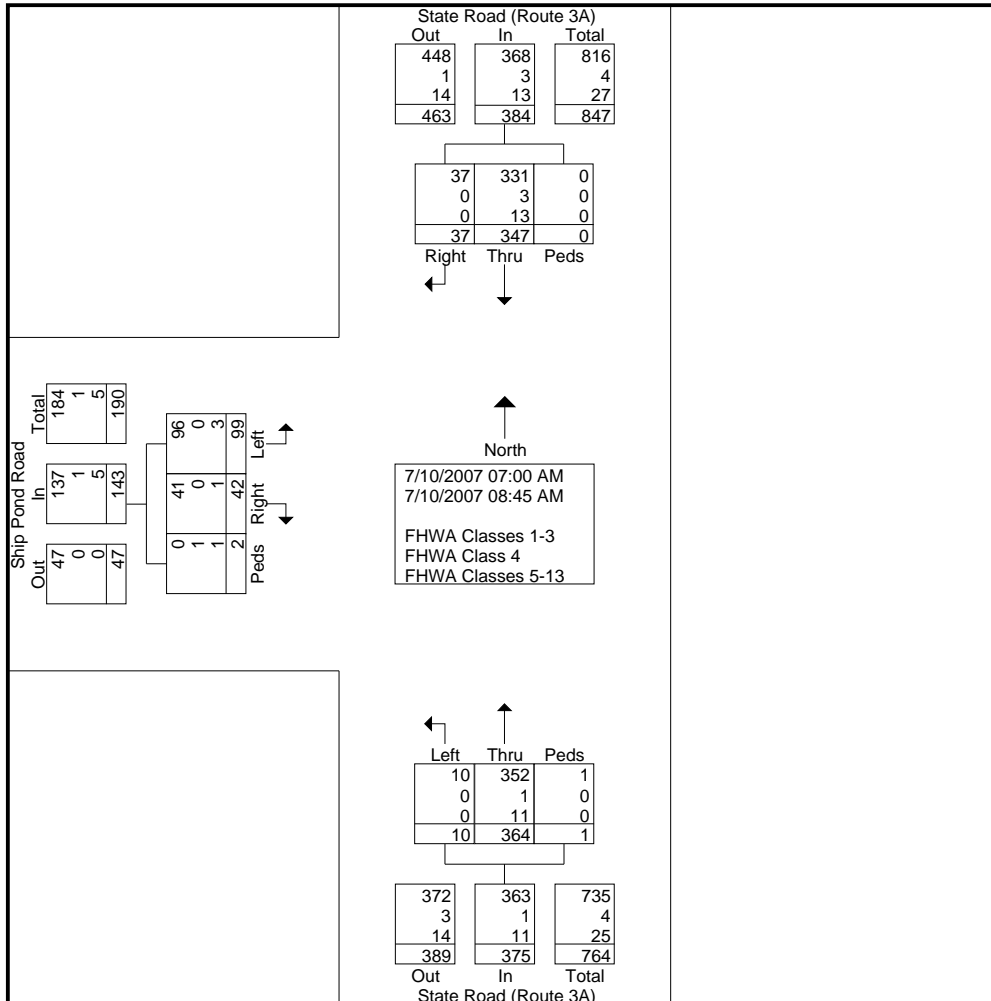
Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
 Weather: Clear
 Board #: DB-400 (1)
 Staff: KW

File Name : 239_State&ShipPond_AM
 Site Code : 239
 Start Date : 7/10/2007
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Groups Printed- 3 - FHWA Class 4 - 13

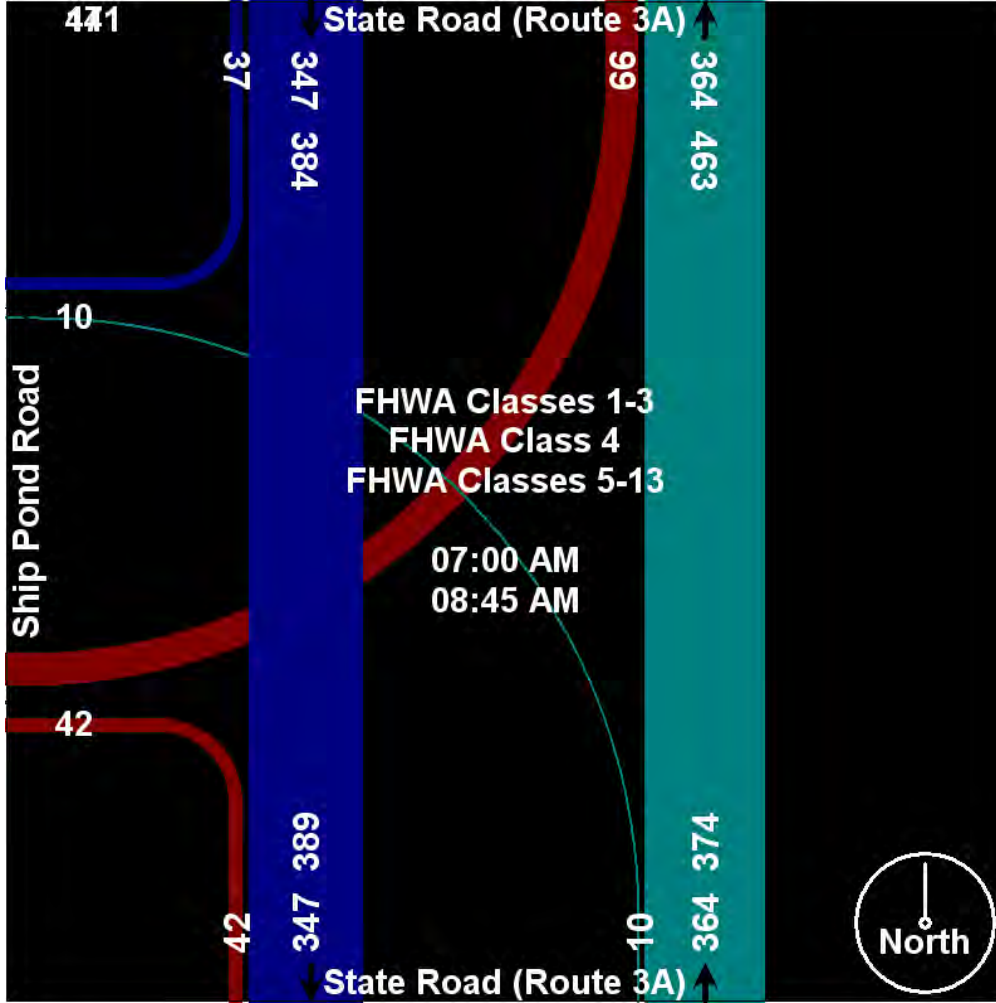
Start Time	State Road (Route 3A) Southbound				State Road (Route 3A) Northbound				Ship Pond Road Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
07:00 AM	33	3	0	36	0	30	0	30	14	3	0	17	83
07:15 AM	38	3	0	41	4	40	0	44	12	6	0	18	103
07:30 AM	49	3	0	52	0	44	0	44	16	7	0	23	119
07:45 AM	39	4	0	43	0	45	0	45	10	6	0	16	104
Total	159	13	0	172	4	159	0	163	52	22	0	74	409
08:00 AM	34	5	0	39	1	37	0	38	12	6	0	18	95
08:15 AM	55	5	0	60	1	63	0	64	11	4	0	15	139
08:30 AM	47	8	0	55	1	36	0	37	12	3	2	17	109
08:45 AM	52	6	0	58	3	69	1	73	12	7	0	19	150
Total	188	24	0	212	6	205	1	212	47	20	2	69	493
Grand Total	347	37	0	384	10	364	1	375	99	42	2	143	902
Apprch %	90.4	9.6	0		2.7	97.1	0.3		69.2	29.4	1.4		
Total %	38.5	4.1	0	42.6	1.1	40.4	0.1	41.6	11	4.7	0.2	15.9	
FHWA Classes 1-3	331	37	0	368	10	352	1	363	96	41	0	137	868
% FHWA Classes 1-3	95.4	100	0	95.8	100	96.7	100	96.8	97	97.6	0	95.8	96.2
FHWA Class 4	3	0	0	3	0	1	0	1	0	0	1	1	5
% FHWA Class 4	0.9	0	0	0.8	0	0.3	0	0.3	0	0	50	0.7	0.6
FHWA Classes 5-13	13	0	0	13	0	11	0	11	3	1	1	5	29
% FHWA Classes 5-13	3.7	0	0	3.4	0	3	0	2.9	3	2.4	50	3.5	3.2



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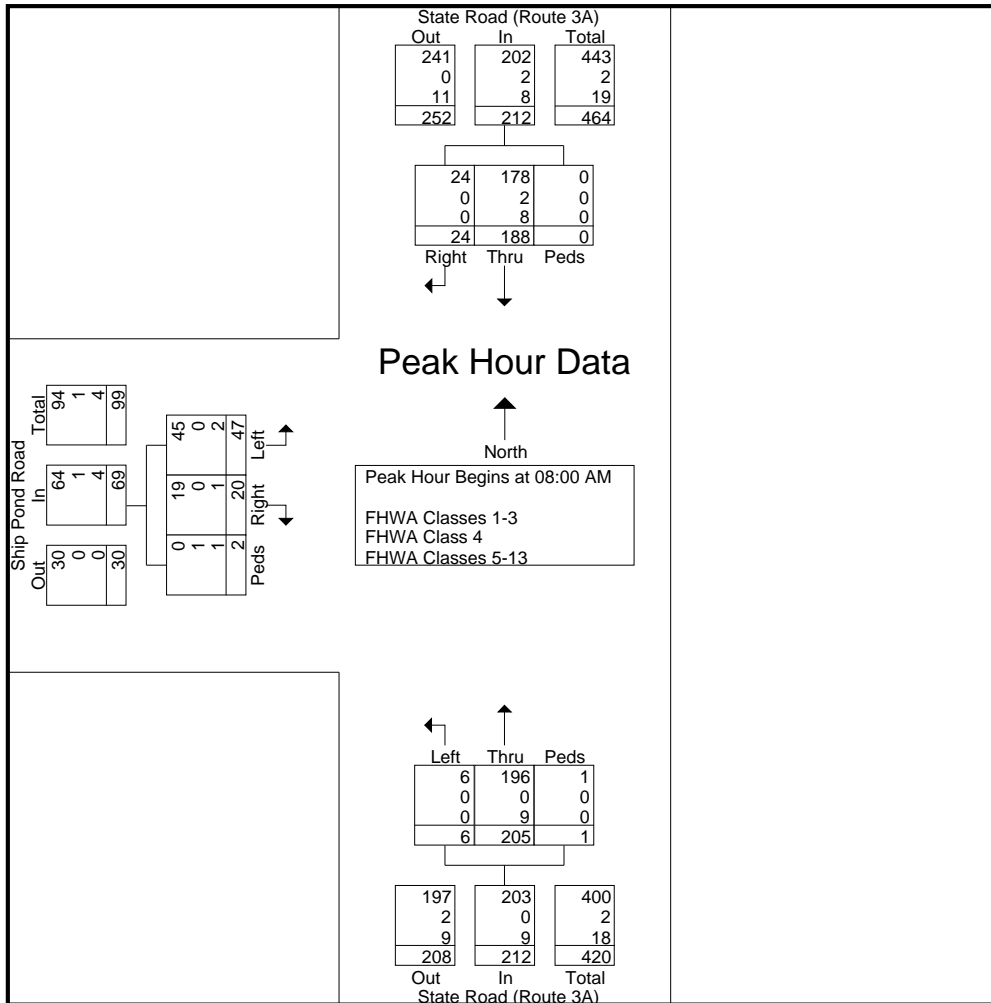


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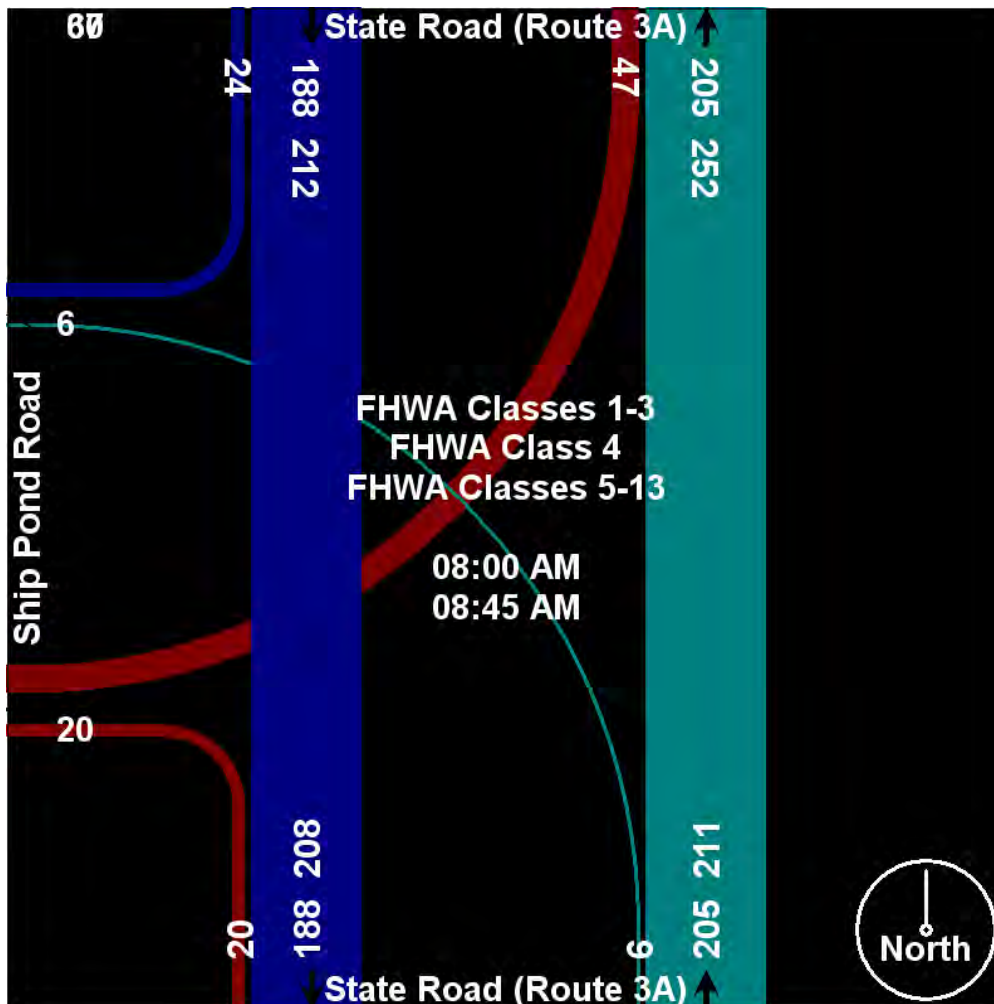
Start Time	State Road (Route 3A) Southbound				State Road (Route 3A) Northbound				Ship Pond Road Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	34	5	0	39	1	37	0	38	12	6	0	18	95
08:15 AM	55	5	0	60	1	63	0	64	11	4	0	15	139
08:30 AM	47	8	0	55	1	36	0	37	12	3	2	17	109
08:45 AM	52	6	0	58	3	69	1	73	12	7	0	19	150
Total Volume	188	24	0	212	6	205	1	212	47	20	2	69	493
% App. Total	88.7	11.3	0		2.8	96.7	0.5		68.1	29	2.9		
PHF	.855	.750	.000	.883	.500	.743	.250	.726	.979	.714	.250	.908	.822
FHWA Classes 1-3	178	24	0	202	6	196	1	203	45	19	0	64	469
% FHWA Classes 1-3	94.7	100	0	95.3	100	95.6	100	95.8	95.7	95.0	0	92.8	95.1
FHWA Class 4	2	0	0	2	0	0	0	0	0	0	1	1	3
% FHWA Class 4	1.1	0	0	0.9	0	0	0	0	0	0	50.0	1.4	0.6
FHWA Classes 5-13	8	0	0	8	0	9	0	9	2	1	1	4	21
% FHWA Classes 5-13	4.3	0	0	3.8	0	4.4	0	4.2	4.3	5.0	50.0	5.8	4.3



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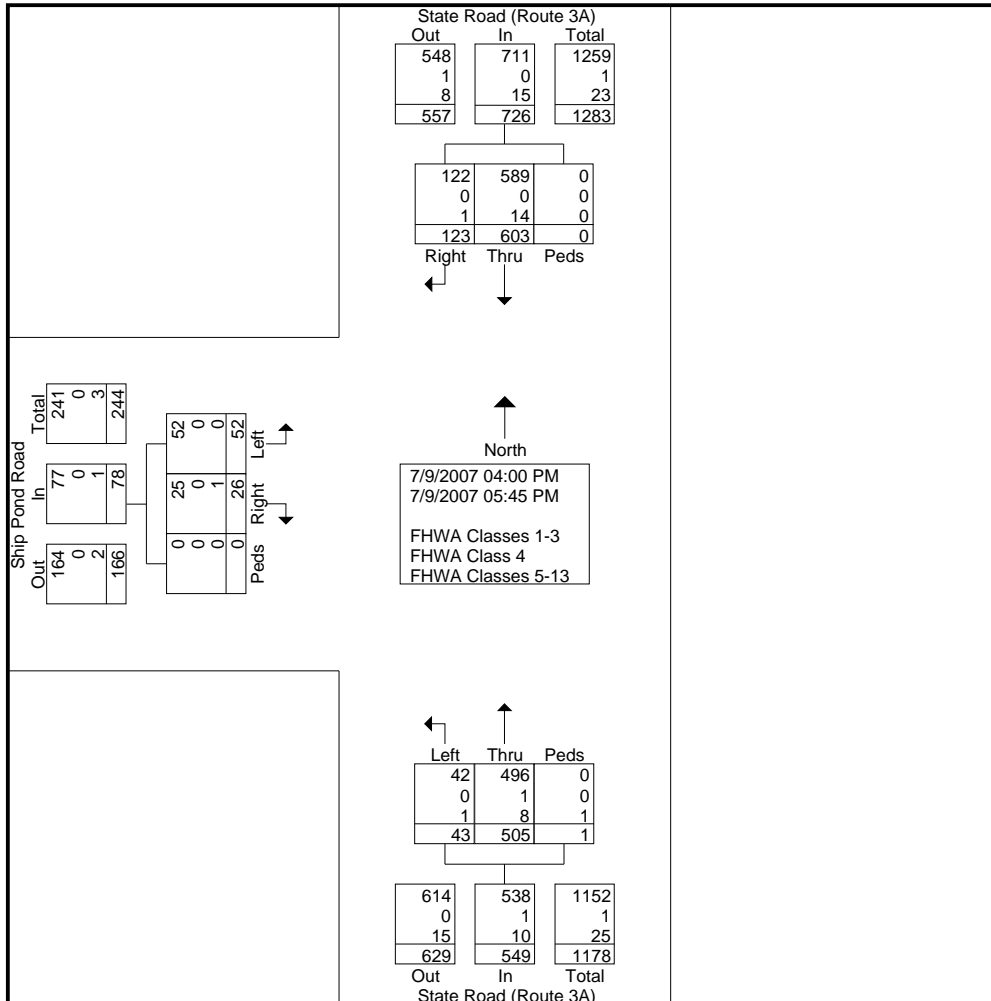
Old Colony Planning Council
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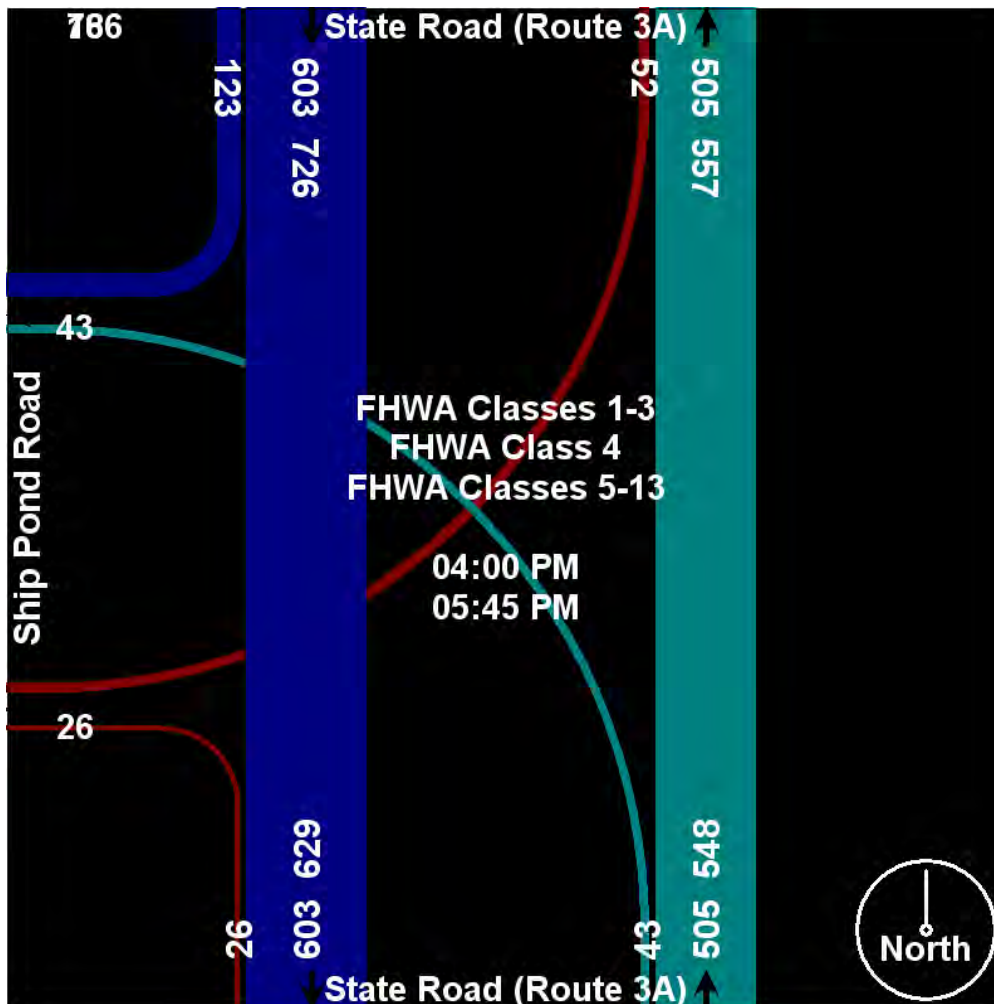
Start Time	State Road (Route 3A) Southbound				State Road (Route 3A) Northbound				Ship Pond Road Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
04:00 PM	64	8	0	72	7	63	0	70	5	3	0	8	150
04:15 PM	57	15	0	72	1	57	1	59	7	1	0	8	139
04:30 PM	84	18	0	102	3	67	0	70	5	1	0	6	178
04:45 PM	82	16	0	98	8	58	0	66	4	4	0	8	172
Total	287	57	0	344	19	245	1	265	21	9	0	30	639
05:00 PM	71	12	0	83	9	55	0	64	6	4	0	10	157
05:15 PM	69	16	0	85	9	69	0	78	9	3	0	12	175
05:30 PM	111	15	0	126	3	67	0	70	4	6	0	10	206
05:45 PM	65	23	0	88	3	69	0	72	12	4	0	16	176
Total	316	66	0	382	24	260	0	284	31	17	0	48	714
Grand Total	603	123	0	726	43	505	1	549	52	26	0	78	1353
Apprch %	83.1	16.9	0		7.8	92	0.2		66.7	33.3	0		
Total %	44.6	9.1	0	53.7	3.2	37.3	0.1	40.6	3.8	1.9	0	5.8	
FHWA Classes 1-3	589	122	0	711	42	496	0	538	52	25	0	77	1326
% FHWA Classes 1-3	97.7	99.2	0	97.9	97.7	98.2	0	98	100	96.2	0	98.7	98
FHWA Class 4	0	0	0	0	0	1	0	1	0	0	0	0	1
% FHWA Class 4	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.1
FHWA Classes 5-13	14	1	0	15	1	8	1	10	0	1	0	1	26
% FHWA Classes 5-13	2.3	0.8	0	2.1	2.3	1.6	100	1.8	0	3.8	0	1.3	1.9



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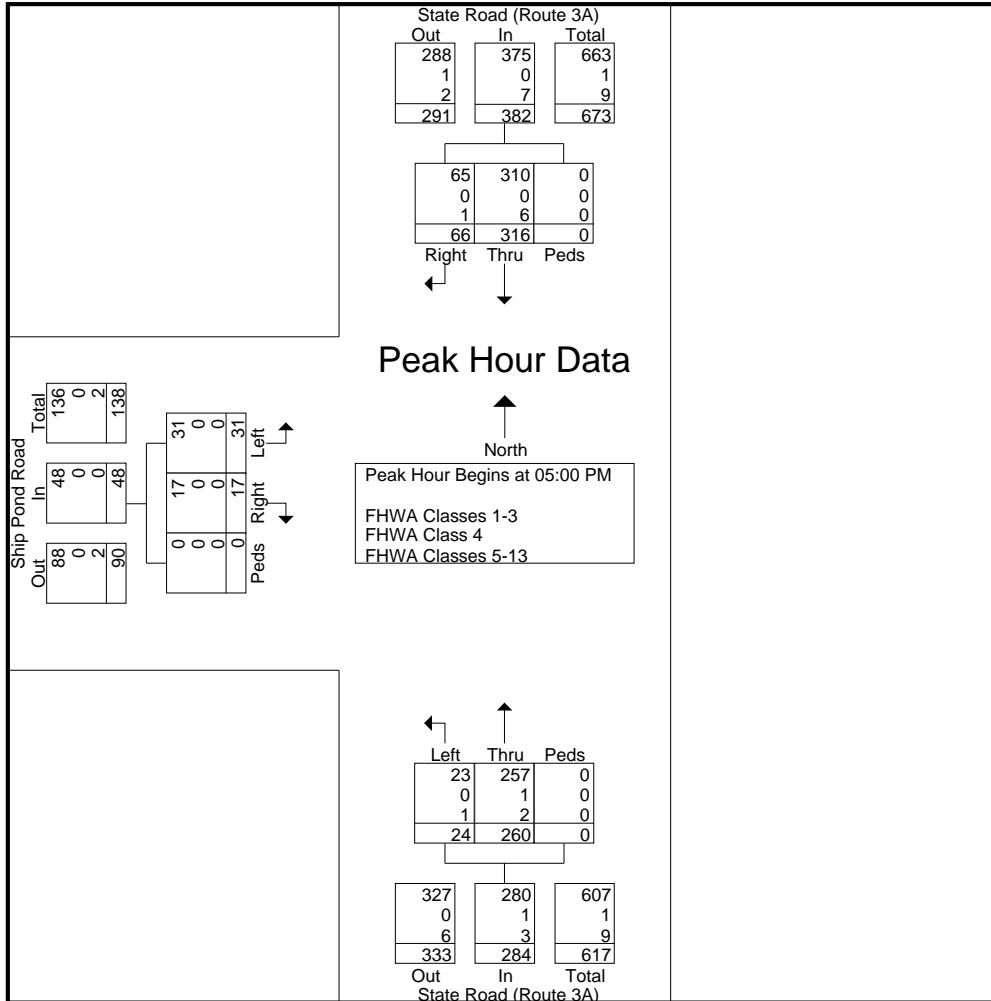


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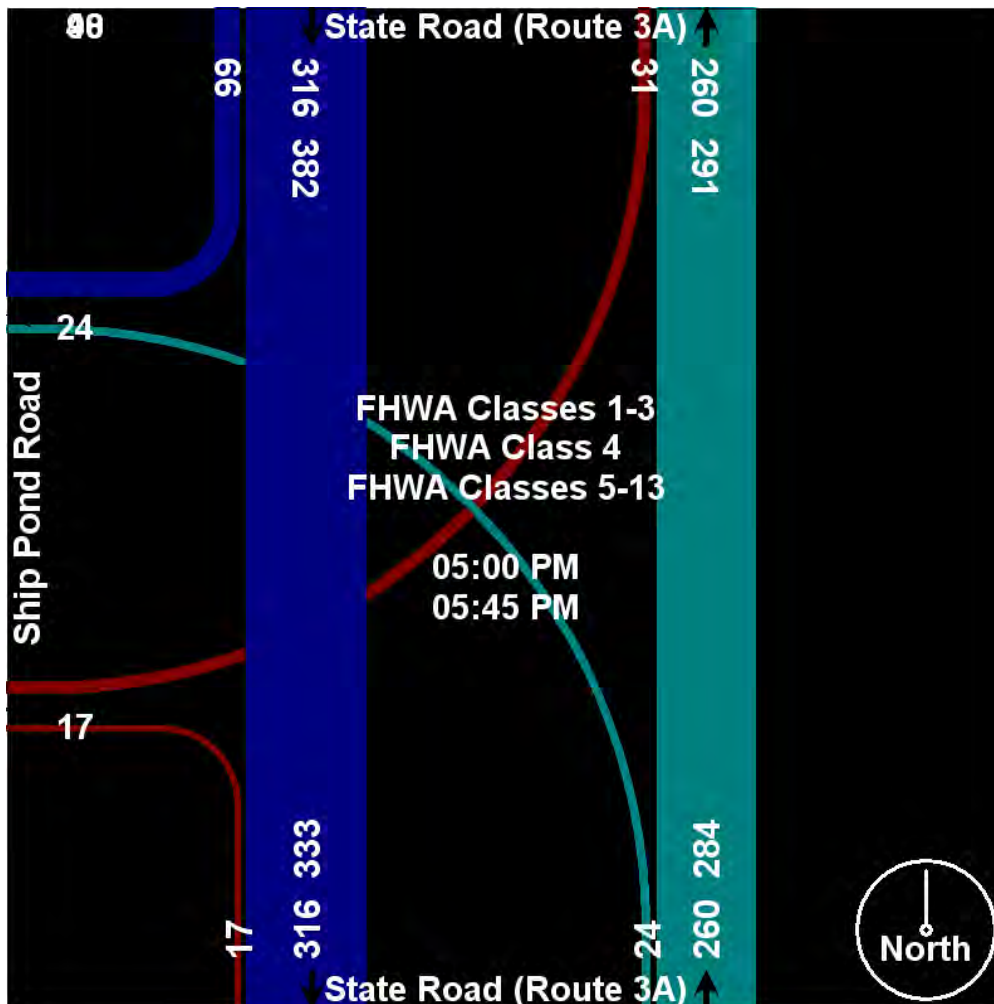
Start Time	State Road (Route 3A) Southbound				State Road (Route 3A) Northbound				Ship Pond Road Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	71	12	0	83	9	55	0	64	6	4	0	10	157
05:15 PM	69	16	0	85	9	69	0	78	9	3	0	12	175
05:30 PM	111	15	0	126	3	67	0	70	4	6	0	10	206
05:45 PM	65	23	0	88	3	69	0	72	12	4	0	16	176
Total Volume	316	66	0	382	24	260	0	284	31	17	0	48	714
% App. Total	82.7	17.3	0		8.5	91.5	0		64.6	35.4	0		
PHF	.712	.717	.000	.758	.667	.942	.000	.910	.646	.708	.000	.750	.867
FHWA Classes 1-3	310	65	0	375	23	257	0	280	31	17	0	48	703
% FHWA Classes 1-3	98.1	98.5	0	98.2	95.8	98.8	0	98.6	100	100	0	100	98.5
FHWA Class 4	0	0	0	0	0	1	0	1	0	0	0	0	1
% FHWA Class 4	0	0	0	0	0	0.4	0	0.4	0	0	0	0	0.1
FHWA Classes 5-13	6	1	0	7	1	2	0	3	0	0	0	0	10
% FHWA Classes 5-13	1.9	1.5	0	1.8	4.2	0.8	0	1.1	0	0	0	0	1.4



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: DB-400 (1)
Staff: KW

File Name : 239_State&ShipPond_PM
Site Code : 239
Start Date : 7/9/2007
Page No : 4



HCM Unsignalized Intersection Capacity Analysis
2: Ship Pond Rd & State Rd

Route 3A Corridor Study
2007 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↓	↔
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	37	16	5	160	147	19
Peak Hour Factor	0.91	0.91	0.73	0.73	0.88	0.88
Hourly flow rate (vph)	41	18	7	219	167	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	411	178	189			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	411	178	189			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	98	100			
cM capacity (veh/h)	594	865	1385			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	58	226	189			
Volume Left	41	7	0			
Volume Right	18	0	22			
cSH	656	1385	1700			
Volume to Capacity	0.09	0.00	0.11			
Queue Length 95th (ft)	7	0	0			
Control Delay (s)	11.0	0.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.0	0.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization	22.5%		ICU Level of Service	A		
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Ship Pond Rd & State Rd

Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	16	13	19	203	246	51
Peak Hour Factor	0.75	0.75	0.91	0.91	0.76	0.76
Hourly flow rate (vph)	21	17	21	223	324	67
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	622	357	391			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	622	357	391			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	97	98			
cM capacity (veh/h)	442	687	1168			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	39	244	391			
Volume Left	21	21	0			
Volume Right	17	0	67			
cSH	526	1168	1700			
Volume to Capacity	0.07	0.02	0.23			
Queue Length 95th (ft)	6	1	0			
Control Delay (s)	12.4	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.4	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			36.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Ship Pond Rd & State Rd

Route 3A Corridor Study
2012 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↑	↓	↘
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	37	16	5	160	147	19
Peak Hour Factor	0.91	0.91	0.73	0.73	0.88	0.88
Hourly flow rate (vph)	43	19	7	232	177	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	435	189	200			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	435	189	200			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	98	99			
cM capacity (veh/h)	575	853	1372			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	62	240	200			
Volume Left	43	7	0			
Volume Right	19	0	23			
cSH	638	1372	1700			
Volume to Capacity	0.10	0.01	0.12			
Queue Length 95th (ft)	8	0	0			
Control Delay (s)	11.2	0.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.2	0.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization	23.2%		ICU Level of Service	A		
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Ship Pond Rd & State Rd

Route 3A Corridor Study
2012 PM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	16	13	19	203	246	51
Peak Hour Factor	0.75	0.75	0.91	0.91	0.76	0.76
Hourly flow rate (vph)	23	18	22	236	343	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	659	379	414			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	659	379	414			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	97	98			
cM capacity (veh/h)	420	668	1145			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	41	259	414			
Volume Left	23	22	0			
Volume Right	18	0	71			
cSH	504	1145	1700			
Volume to Capacity	0.08	0.02	0.24			
Queue Length 95th (ft)	7	1	0			
Control Delay (s)	12.8	0.9	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.8	0.9	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization	38.0%		ICU Level of Service	A		
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Ship Pond Rd & State Rd

Route 3A Corridor Study
2020 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↓	↙
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	37	16	5	160	147	19
Peak Hour Factor	0.91	0.91	0.73	0.73	0.88	0.88
Hourly flow rate (vph)	47	20	8	254	194	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	476	206	219			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	476	206	219			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	98	99			
cM capacity (veh/h)	544	834	1351			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	68	262	219			
Volume Left	47	8	0			
Volume Right	20	0	25			
cSH	608	1351	1700			
Volume to Capacity	0.11	0.01	0.13			
Queue Length 95th (ft)	9	0	0			
Control Delay (s)	11.7	0.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.7	0.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization	24.6%		ICU Level of Service	A		
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Ship Pond Rd & State Rd

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↓	↔
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	16	13	19	203	246	51
Peak Hour Factor	0.75	0.75	0.91	0.91	0.76	0.76
Hourly flow rate (vph)	25	20	24	259	375	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	722	414	453			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	722	414	453			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	97	98			
cM capacity (veh/h)	385	638	1107			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	45	283	453			
Volume Left	25	24	0			
Volume Right	20	0	78			
cSH	468	1107	1700			
Volume to Capacity	0.10	0.02	0.27			
Queue Length 95th (ft)	8	2	0			
Control Delay (s)	13.5	0.9	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.5	0.9	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization	40.7%		ICU Level of Service	A		
Analysis Period (min)			15			

MassHighway

CRASH RATE WORKSHEET

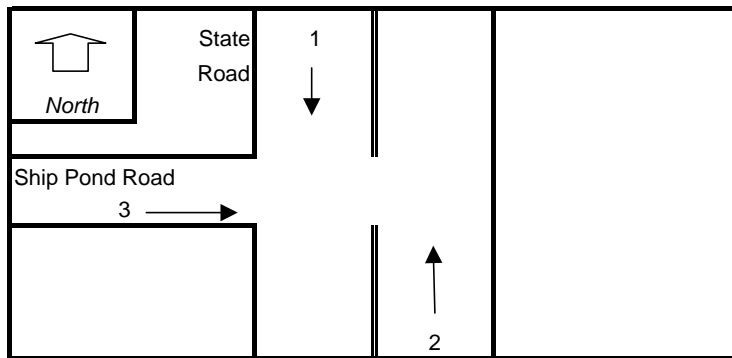
CITY/TOWN : Plymouth COUNT DATE : 7/9/2007 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : X SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : State Road (Route 3A)
 MINOR STREET(S) : Ship Pond Road

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3			
DIRECTION :	SB	NB	EB			
VOLUMES (AM/PM) :	391	244	39			

" K " FACTOR : 0.09 APPROACH ADT : 7,489 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 3 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 1.00

CRASH RATE CALCULATION : 0.366 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	-56.45%	Statewide Average: Signalized	-57.95%
Unsignalized	-37.99%	Unsignalized	-44.57%

**Route 3A @
Center Hill Road (Southern End)**

Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Cloudy

Board #: DB-400 (2)

Staff: CK

File Name : 239_State&CenterHill_Southern_AM

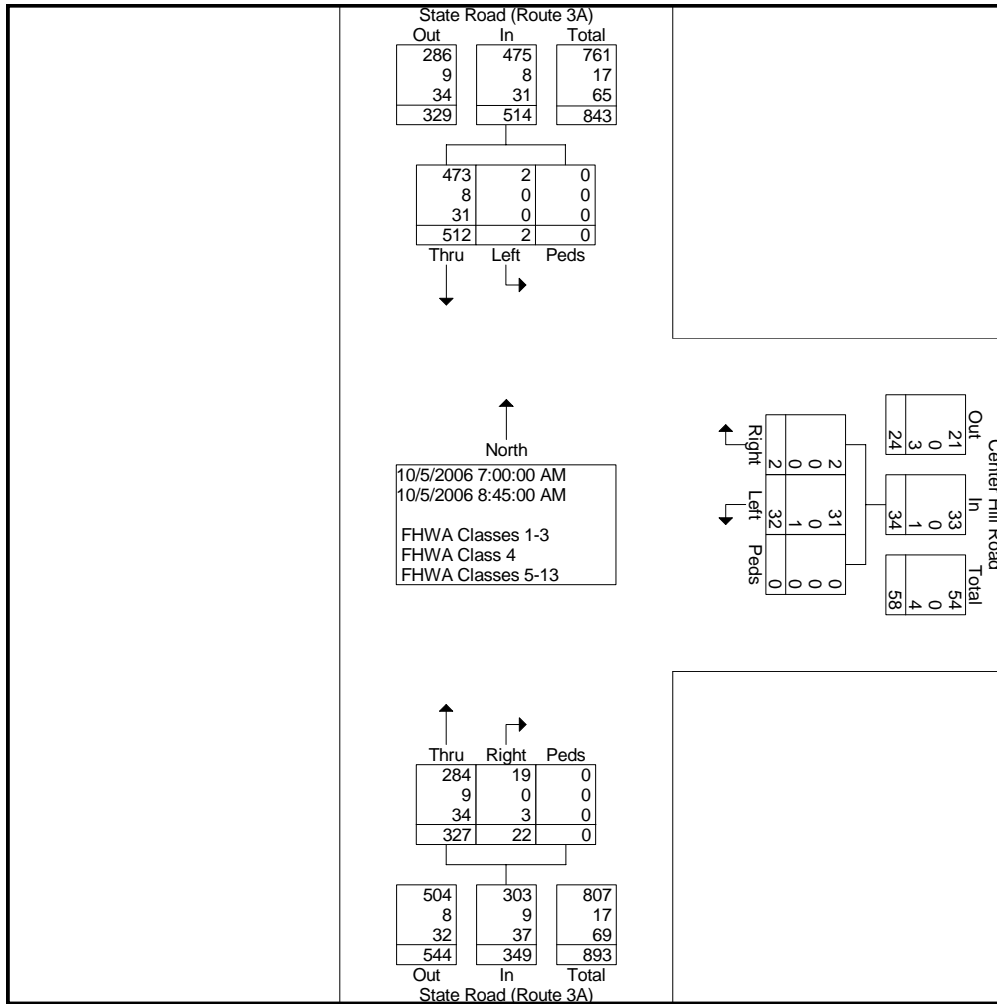
Site Code : 00000239

Start Date : 10/5/2006

Page No : 1

Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time Factor	State Road (Route 3A) Southbound					Center Hill Road Westbound					State Road (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	44	0	0	44	2	0	0	0	2	0	17	0	0	17	63
07:15 AM	1	55	0	0	56	2	0	0	0	2	0	27	1	0	28	86
07:30 AM	0	75	0	0	75	7	0	0	0	7	0	32	2	0	34	116
07:45 AM	0	53	0	0	53	7	0	0	0	7	0	49	1	0	50	110
Total	1	227	0	0	228	18	0	0	0	18	0	125	4	0	129	375
08:00 AM	0	72	0	0	72	2	0	0	0	2	0	43	1	0	44	118
08:15 AM	0	61	0	0	61	1	0	0	0	1	0	44	6	0	50	112
08:30 AM	0	76	0	0	76	3	0	0	0	3	0	53	7	0	60	139
08:45 AM	1	76	0	0	77	8	0	2	0	10	0	62	4	0	66	153
Total	1	285	0	0	286	14	0	2	0	16	0	202	18	0	220	522
Grand Total	2	512	0	0	514	32	0	2	0	34	0	327	22	0	349	897
Apprch %	0.4	99.6	0.0	0.0		94.1	0.0	5.9	0.0		0.0	93.7	6.3	0.0		
Total %	0.2	57.1	0.0	0.0	57.3	3.6	0.0	0.2	0.0	3.8	0.0	36.5	2.5	0.0	38.9	

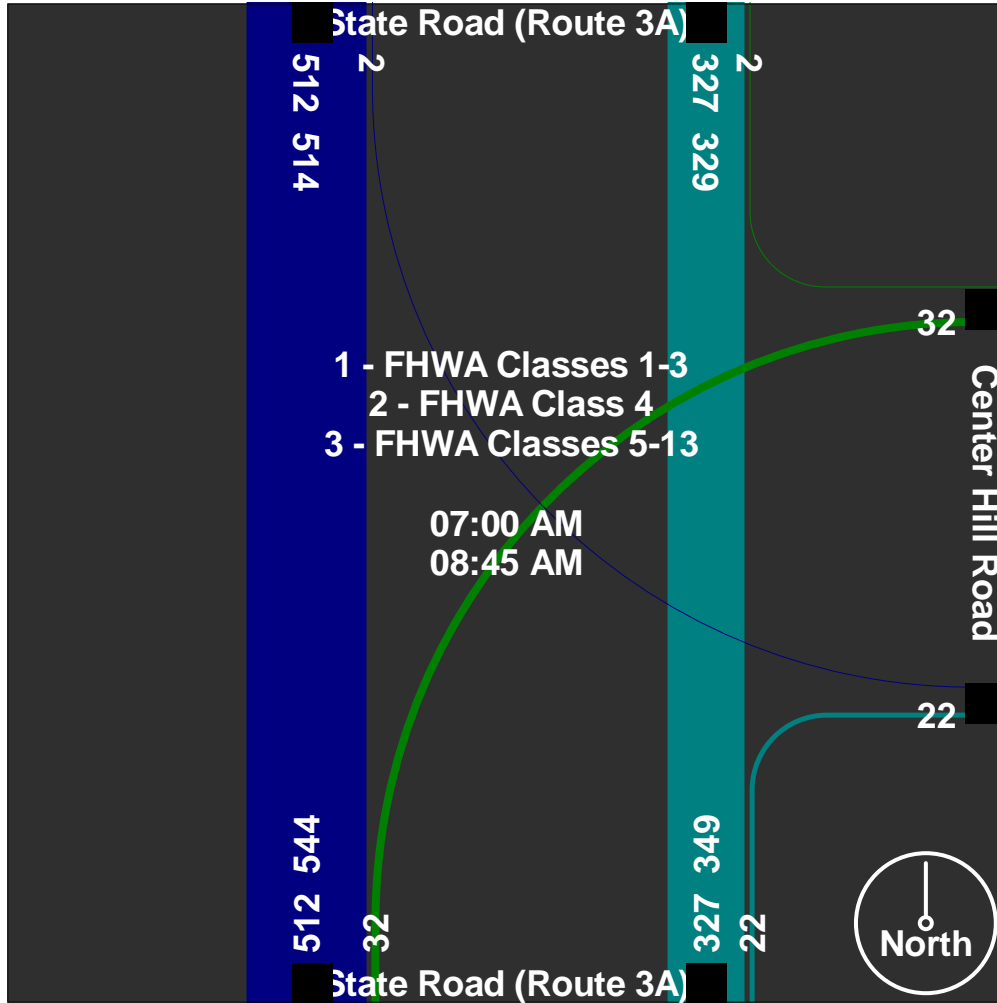


Old Colony Planning Council

70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Cloudy
Board #: DB-400 (2)
Staff: CK

File Name : 239_State&CenterHill_Southern_AM
Site Code : 00000239
Start Date : 10/5/2006
Page No : 2



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Cloudy

Board #: DB-400 (2)

Staff: CK

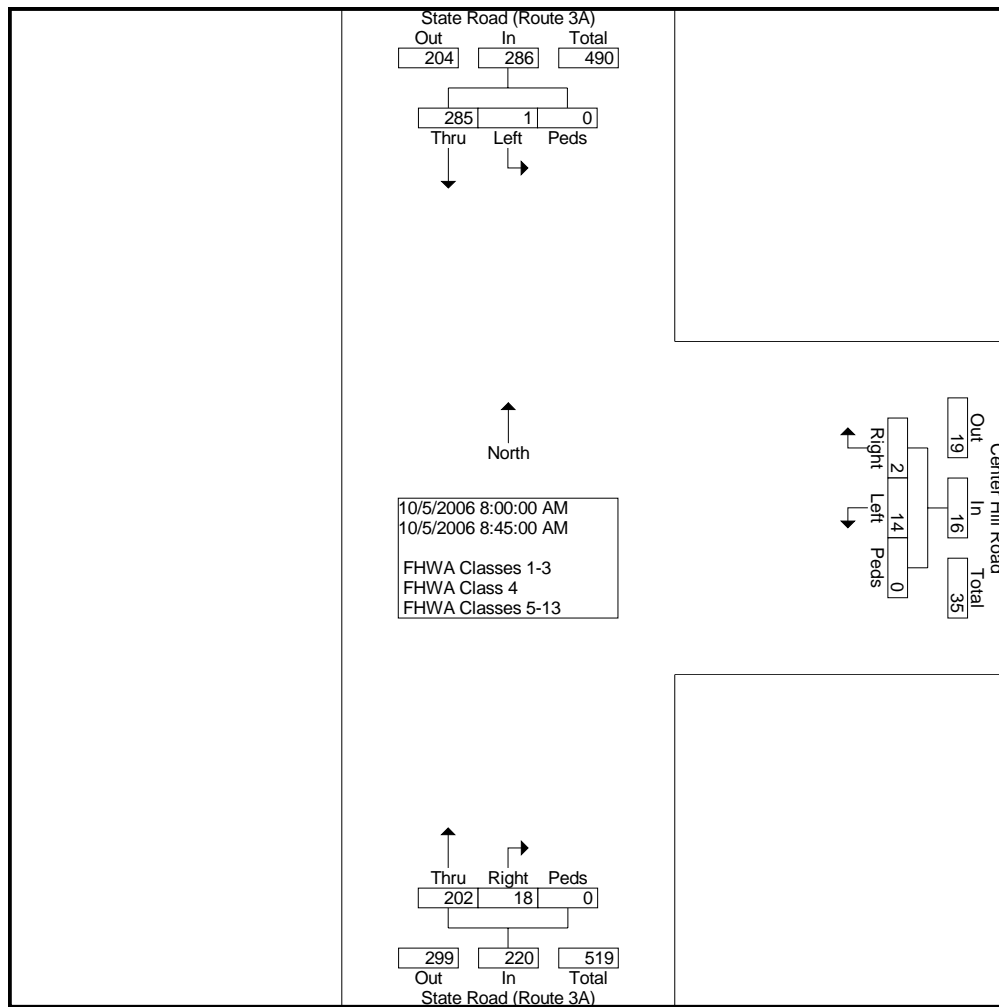
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Site Code : 00000239

Start Date : 10/5/2006

Page No : 3

Start Time	State Road (Route 3A) Southbound					Center Hill Road Westbound					State Road (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	08:00 AM															
Volume	1	285	0	0	286	14	0	2	0	16	0	202	18	0	220	522
Percent	0.3	99.7	0.0	0.0		87.5	0.0	12.5	0.0		0.0	91.8	8.2	0.0		
08:45 Volume	1	76	0	0	77	8	0	2	0	10	0	62	4	0	66	153
Peak Factor																
High Int.	08:45 AM															
Volume	1	76	0	0	77	8	0	2	0	10	0	62	4	0	66	0.853
Peak Factor	0.929					0.400					0.833					



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Cloudy

Board #: DB-400 (2)

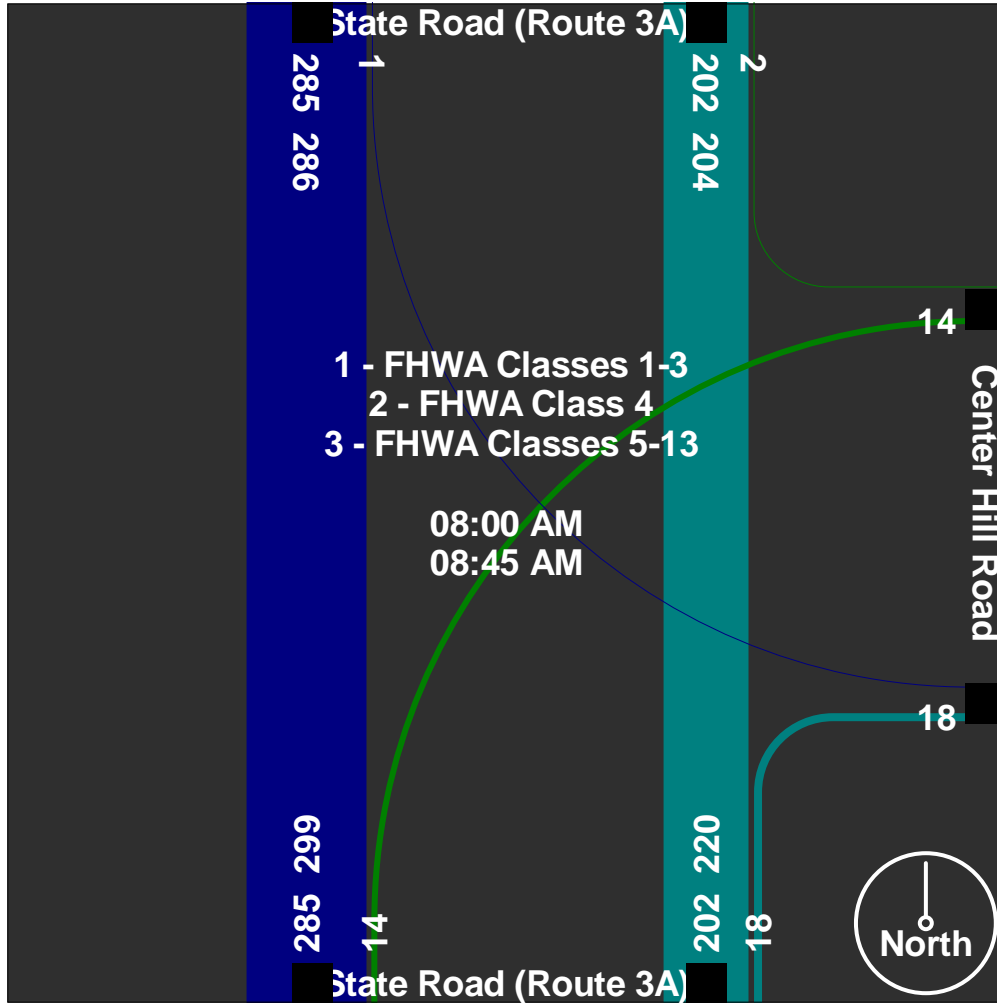
Staff: CK

File Name : 239_State&CenterHill_Southern_AM

Site Code : 00000239

Start Date : 10/5/2006

Page No : 4



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

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Board #: DB-400 (2)

Staff: CK

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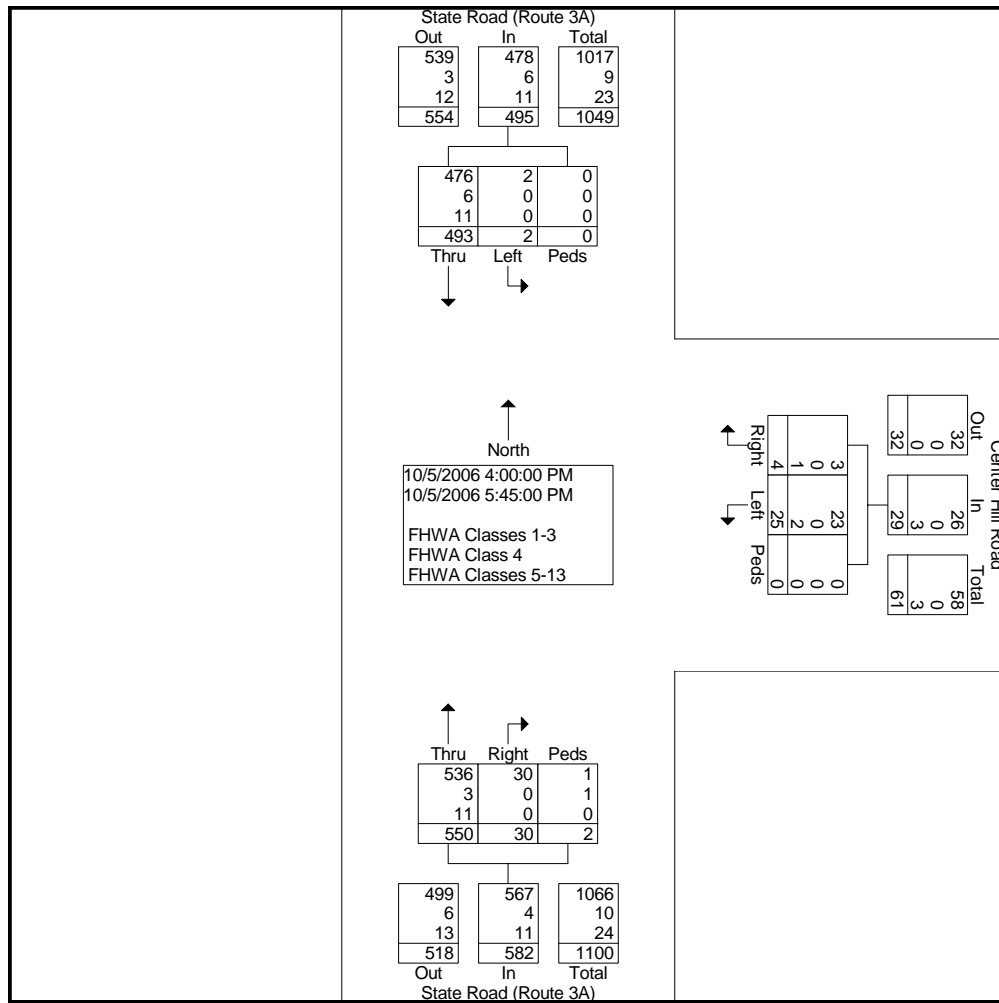
Site Code : 00000239

Start Date : 10/5/2006

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Groups Printed- FHWA Classes 1-3 - FHWA Class 4 - FHWA Classes 5-13

Start Time Factor	State Road (Route 3A) Southbound					Center Hill Road Westbound					State Road (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	64	0	0	64	3	0	0	0	3	0	64	0	0	64	131
04:15 PM	1	81	0	0	82	3	0	3	0	6	0	80	3	0	83	171
04:30 PM	0	53	0	0	53	2	0	1	0	3	0	78	5	0	83	139
04:45 PM	0	52	0	0	52	2	0	0	0	2	0	78	5	2	85	139
Total	1	250	0	0	251	10	0	4	0	14	0	300	13	2	315	580
05:00 PM	0	74	0	0	74	4	0	0	0	4	0	58	7	0	65	143
05:15 PM	0	55	0	0	55	3	0	0	0	3	0	63	3	0	66	124
05:30 PM	1	64	0	0	65	4	0	0	0	4	0	60	4	0	64	133
05:45 PM	0	50	0	0	50	4	0	0	0	4	0	69	3	0	72	126
Total	1	243	0	0	244	15	0	0	0	15	0	250	17	0	267	526
Grand Total	2	493	0	0	495	25	0	4	0	29	0	550	30	2	582	1106
Apprch %	0.4	99.6	0.0	0.0		86.2	0.0	13.8	0.0		0.0	94.5	5.2	0.3		
Total %	0.2	44.6	0.0	0.0	44.8	2.3	0.0	0.4	0.0	2.6	0.0	49.7	2.7	0.2	52.6	



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (2)

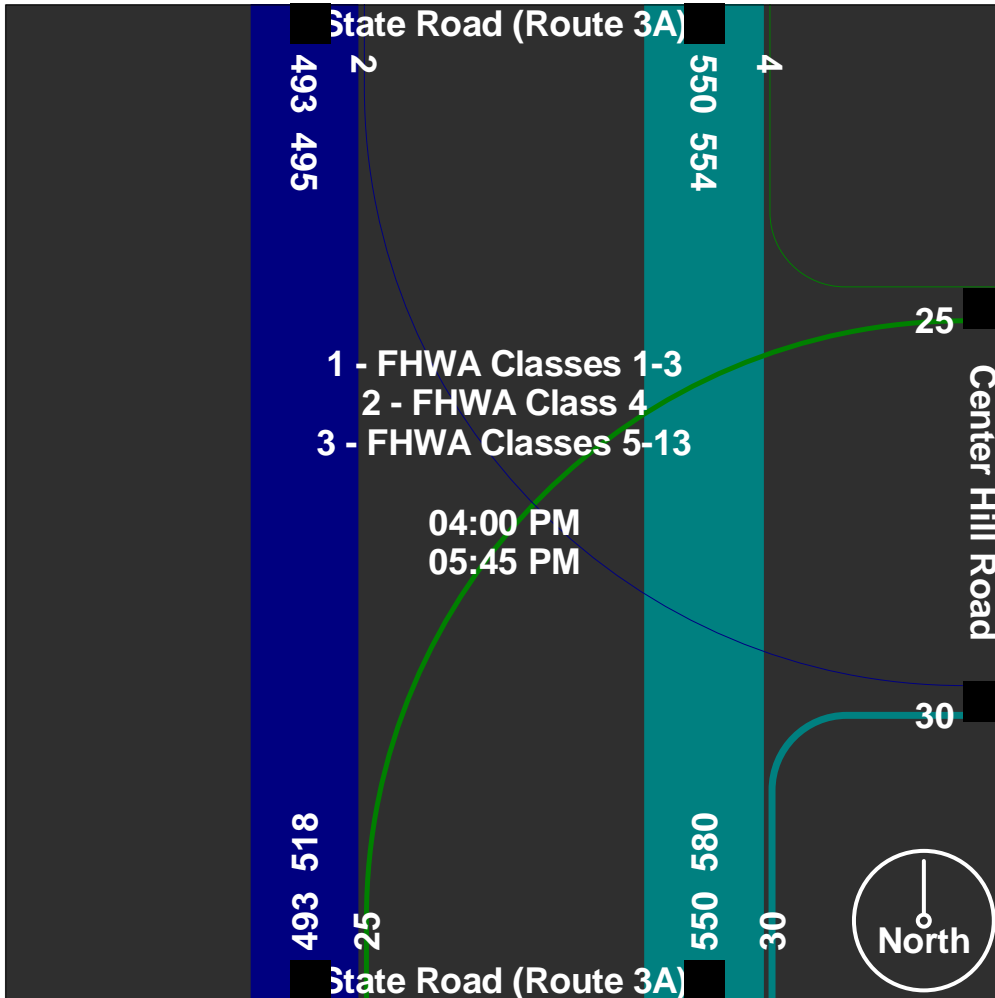
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Start Date : 10/5/2006

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Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

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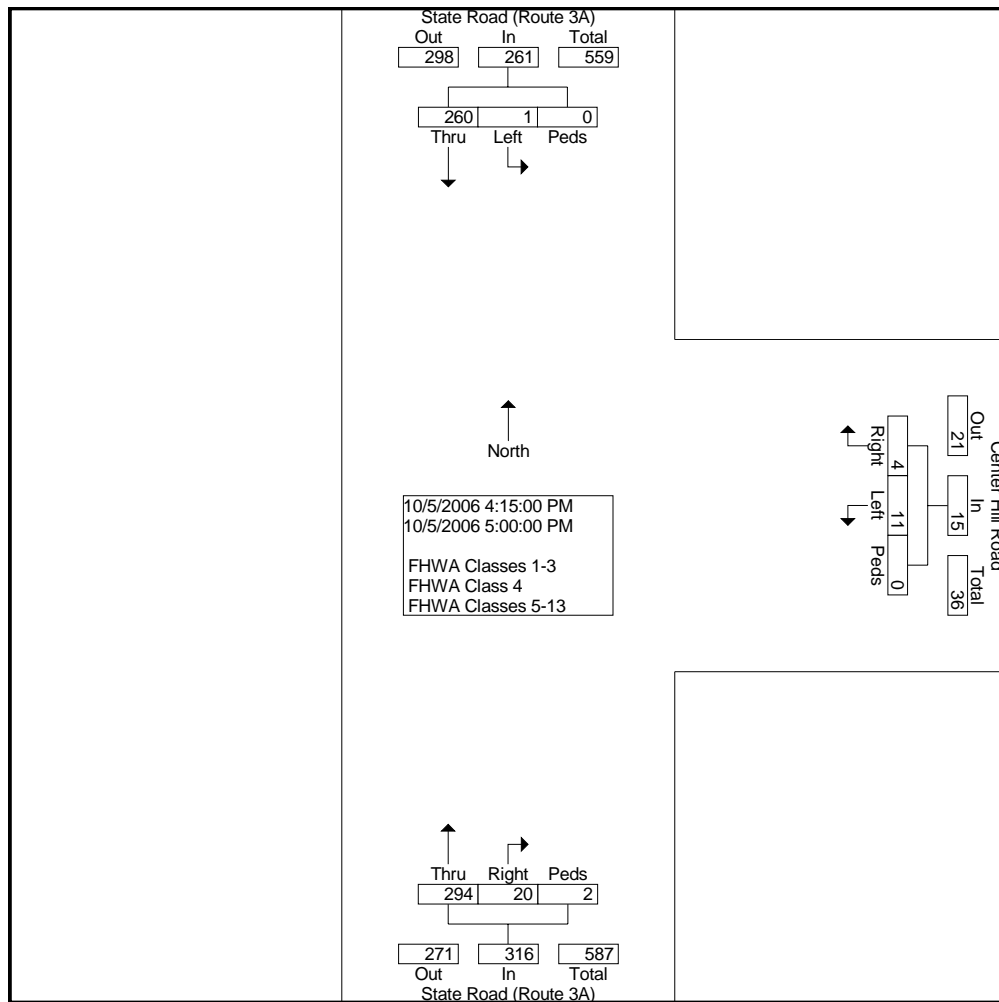
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Start Date : 10/5/2006

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Start Time	State Road (Route 3A) Southbound					Center Hill Road Westbound					State Road (Route 3A) Northbound					Int. Total
	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	Left	Thru	Right	Peds	App-Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																
Intersection	04:15 PM															
Volume	1	260	0	0	261	11	0	4	0	15	0	294	20	2	316	592
Percent	0.4	99.6	0.0	0.0		73.3	0.0	26.7	0.0		0.0	93.0	6.3	0.6		
04:15 Volume	1	81	0	0	82	3	0	3	0	6	0	80	3	0	83	171
Peak Factor																0.865
High Int.	04:15 PM					04:15 PM					04:45 PM					
Volume	1	81	0	0	82	3	0	3	0	6	0	78	5	2	85	
Peak Factor	0.796										0.625					0.929



Old Colony Planning Council

70 School Street

Brockton, MA 02301

508-583-1833

Community: Plymouth

Weather: Clear

Board #: DB-400 (2)

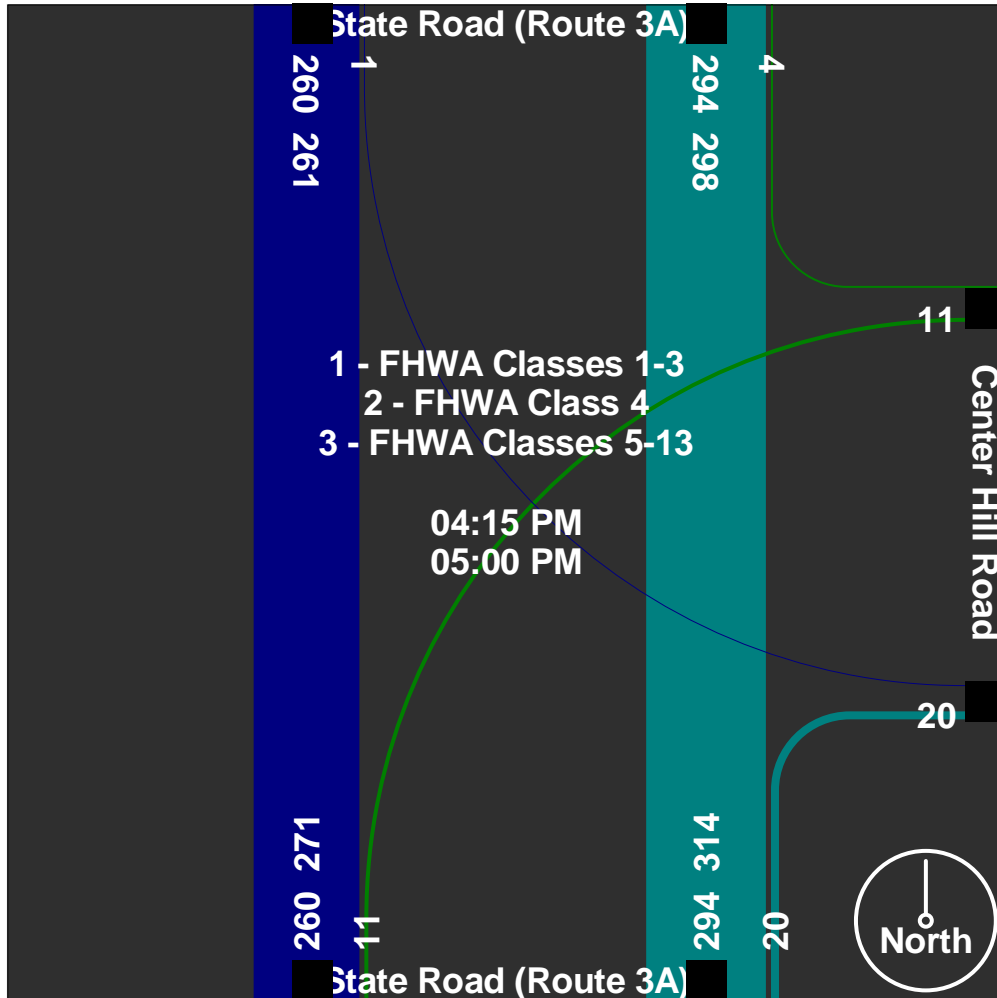
Staff: CK

File Name : 239_State&CenterHill_Southern_PM

Site Code : 00000239

Start Date : 10/5/2006

Page No : 4



HCM Unsignalized Intersection Capacity Analysis
 3: State Road (Route 3A) & Center Hill Road

Route 3A Corridor Study
 2007 AM Peak Hour LOS

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	↙
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	200	18	1	282	14	2
Peak Hour Factor	0.83	0.83	0.93	0.93	0.40	0.40
Hourly flow rate (vph)	243	22	1	306	35	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			265		563	254
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			265		563	254
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		93	99
cM capacity (veh/h)			1299		487	784
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	265	307	40			
Volume Left	0	1	35			
Volume Right	22	0	5			
cSH	1700	1299	511			
Volume to Capacity	0.16	0.00	0.08			
Queue Length 95th (ft)	0	0	6			
Control Delay (s)	0.0	0.0	12.6			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	12.6			
Approach LOS			B			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		25.8%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: State Road (Route 3A) & Center Hill Road

Route 3A Corridor Study
 2007 PM Peak Hour LOS

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	291	20	1	257	11	4
Peak Hour Factor	0.93	0.93	0.80	0.80	0.63	0.63
Hourly flow rate (vph)	316	22	1	324	18	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			338		654	327
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			338		654	327
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	99
cM capacity (veh/h)			1221		431	714
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	338	326	24			
Volume Left	0	1	18			
Volume Right	22	0	6			
cSH	1700	1221	482			
Volume to Capacity	0.20	0.00	0.05			
Queue Length 95th (ft)	0	0	4			
Control Delay (s)	0.0	0.0	12.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	12.9			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization		26.7%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: State Road (Route 3A) & Center Hill Road

Route 3A Corridor Study
 2012 AM Peak Hour LOS

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	↙
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	200	18	1	282	14	2
Peak Hour Factor	0.83	0.83	0.93	0.93	0.40	0.40
Hourly flow rate (vph)	258	23	1	324	37	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			281		596	269
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			281		596	269
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	99
cM capacity (veh/h)			1281		466	769
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	281	326	43			
Volume Left	0	1	37			
Volume Right	23	0	5			
cSH	1700	1281	490			
Volume to Capacity	0.17	0.00	0.09			
Queue Length 95th (ft)	0	0	7			
Control Delay (s)	0.0	0.0	13.0			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	13.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		26.7%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: State Road (Route 3A) & Center Hill Road

Route 3A Corridor Study
 2012 PM Peak Hour LOS

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	↙
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	291	20	1	257	11	4
Peak Hour Factor	0.93	0.93	0.80	0.80	0.63	0.63
Hourly flow rate (vph)	335	23	1	344	19	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			358		693	346
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			358		693	346
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	99
cM capacity (veh/h)			1201		409	697
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	358	345	25			
Volume Left	0	1	19			
Volume Right	23	0	7			
cSH	1700	1201	460			
Volume to Capacity	0.21	0.00	0.06			
Queue Length 95th (ft)	0	0	4			
Control Delay (s)	0.0	0.0	13.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	13.3			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			27.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: State Road (Route 3A) & Center Hill Road

Route 3A Corridor Study
 2020 AM Peak Hour LOS

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	↙
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	200	18	1	282	14	2
Peak Hour Factor	0.83	0.83	0.93	0.93	0.40	0.40
Hourly flow rate (vph)	284	26	1	358	41	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			310		657	297
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			310		657	297
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		90	99
cM capacity (veh/h)			1251		429	742
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	310	359	47			
Volume Left	0	1	41			
Volume Right	26	0	6			
cSH	1700	1251	453			
Volume to Capacity	0.18	0.00	0.10			
Queue Length 95th (ft)	0	0	9			
Control Delay (s)	0.0	0.0	13.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	13.9			
Approach LOS			B			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		28.5%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: State Road (Route 3A) & Center Hill Road

Route 3A Corridor Study
 2020 PM Peak Hour LOS

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	↙
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	291	20	1	257	11	4
Peak Hour Factor	0.93	0.93	0.80	0.80	0.63	0.63
Hourly flow rate (vph)	369	25	1	379	21	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			395		764	382
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			395		764	382
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		94	99
cM capacity (veh/h)			1164		371	665
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	395	381	28			
Volume Left	0	1	21			
Volume Right	25	0	7			
cSH	1700	1164	421			
Volume to Capacity	0.23	0.00	0.07			
Queue Length 95th (ft)	0	0	5			
Control Delay (s)	0.0	0.0	14.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	14.2			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization		29.5%		ICU Level of Service		A
Analysis Period (min)			15			

MassHighway

CRASH RATE WORKSHEET

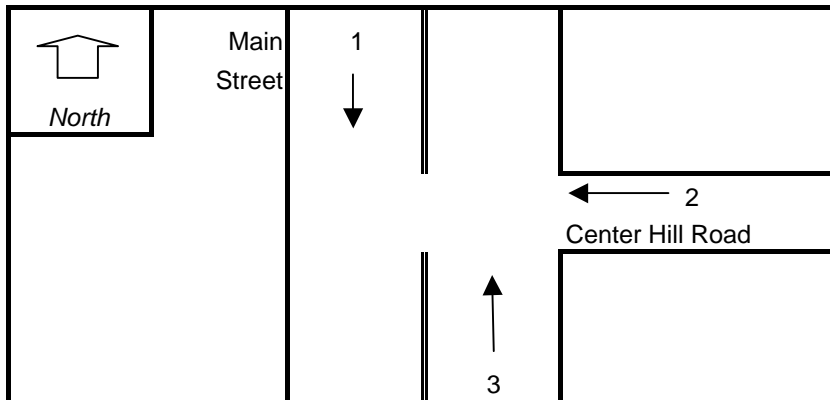
CITY/TOWN : Plymouth COUNT DATE : 10/5/2006 **MHD USE ONLY**
 DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : Source #

~ INTERSECTION DATA ~

MAJOR STREET : State Road (Route 3A)
 MINOR STREET(S) : Center Hill Road

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3			
DIRECTION :	SB	WB	NB			
VOLUMES (AM/PM) :	261	15	316			

** Volumes adjusted to 2007 annual average levels

" K " FACTOR : 0.09 APPROACH ADT : 6,578 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 1 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 0.33

CRASH RATE CALCULATION : 0.139 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:		2005 Statewide Averages:	
Signalized	0.84	Signalized	0.87
Unsignalized	0.59	Unsignalized	0.66

Percentage Difference			
District 5 Average:	Signalized	-83.47%	Statewide Average: Signalized -84.04%
	Unsignalized	-76.47%	Unsignalized -78.96%

***Route 3A @
Old Sandwich Road / Ellisville Road***

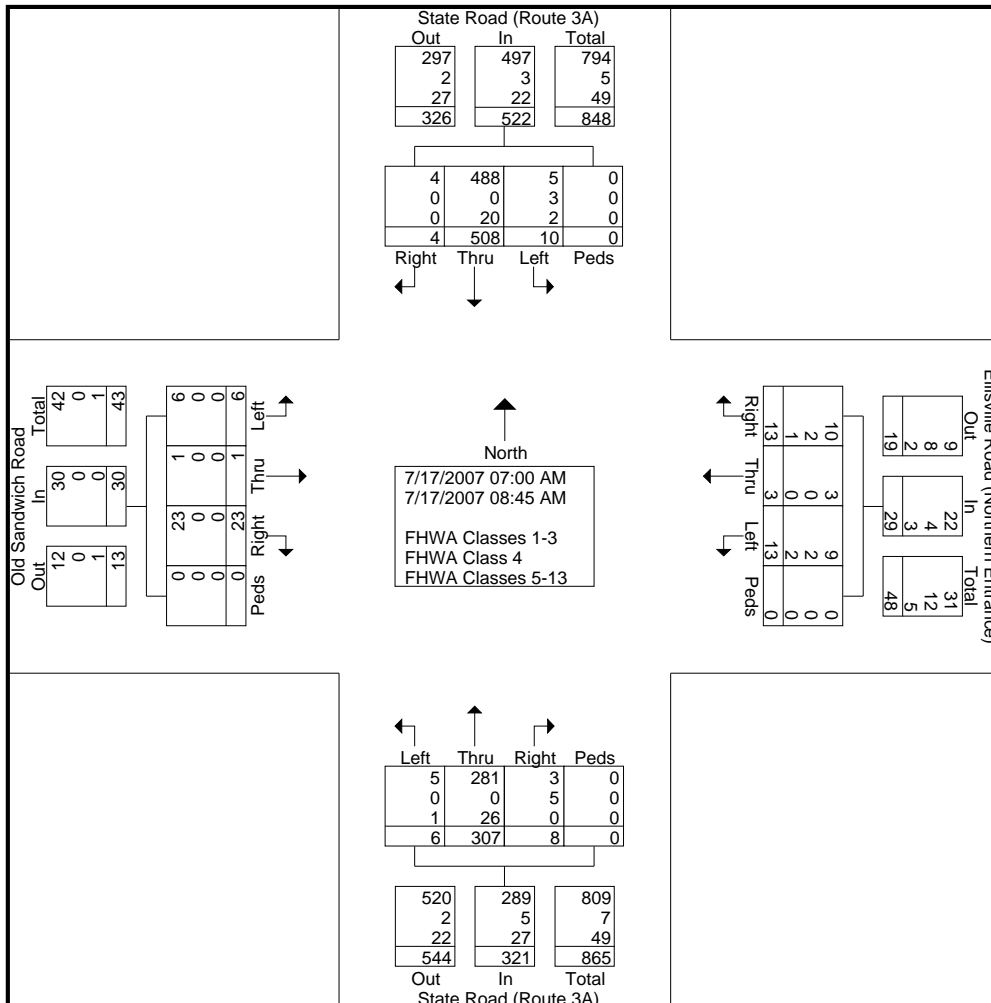
Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
 Weather: Clear
 Board #: DB-400 (2)
 Staff: CK

File Name : 239_State&Ellisville_N_AM
 Site Code : 239
 Start Date : 7/17/2007
 Page No : 1

Groups Printed- 3 - FHWA Class 4 - 13

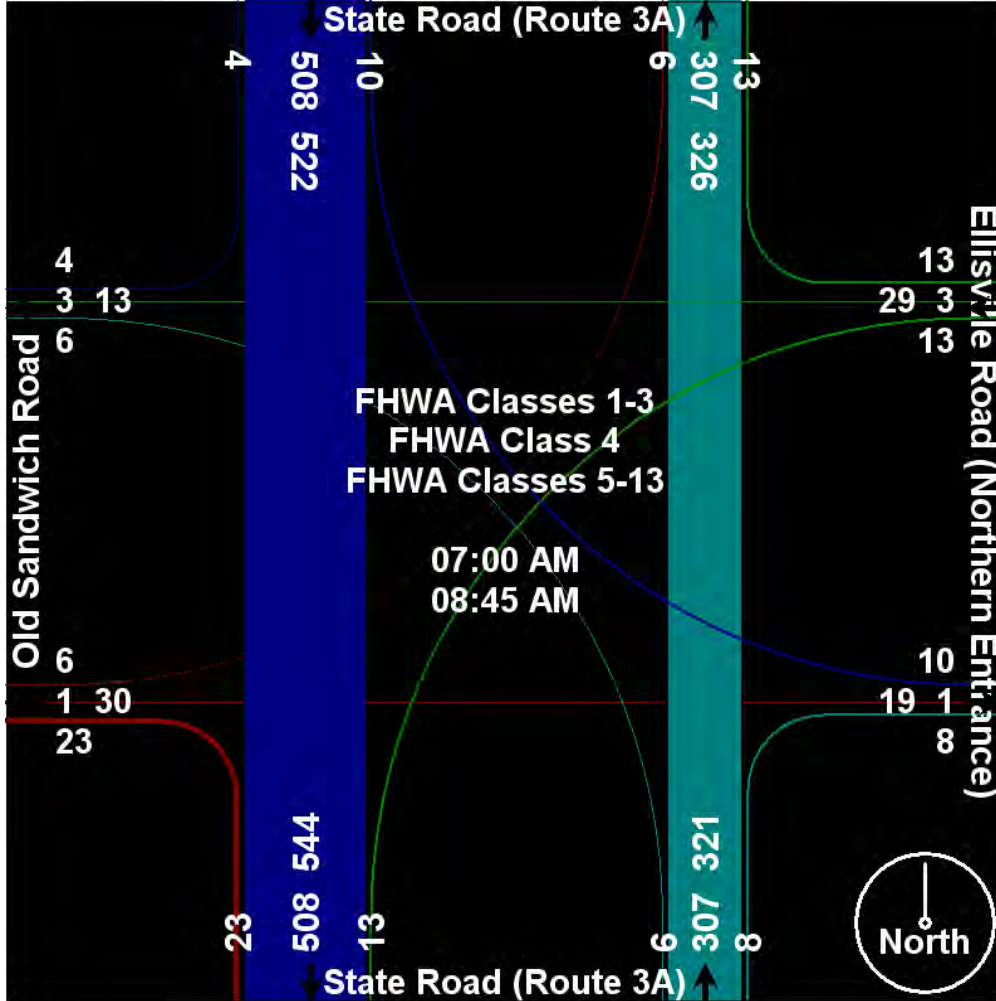
Start Time	State Road (Route 3A) Southbound					Ellisville Road (Northern Entrance) Westbound					State Road (Route 3A) Northbound					Old Sandwich Road Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	46	0	0	48	3	0	1	0	4	1	26	3	0	30	1	0	4	0	5	87
07:15 AM	0	64	2	0	66	3	0	2	0	5	0	32	2	0	34	0	0	8	0	8	113
07:30 AM	1	85	0	0	86	4	0	0	0	4	0	31	0	0	31	0	0	5	0	5	126
07:45 AM	1	57	2	0	60	1	1	1	0	3	2	49	0	0	51	1	0	2	0	3	117
Total	4	252	4	0	260	11	1	4	0	16	3	138	5	0	146	2	0	19	0	21	443
08:00 AM	0	50	0	0	50	1	0	2	0	3	1	40	0	0	41	0	0	2	0	2	96
08:15 AM	1	75	0	0	76	1	0	1	0	2	2	37	0	0	39	0	0	0	0	0	117
08:30 AM	3	69	0	0	72	0	0	2	0	2	0	46	2	0	48	2	0	1	0	3	125
08:45 AM	2	62	0	0	64	0	2	4	0	6	0	46	1	0	47	2	1	1	0	4	121
Total	6	256	0	0	262	2	2	9	0	13	3	169	3	0	175	4	1	4	0	9	459
Grand Total	10	508	4	0	522	13	3	13	0	29	6	307	8	0	321	6	1	23	0	30	902
Apprch %	1.9	97.3	0.8	0		44.8	10.3	44.8	0		1.9	95.6	2.5	0		20	3.3	76.7	0		
Total %	1.1	56.3	0.4	0	57.9	1.4	0.3	1.4	0	3.2	0.7	34	0.9	0	35.6	0.7	0.1	2.5	0	3.3	
FHWA Classes 1-3	5	488	4	0	497	9	3	10	0	22	5	281	3	0	289	6	1	23	0	30	838
% FHWA Classes 1-3	50	96.1	100	0	95.2	69.2	100	76.9	0	75.9	83.3	91.5	37.5	0	90	100	100	100	0	100	92.9
FHWA Class 4	3	0	0	0	3	2	0	2	0	4	0	0	5	0	5	0	0	0	0	0	12
% FHWA Class 4	30	0	0	0	0.6	15.4	0	15.4	0	13.8	0	0	62.5	0	1.6	0	0	0	0	0	1.3
FHWA Classes 5-13	2	20	0	0	22	2	0	1	0	3	1	26	0	0	27	0	0	0	0	0	52
% FHWA Classes 5-13	20	3.9	0	0	4.2	15.4	0	7.7	0	10.3	16.7	8.5	0	0	8.4	0	0	0	0	0	5.8



Old Colony Planning Council
70 School Street
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508-583-1833

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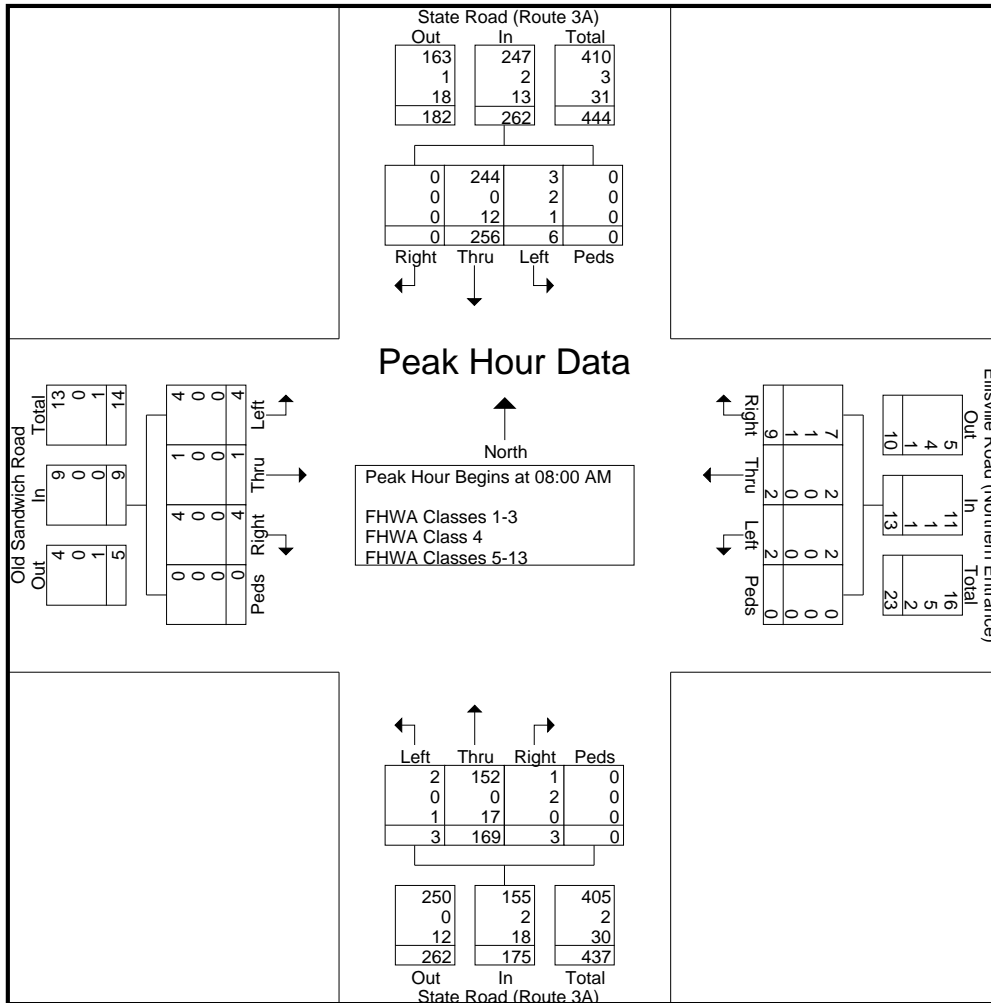


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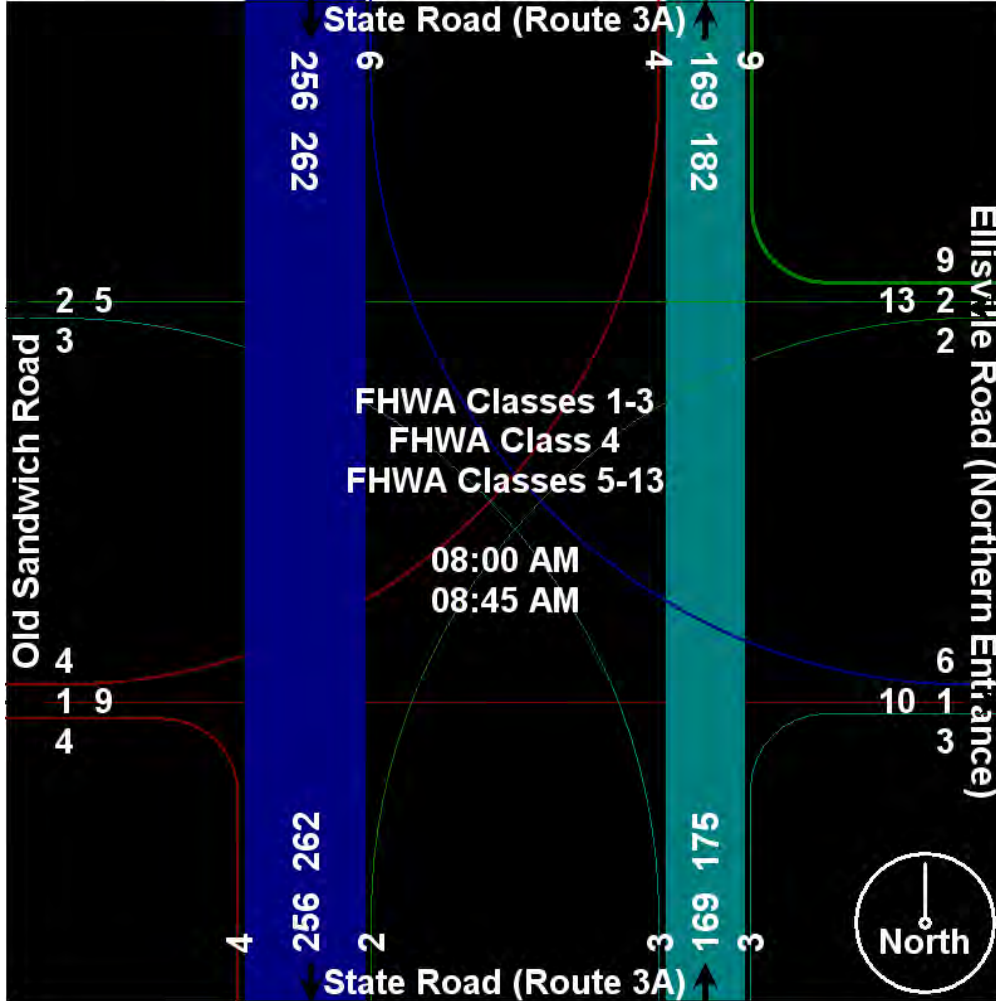
Start Time	State Road (Route 3A) Southbound					Ellisville Road (Northern Entrance) Westbound					State Road (Route 3A) Northbound					Old Sandwich Road Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	50	0	0	50	1	0	2	0	3	1	40	0	0	41	0	0	2	0	2	96
08:15 AM	1	75	0	0	76	1	0	1	0	2	2	37	0	0	39	0	0	0	0	0	117
08:30 AM	3	69	0	0	72	0	0	2	0	2	0	46	2	0	48	2	0	1	0	3	125
08:45 AM	2	62	0	0	64	0	2	4	0	6	0	46	1	0	47	2	1	1	0	4	121
Total Volume	6	256	0	0	262	2	2	9	0	13	3	169	3	0	175	4	1	4	0	9	459
% App. Total	2.3	97.7	0	0		15.4	15.4	69.2	0		1.7	96.6	1.7	0		44.4	11.1	44.4	0		
PHF	.500	.853	.000	.000	.862	.500	.250	.563	.000	.542	.375	.918	.375	.000	.911	.500	.250	.500	.000	.563	.918
FHWA Classes 1-3	3	244	0	0	247	2	2	7	0	11	2	152	1	0	155	4	1	4	0	9	422
% FHWA Classes 1-3	50.0	95.3	0	0	94.3	100	100	77.8	0	84.6	66.7	89.9	33.3	0	88.6	100	100	100	0	100	91.9
FHWA Class 4	2	0	0	0	2	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	5
% FHWA Class 4	33.3	0	0	0	0.8	0	0	11.1	0	7.7	0	0	66.7	0	1.1	0	0	0	0	0	1.1
FHWA Classes 5-13	1	12	0	0	13	0	0	1	0	1	1	17	0	0	18	0	0	0	0	0	32
% FHWA Classes 5-13	16.7	4.7	0	0	5.0	0	0	11.1	0	7.7	33.3	10.1	0	0	10.3	0	0	0	0	0	7.0



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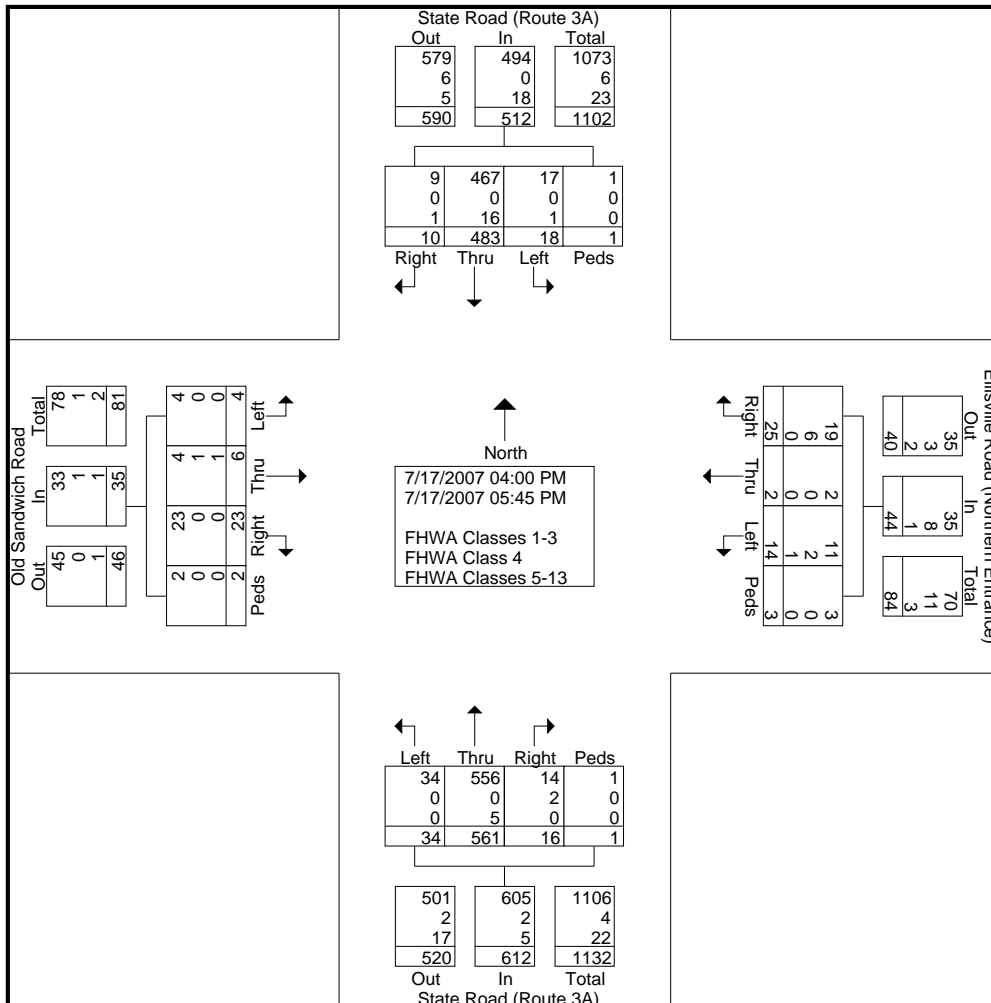
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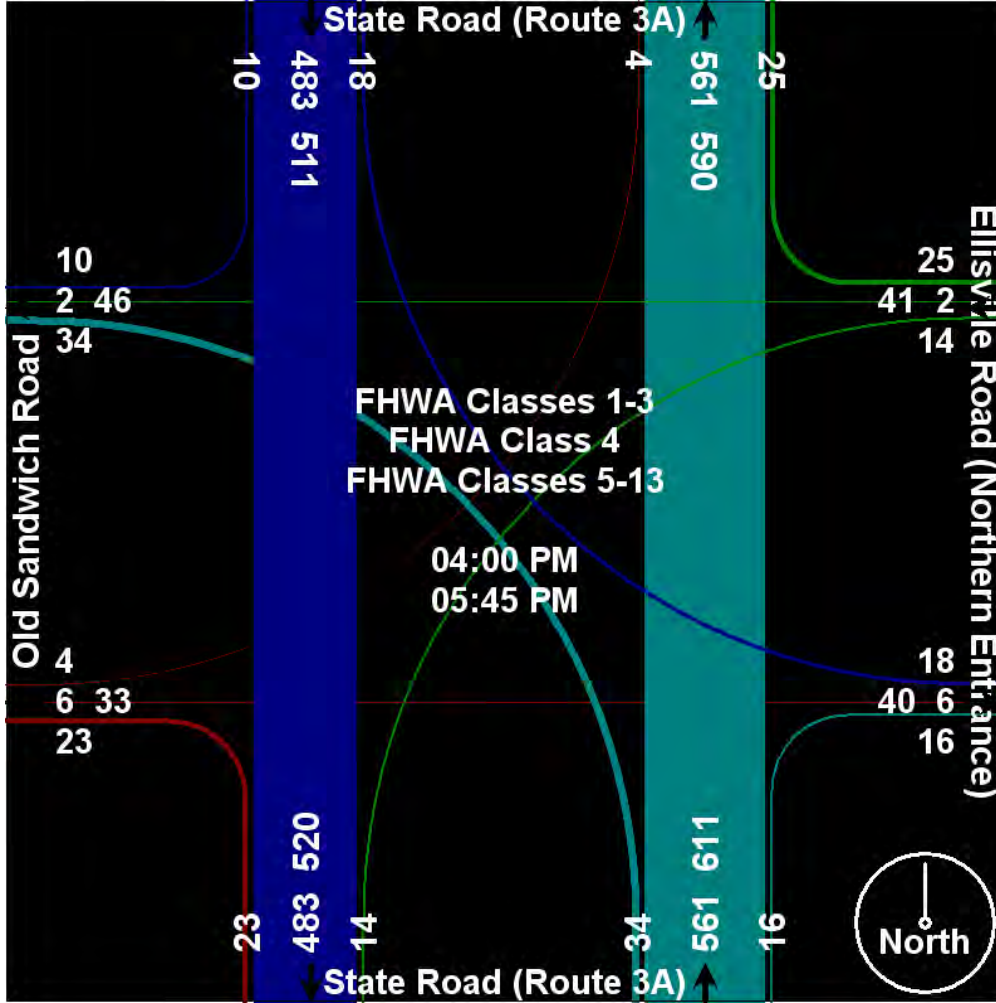
Start Time	State Road (Route 3A) Southbound					Ellisville Road (Northern Entrance) Westbound					State Road (Route 3A) Northbound					Old Sandwich Road Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	5	65	1	1	72	1	0	2	0	3	1	70	3	0	74	0	0	3	0	3	152
04:15 PM	1	59	3	0	63	1	0	5	0	6	8	82	2	0	92	0	2	6	0	8	169
04:30 PM	1	65	0	0	66	2	0	3	1	6	4	64	1	0	69	0	1	2	0	3	144
04:45 PM	2	59	1	0	62	1	0	4	0	5	2	78	5	1	86	0	0	1	0	1	154
Total	9	248	5	1	263	5	0	14	1	20	15	294	11	1	321	0	3	12	0	15	619
05:00 PM	1	66	1	0	68	5	0	1	0	6	4	64	1	0	69	2	0	0	1	3	146
05:15 PM	5	66	1	0	72	2	1	5	0	8	5	70	1	0	76	1	2	5	0	8	164
05:30 PM	0	44	0	0	44	2	1	2	2	7	4	61	1	0	66	1	0	4	0	5	122
05:45 PM	3	59	3	0	65	0	0	3	0	3	6	72	2	0	80	0	1	2	1	4	152
Total	9	235	5	0	249	9	2	11	2	24	19	267	5	0	291	4	3	11	2	20	584
Grand Total	18	483	10	1	512	14	2	25	3	44	34	561	16	1	612	4	6	23	2	35	1203
Apprch %	3.5	94.3	2	0.2		31.8	4.5	56.8	6.8		5.6	91.7	2.6	0.2		11.4	17.1	65.7	5.7		
Total %	1.5	40.1	0.8	0.1	42.6	1.2	0.2	2.1	0.2	3.7	2.8	46.6	1.3	0.1	50.9	0.3	0.5	1.9	0.2	2.9	
FHWA Classes 1-3	17	467	9	1	494	11	2	19	3	35	34	556	14	1	605	4	4	23	2	33	1167
% FHWA Classes 1-3	94.4	96.7	90	100	96.5	78.6	100	76	100	79.5	100	99.1	87.5	100	98.9	100	66.7	100	100	94.3	97
FHWA Class 4	0	0	0	0	0	2	0	6	0	8	0	0	2	0	2	0	1	0	0	1	11
% FHWA Class 4	0	0	0	0	0	14.3	0	24	0	18.2	0	0	12.5	0	0.3	0	16.7	0	0	2.9	0.9
FHWA Classes 5-13	1	16	1	0	18	1	0	0	0	1	0	5	0	0	5	0	1	0	0	1	25
% FHWA Classes 5-13	5.6	3.3	10	0	3.5	7.1	0	0	0	2.3	0	0.9	0	0	0.8	0	16.7	0	0	2.9	2.1



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
Weather: Clear
Board #: DB-400 (2)
Staff: CK

File Name : 239_State&Ellisville_N_PM
Site Code : 239
Start Date : 7/17/2007
Page No : 2

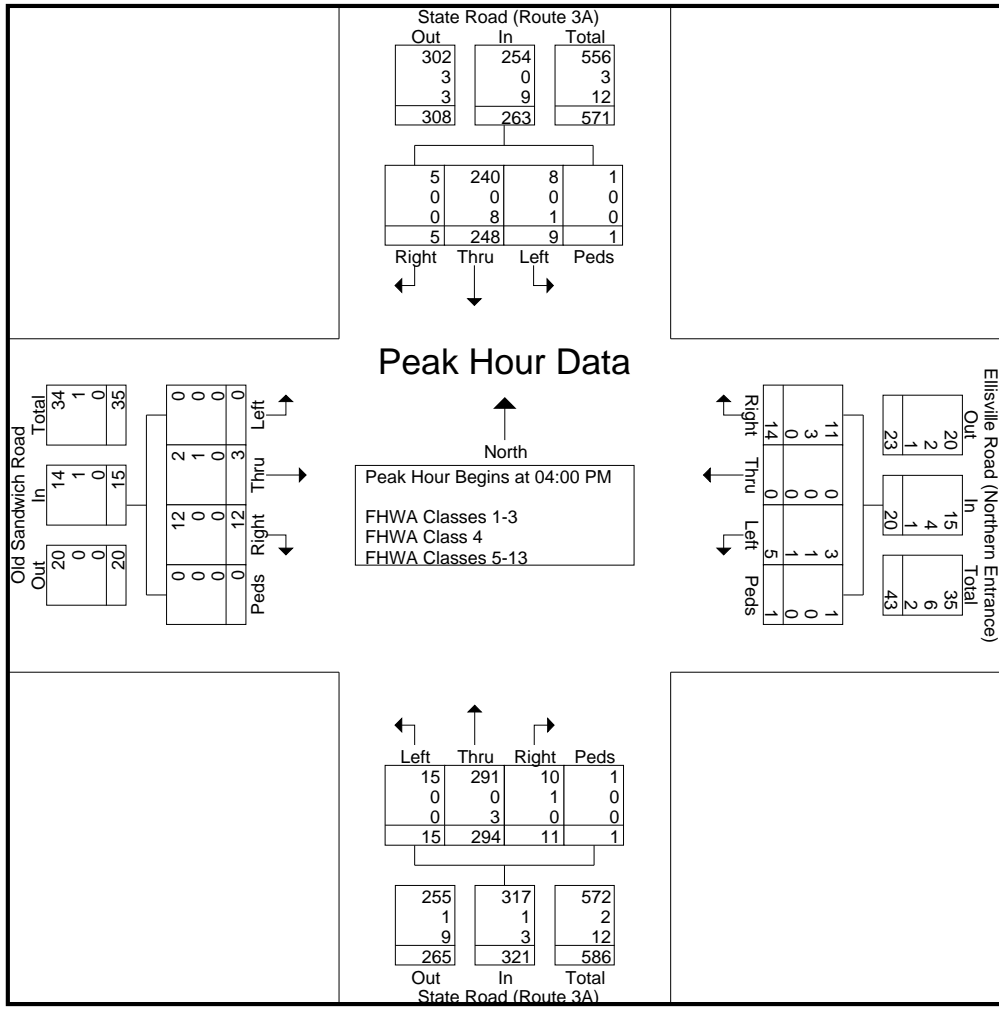


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
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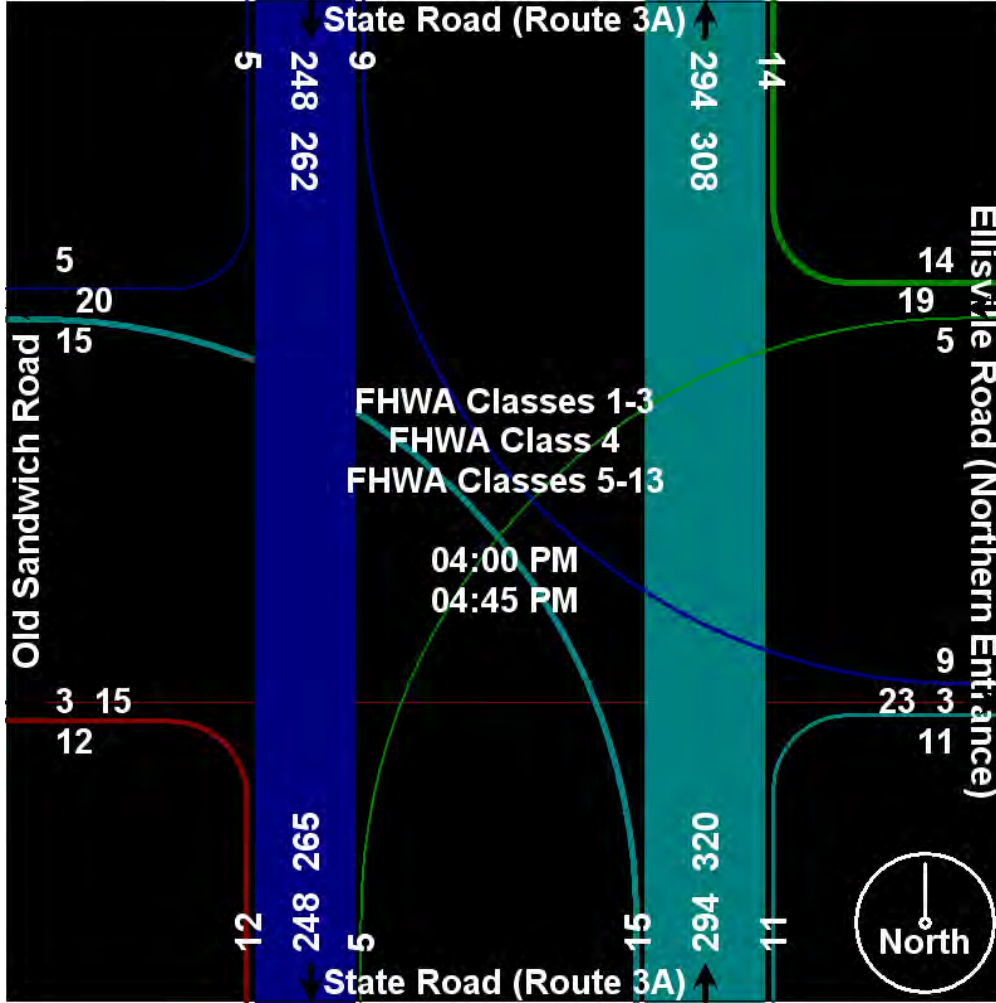
Start Time	State Road (Route 3A) Southbound					Ellisville Road (Northern Entrance) Westbound					State Road (Route 3A) Northbound					Old Sandwich Road Eastbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:00 PM																						
04:00 PM	5	65	1	1	72	1	0	2	0	3	1	70	3	0	74	0	0	3	0	3	152	
04:15 PM	1	59	3	0	63	1	0	5	0	6	8	82	2	0	92	0	2	6	0	8	169	
04:30 PM	1	65	0	0	66	2	0	3	1	6	4	64	1	0	69	0	1	2	0	3	144	
04:45 PM	2	59	1	0	62	1	0	4	0	5	2	78	5	1	86	0	0	1	0	1	154	
Total Volume	9	248	5	1	263	5	0	14	1	20	15	294	11	1	321	0	3	12	0	15	619	
% App. Total	3.4	94.3	1.9	0.4		25	0	70	5		4.7	91.6	3.4	0.3		0	20	80	0			
PHF	.450	.954	.417	.250	.913	.625	.000	.700	.250	.833	.469	.896	.550	.250	.872	.000	.375	.500	.000	.469	.916	
FHWA Classes 1-3	8	240	5	1	254	3	0	11	1	15	15	291	10	1	317	0	2	12	0	14	600	
% FHWA Classes 1-3	88.9	96.8	100	100	96.6	60.0	0	78.6	100	75.0	100	99.0	90.9	100	98.8	0	66.7	100	0	93.3	96.9	
FHWA Class 4	0	0	0	0	0	1	0	3	0	4	0	0	1	0	1	0	1	0	0	0	1	6
% FHWA Class 4	0	0	0	0	0	20.0	0	21.4	0	20.0	0	0	9.1	0	0.3	0	33.3	0	0	0	6.7	1.0
FHWA Classes 5-13	1	8	0	0	9	1	0	0	0	1	0	3	0	3	0	0	0	0	0	0	13	
% FHWA Classes 5-13	11.1	3.2	0	0	3.4	20.0	0	0	0	5.0	0	1.0	0	0.9	0	0	0	0	0	0	2.1	



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

















Community: Plymouth
Weather: Clear
Board #: DB-400 (2)
Staff: CK

File Name : 239_State&Ellisville_N_PM
Site Code : 239
Start Date : 7/17/2007
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HCM Unsignalized Intersection Capacity Analysis
 3: Route 3A & Old Sandwich Rd.

Route 3A Corridor Study
 2007 AM Peak Hour LOS

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	169	3	6	256	0	1	1	4	2	2	9
Peak Hour Factor	0.91	0.91	0.91	0.86	0.86	0.86	0.56	0.56	0.56	0.54	0.54	0.54
Hourly flow rate (vph)	3	186	3	7	298	0	2	2	7	4	4	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	298			189			524	507	298	514	506	187
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	298			189			524	507	298	514	506	187
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	99	99	98
cM capacity (veh/h)	1264			1385			449	465	742	463	466	855
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	192	305	11	24								
Volume Left	3	7	2	4								
Volume Right	3	0	7	17								
cSH	1264	1385	614	679								
Volume to Capacity	0.00	0.01	0.02	0.04								
Queue Length 95th (ft)	0	0	1	3								
Control Delay (s)	0.2	0.2	11.0	10.5								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.2	0.2	11.0	10.5								
Approach LOS			B	B								
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			26.7%		ICU Level of Service				A			
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis
3: Route 3A & Old Sandwich Rd.

Route 3A Corridor Study
2007 PM Peak Hour LOS

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	15	294	11	5	248	9	12	3	0	5	0	14
Peak Hour Factor	0.87	0.87	0.87	0.91	0.91	0.91	0.47	0.47	0.47	0.83	0.83	0.83
Hourly flow rate (vph)	17	338	13	5	273	10	26	6	0	6	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	282			351			684	674	277	670	672	344
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	282			351			684	674	277	670	672	344
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			93	98	100	98	100	98
cM capacity (veh/h)	1280			1208			349	370	761	361	370	699
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	368	288	32	23								
Volume Left	17	5	26	6								
Volume Right	13	10	0	17								
cSH	1280	1208	353	560								
Volume to Capacity	0.01	0.00	0.09	0.04								
Queue Length 95th (ft)	1	0	7	3								
Control Delay (s)	0.5	0.2	16.2	11.7								
Lane LOS	A	A	C	B								
Approach Delay (s)	0.5	0.2	16.2	11.7								
Approach LOS			C	B								
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			34.1%		ICU Level of Service				A			
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis
3: Route 3A & Old Sandwich Rd.

Route 3A Corridor Study
2012 AM Peak Hour LOS

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	169	3	6	256	0	1	1	4	2	2	9
Peak Hour Factor	0.91	0.91	0.91	0.86	0.86	0.86	0.56	0.56	0.56	0.54	0.54	0.54
Hourly flow rate (vph)	3	197	3	7	316	0	2	2	8	4	4	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	316			200			556	538	316	544	536	199
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	316			200			556	538	316	544	536	199
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	99	99	98
cM capacity (veh/h)	1245			1372			427	446	725	441	447	842
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	204	323	11	26								
Volume Left	3	7	2	4								
Volume Right	3	0	8	18								
cSH	1245	1372	594	660								
Volume to Capacity	0.00	0.01	0.02	0.04								
Queue Length 95th (ft)	0	0	1	3								
Control Delay (s)	0.2	0.2	11.2	10.7								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.2	0.2	11.2	10.7								
Approach LOS			B	B								
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			27.7%		ICU Level of Service				A			
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis
 3: Route 3A & Old Sandwich Rd.

Route 3A Corridor Study
 2012 PM Peak Hour LOS

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	15	294	11	5	248	9	12	3	0	5	0	14
Peak Hour Factor	0.87	0.87	0.87	0.91	0.91	0.91	0.47	0.47	0.47	0.83	0.83	0.83
Hourly flow rate (vph)	18	358	13	6	289	10	27	7	0	6	0	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	299			372			725	714	294	711	712	365
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	299			372			725	714	294	711	712	365
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			92	98	100	98	100	97
cM capacity (veh/h)	1262			1187			327	350	745	338	351	680
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	390	305	34	24								
Volume Left	18	6	27	6								
Volume Right	13	10	0	18								
cSH	1262	1187	331	537								
Volume to Capacity	0.01	0.00	0.10	0.05								
Queue Length 95th (ft)	1	0	8	4								
Control Delay (s)	0.5	0.2	17.1	12.0								
Lane LOS	A	A	C	B								
Approach Delay (s)	0.5	0.2	17.1	12.0								
Approach LOS			C	B								
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			35.5%		ICU Level of Service				A			
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis
 3: Route 3A & Old Sandwich Rd.

Route 3A Corridor Study
 2020 AM Peak Hour LOS

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	169	3	6	256	0	1	1	4	2	2	9
Peak Hour Factor	0.91	0.91	0.91	0.86	0.86	0.86	0.56	0.56	0.56	0.54	0.54	0.54
Hourly flow rate (vph)	4	215	4	8	345	0	2	2	8	4	4	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	345			219			608	588	345	596	586	217
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	345			219			608	588	345	596	586	217
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	100	99	99	99	98
cM capacity (veh/h)	1214			1350			392	417	698	406	418	822
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	223	353	12	28								
Volume Left	4	8	2	4								
Volume Right	4	0	8	19								
cSH	1214	1350	562	630								
Volume to Capacity	0.00	0.01	0.02	0.04								
Queue Length 95th (ft)	0	0	2	3								
Control Delay (s)	0.2	0.2	11.6	11.0								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.2	0.2	11.6	11.0								
Approach LOS			B	B								
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			29.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
3: Route 3A & Old Sandwich Rd.

Route 3A Corridor Study
2020 PM Peak Hour LOS

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	15	294	11	5	248	9	12	3	0	5	0	14
Peak Hour Factor	0.87	0.87	0.87	0.91	0.91	0.91	0.47	0.47	0.47	0.83	0.83	0.83
Hourly flow rate (vph)	20	392	15	6	316	11	30	7	0	7	0	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	328			407			794	781	322	778	780	399
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	328			407			794	781	322	778	780	399
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			90	98	100	98	100	97
cM capacity (veh/h)	1232			1152			292	319	719	303	320	651
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	427	334	37	27								
Volume Left	20	6	30	7								
Volume Right	15	11	0	20								
cSH	1232	1152	297	500								
Volume to Capacity	0.02	0.01	0.12	0.05								
Queue Length 95th (ft)	1	0	11	4								
Control Delay (s)	0.5	0.2	18.8	12.6								
Lane LOS	A	A	C	B								
Approach Delay (s)	0.5	0.2	18.8	12.6								
Approach LOS			C	B								
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			37.9%		ICU Level of Service				A			
Analysis Period (min)			15									

MassHighway

CRASH RATE WORKSHEET

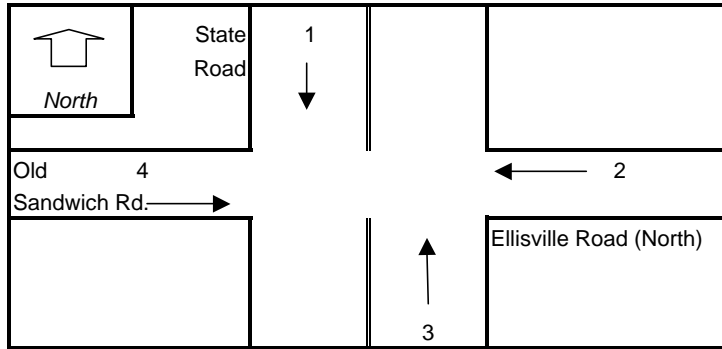
CITY/TOWN : **Plymouth** COUNT DATE : **7/17/2007** **MHD USE ONLY**
 DISTRICT : **5** UNSIGNALIZED : **X** SIGNALIZED : Source #

- INTERSECTION DATA -

MAJOR STREET : **State Road (Route 3A)**
 MINOR STREET(S) : **Old Sandwich Road / Ellisville Road (North)**

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	288	23	368	32		

" K " FACTOR : **0.09** APPROACH ADT : **7,900** ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : **3** # OF YEARS : **3** AVERAGE # OF ACCIDENTS (A) : **1.00**

CRASH RATE CALCULATION : **0.347** RATE = $\frac{(A * 1,000,000)}{ADT * 365}$ (

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	-58.71%	Statewide Average: Signalized	-60.14%
Unsignalized	-41.22%	Unsignalized	-47.45%

***Route 3A @
Ellisville Road (Southern End)***

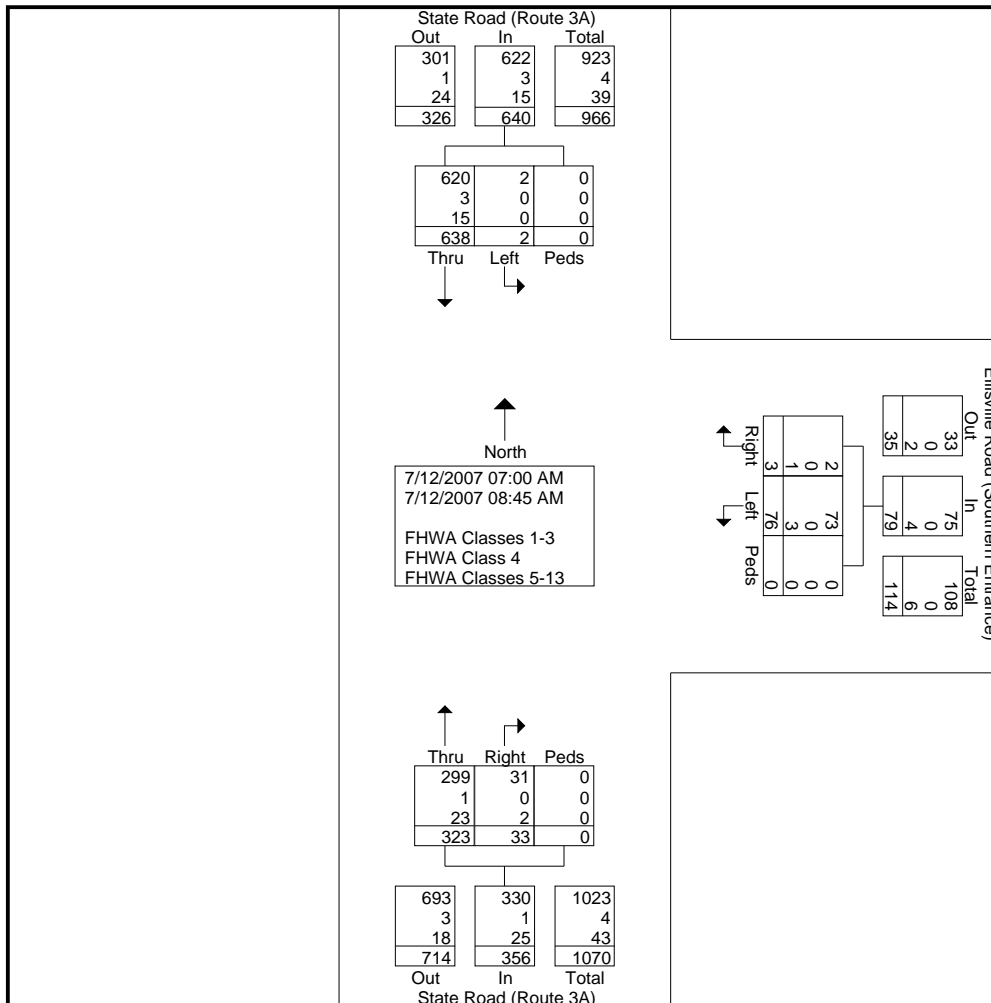
Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
 Weather: Clear
 Board #: DB-400 (2)
 Staff: KW

File Name : 239_State&Ellisville_S_AM
 Site Code : 239
 Start Date : 7/12/2007
 Page No : 1

Groups Printed- 3 - FHWA Class 4 - 13

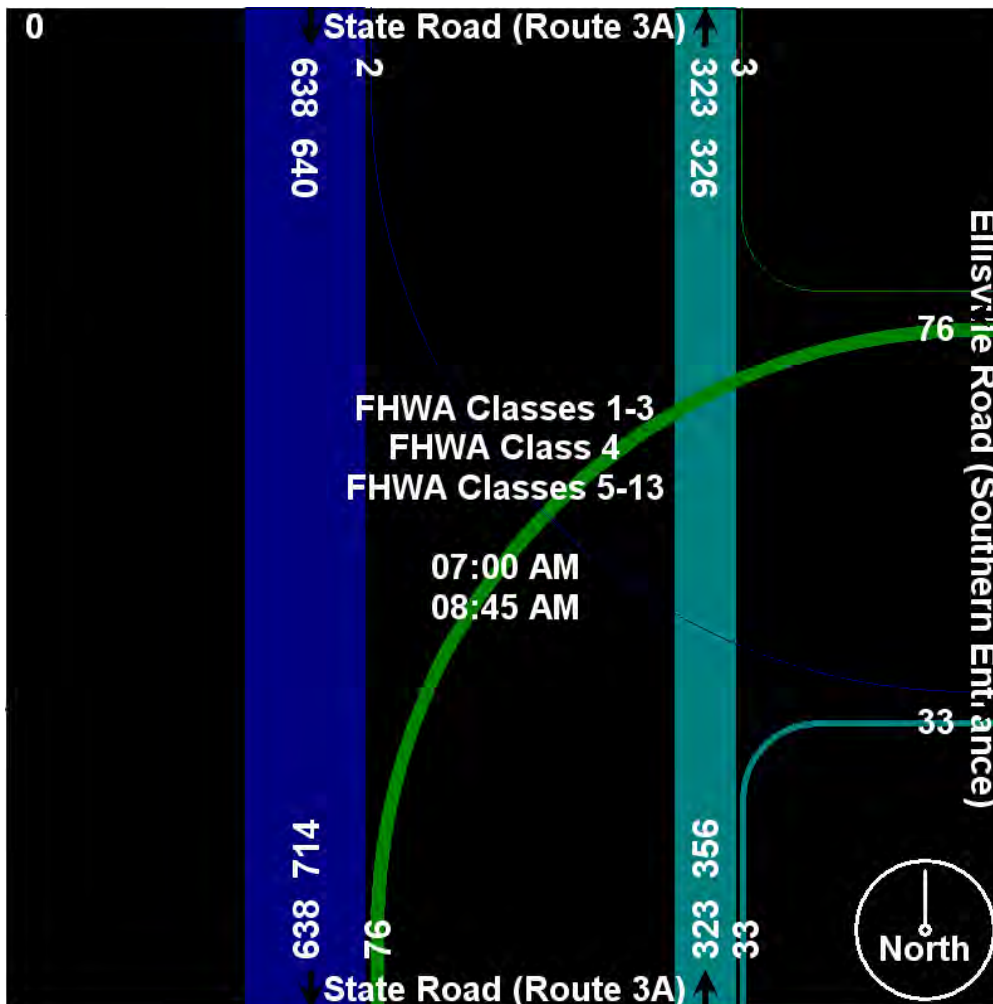
Start Time	State Road (Route 3A) Southbound				Ellisville Road (Southern Entrance) Westbound				State Road (Route 3A) Northbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
07:00 AM	0	70	0	70	6	1	0	7	24	4	0	28	105
07:15 AM	0	74	0	74	10	0	0	10	34	2	0	36	120
07:30 AM	0	96	0	96	7	0	0	7	37	1	0	38	141
07:45 AM	1	80	0	81	8	0	0	8	35	2	0	37	126
Total	1	320	0	321	31	1	0	32	130	9	0	139	492
08:00 AM	0	76	0	76	19	0	0	19	43	7	0	50	145
08:15 AM	0	81	0	81	13	1	0	14	58	7	0	65	160
08:30 AM	1	79	0	80	7	1	0	8	43	5	0	48	136
08:45 AM	0	82	0	82	6	0	0	6	49	5	0	54	142
Total	1	318	0	319	45	2	0	47	193	24	0	217	583
Grand Total	2	638	0	640	76	3	0	79	323	33	0	356	1075
Apprch %	0.3	99.7	0	97.2	96.2	3.8	0	94.9	90.7	9.3	0	92.7	95.5
Total %	0.2	59.3	0	59.5	7.1	0.3	0	7.3	30	3.1	0	33.1	
FHWA Classes 1-3	2	620	0	622	73	2	0	75	299	31	0	330	1027
% FHWA Classes 1-3	100	97.2	0	97.2	96.1	66.7	0	94.9	92.6	93.9	0	92.7	95.5
FHWA Class 4	0	3	0	3	0	0	0	0	1	0	0	1	4
% FHWA Class 4	0	0.5	0	0.5	0	0	0	0	0.3	0	0	0.3	0.4
FHWA Classes 5-13	0	15	0	15	3	1	0	4	23	2	0	25	44
% FHWA Classes 5-13	0	2.4	0	2.3	3.9	33.3	0	5.1	7.1	6.1	0	7	4.1



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
 Weather: Clear
 Board #: DB-400 (2)
 Staff: KW

File Name : 239_State&Ellisville_S_AM
 Site Code : 239
 Start Date : 7/12/2007
 Page No : 2

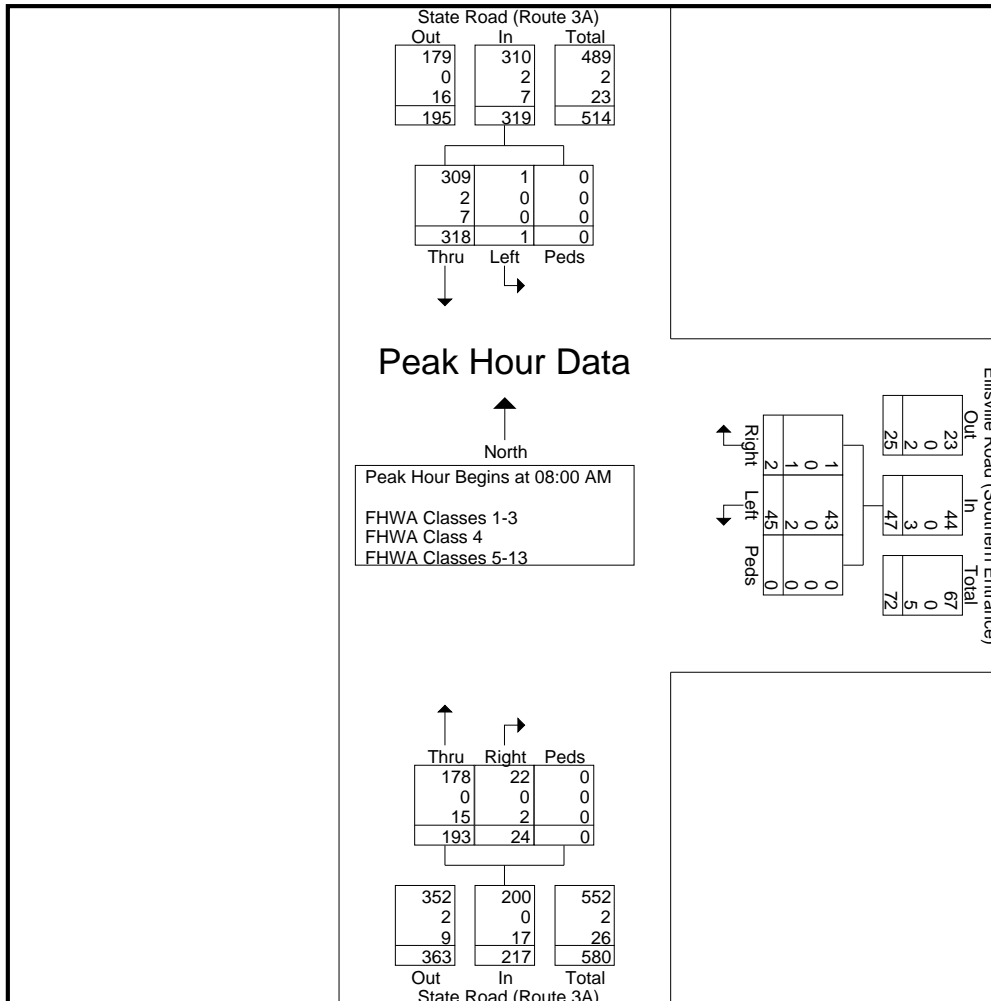


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
 Weather: Clear
 Board #: DB-400 (2)
 Staff: KW

File Name : 239_State&Ellisville_S_AM
 Site Code : 239
 Start Date : 7/12/2007
 Page No : 3

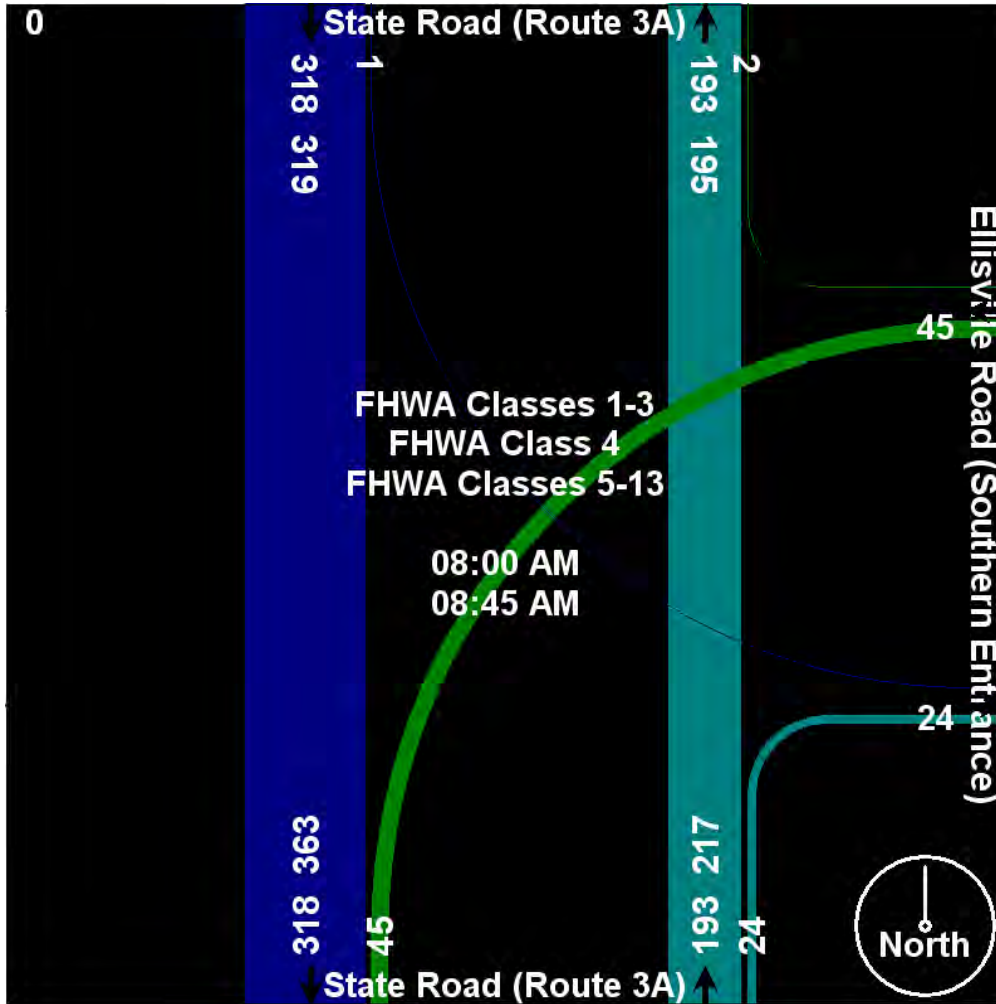
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	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	76	0	76	19	0	0	19	43	7	0	50	145
08:15 AM	0	81	0	81	13	1	0	14	58	7	0	65	160
08:30 AM	1	79	0	80	7	1	0	8	43	5	0	48	136
08:45 AM	0	82	0	82	6	0	0	6	49	5	0	54	142
Total Volume	1	318	0	319	45	2	0	47	193	24	0	217	583
% App. Total	0.3	99.7	0		95.7	4.3	0		88.9	11.1	0		
PHF	.250	.970	.000	.973	.592	.500	.000	.618	.832	.857	.000	.835	.911
FHWA Classes 1-3	1	309	0	310	43	1	0	44	178	22	0	200	554
% FHWA Classes 1-3	100	97.2	0	97.2	95.6	50.0	0	93.6	92.2	91.7	0	92.2	95.0
FHWA Class 4	0	2	0	2	0	0	0	0	0	0	0	0	2
% FHWA Class 4	0	0.6	0	0.6	0	0	0	0	0	0	0	0	0.3
FHWA Classes 5-13	0	7	0	7	2	1	0	3	15	2	0	17	27
% FHWA Classes 5-13	0	2.2	0	2.2	4.4	50.0	0	6.4	7.8	8.3	0	7.8	4.6



Old Colony Planning Council
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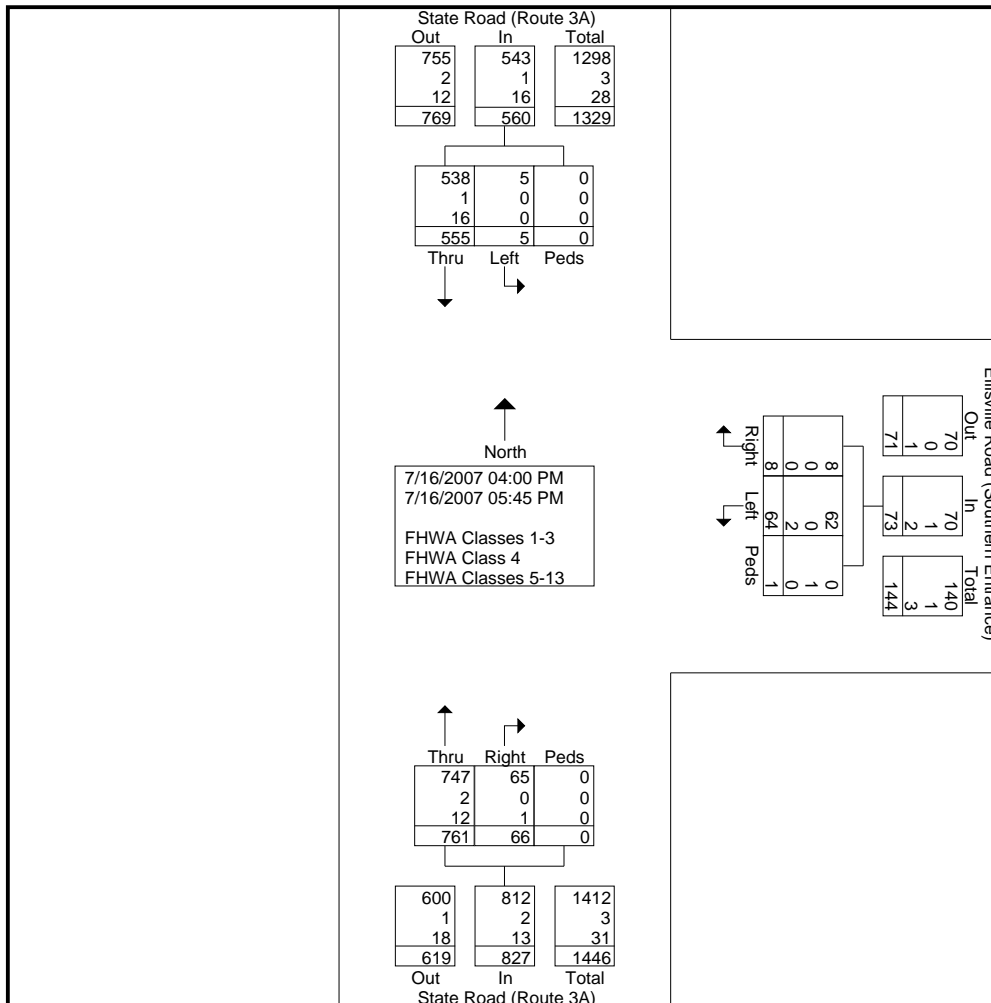
Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
 Weather: Clear
 Board #: DB-400 (2)
 Staff: KW

File Name : 239_State&Ellisville_S_PM
 Site Code : 239
 Start Date : 7/16/2007
 Page No : 1

Groups Printed- 3 - FHWA Class 4 - 13

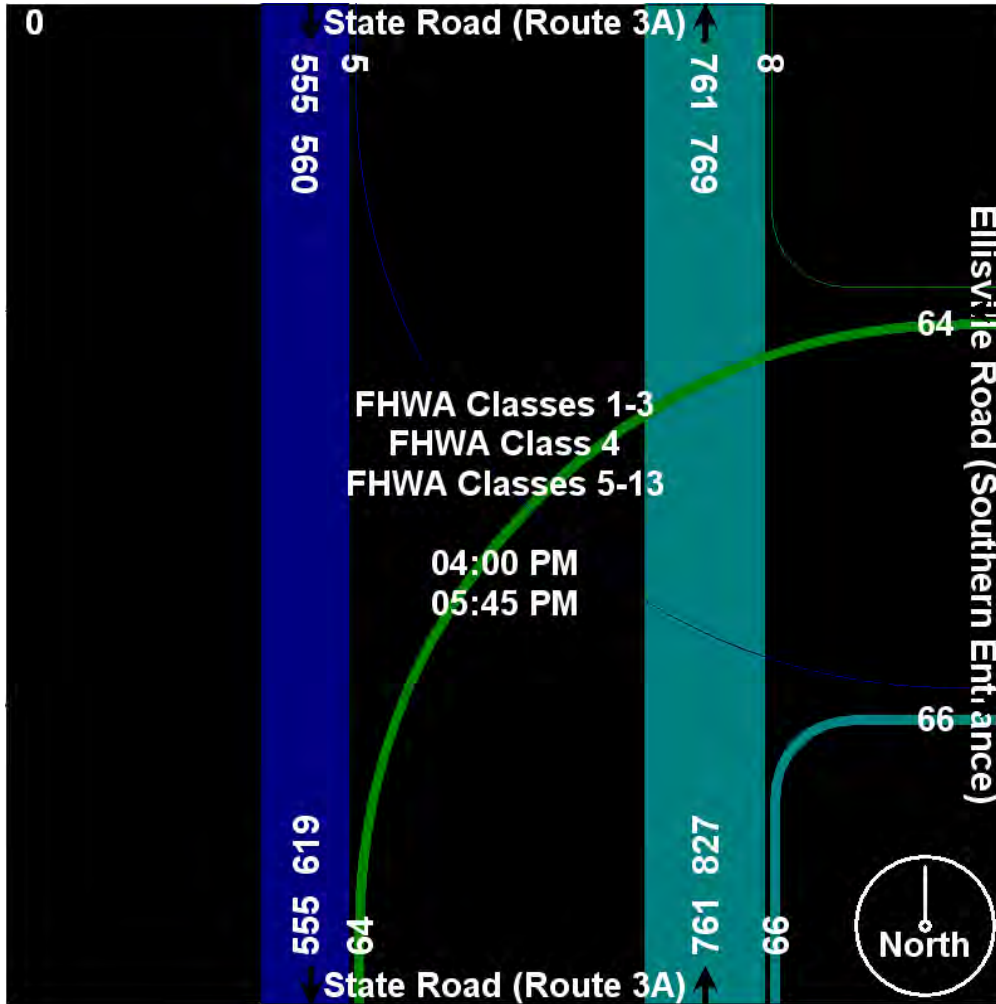
Start Time	State Road (Route 3A) Southbound				Ellisville Road (Southern Entrance) Westbound				State Road (Route 3A) Northbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
04:00 PM	0	72	0	72	4	1	0	5	85	10	0	95	172
04:15 PM	0	52	0	52	10	1	0	11	60	4	0	64	127
04:30 PM	0	69	0	69	6	0	0	6	120	4	0	124	199
04:45 PM	1	80	0	81	11	4	0	15	95	12	0	107	203
Total	1	273	0	274	31	6	0	37	360	30	0	390	701
05:00 PM	1	70	0	71	9	0	0	9	98	14	0	112	192
05:15 PM	2	70	0	72	8	1	0	9	106	2	0	108	189
05:30 PM	1	75	0	76	6	1	0	7	94	8	0	102	185
05:45 PM	0	67	0	67	10	0	1	11	103	12	0	115	193
Total	4	282	0	286	33	2	1	36	401	36	0	437	759
Grand Total	5	555	0	560	64	8	1	73	761	66	0	827	1460
Apprch %	0.9	99.1	0		87.7	11	1.4		92	8	0		
Total %	0.3	38	0	38.4	4.4	0.5	0.1	5	52.1	4.5	0	56.6	
FHWA Classes 1-3	5	538	0	543	62	8	0	70	747	65	0	812	1425
% FHWA Classes 1-3	100	96.9	0	97	96.9	100	0	95.9	98.2	98.5	0	98.2	97.6
FHWA Class 4	0	1	0	1	0	0	1	1	2	0	0	2	4
% FHWA Class 4	0	0.2	0	0.2	0	0	100	1.4	0.3	0	0	0.2	0.3
FHWA Classes 5-13	0	16	0	16	2	0	0	2	12	1	0	13	31
% FHWA Classes 5-13	0	2.9	0	2.9	3.1	0	0	2.7	1.6	1.5	0	1.6	2.1



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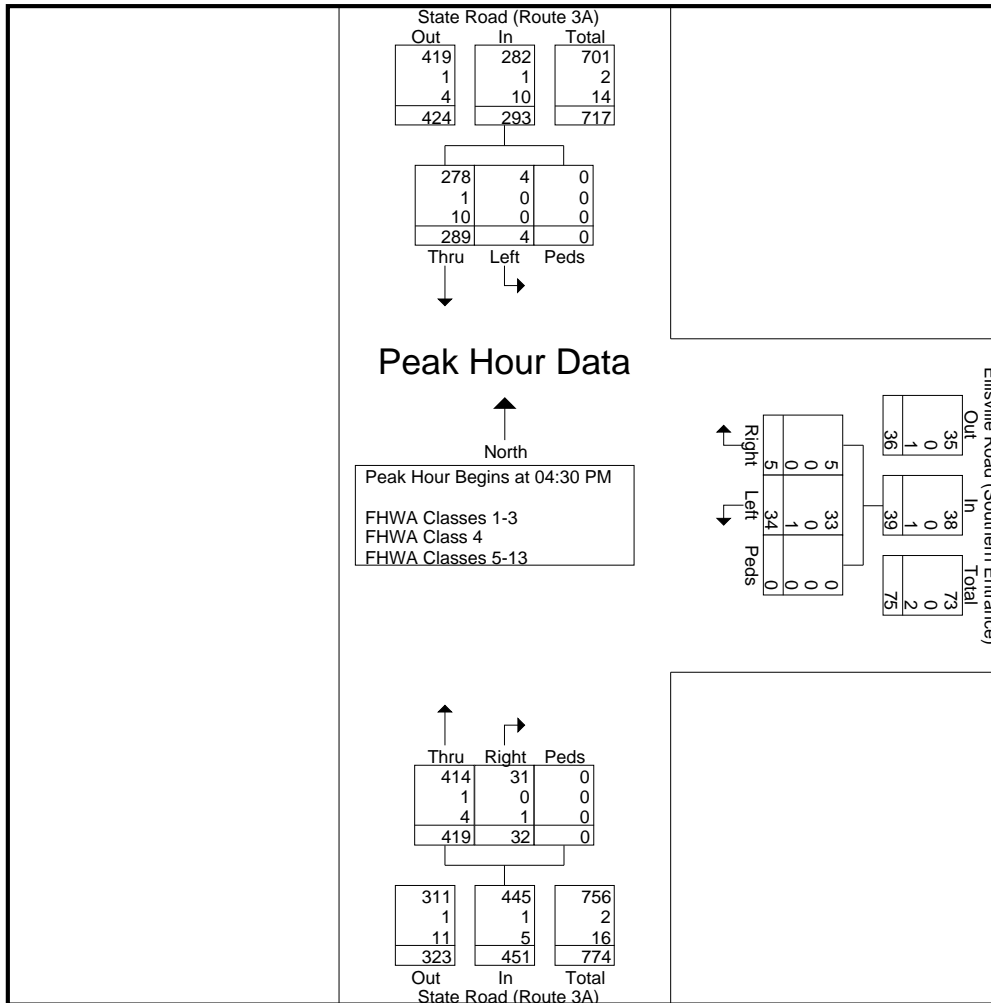


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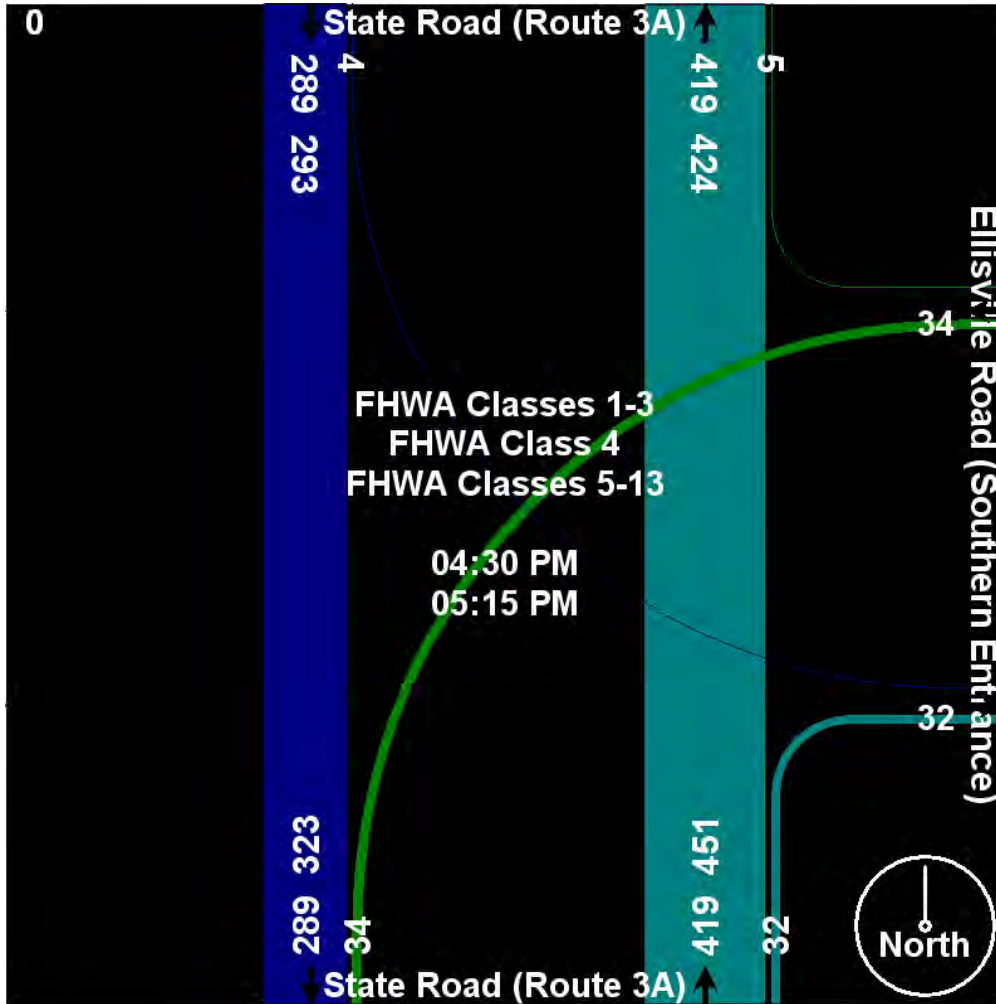
Start Time	State Road (Route 3A) Southbound				Ellisville Road (Southern Entrance) Westbound				State Road (Route 3A) Northbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	69	0	69	6	0	0	6	120	4	0	124	199
04:45 PM	1	80	0	81	11	4	0	15	95	12	0	107	203
05:00 PM	1	70	0	71	9	0	0	9	98	14	0	112	192
05:15 PM	2	70	0	72	8	1	0	9	106	2	0	108	189
Total Volume	4	289	0	293	34	5	0	39	419	32	0	451	783
% App. Total	1.4	98.6	0		87.2	12.8	0		92.9	7.1	0		
PHF	.500	.903	.000	.904	.773	.313	.000	.650	.873	.571	.000	.909	.964
FHWA Classes 1-3	4	278	0	282	33	5	0	38	414	31	0	445	765
% FHWA Classes 1-3	100	96.2	0	96.2	97.1	100	0	97.4	98.8	96.9	0	98.7	97.7
FHWA Class 4	0	1	0	1	0	0	0	0	1	0	0	1	2
% FHWA Class 4	0	0.3	0	0.3	0	0	0	0	0.2	0	0	0.2	0.3
FHWA Classes 5-13	0	10	0	10	1	0	0	1	4	1	0	5	16
% FHWA Classes 5-13	0	3.5	0	3.4	2.9	0	0	2.6	1.0	3.1	0	1.1	2.0



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Plymouth
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Board #: DB-400 (2)
Staff: KW

File Name : 239_State&Ellisville_S_PM
Site Code : 239
Start Date : 7/16/2007
Page No : 4



HCM Unsignalized Intersection Capacity Analysis
 3: State Rd & Ellisville Rd. (South)

Route 3A Corridor Study
 2007 AM Peak Hour LOS

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	↙
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	137	17	1	248	35	2
Peak Hour Factor	0.84	0.84	0.97	0.97	0.62	0.62
Hourly flow rate (vph)	163	20	1	256	56	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			183	431	173	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			183	431	173	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	90	100	
cM capacity (veh/h)			1392	581	870	
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	183	257	60			
Volume Left	0	1	56			
Volume Right	20	0	3			
cSH	1700	1392	592			
Volume to Capacity	0.11	0.00	0.10			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.0	0.0	11.8			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	11.8			
Approach LOS			B			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization		23.8%		ICU Level of Service	A	
Analysis Period (min)			15			

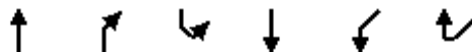
HCM Unsignalized Intersection Capacity Analysis
 3: State Rd & Ellisville Rd. (South)

Route 3A Corridor Study
 2007 PM Peak Hour LOS

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	↙
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	327	17	3	225	27	4
Peak Hour Factor	0.91	0.91	0.90	0.90	0.65	0.65
Hourly flow rate (vph)	359	19	3	250	42	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			378		625	369
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			378		625	369
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		91	99
cM capacity (veh/h)			1180		447	677
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	378	253	48			
Volume Left	0	3	42			
Volume Right	19	0	6			
cSH	1700	1180	468			
Volume to Capacity	0.22	0.00	0.10			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.0	0.1	13.6			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	13.6			
Approach LOS			B			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		28.2%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: State Rd & Ellisville Rd. (South)

Route 3A Corridor Study
 2012 AM Peak Hour LOS



Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↶			↷	↷	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	137	17	1	248	35	2
Peak Hour Factor	0.84	0.84	0.97	0.97	0.62	0.62
Hourly flow rate (vph)	173	21	1	271	60	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			194	457	184	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			194	457	184	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	89	100	
cM capacity (veh/h)			1379	561	859	
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	194	272	63			
Volume Left	0	1	60			
Volume Right	21	0	3			
cSH	1700	1379	572			
Volume to Capacity	0.11	0.00	0.11			
Queue Length 95th (ft)	0	0	9			
Control Delay (s)	0.0	0.0	12.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	12.1			
Approach LOS			B			
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization		24.7%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: State Rd & Ellisville Rd. (South)

Route 3A Corridor Study
 2012 PM Peak Hour LOS

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	↙
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	327	17	3	225	27	4
Peak Hour Factor	0.91	0.91	0.90	0.90	0.65	0.65
Hourly flow rate (vph)	381	20	4	265	44	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			401		663	391
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			401		663	391
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		90	99
cM capacity (veh/h)			1158		425	658
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	401	269	51			
Volume Left	0	4	44			
Volume Right	20	0	7			
cSH	1700	1158	445			
Volume to Capacity	0.24	0.00	0.11			
Queue Length 95th (ft)	0	0	10			
Control Delay (s)	0.0	0.1	14.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	14.1			
Approach LOS			B			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			29.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: State Rd & Ellisville Rd. (South)

Route 3A Corridor Study
 2020 AM Peak Hour LOS

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	↙
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	137	17	1	248	35	2
Peak Hour Factor	0.84	0.84	0.97	0.97	0.62	0.62
Hourly flow rate (vph)	189	23	1	297	65	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			213	500	201	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			213	500	201	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	88	100	
cM capacity (veh/h)			1358	530	840	
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	213	298	69			
Volume Left	0	1	65			
Volume Right	23	0	4			
cSH	1700	1358	541			
Volume to Capacity	0.13	0.00	0.13			
Queue Length 95th (ft)	0	0	11			
Control Delay (s)	0.0	0.0	12.6			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.0	12.6			
Approach LOS			B			
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization		26.1%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: State Rd & Ellisville Rd. (South)

Route 3A Corridor Study
 2020 PM Peak Hour LOS

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	↙
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	327	17	3	225	27	4
Peak Hour Factor	0.91	0.91	0.90	0.90	0.65	0.65
Hourly flow rate (vph)	417	22	4	290	48	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			439		725	428
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			439		725	428
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		88	99
cM capacity (veh/h)			1121		390	627
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	439	294	55			
Volume Left	0	4	48			
Volume Right	22	0	7			
cSH	1700	1121	410			
Volume to Capacity	0.26	0.00	0.13			
Queue Length 95th (ft)	0	0	12			
Control Delay (s)	0.0	0.1	15.1			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.1	15.1			
Approach LOS			C			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			31.2%		ICU Level of Service	A
Analysis Period (min)			15			

MassHighway

CRASH RATE WORKSHEET

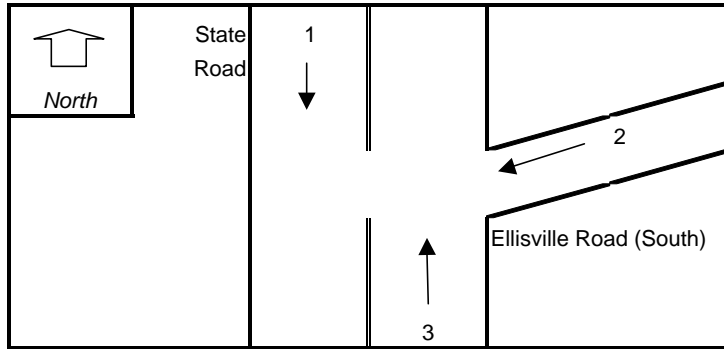
CITY/TOWN : **Plymouth** COUNT DATE : **7/17/2007** **MHD USE ONLY**
 DISTRICT : **5** UNSIGNALIZED : **X** SIGNALIZED : Source #

- INTERSECTION DATA -

MAJOR STREET : **State Road (Route 3A)**
 MINOR STREET(S) : **Ellisville Road (South)**

RIN #
 RIN #
 RIN #
 RIN #
 RIN #

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



INTERSECTION
 REF #

Peak Hour Volumes

APPROACH :	1	2	3		
DIRECTION :	SB	SWB	NB		
VOLUMES (AM/PM) :	253	48	378		

" K " FACTOR : **0.09** APPROACH ADT : **7,544** ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : **1** # OF YEARS : **3** AVERAGE # OF ACCIDENTS (A) : **0.33**

CRASH RATE CALCULATION : **0.121** RATE = $\frac{(A * 1,000,000)}{ADT * 365}$ (

Comments :

2005 District 5 Averages:

Signalized	0.84
Unsignalized	0.59

2005 Statewide Averages:

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	-85.59%	Statewide Average: Signalized	-86.09%
Unsignalized	-79.48%	Unsignalized	-81.66%

**Route 3A @
Hedges Pond Road**

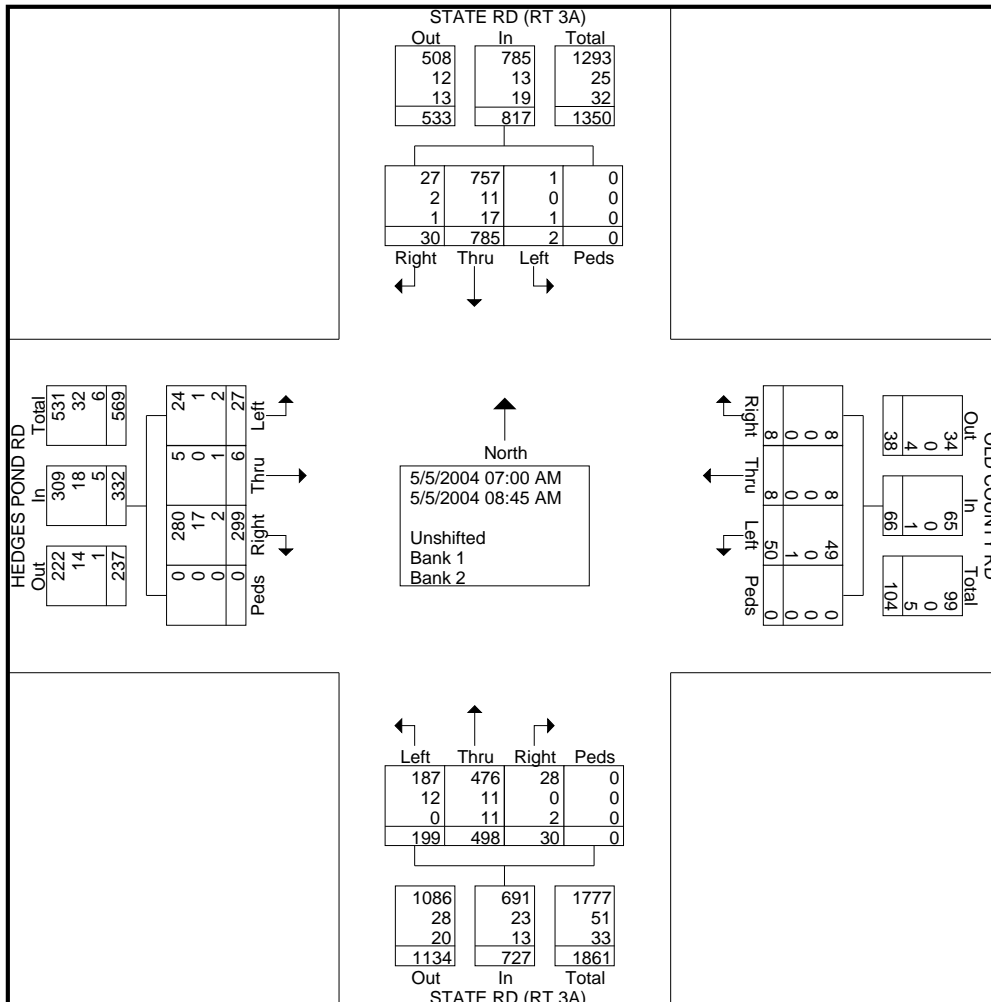
Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Default Comments
 Change These in The Preferences Window
 Select File/Preference in the Main Scree
 Then Click the Comments Tab

File Name : PLYMTH_3A&HEDGESPOND_AM
 Site Code : 00000000
 Start Date : 5/5/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

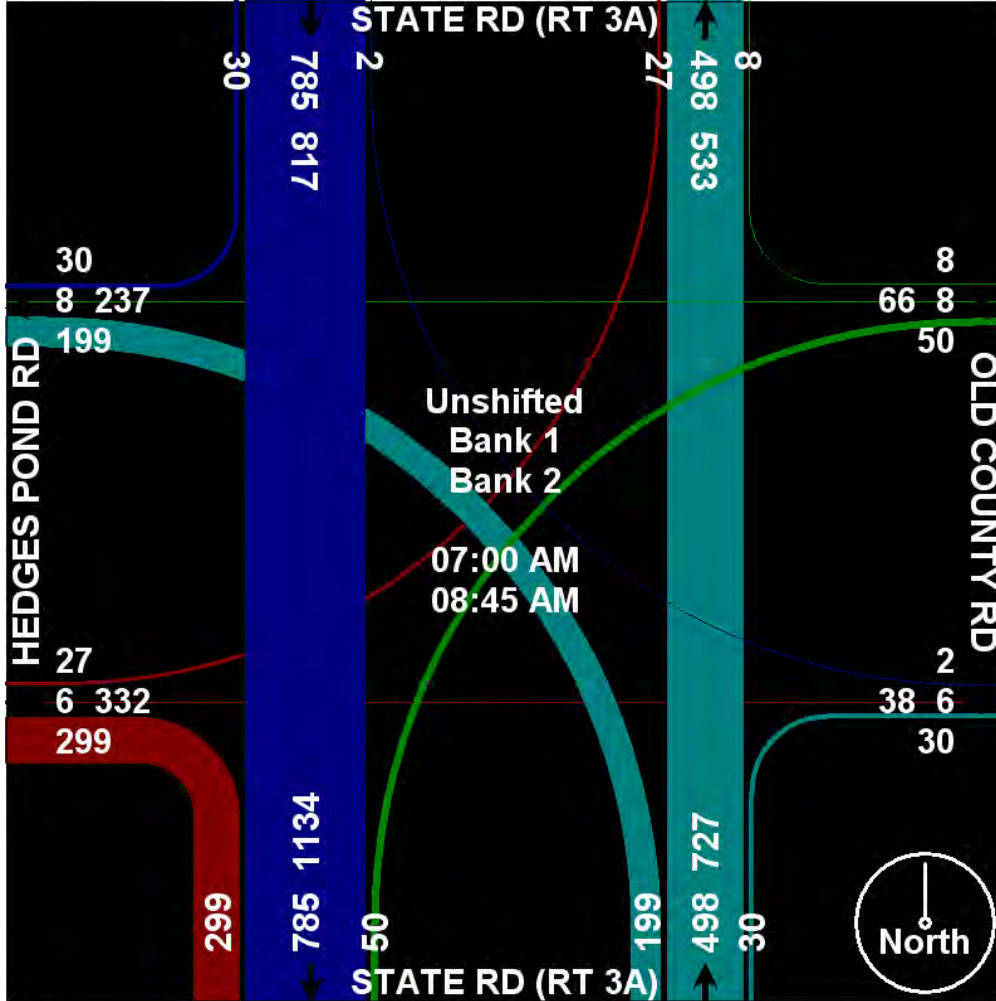
Start Time Factor	STATE RD (RT 3A) Southbound					OLD COUNTY RD Westbound					STATE RD (RT 3A) Northbound					HEDGES POND RD Eastbound					Int. Total
	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	
07:00 AM	0	102	4	0	106	3	1	0	0	4	15	60	1	0	76	2	0	16	0	18	204
07:15 AM	0	111	4	0	115	7	1	0	0	8	17	52	3	0	72	1	0	34	0	35	230
07:30 AM	0	101	2	0	103	10	0	0	0	10	23	43	2	0	68	3	2	37	0	42	223
07:45 AM	0	98	2	0	100	10	0	4	0	14	15	72	4	0	91	1	0	28	0	29	234
Total	0	412	12	0	424	30	2	4	0	36	70	227	10	0	307	7	2	115	0	124	891
08:00 AM	0	89	4	0	93	8	2	0	0	10	28	67	2	0	97	7	1	44	0	52	252
08:15 AM	1	96	7	0	104	3	2	2	0	7	35	57	5	0	97	5	2	52	0	59	267
08:30 AM	0	96	3	0	99	3	2	0	0	5	33	72	6	0	111	5	0	35	0	40	255
08:45 AM	1	92	4	0	97	6	0	2	0	8	33	75	7	0	115	3	1	53	0	57	277
Total	2	373	18	0	393	20	6	4	0	30	129	271	20	0	420	20	4	184	0	208	1051
Grand Total	2	785	30	0	817	50	8	8	0	66	199	498	30	0	727	27	6	299	0	332	1942
Apprch %	0.2	96.1	3.7	0		75.8	12.1	12.1	0		27.4	68.5	4.1	0		8.1	1.8	90.1	0		
Total %	0.1	40.4	1.5	0	42.1	2.6	0.4	0.4	0	3.4	10.2	25.6	1.5	0	37.4	1.4	0.3	15.4	0	17.1	
Unshifted	1	757	27	0	785	49	8	8	0	65	187	476	28	0	691	24	5	280	0	309	1850
% Unshifted	50	96.4	90	0	96.1	98	100	100	0	98.5	94	95.6	93.3	0	95	88.9	83.3	93.6	0	93.1	95.3
Bank 1	0	11	2	0	13	0	0	0	0	0	12	11	0	0	23	1	0	17	0	18	54
% Bank 1	0	1.4	6.7	0	1.6	0	0	0	0	0	6	2.2	0	0	3.2	3.7	0	5.7	0	5.4	2.8
Bank 2	1	17	1	0	19	1	0	0	0	1	0	11	2	0	13	2	1	2	0	5	38
% Bank 2	50	2.2	3.3	0	2.3	2	0	0	0	1.5	0	2.2	6.7	0	1.8	7.4	16.7	0.7	0	1.5	2



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Default Comments
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File Name : PLYMTH_3A&HEDGESPOND_AM
Site Code : 00000000
Start Date : 5/5/2004
Page No : 2

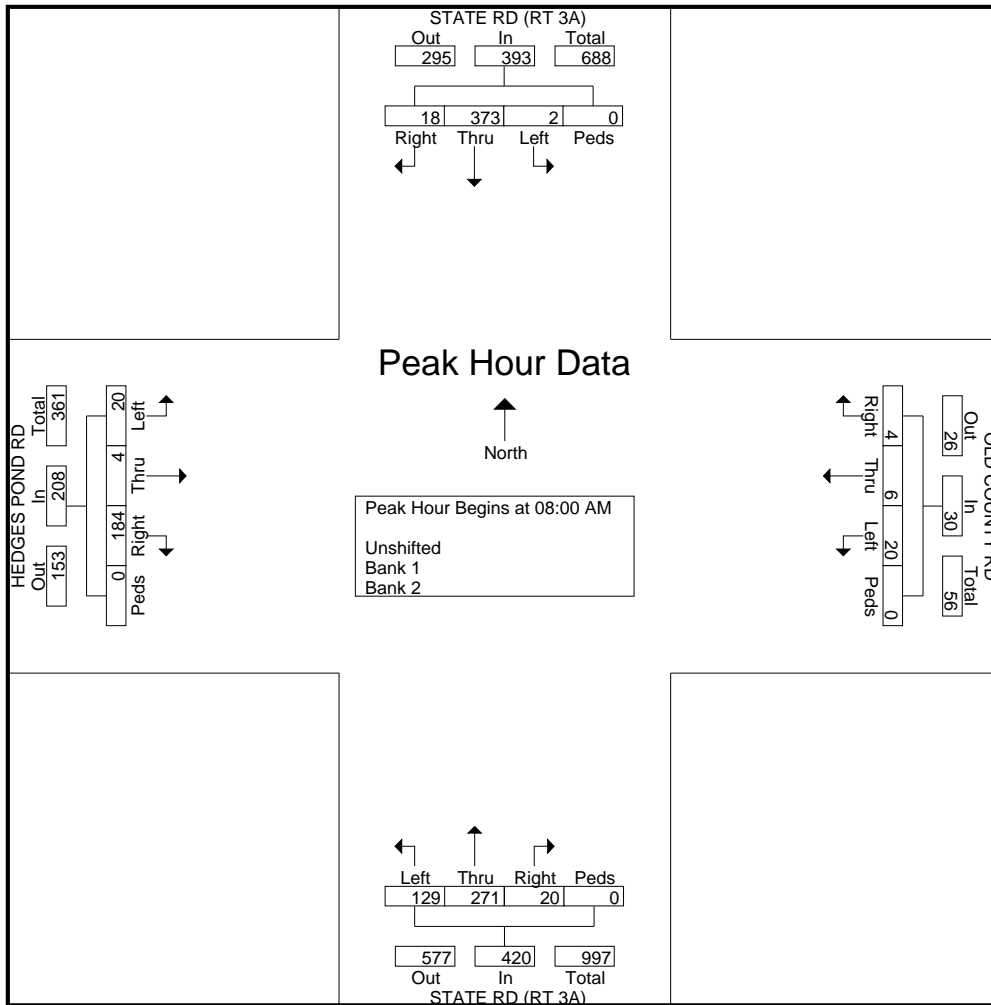


Old Colony Planning Council
70 School Street
Brockton, MA 02301
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File Name : PLYMTH_3A&HEDGESPOND_AM
 Site Code : 00000000
 Start Date : 5/5/2004
 Page No : 3

Default Comments
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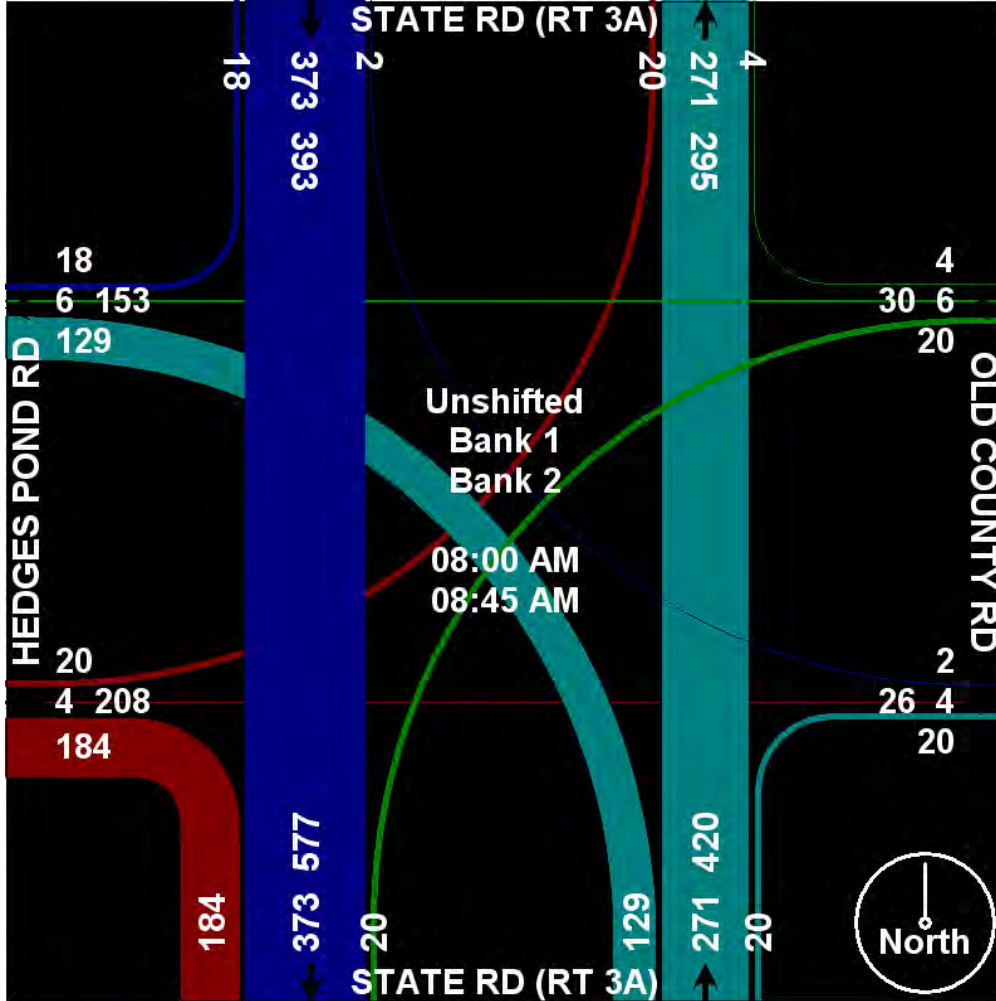
Start Time	STATE RD (RT 3A) Southbound					OLD COUNTY RD Westbound					STATE RD (RT 3A) Northbound					HEDGES POND RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	89	4	0	93	8	2	0	0	10	28	67	2	0	97	7	1	44	0	52	252
08:15 AM	1	96	7	0	104	3	2	2	0	7	35	57	5	0	97	5	2	52	0	59	267
08:30 AM	0	96	3	0	99	3	2	0	0	5	33	72	6	0	111	5	0	35	0	40	255
08:45 AM	1	92	4	0	97	6	0	2	0	8	33	75	7	0	115	3	1	53	0	57	277
Total Volume	2	373	18	0	393	20	6	4	0	30	129	271	20	0	420	20	4	184	0	208	1051
% App. Total	0.5	94.9	4.6	0		66.7	20	13.3	0		30.7	64.5	4.8	0		9.6	1.9	88.5	0		
PHF	.500	.971	.643	.000	.945	.625	.750	.500	.000	.750	.921	.903	.714	.000	.913	.714	.500	.868	.000	.881	.949



Old Colony Planning Council
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Brockton, MA 02301
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Site Code : 00000000
Start Date : 5/5/2004
Page No : 4



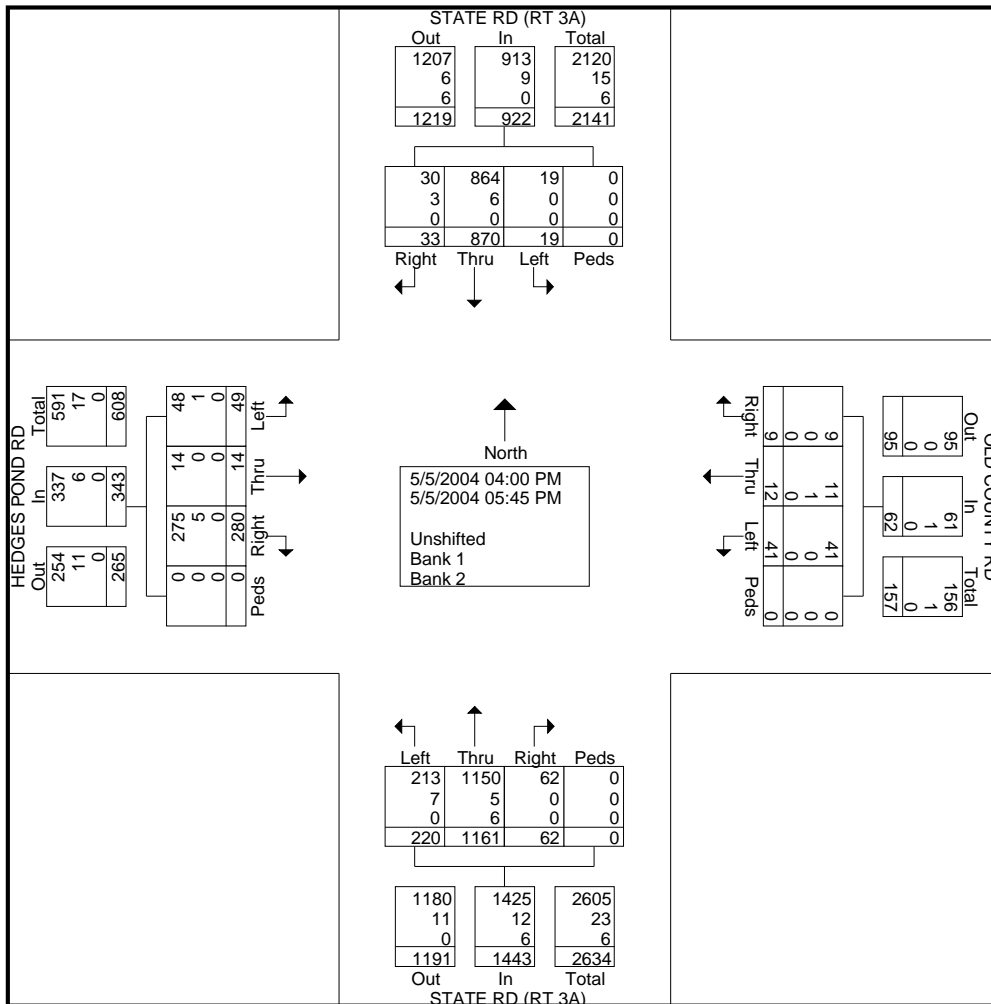
Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Default Comments
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File Name : PLYMTH_3A&HEDGESPOND_PM
 Site Code : 00000000
 Start Date : 5/5/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

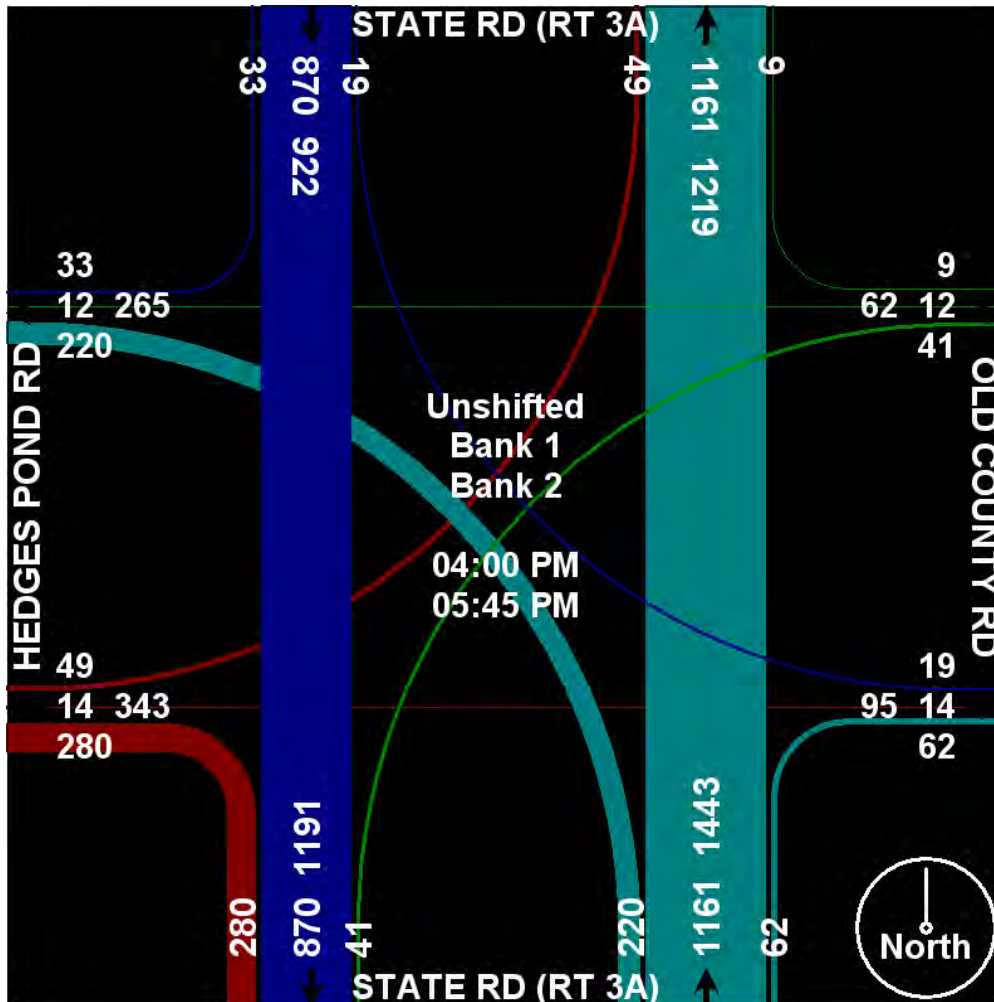
Start Time Factor	STATE RD (RT 3A) Southbound					OLD COUNTY RD Westbound					STATE RD (RT 3A) Northbound					HEDGES POND RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	87	3	0	90	2	0	4	0	6	17	139	4	0	160	3	1	34	0	38	294
04:15 PM	3	95	8	0	106	6	1	1	0	8	28	133	10	0	171	7	1	38	0	46	331
04:30 PM	5	124	3	0	132	7	2	0	0	9	31	138	7	0	176	10	0	40	0	50	367
04:45 PM	4	113	3	0	120	6	3	0	0	9	33	136	7	0	176	8	5	38	0	51	356
Total	12	419	17	0	448	21	6	5	0	32	109	546	28	0	683	28	7	150	0	185	1348
05:00 PM	3	112	4	0	119	5	4	0	0	9	44	172	7	0	223	3	4	46	0	53	404
05:15 PM	3	113	5	0	121	5	2	2	0	9	23	139	13	0	175	11	0	32	0	43	348
05:30 PM	1	112	4	0	117	5	0	1	0	6	27	146	8	0	181	4	1	28	0	33	337
05:45 PM	0	114	3	0	117	5	0	1	0	6	17	158	6	0	181	3	2	24	0	29	333
Total	7	451	16	0	474	20	6	4	0	30	111	615	34	0	760	21	7	130	0	158	1422
Grand Total	19	870	33	0	922	41	12	9	0	62	220	1161	62	0	1443	49	14	280	0	343	2770
Apprch %	2.1	94.4	3.6	0		66.1	19.4	14.5	0		15.2	80.5	4.3	0		14.3	4.1	81.6	0		
Total %	0.7	31.4	1.2	0	33.3	1.5	0.4	0.3	0	2.2	7.9	41.9	2.2	0	52.1	1.8	0.5	10.1	0	12.4	
Unshifted	19	864	30	0	913	41	11	9	0	61	213	1150	62	0	1425	48	14	275	0	337	2736
% Unshifted	100	99.3	90.9	0	99	100	91.7	100	0	98.4	96.8	99.1	100	0	98.8	98	100	98.2	0	98.3	98.8
Bank 1	0	6	3	0	9	0	1	0	0	1	7	5	0	0	12	1	0	5	0	6	28
% Bank 1	0	0.7	9.1	0	1	0	8.3	0	0	1.6	3.2	0.4	0	0	0.8	2	0	1.8	0	1.7	1
Bank 2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0.2



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Default Comments
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File Name : PLYMTH_3A&HEDGESPOND_PM
Site Code : 00000000
Start Date : 5/5/2004
Page No : 2

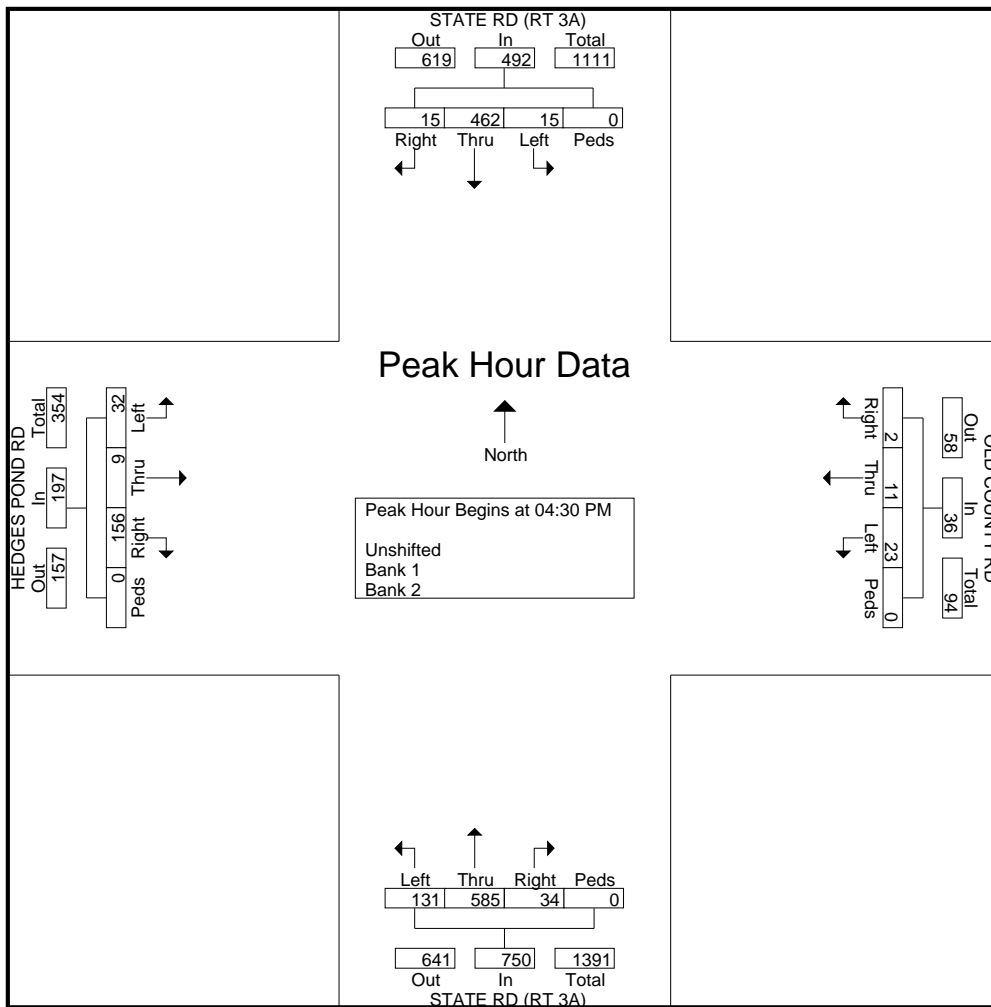


Old Colony Planning Council
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File Name : PLYMTH_3A&HEDGESPOND_PM
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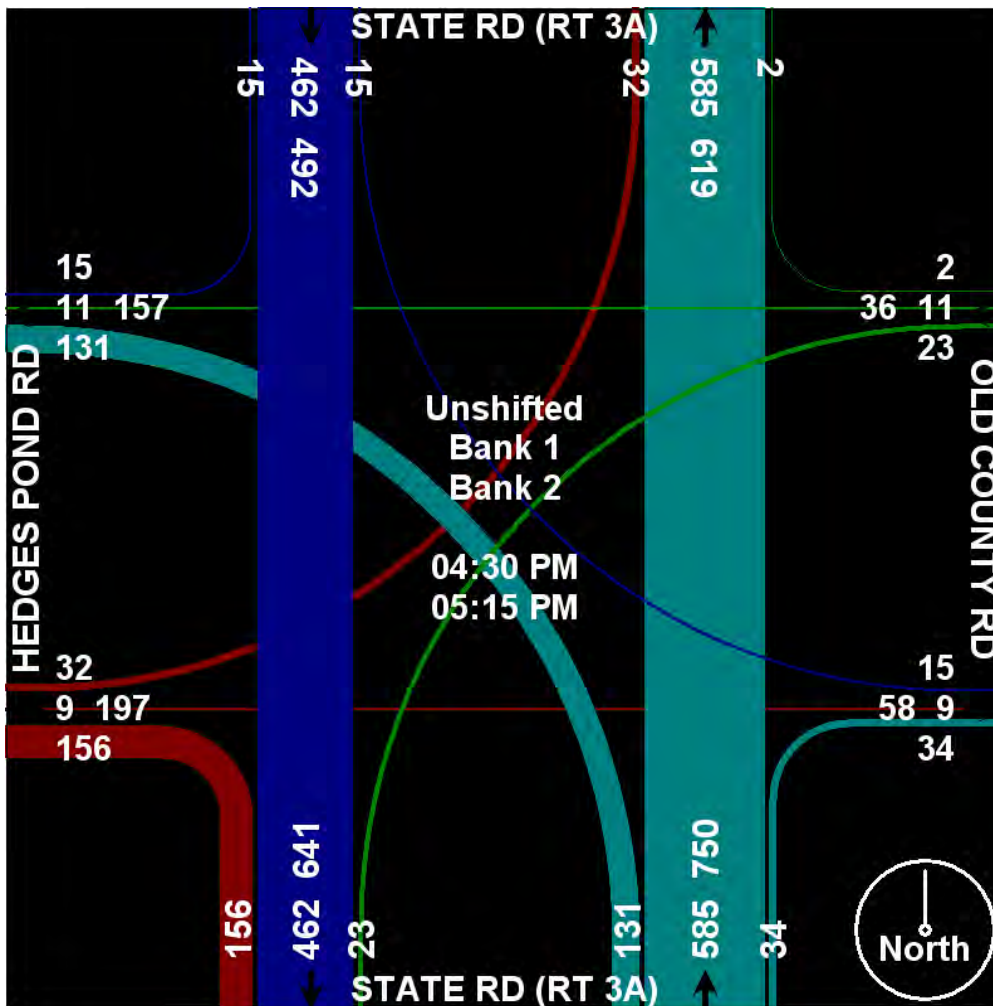
Start Time	STATE RD (RT 3A) Southbound					OLD COUNTY RD Westbound					STATE RD (RT 3A) Northbound					HEDGES POND RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	5	124	3	0	132	7	2	0	0	9	31	138	7	0	176	10	0	40	0	50	367
04:45 PM	4	113	3	0	120	6	3	0	0	9	33	136	7	0	176	8	5	38	0	51	356
05:00 PM	3	112	4	0	119	5	4	0	0	9	44	172	7	0	223	3	4	46	0	53	404
05:15 PM	3	113	5	0	121	5	2	2	0	9	23	139	13	0	175	11	0	32	0	43	348
Total Volume	15	462	15	0	492	23	11	2	0	36	131	585	34	0	750	32	9	156	0	197	1475
% App. Total	3	93.9	3	0		63.9	30.6	5.6	0		17.5	78	4.5	0		16.2	4.6	79.2	0		
PHF	.750	.931	.750	.000	.932	.821	.688	.250	.000	1.000	.744	.850	.654	.000	.841	.727	.450	.848	.000	.929	.913



Old Colony Planning Council
70 School Street
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Site Code : 00000000
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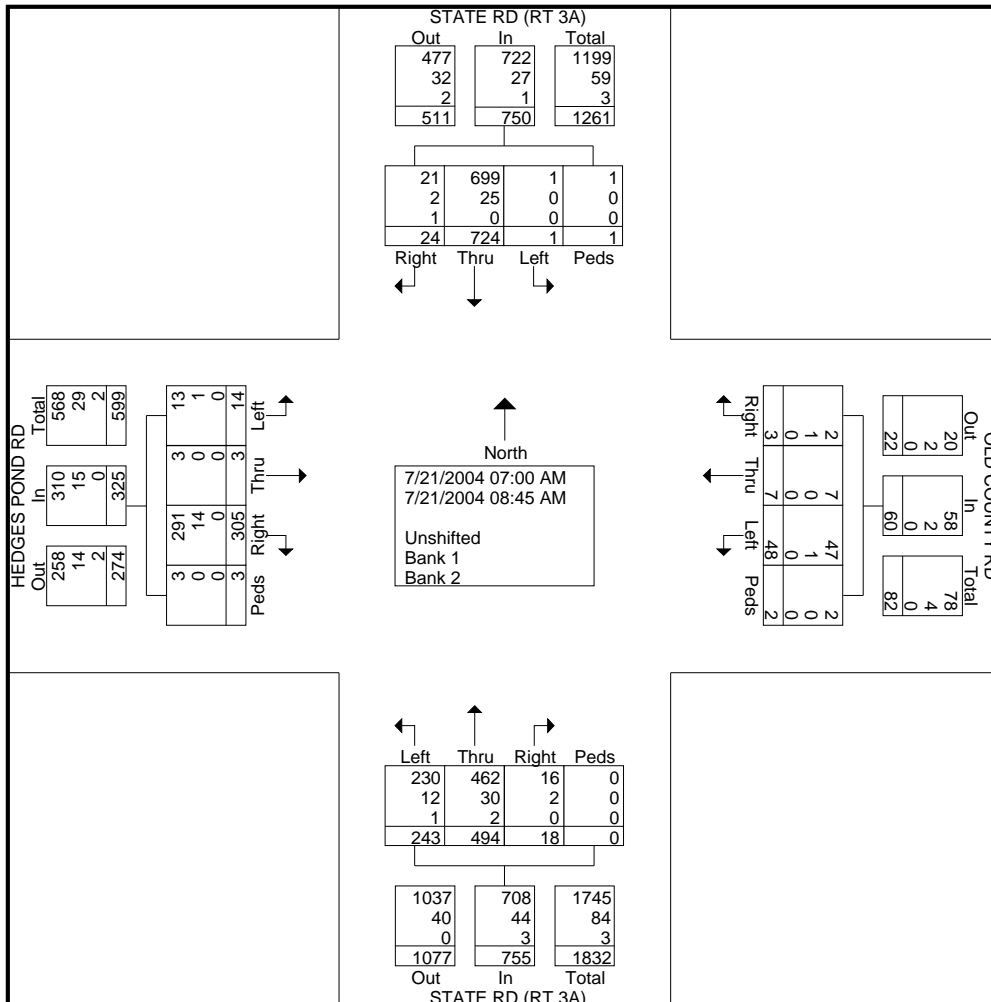
Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Default Comments
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File Name : PLYMTH_3A&HEDGESPOND2_AM
 Site Code : 00000000
 Start Date : 7/21/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

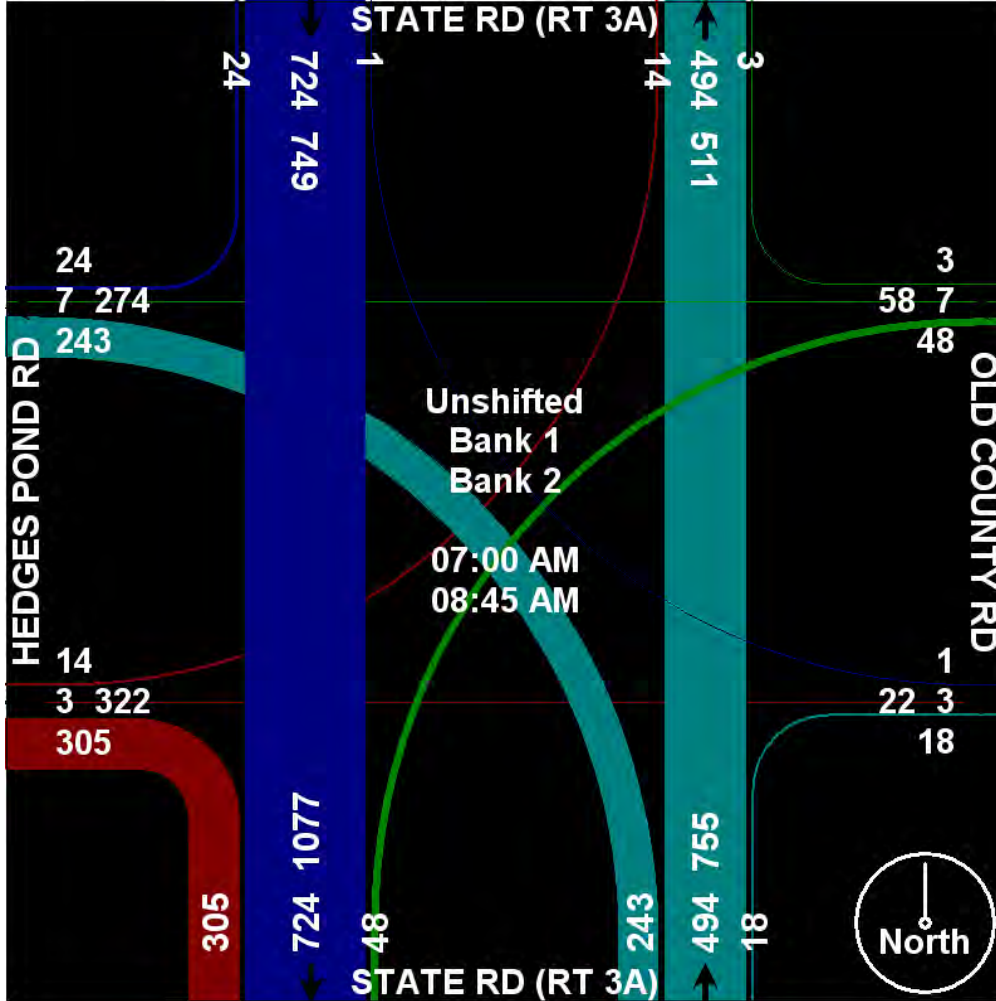
Start Time Factor	STATE RD (RT 3A) Southbound					OLD COUNTY RD Westbound					STATE RD (RT 3A) Northbound					HEDGES POND RD Eastbound					Int. Total
	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	
07:00 AM	0	83	1	0	84	5	1	0	0	6	24	39	2	0	65	0	0	30	0	30	185
07:15 AM	0	84	1	0	85	9	1	0	0	10	24	37	3	0	64	0	1	28	1	30	189
07:30 AM	0	86	1	0	87	3	0	0	0	3	11	43	2	0	56	2	1	26	1	30	176
07:45 AM	0	86	4	0	90	4	0	0	0	4	22	77	5	0	104	1	0	31	0	32	230
Total	0	339	7	0	346	21	2	0	0	23	81	196	12	0	289	3	2	115	2	122	780
08:00 AM	0	94	5	0	99	4	0	0	0	4	38	72	3	0	113	4	1	36	0	41	257
08:15 AM	1	99	3	0	103	9	2	2	0	13	33	67	0	0	100	2	0	49	1	52	268
08:30 AM	0	100	1	1	102	8	2	0	0	10	41	80	2	0	123	1	0	53	0	54	289
08:45 AM	0	92	8	0	100	6	1	1	2	10	50	79	1	0	130	4	0	52	0	56	296
Total	1	385	17	1	404	27	5	3	2	37	162	298	6	0	466	11	1	190	1	203	1110
Grand Total	1	724	24	1	750	48	7	3	2	60	243	494	18	0	755	14	3	305	3	325	1890
Apprch %	0.1	96.5	3.2	0.1		80	11.7	5	3.3		32.2	65.4	2.4	0		4.3	0.9	93.8	0.9		
Total %	0.1	38.3	1.3	0.1	39.7	2.5	0.4	0.2	0.1	3.2	12.9	26.1	1	0	39.9	0.7	0.2	16.1	0.2	17.2	
Unshifted	1	699	21	1	722	47	7	2	2	58	230	462	16	0	708	13	3	291	3	310	1798
% Unshifted	100	96.5	87.5	100	96.3	97.9	100	66.7	100	96.7	94.7	93.5	88.9	0	93.8	92.9	100	95.4	100	95.4	95.1
Bank 1	0	25	2	0	27	1	0	1	0	2	12	30	2	0	44	1	0	14	0	15	88
% Bank 1	0	3.5	8.3	0	3.6	2.1	0	33.3	0	3.3	4.9	6.1	11.1	0	5.8	7.1	0	4.6	0	4.6	4.7
Bank 2	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
% Bank 2	0	0	4.2	0	0.1	0	0	0	0	0	0.4	0.4	0	0	0.4	0	0	0	0	0	0.2



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

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Site Code : 00000000
Start Date : 7/21/2004
Page No : 2

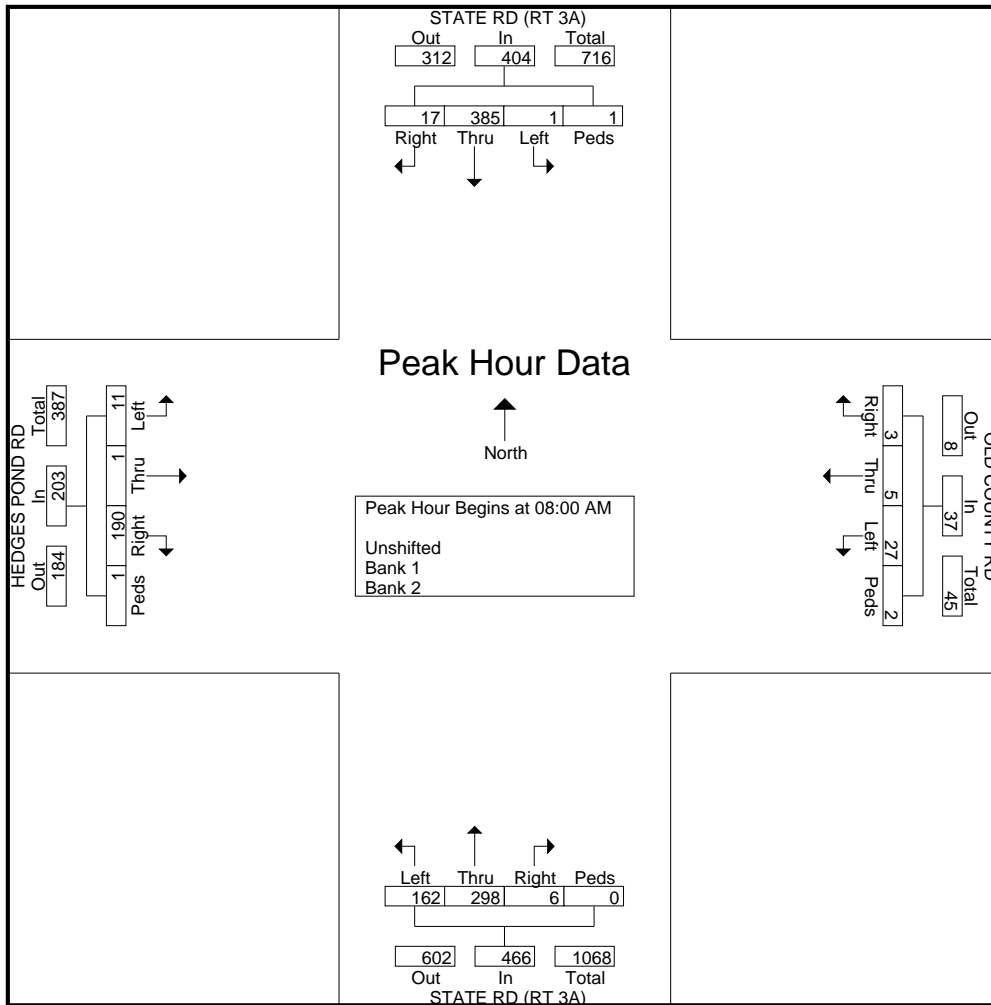


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70 School Street
Brockton, MA 02301
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File Name : PLYMTH_3A&HEDGESPOND2_AM
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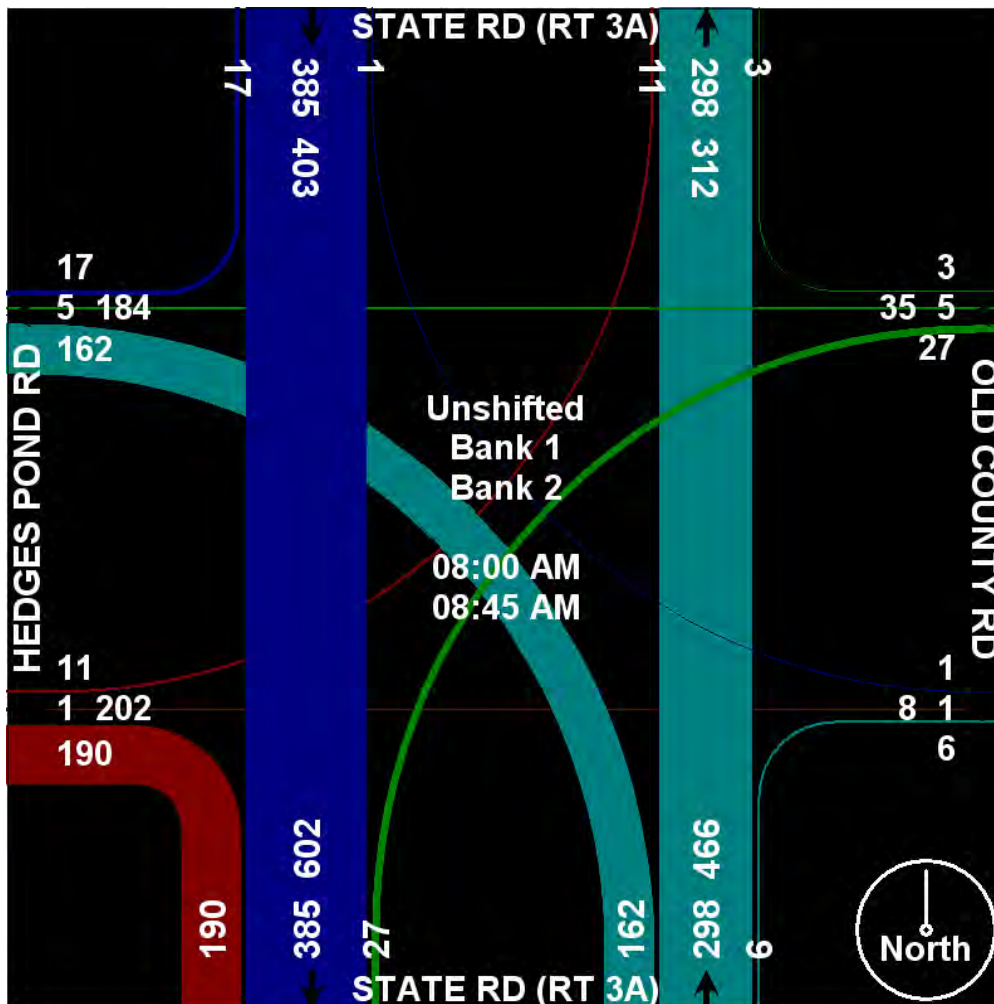
Start Time	STATE RD (RT 3A) Southbound					OLD COUNTY RD Westbound					STATE RD (RT 3A) Northbound					HEDGES POND RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
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08:15 AM	1	99	3	0	103	9	2	2	0	13	33	67	0	0	100	2	0	49	1	52	268
08:30 AM	0	100	1	1	102	8	2	0	0	10	41	80	2	0	123	1	0	53	0	54	289
08:45 AM	0	92	8	0	100	6	1	1	2	10	50	79	1	0	130	4	0	52	0	56	296
Total Volume	1	385	17	1	404	27	5	3	2	37	162	298	6	0	466	11	1	190	1	203	1110
% App. Total	0.2	95.3	4.2	0.2		73	13.5	8.1	5.4		34.8	63.9	1.3	0		5.4	0.5	93.6	0.5		
PHF	.250	.963	.531	.250	.981	.750	.625	.375	.250	.712	.810	.931	.500	.000	.896	.688	.250	.896	.250	.906	.938



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File Name : PLYMTH_3A&HEDGESPOND2_AM
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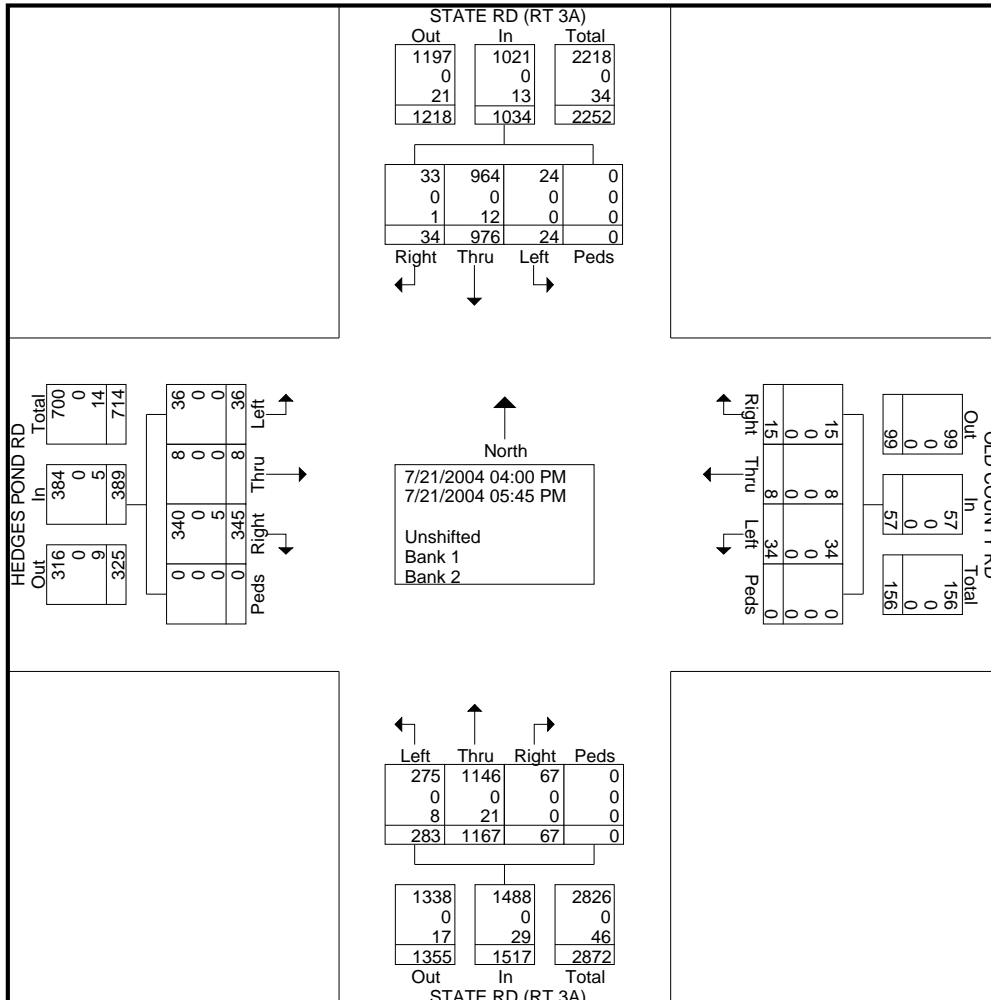
Old Colony Planning Council
70 School Street
Brockton, MA 02301
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File Name : PLYMTH_3A&HEDGESPOND2_PM
 Site Code : 00000000
 Start Date : 7/21/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

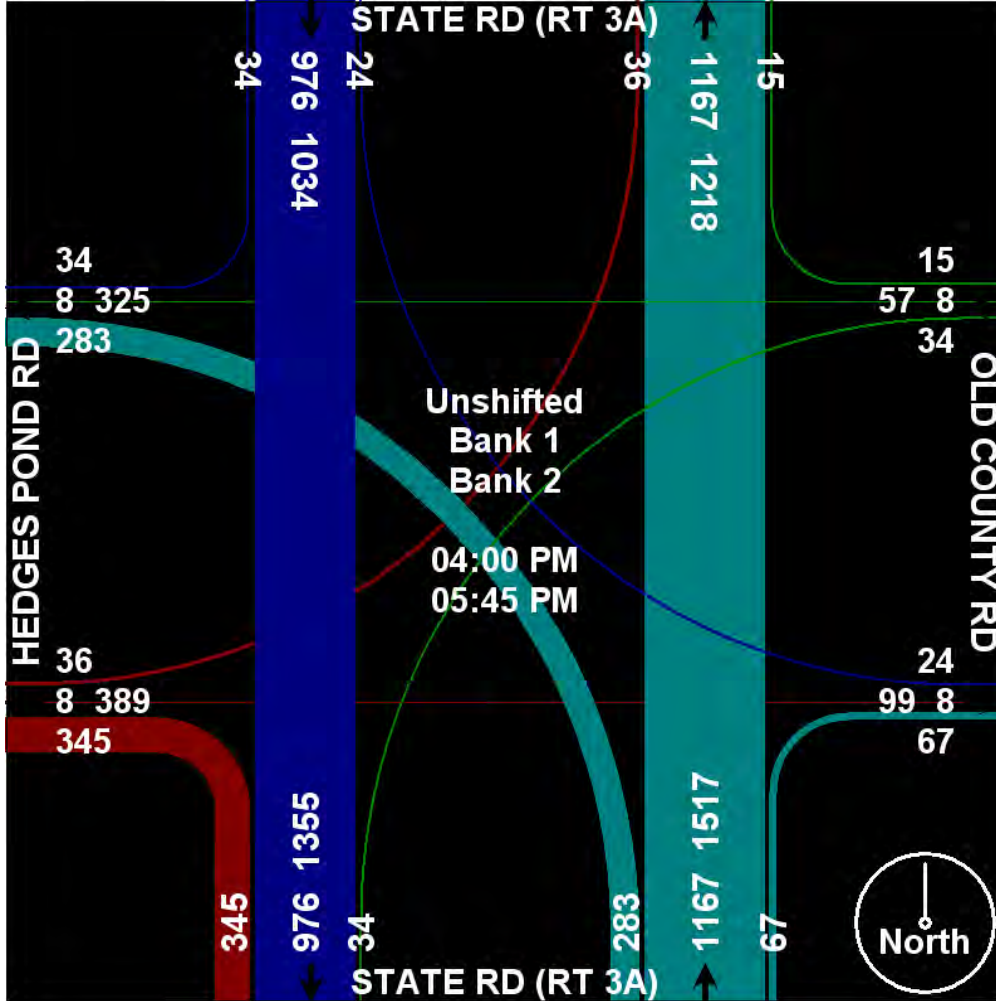
Start Time Factor	STATE RD (RT 3A) Southbound					OLD COUNTY RD Westbound					STATE RD (RT 3A) Northbound					HEDGES POND RD Eastbound					Int. Total
	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Right 1.0	Peds 1.0	App. Total	
04:00 PM	11	104	5	0	120	6	1	1	0	8	33	138	9	0	180	6	0	64	0	70	378
04:15 PM	1	130	6	0	137	1	2	0	0	3	34	142	8	0	184	4	1	42	0	47	371
04:30 PM	2	124	4	0	130	8	1	2	0	11	33	142	7	0	182	7	1	52	0	60	383
04:45 PM	4	123	6	0	133	3	0	3	0	6	40	140	6	0	186	3	1	33	0	37	362
Total	18	481	21	0	520	18	4	6	0	28	140	562	30	0	732	20	3	191	0	214	1494
05:00 PM	3	135	3	0	141	1	0	0	0	1	42	169	6	0	217	4	4	58	0	66	425
05:15 PM	2	121	4	0	127	3	1	1	0	5	32	151	7	0	190	4	0	39	0	43	365
05:30 PM	1	119	5	0	125	8	0	4	0	12	37	125	14	0	176	3	0	29	0	32	345
05:45 PM	0	120	1	0	121	4	3	4	0	11	32	160	10	0	202	5	1	28	0	34	368
Total	6	495	13	0	514	16	4	9	0	29	143	605	37	0	785	16	5	154	0	175	1503
Grand Total	24	976	34	0	1034	34	8	15	0	57	283	1167	67	0	1517	36	8	345	0	389	2997
Apprch %	2.3	94.4	3.3	0		59.6	14	26.3	0		18.7	76.9	4.4	0		9.3	2.1	88.7	0		
Total %	0.8	32.6	1.1	0	34.5	1.1	0.3	0.5	0	1.9	9.4	38.9	2.2	0	50.6	1.2	0.3	11.5	0	13	
Unshifted	24	964	33	0	1021	34	8	15	0	57	275	1146	67	0	1488	36	8	340	0	384	2950
% Unshifted	100	98.8	97.1	0	98.7	100	100	100	0	100	97.2	98.2	100	0	98.1	100	100	98.6	0	98.7	98.4
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	12	1	0	13	0	0	0	0	0	8	21	0	0	29	0	0	5	0	5	47
% Bank 2	0	1.2	2.9	0	1.3	0	0	0	0	0	2.8	1.8	0	0	1.9	0	0	1.4	0	1.3	1.6



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

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Site Code : 00000000
Start Date : 7/21/2004
Page No : 2

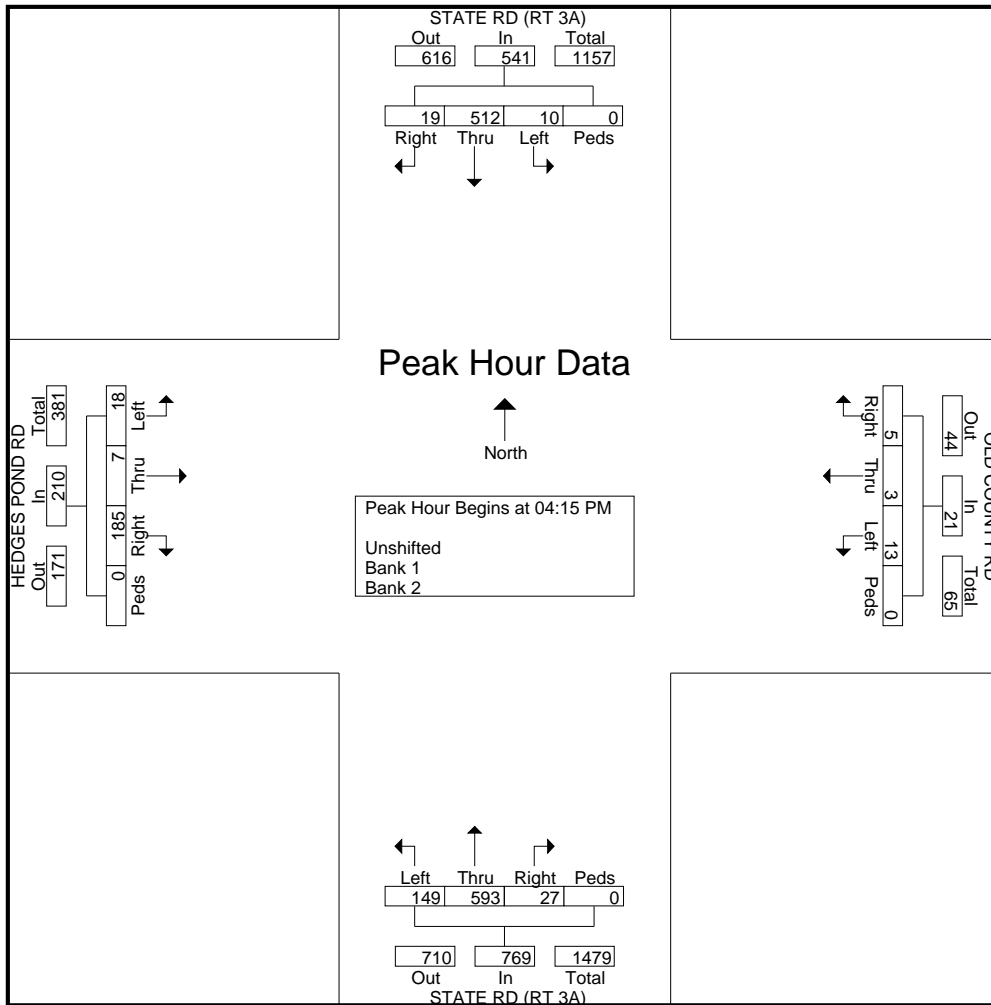


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

File Name : PLYMTH_3A&HEDGESPOND2_PM
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 Start Date : 7/21/2004
 Page No : 3

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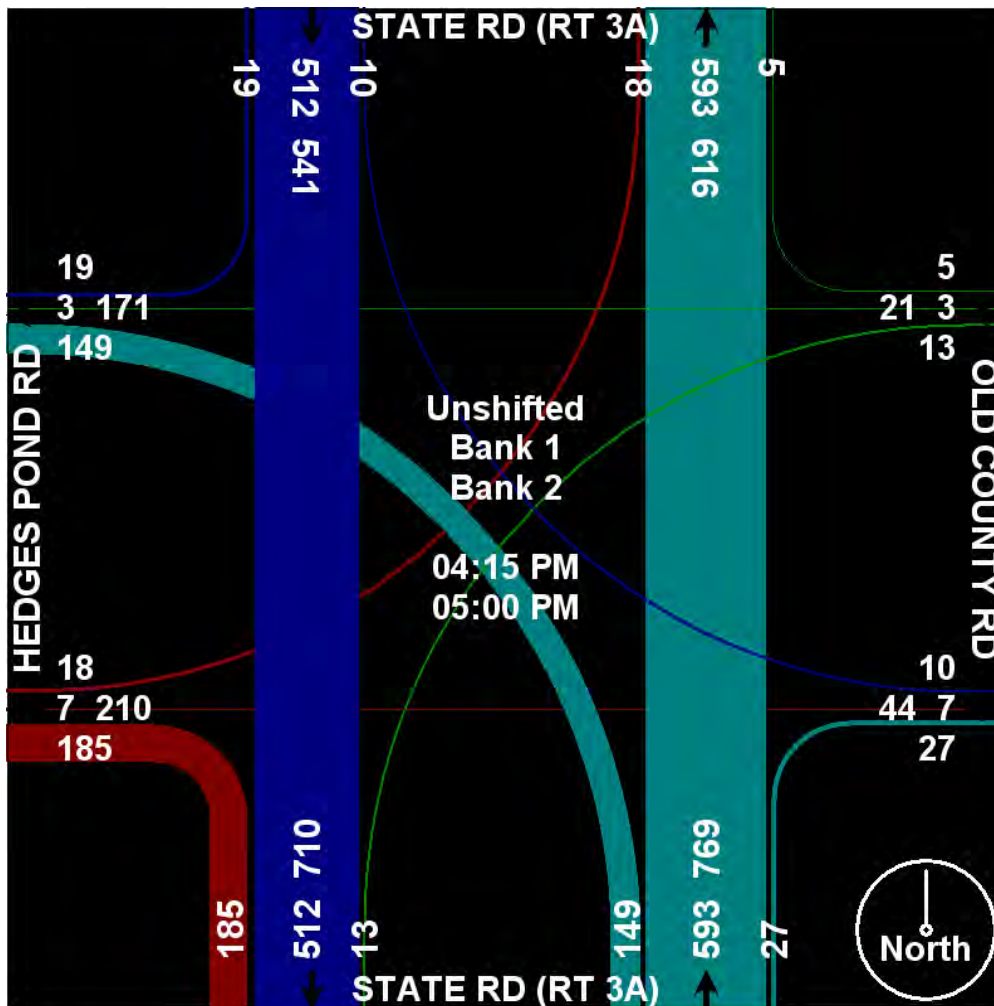
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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	130	6	0	137	1	2	0	0	3	34	142	8	0	184	4	1	42	0	47	371
04:30 PM	2	124	4	0	130	8	1	2	0	11	33	142	7	0	182	7	1	52	0	60	383
04:45 PM	4	123	6	0	133	3	0	3	0	6	40	140	6	0	186	3	1	33	0	37	362
05:00 PM	3	135	3	0	141	1	0	0	0	1	42	169	6	0	217	4	4	58	0	66	425
Total Volume	10	512	19	0	541	13	3	5	0	21	149	593	27	0	769	18	7	185	0	210	1541
% App. Total	1.8	94.6	3.5	0		61.9	14.3	23.8	0		19.4	77.1	3.5	0		8.6	3.3	88.1	0		
PHF	.625	.948	.792	.000	.959	.406	.375	.417	.000	.477	.887	.877	.844	.000	.886	.643	.438	.797	.000	.795	.906



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

















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














HCM Unsignalized Intersection Capacity Analysis
 3: Hedges Pond Rd. & Route 3A

Route 3A Corridor Study
 2007 AM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	1	148	21	5	3	126	232	6	1	300	13
Peak Hour Factor	0.91	0.91	0.91	0.71	0.71	0.71	0.90	0.90	0.90	0.98	0.98	0.98
Hourly flow rate (vph)	10	1	169	31	7	4	146	268	7	1	318	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	898	894	325	1060	897	272	332			275		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	898	894	325	1060	897	272	332			275		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	76	78	97	99	88			100		
cM capacity (veh/h)	230	247	716	140	246	767	1227			1288		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	181	42	421	333								
Volume Left	10	31	146	1								
Volume Right	169	4	7	14								
cSH	632	166	1227	1288								
Volume to Capacity	0.29	0.26	0.12	0.00								
Queue Length 95th (ft)	29	24	10	0								
Control Delay (s)	13.0	34.0	3.7	0.0								
Lane LOS	B	D	A	A								
Approach Delay (s)	13.0	34.0	3.7	0.0								
Approach LOS	B	D										
Intersection Summary												
Average Delay			5.5									
Intersection Capacity Utilization			57.8%			ICU Level of Service				B		
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis
3: Hedges Pond Road & Route 3A

Route 3A Corridor Study
2007 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	18	7	185	13	3	5	149	593	27	8	400	15
Peak Hour Factor	0.80	0.80	0.80	0.48	0.48	0.48	0.89	0.89	0.89	0.96	0.96	0.96
Hourly flow rate (vph)	23	9	240	28	6	11	174	693	32	9	433	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1530	1532	441	1761	1524	709	450			724		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1530	1532	441	1761	1524	709	450			724		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	70	91	61	14	93	98	84			99		
cM capacity (veh/h)	77	97	616	33	99	434	1111			878		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	273	46	899	458								
Volume Left	23	28	174	9								
Volume Right	240	11	32	16								
cSH	347	48	1111	878								
Volume to Capacity	0.79	0.95	0.16	0.01								
Queue Length 95th (ft)	162	100	14	1								
Control Delay (s)	44.5	250.3	3.7	0.3								
Lane LOS	E	F	A	A								
Approach Delay (s)	44.5	250.3	3.7	0.3								
Approach LOS	E	F										
Intersection Summary												
Average Delay			16.1									
Intersection Capacity Utilization			89.2%		ICU Level of Service					E		
Analysis Period (min)			15									

















HCM Unsignalized Intersection Capacity Analysis
3: Hedges Pond Rd. & Route 3A

Route 3A Corridor Study
2012 AM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	1	148	21	5	3	126	232	6	1	300	13
Peak Hour Factor	0.91	0.91	0.91	0.71	0.71	0.71	0.90	0.90	0.90	0.98	0.98	0.98
Hourly flow rate (vph)	11	1	179	33	8	5	154	284	7	1	337	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	950	945	344	1121	949	287	351			291		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	950	945	344	1121	949	287	351			291		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	99	74	73	97	99	87			100		
cM capacity (veh/h)	210	228	699	123	227	752	1207			1271		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	191	45	445	352								
Volume Left	11	33	154	1								
Volume Right	179	5	7	15								
cSH	610	147	1207	1271								
Volume to Capacity	0.31	0.31	0.13	0.00								
Queue Length 95th (ft)	33	30	11	0								
Control Delay (s)	13.6	39.9	3.8	0.0								
Lane LOS	B	E	A	A								
Approach Delay (s)	13.6	39.9	3.8	0.0								
Approach LOS	B	E										
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			60.6%			ICU Level of Service				B		
Analysis Period (min)			15									

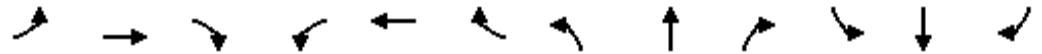
HCM Unsignalized Intersection Capacity Analysis
3: Hedges Pond Road & Route 3A

Route 3A Corridor Study
2012 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	18	7	185	13	3	5	149	593	27	8	400	15
Peak Hour Factor	0.80	0.80	0.80	0.48	0.48	0.48	0.89	0.89	0.89	0.96	0.96	0.96
Hourly flow rate (vph)	25	10	254	30	7	11	184	733	33	9	458	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1618	1620	467	1862	1612	750	476			766		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1618	1620	467	1862	1612	750	476			766		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	62	89	57	0	92	97	83			99		
cM capacity (veh/h)	65	85	596	25	86	411	1087			847		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	289	48	950	485								
Volume Left	25	30	184	9								
Volume Right	254	11	33	17								
cSH	314	37	1087	847								
Volume to Capacity	0.92	1.29	0.17	0.01								
Queue Length 95th (ft)	223	124	15	1								
Control Delay (s)	69.3	410.0	4.0	0.3								
Lane LOS	F	F	A	A								
Approach Delay (s)	69.3	410.0	4.0	0.3								
Approach LOS	F	F										
Intersection Summary												
Average Delay			24.6									
Intersection Capacity Utilization			93.7%		ICU Level of Service				F			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 3: Hedges Pond Rd. & Route 3A

















Route 3A Corridor Study
 2020 AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	1	148	21	5	3	126	232	6	1	300	13
Peak Hour Factor	0.91	0.91	0.91	0.71	0.71	0.71	0.90	0.90	0.90	0.98	0.98	0.98
Hourly flow rate (vph)	12	1	195	35	8	5	168	309	8	1	367	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1036	1031	375	1223	1035	313	383			317		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1036	1031	375	1223	1035	313	383			317		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	99	71	64	96	99	86			100		
cM capacity (veh/h)	179	200	671	98	198	727	1175			1243		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	208	49	485	384								
Volume Left	12	35	168	1								
Volume Right	195	5	8	16								
cSH	573	119	1175	1243								
Volume to Capacity	0.36	0.41	0.14	0.00								
Queue Length 95th (ft)	41	44	12	0								
Control Delay (s)	14.8	54.9	4.0	0.0								
Lane LOS	B	F	A	A								
Approach Delay (s)	14.8	54.9	4.0	0.0								
Approach LOS	B	F										
Intersection Summary												
Average Delay			6.8									
Intersection Capacity Utilization			65.2%		ICU Level of Service					C		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 3: Hedges Pond Road & Route 3A

Route 3A Corridor Study
 2020 PM Peak Hour LOS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	18	7	185	13	3	5	149	593	27	8	400	15
Peak Hour Factor	0.80	0.80	0.80	0.48	0.48	0.48	0.89	0.89	0.89	0.96	0.96	0.96
Hourly flow rate (vph)	27	10	278	32	8	12	201	800	36	10	500	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1765	1767	509	2032	1758	818	519			836		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1765	1767	509	2032	1758	818	519			836		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	45	84	51	0	89	97	81			99		
cM capacity (veh/h)	49	67	564	16	68	376	1047			798		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	315	52	1037	529								
Volume Left	27	32	201	10								
Volume Right	278	12	36	19								
cSH	263	24	1047	798								
Volume to Capacity	1.20	2.17	0.19	0.01								
Queue Length 95th (ft)	366	164	18	1								
Control Delay (s)	160.8	879.9	4.6	0.4								
Lane LOS	F	F	A	A								
Approach Delay (s)	160.8	879.9	4.6	0.4								
Approach LOS	F	F										
Intersection Summary												
Average Delay			52.7									
Intersection Capacity Utilization			101.4%			ICU Level of Service				G		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
3: Hedges Pond Rd. & Route 3A

Route 3A Corridor Study
2012 AM Peak Hour LOS - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	10	10	10	12	12	12	13	13	13
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.87			0.99			1.00			0.99	
Flt Protected		1.00			0.97			0.98			1.00	
Satd. Flow (prot)		1568			1654			3471			3633	
Flt Permitted		0.98			0.58			0.75			0.95	
Satd. Flow (perm)		1537			997			2632			3468	
Volume (vph)	9	1	148	21	5	3	126	232	6	1	300	13
Peak-hour factor, PHF	0.91	0.91	0.91	0.71	0.71	0.71	0.90	0.90	0.90	0.98	0.98	0.98
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	11	1	179	33	8	5	154	284	7	1	337	15
RTOR Reduction (vph)	0	158	0	0	4	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	33	0	0	42	0	0	444	0	0	350	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		5.9			5.9			36.1			36.1	
Effective Green, g (s)		5.9			5.9			36.1			36.1	
Actuated g/C Ratio		0.12			0.12			0.72			0.72	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		181			118			1900			2504	
v/s Ratio Prot												
v/s Ratio Perm		0.02			0.04			0.17			0.10	
v/c Ratio		0.18			0.35			0.23			0.14	
Uniform Delay, d1		19.9			20.3			2.3			2.1	
Progression Factor		1.00			1.00			0.51			1.00	
Incremental Delay, d2		0.5			1.8			0.3			0.1	
Delay (s)		20.4			22.1			1.5			2.3	
Level of Service		C			C			A			A	
Approach Delay (s)		20.4			22.1			1.5			2.3	
Approach LOS		C			C			A			A	

Intersection Summary

HCM Average Control Delay	6.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Hedges Pond Road & Route 3A

Route 3A Corridor Study
2012 PM Peak Hour LOS - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	10	10	10	12	12	12	13	13	13
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Fr _t		0.88			0.97			0.99			0.99	
Fl _t Protected		1.00			0.97			0.99			1.00	
Satd. Flow (prot)		1580			1634			3487			3635	
Fl _t Permitted		0.97			0.47			0.76			0.94	
Satd. Flow (perm)		1536			798			2674			3422	
Volume (vph)	18	7	185	13	3	5	149	593	27	8	400	15
Peak-hour factor, PHF	0.80	0.80	0.80	0.48	0.48	0.48	0.89	0.89	0.89	0.96	0.96	0.96
Growth Factor (vph)	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	25	10	254	30	7	11	184	733	33	9	458	17
RTOR Reduction (vph)	0	216	0	0	9	0	0	3	0	0	3	0
Lane Group Flow (vph)	0	73	0	0	39	0	0	947	0	0	481	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		8.2			8.2			38.8			38.8	
Effective Green, g (s)		8.2			8.2			38.8			38.8	
Actuated g/C Ratio		0.15			0.15			0.71			0.71	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		229			119			1886			2414	
v/s Ratio Prot												
v/s Ratio Perm		0.05			0.05			0.35			0.14	
v/c Ratio		0.32			0.32			0.50			0.20	
Uniform Delay, d ₁		20.9			20.9			3.7			2.8	
Progression Factor		1.00			1.00			0.66			1.00	
Incremental Delay, d ₂		0.8			1.6			0.8			0.2	
Delay (s)		21.7			22.5			3.2			3.0	
Level of Service		C			C			A			A	
Approach Delay (s)		21.7			22.5			3.2			3.0	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM Average Control Delay			6.7									A
HCM Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			55.0							8.0		
Intersection Capacity Utilization			60.6%									B
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 3: Hedges Pond Rd. & Route 3A

Route 3A Corridor Study
 2020 AM Peak Hour LOS - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	10	10	10	12	12	12	13	13	13
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Fr _t		0.87			0.99			1.00			0.99	
Fl _t Protected		1.00			0.96			0.98			1.00	
Satd. Flow (prot)		1568			1654			3470			3634	
Fl _t Permitted		0.98			0.58			0.73			0.95	
Satd. Flow (perm)		1537			988			2580			3469	
Volume (vph)	9	1	148	21	5	3	126	232	6	1	300	13
Peak-hour factor, PHF	0.91	0.91	0.91	0.71	0.71	0.71	0.90	0.90	0.90	0.98	0.98	0.98
Growth Factor (vph)	120%	120%	120%	120%	120%	120%	120%	120%	120%	120%	120%	120%
Adj. Flow (vph)	12	1	195	35	8	5	168	309	8	1	367	16
RTOR Reduction (vph)	0	172	0	0	4	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	36	0	0	44	0	0	484	0	0	381	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		6.0			6.0			36.0			36.0	
Effective Green, g (s)		6.0			6.0			36.0			36.0	
Actuated g/C Ratio		0.12			0.12			0.72			0.72	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		184			119			1858			2498	
v/s Ratio Prot												
v/s Ratio Perm		0.02			0.04			0.19			0.11	
v/c Ratio		0.20			0.37			0.26			0.15	
Uniform Delay, d ₁		19.8			20.3			2.4			2.2	
Progression Factor		1.00			1.00			0.51			1.00	
Incremental Delay, d ₂		0.5			1.9			0.3			0.1	
Delay (s)		20.4			22.2			1.6			2.3	
Level of Service		C			C			A			A	
Approach Delay (s)		20.4			22.2			1.6			2.3	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM Average Control Delay			6.2				HCM Level of Service				A	
HCM Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			50.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			44.6%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: Hedges Pond Road & Route 3A

Route 3A Corridor Study
2020 PM Peak Hour LOS - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	10	10	10	12	12	12	13	13	13
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Fr _t		0.88			0.97			0.99			0.99	
Fl _t Protected		1.00			0.97			0.99			1.00	
Satd. Flow (prot)		1579			1634			3487			3634	
Fl _t Permitted		0.97			0.47			0.74			0.94	
Satd. Flow (perm)		1535			790			2613			3412	
Volume (vph)	18	7	185	13	3	5	149	593	27	8	400	15
Peak-hour factor, PHF	0.80	0.80	0.80	0.48	0.48	0.48	0.89	0.89	0.89	0.96	0.96	0.96
Growth Factor (vph)	120%	120%	120%	120%	120%	120%	120%	120%	120%	120%	120%	120%
Adj. Flow (vph)	27	10	278	32	8	12	201	800	36	10	500	19
RTOR Reduction (vph)	0	236	0	0	10	0	0	3	0	0	3	0
Lane Group Flow (vph)	0	79	0	0	42	0	0	1034	0	0	526	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		8.4			8.4			38.6			38.6	
Effective Green, g (s)		8.4			8.4			38.6			38.6	
Actuated g/C Ratio		0.15			0.15			0.70			0.70	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		234			121			1834			2395	
v/s Ratio Prot												
v/s Ratio Perm		0.05			c0.05			c0.40			0.15	
v/c Ratio		0.34			0.35			0.56			0.22	
Uniform Delay, d ₁		20.8			20.8			4.0			2.9	
Progression Factor		1.00			1.00			0.69			1.00	
Incremental Delay, d ₂		0.9			1.7			1.0			0.2	
Delay (s)		21.7			22.6			3.8			3.1	
Level of Service		C			C			A			A	
Approach Delay (s)		21.7			22.6			3.8			3.1	
Approach LOS		C			C			A			A	

Intersection Summary

HCM Average Control Delay	7.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : **Plymouth** COUNT DATE : **7/21/2004**

MHD USE ONLY

DISTRICT : UNSIGNALIZED : SIGNALIZED :

Source #

~ INTERSECTION DATA ~

MAJOR STREET : **State Road (Route 3A)**

RIN #

MINOR STREET(S) : **Hedges Pond Road / Old County Road**

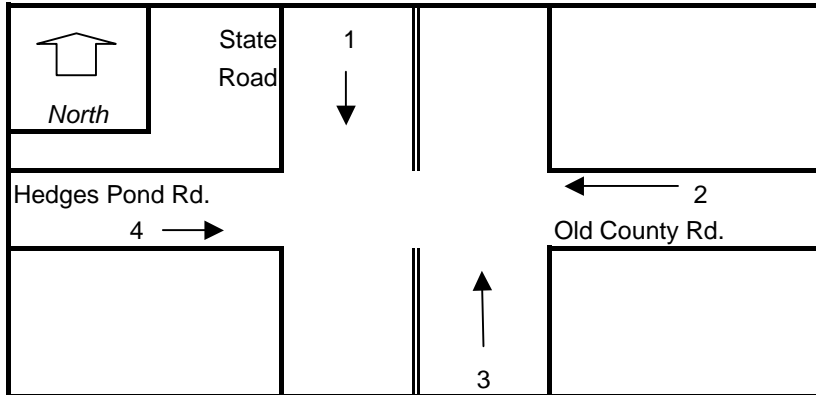
RIN #

RIN #

RIN #

RIN #

**INTERSECTION
DIAGRAM**
(Label Approaches)



INTERSECTION
REF #

Peak Hour Volumes

APPROACH :	1	2	3	4		
DIRECTION :	SB	WB	NB	EB		
VOLUMES (AM/PM) :	439	17	624	170		

** Volumes adjusted to 2007 annual average

" K " FACTOR : APPROACH ADT : ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : # OF YEARS : AVERAGE # OF ACCIDENTS (A) :

CRASH RATE CALCULATION : RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

2005 Statewide Averages:

Signalized	<input type="text" value="0.84"/>	Signalized	<input type="text" value="0.87"/>
Unsignalized	<input type="text" value="0.59"/>	Unsignalized	<input type="text" value="0.66"/>

Percentage Difference			
District 5 Average:	Signalized	<input type="text" value="-21.72%"/>	Statewide Average: Signalized <input type="text" value="-24.42%"/>
	Unsignalized	<input type="text" value="11.45%"/>	Unsignalized <input type="text" value="-0.37%"/>

**Route 3A @
Herring Pond Road**

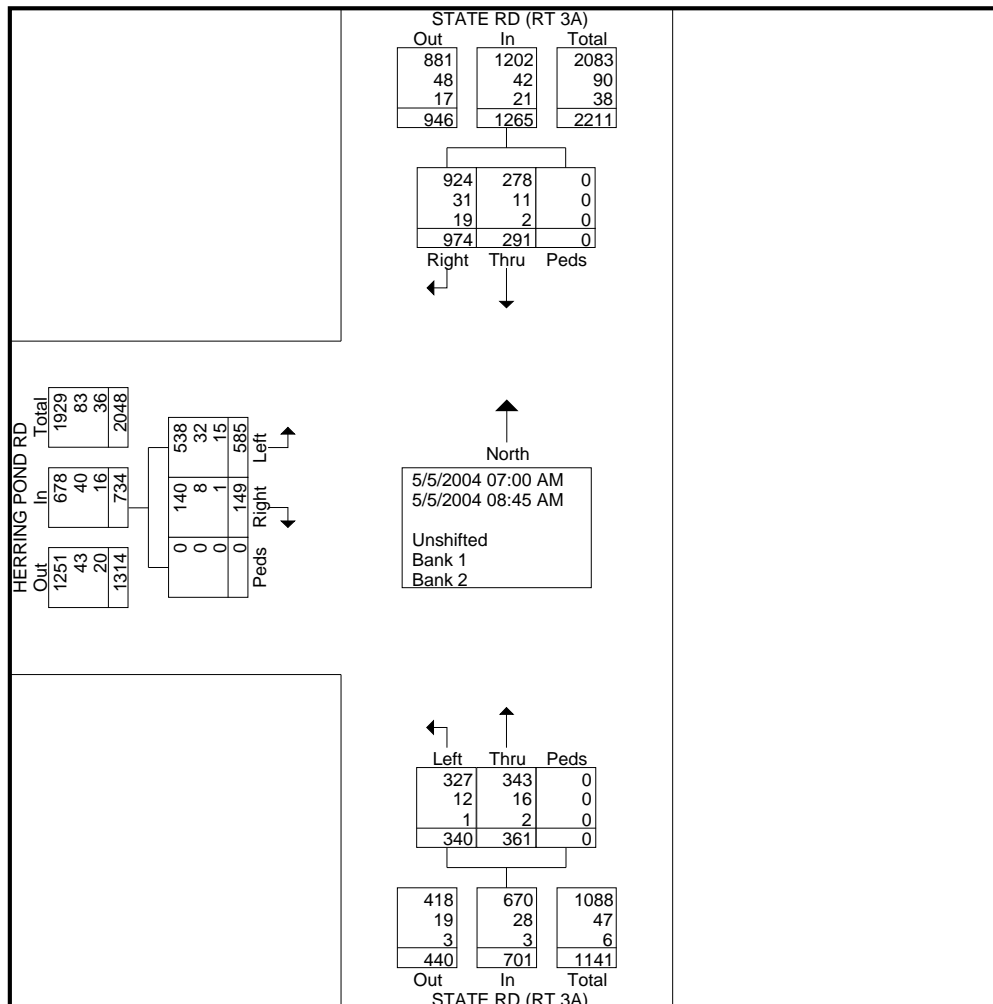
Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

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 Site Code : 00000000
 Start Date : 5/5/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

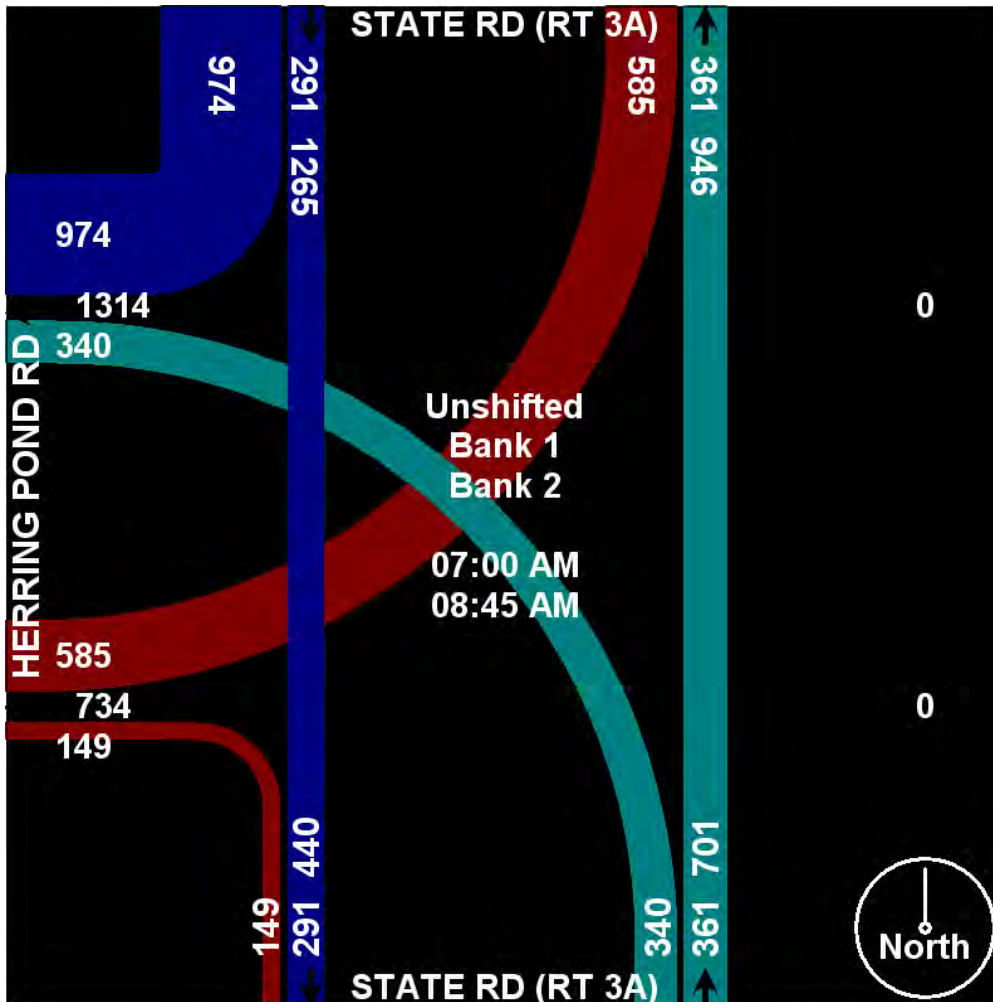
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	Thru 1.0	Right 1.0	Peds 1.0	App. Total	Left 1.0	Thru 1.0	Peds 1.0	App. Total	Left 1.0	Right 1.0	Peds 1.0	App. Total	
07:00 AM	38	129	0	167	42	40	0	82	48	18	0	66	315
07:15 AM	36	123	0	159	46	47	0	93	60	18	0	78	330
07:30 AM	29	152	0	181	46	33	0	79	57	11	0	68	328
07:45 AM	23	131	0	154	50	43	0	93	55	27	0	82	329
Total	126	535	0	661	184	163	0	347	220	74	0	294	1302
08:00 AM	35	115	0	150	54	40	0	94	113	32	0	145	389
08:15 AM	50	107	0	157	29	44	0	73	63	8	0	71	301
08:30 AM	37	110	0	147	42	58	0	100	92	16	0	108	355
08:45 AM	43	107	0	150	31	56	0	87	97	19	0	116	353
Total	165	439	0	604	156	198	0	354	365	75	0	440	1398
Grand Total	291	974	0	1265	340	361	0	701	585	149	0	734	2700
Apprch %	23	77	0		48.5	51.5	0		79.7	20.3	0		
Total %	10.8	36.1	0	46.9	12.6	13.4	0	26	21.7	5.5	0	27.2	
Unshifted	278	924	0	1202	327	343	0	670	538	140	0	678	2550
% Unshifted	95.5	94.9	0	95	96.2	95	0	95.6	92	94	0	92.4	94.4
Bank 1	11	31	0	42	12	16	0	28	32	8	0	40	110
% Bank 1	3.8	3.2	0	3.3	3.5	4.4	0	4	5.5	5.4	0	5.4	4.1
Bank 2	2	19	0	21	1	2	0	3	15	1	0	16	40
% Bank 2	0.7	2	0	1.7	0.3	0.6	0	0.4	2.6	0.7	0	2.2	1.5



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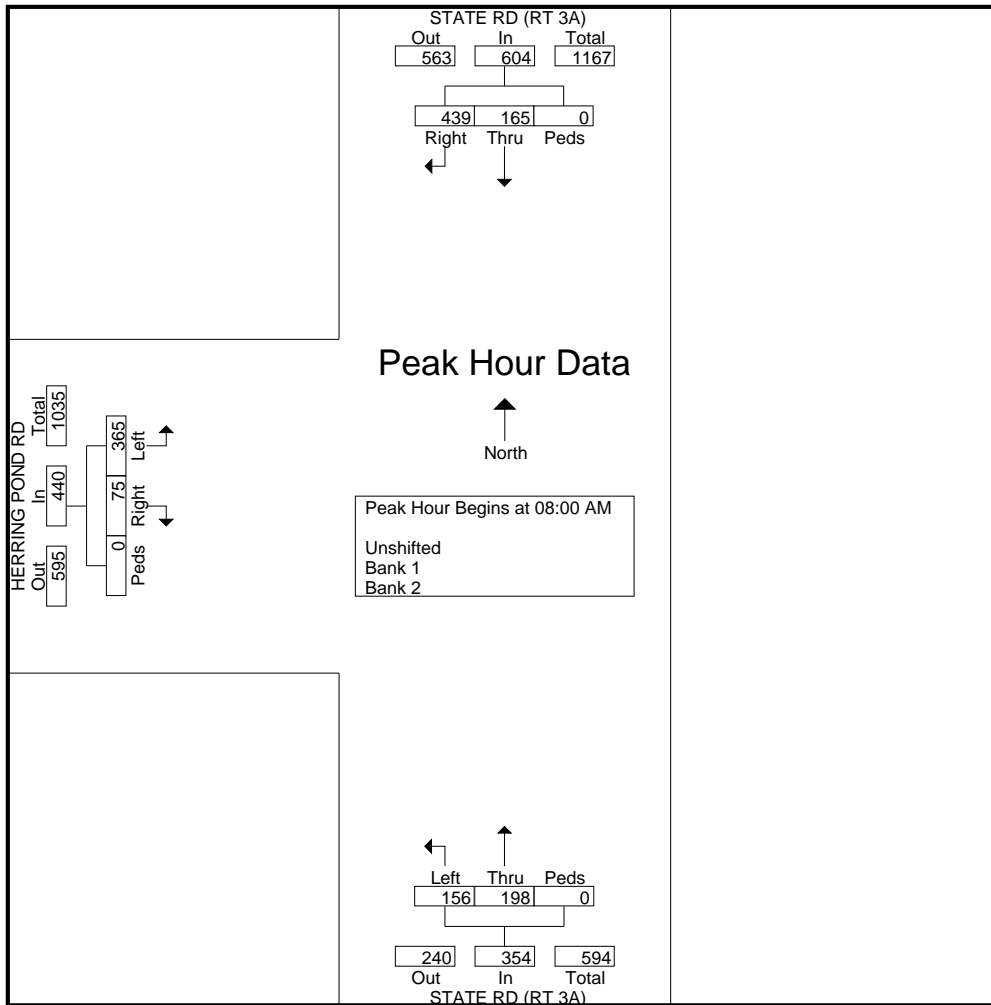


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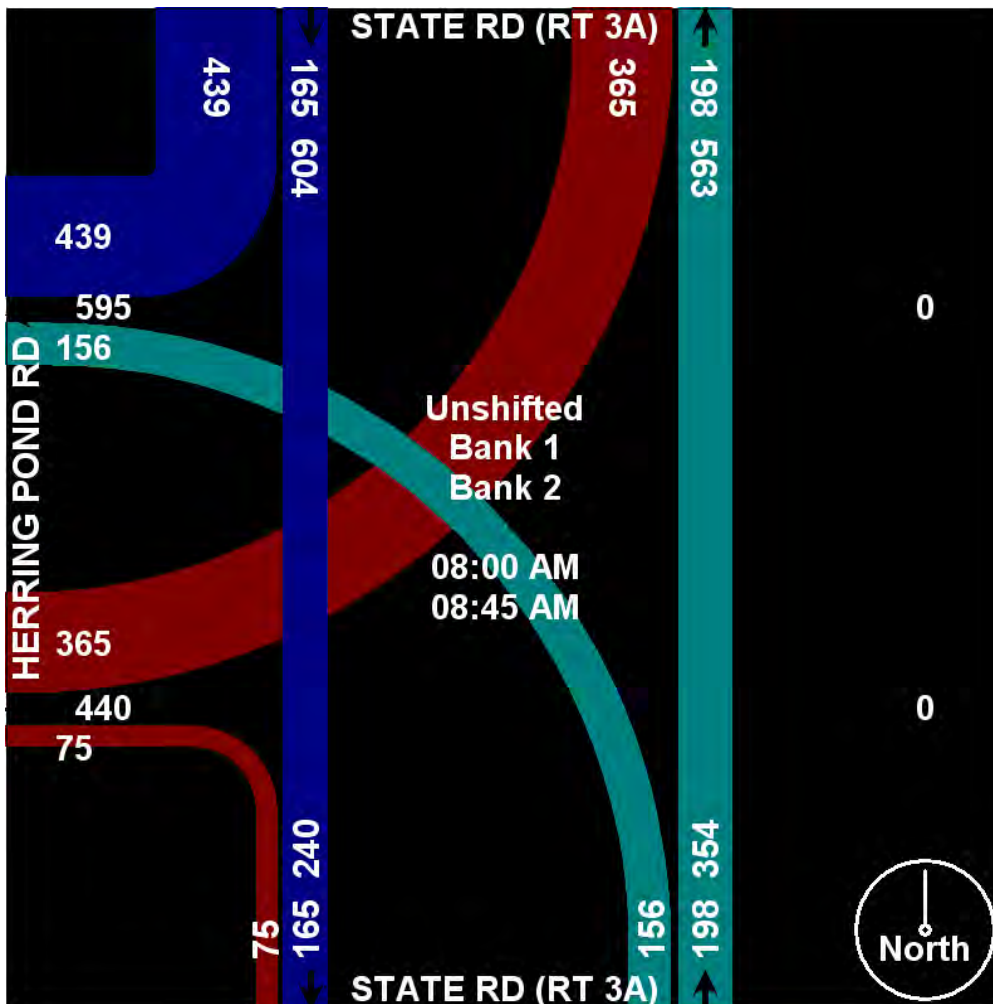
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	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	35	115	0	150	54	40	0	94	113	32	0	145	389
08:15 AM	50	107	0	157	29	44	0	73	63	8	0	71	301
08:30 AM	37	110	0	147	42	58	0	100	92	16	0	108	355
08:45 AM	43	107	0	150	31	56	0	87	97	19	0	116	353
Total Volume	165	439	0	604	156	198	0	354	365	75	0	440	1398
% App. Total	27.3	72.7	0		44.1	55.9	0		83	17	0		
PHF	.825	.954	.000	.962	.722	.853	.000	.885	.808	.586	.000	.759	.898



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Site Code : 00000000
Start Date : 5/5/2004
Page No : 4



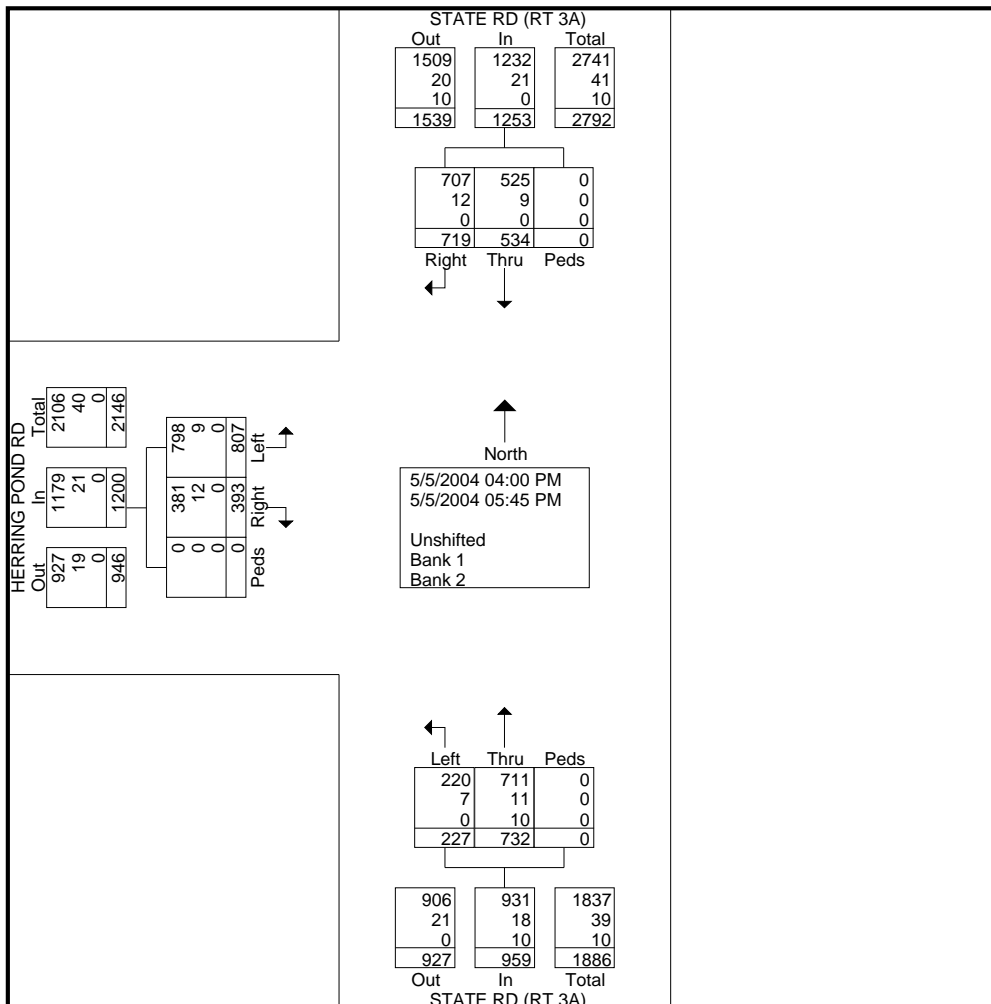
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Default Comments
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File Name : PLYMTH_3A&HERRINGPOND_PM_T
 Site Code : 00000000
 Start Date : 5/5/2004
 Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

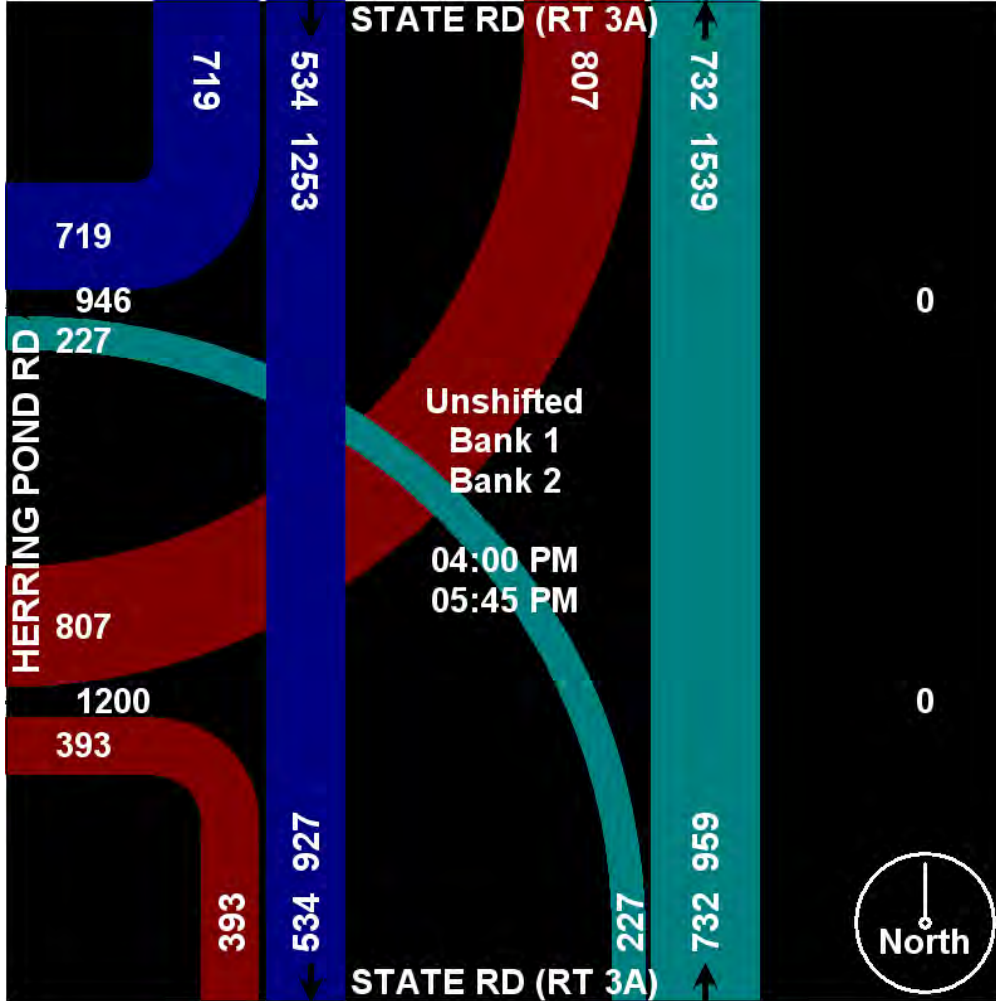
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	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	68	95	0	163	31	94	0	125	90	38	0	128	416
04:15 PM	48	89	0	137	23	88	0	111	100	39	0	139	387
04:30 PM	69	84	0	153	22	81	0	103	98	44	0	142	398
04:45 PM	80	98	0	178	28	73	0	101	100	50	0	150	429
Total	265	366	0	631	104	336	0	440	388	171	0	559	1630
05:00 PM	62	80	0	142	29	101	0	130	95	41	0	136	408
05:15 PM	78	94	0	172	28	94	0	122	116	78	0	194	488
05:30 PM	83	95	0	178	30	101	0	131	112	51	0	163	472
05:45 PM	46	84	0	130	36	100	0	136	96	52	0	148	414
Total	269	353	0	622	123	396	0	519	419	222	0	641	1782
Grand Total	534	719	0	1253	227	732	0	959	807	393	0	1200	3412
Apprch %	42.6	57.4	0		23.7	76.3	0		67.2	32.8	0		
Total %	15.7	21.1	0	36.7	6.7	21.5	0	28.1	23.7	11.5	0	35.2	
Unshifted	525	707	0	1232	220	711	0	931	798	381	0	1179	3342
% Unshifted	98.3	98.3	0	98.3	96.9	97.1	0	97.1	98.9	96.9	0	98.2	97.9
Bank 1	9	12	0	21	7	11	0	18	9	12	0	21	60
% Bank 1	1.7	1.7	0	1.7	3.1	1.5	0	1.9	1.1	3.1	0	1.8	1.8
Bank 2	0	0	0	0	0	10	0	10	0	0	0	0	10
% Bank 2	0	0	0	0	0	1.4	0	1	0	0	0	0	0.3



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Page No : 2

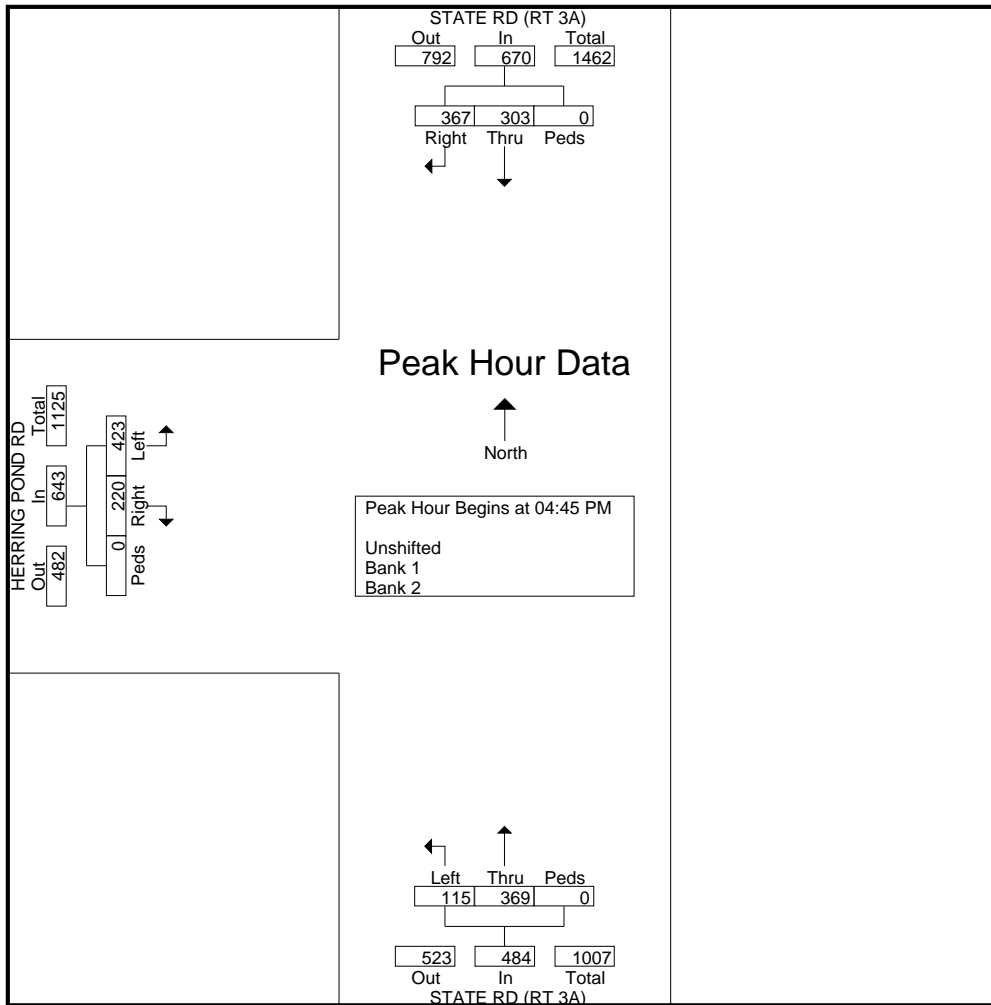


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Brockton, MA 02301
508-583-1833

File Name : PLYMTH_3A&HERRINGPOND_PM_T
 Site Code : 00000000
 Start Date : 5/5/2004
 Page No : 3

Default Comments
 Change These in The Preferences Window
 Select File/Preference in the Main Scree
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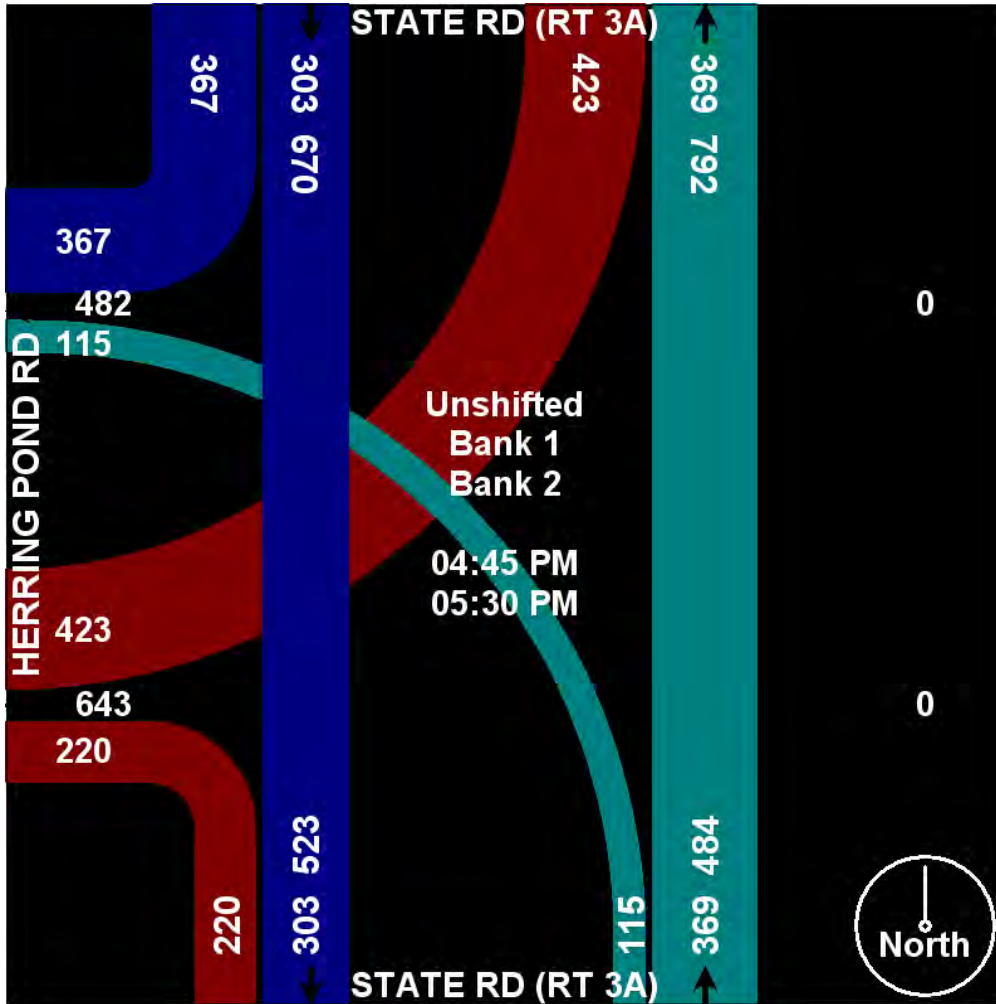
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	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	80	98	0	178	28	73	0	101	100	50	0	150	429
05:00 PM	62	80	0	142	29	101	0	130	95	41	0	136	408
05:15 PM	78	94	0	172	28	94	0	122	116	78	0	194	488
05:30 PM	83	95	0	178	30	101	0	131	112	51	0	163	472
Total Volume	303	367	0	670	115	369	0	484	423	220	0	643	1797
% App. Total	45.2	54.8	0		23.8	76.2	0		65.8	34.2	0		
PHF	.913	.936	.000	.941	.958	.913	.000	.924	.912	.705	.000	.829	.921



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

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Site Code : 00000000
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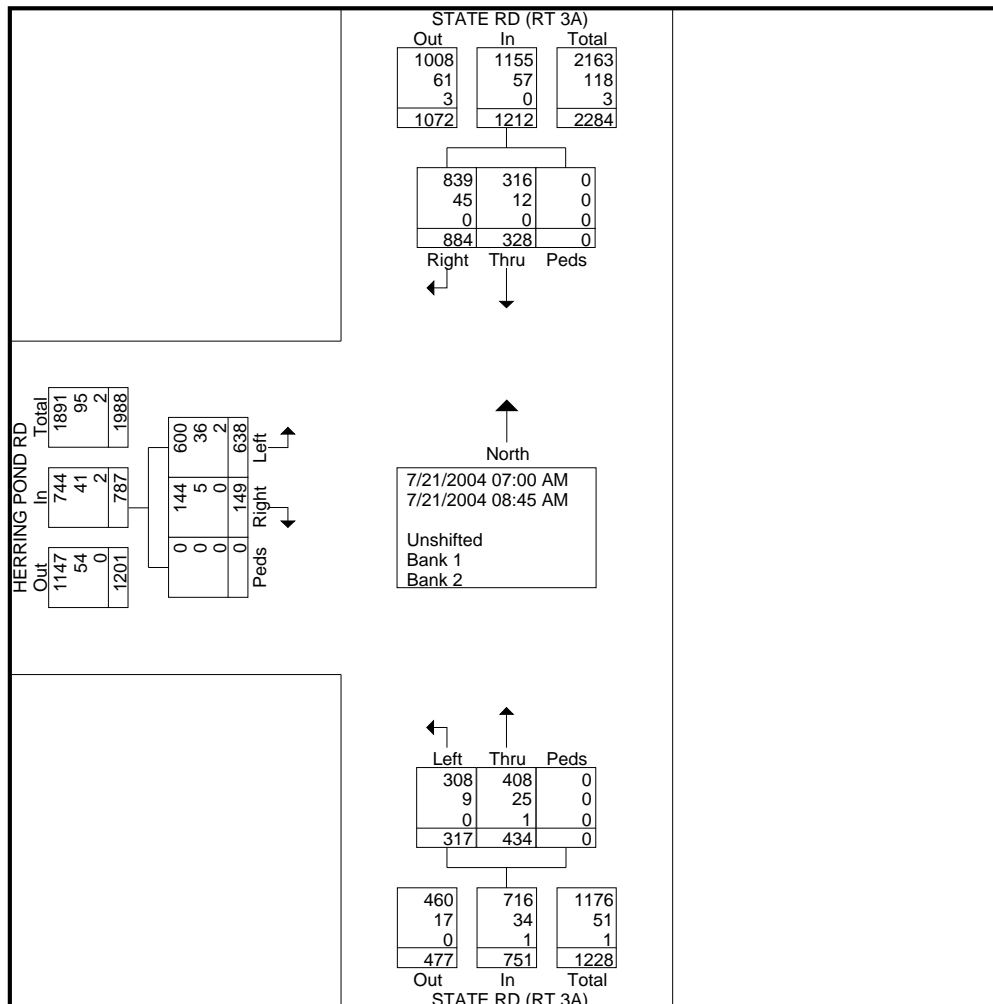
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 Site Code : 00000000
 Start Date : 7/21/2004
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Groups Printed- Unshifted - Bank 1 - Bank 2

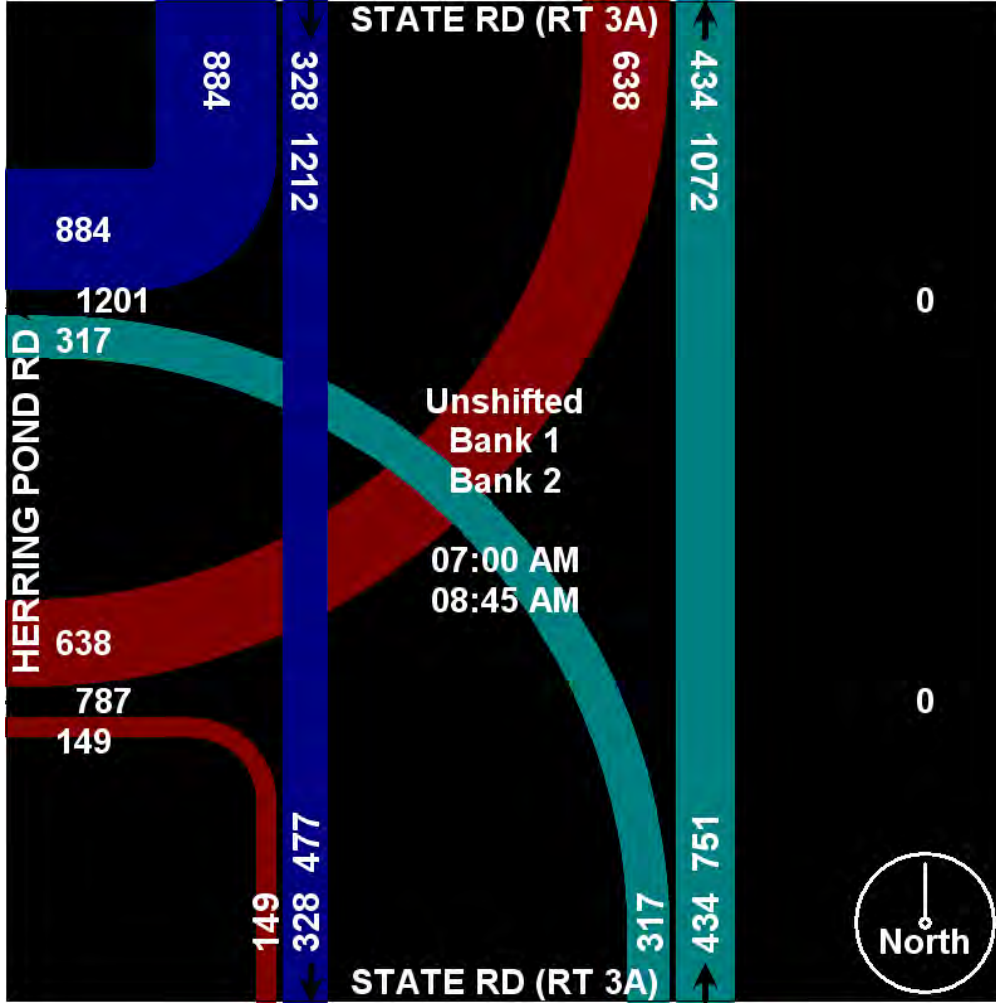
Start Time Factor	STATE RD (RT 3A) Southbound				STATE RD (RT 3A) Northbound				HERRING POND RD Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	29	113	0	142	37	45	0	82	57	21	0	78	302
07:15 AM	36	109	0	145	31	30	0	61	61	11	0	72	278
07:30 AM	32	113	0	145	43	38	0	81	43	13	0	56	282
07:45 AM	33	101	0	134	46	57	0	103	103	19	0	122	359
Total	130	436	0	566	157	170	0	327	264	64	0	328	1221
08:00 AM	39	120	0	159	47	67	0	114	108	20	0	128	401
08:15 AM	58	110	0	168	37	52	0	89	68	27	0	95	352
08:30 AM	51	119	0	170	39	70	0	109	87	20	0	107	386
08:45 AM	50	99	0	149	37	75	0	112	111	18	0	129	390
Total	198	448	0	646	160	264	0	424	374	85	0	459	1529
Grand Total	328	884	0	1212	317	434	0	751	638	149	0	787	2750
Apprch %	27.1	72.9	0		42.2	57.8	0		81.1	18.9	0		
Total %	11.9	32.1	0	44.1	11.5	15.8	0	27.3	23.2	5.4	0	28.6	
Unshifted	316	839	0	1155	308	408	0	716	600	144	0	744	2615
% Unshifted	96.3	94.9	0	95.3	97.2	94	0	95.3	94	96.6	0	94.5	95.1
Bank 1	12	45	0	57	9	25	0	34	36	5	0	41	132
% Bank 1	3.7	5.1	0	4.7	2.8	5.8	0	4.5	5.6	3.4	0	5.2	4.8
Bank 2	0	0	0	0	0	1	0	1	2	0	0	2	3
% Bank 2	0	0	0	0	0	0.2	0	0.1	0.3	0	0	0.3	0.1



Old Colony Planning Council
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File Name : PLYMTH_3A&HERRINGPOND2_AM_T
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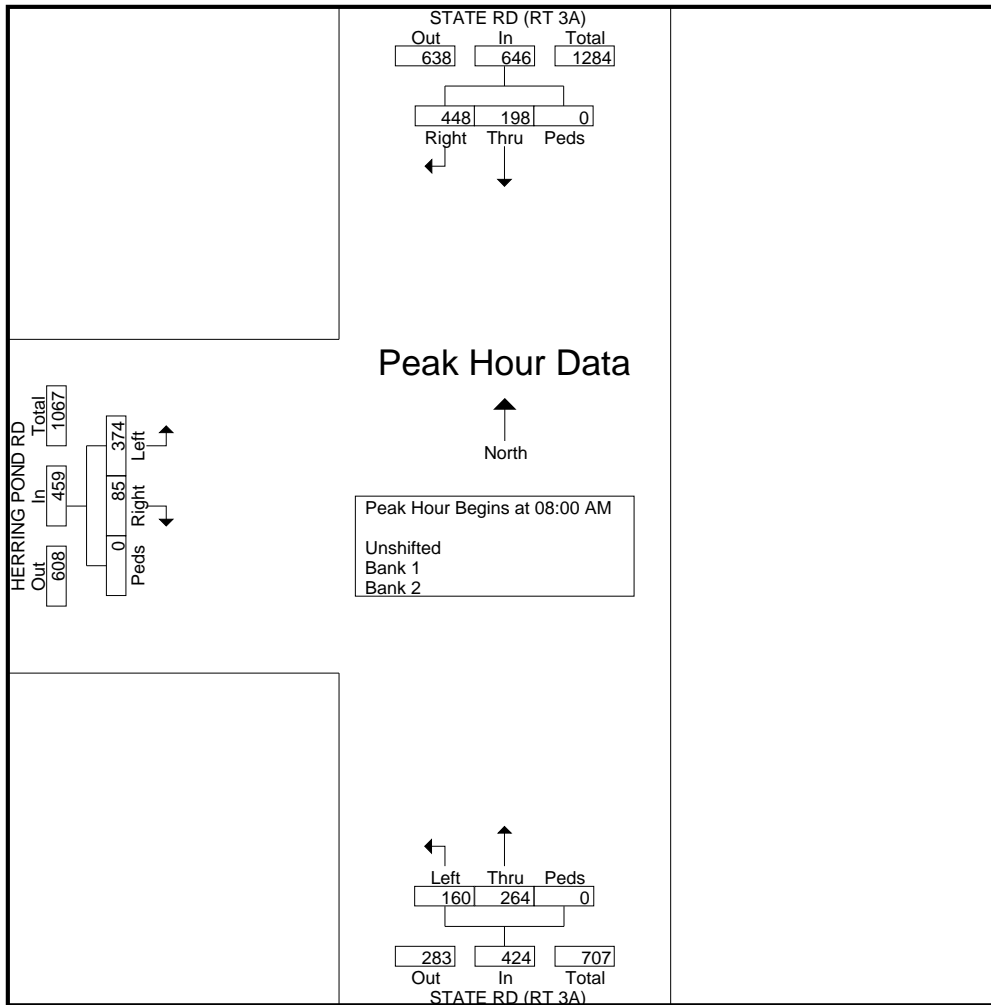


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File Name : PLYMTH_3A&HERRINGPOND2_AM_T
 Site Code : 00000000
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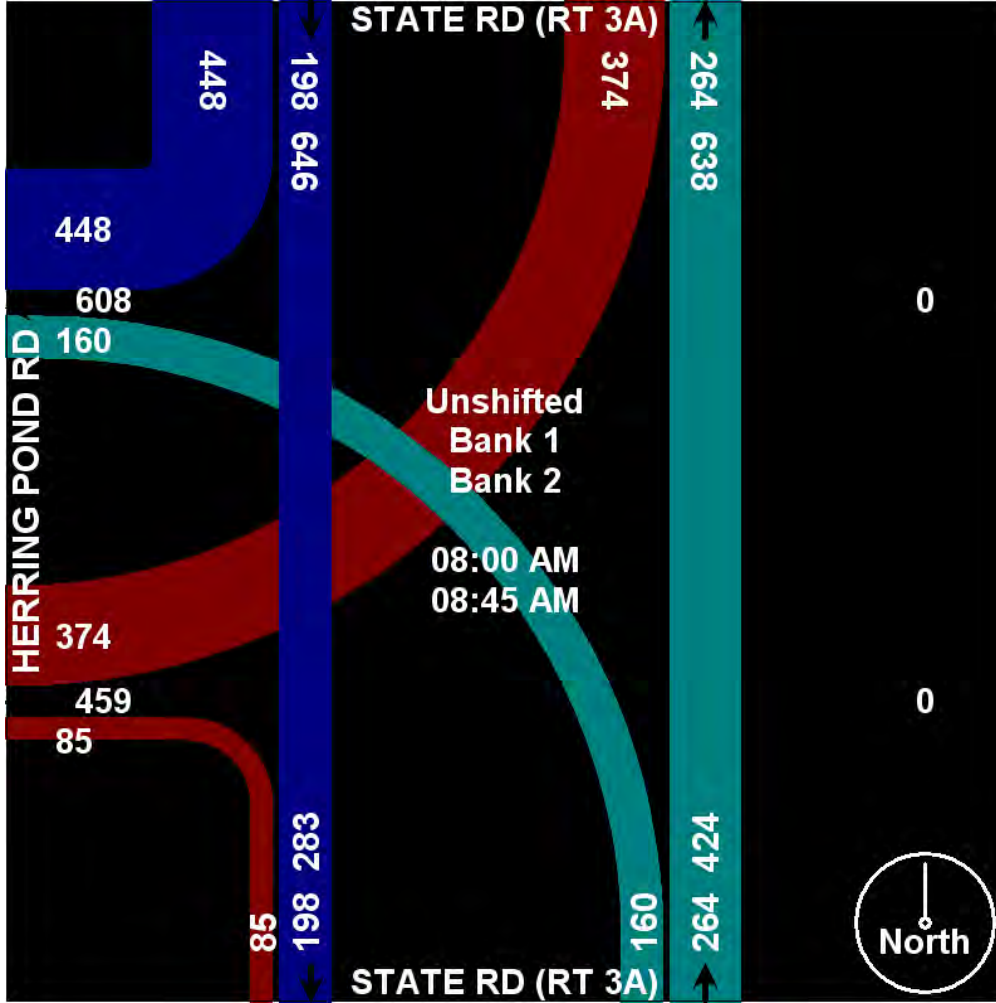
Start Time	STATE RD (RT 3A) Southbound				STATE RD (RT 3A) Northbound				HERRING POND RD Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	39	120	0	159	47	67	0	114	108	20	0	128	401
08:15 AM	58	110	0	168	37	52	0	89	68	27	0	95	352
08:30 AM	51	119	0	170	39	70	0	109	87	20	0	107	386
08:45 AM	50	99	0	149	37	75	0	112	111	18	0	129	390
Total Volume	198	448	0	646	160	264	0	424	374	85	0	459	1529
% App. Total	30.7	69.3	0		37.7	62.3	0		81.5	18.5	0		
PHF	.853	.933	.000	.950	.851	.880	.000	.930	.842	.787	.000	.890	.953



Old Colony Planning Council
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File Name : PLYMTH_3A&HERRINGPOND2_AM_T
Site Code : 00000000
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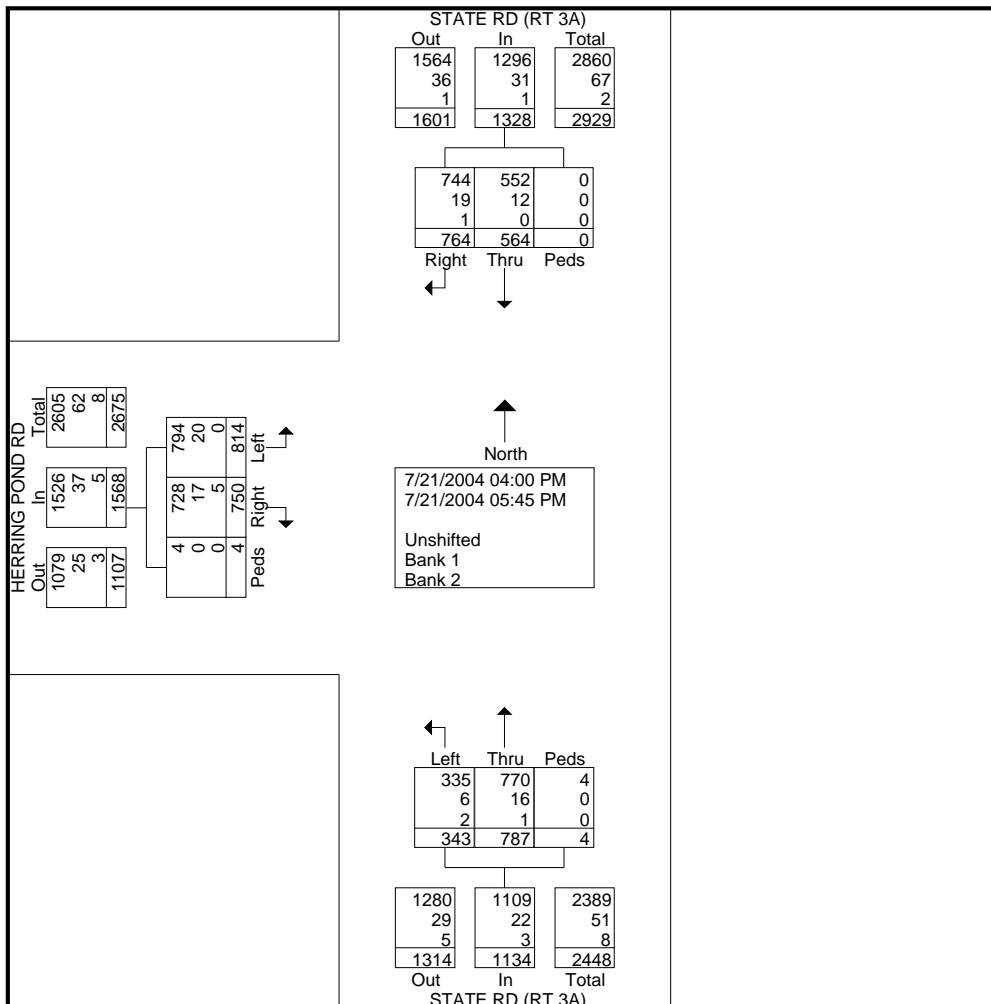
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70 School Street
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508-583-1833

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File Name : PLYMTH_3A&HERRINGPOND2_PM_T
 Site Code : 00000000
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Groups Printed- Unshifted - Bank 1 - Bank 2

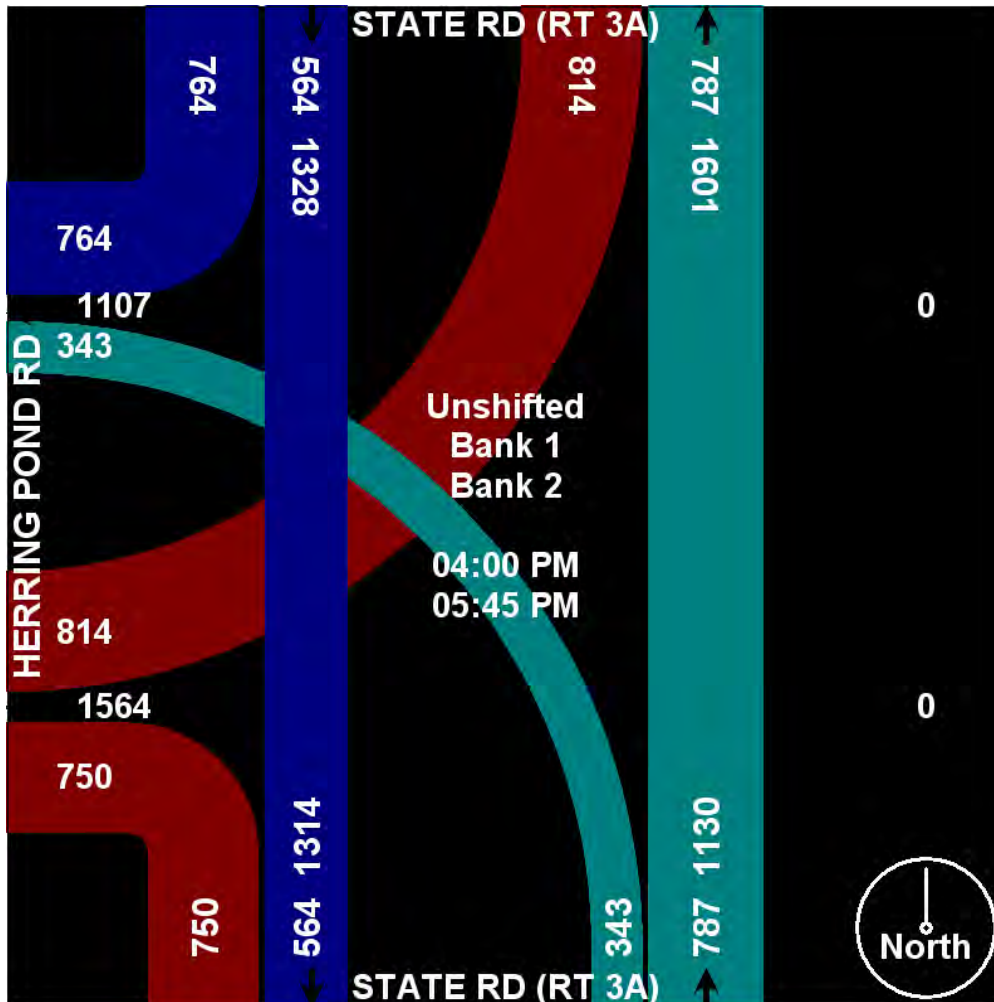
Start Time Factor	STATE RD (RT 3A) Southbound				STATE RD (RT 3A) Northbound				HERRING POND RD Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	84	103	0	187	37	87	0	124	110	79	1	190	501
04:15 PM	61	96	0	157	58	111	0	169	96	114	0	210	536
04:30 PM	70	103	0	173	41	100	2	143	95	85	0	180	496
04:45 PM	65	93	0	158	36	93	1	130	104	90	0	194	482
Total	280	395	0	675	172	391	3	566	405	368	1	774	2015
05:00 PM	87	99	0	186	43	102	0	145	98	104	0	202	533
05:15 PM	65	109	0	174	53	98	0	151	106	107	0	213	538
05:30 PM	66	80	0	146	45	106	0	151	93	92	0	185	482
05:45 PM	66	81	0	147	30	90	1	121	112	79	3	194	462
Total	284	369	0	653	171	396	1	568	409	382	3	794	2015
Grand Total	564	764	0	1328	343	787	4	1134	814	750	4	1568	4030
Apprch %	42.5	57.5	0		30.2	69.4	0.4		51.9	47.8	0.3		
Total %	14	19	0	33	8.5	19.5	0.1	28.1	20.2	18.6	0.1	38.9	
Unshifted	552	744	0	1296	335	770	4	1109	794	728	4	1526	3931
% Unshifted	97.9	97.4	0	97.6	97.7	97.8	100	97.8	97.5	97.1	100	97.3	97.5
Bank 1	12	19	0	31	6	16	0	22	20	17	0	37	90
% Bank 1	2.1	2.5	0	2.3	1.7	2	0	1.9	2.5	2.3	0	2.4	2.2
Bank 2	0	1	0	1	2	1	0	3	0	5	0	5	9
% Bank 2	0	0.1	0	0.1	0.6	0.1	0	0.3	0	0.7	0	0.3	0.2



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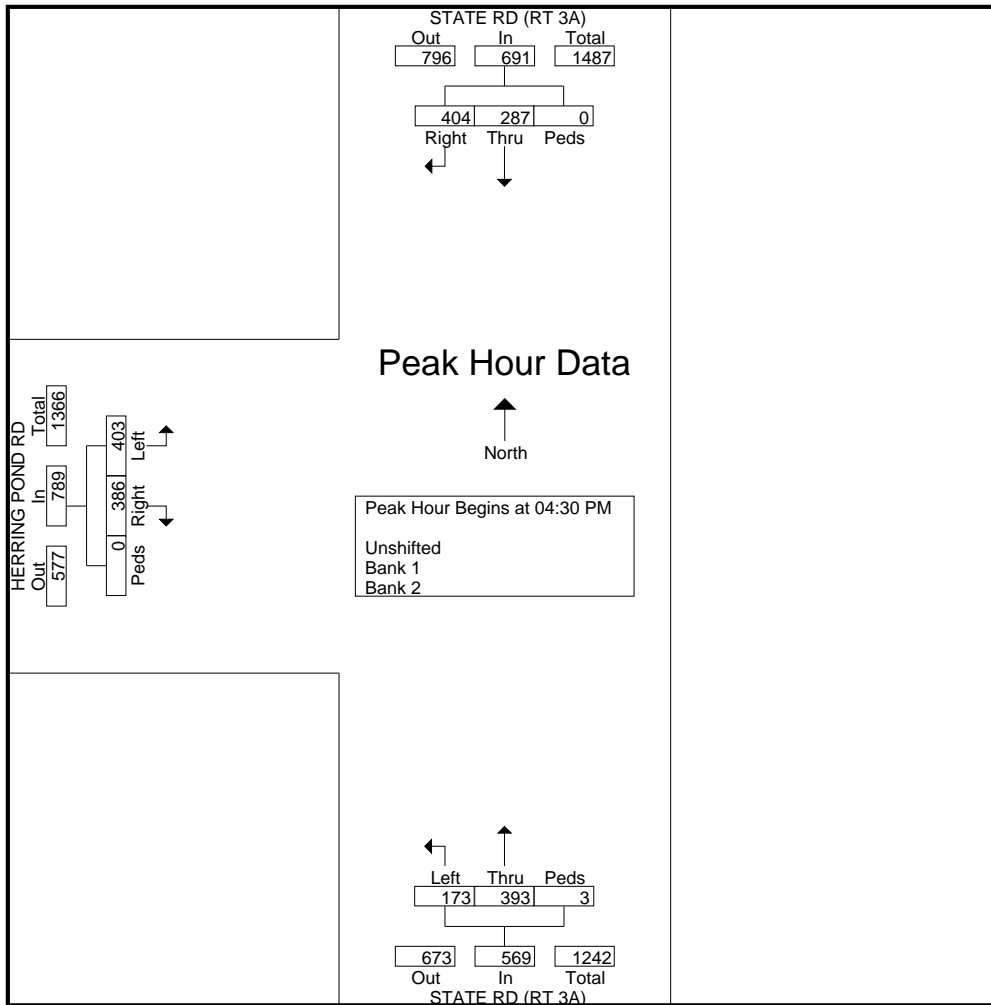


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File Name : PLYMTH_3A&HERRINGPOND2_PM_T
 Site Code : 00000000
 Start Date : 7/21/2004
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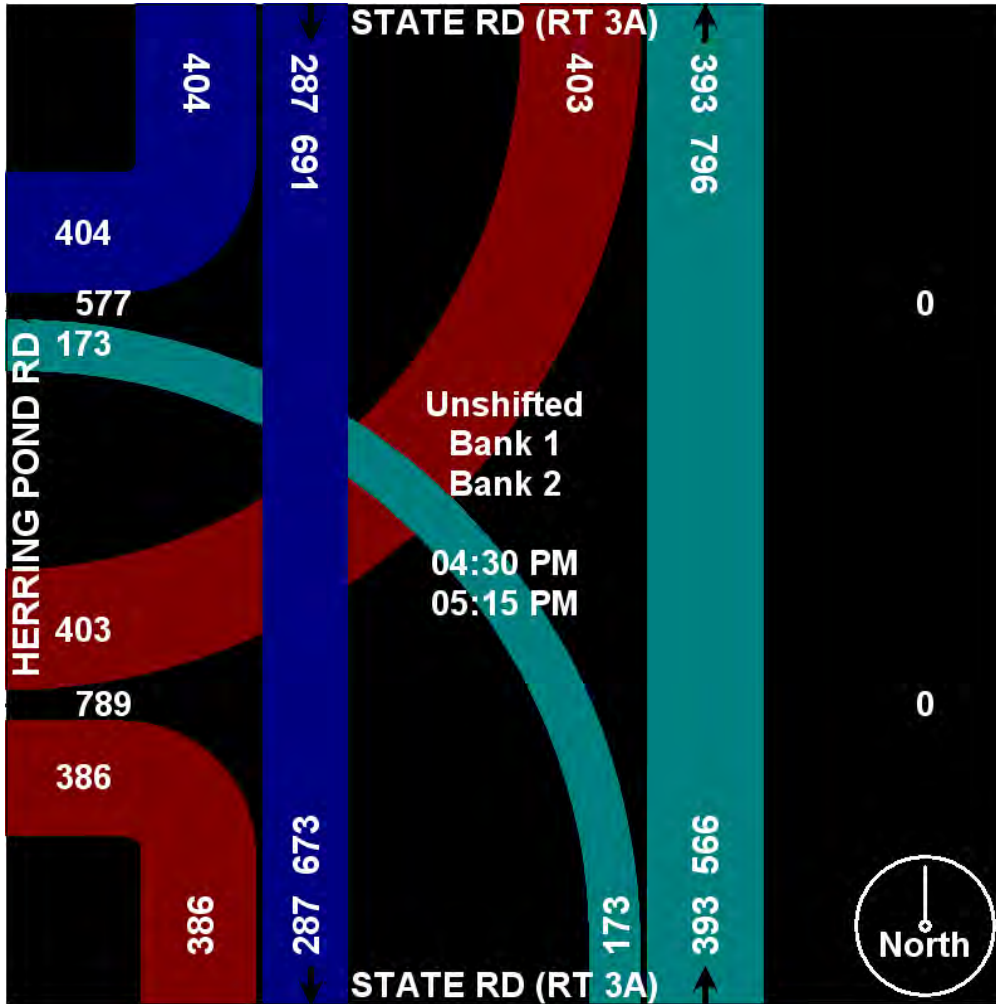
Start Time	STATE RD (RT 3A) Southbound				STATE RD (RT 3A) Northbound				HERRING POND RD Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	70	103	0	173	41	100	2	143	95	85	0	180	496
04:45 PM	65	93	0	158	36	93	1	130	104	90	0	194	482
05:00 PM	87	99	0	186	43	102	0	145	98	104	0	202	533
05:15 PM	65	109	0	174	53	98	0	151	106	107	0	213	538
Total Volume	287	404	0	691	173	393	3	569	403	386	0	789	2049
% App. Total	41.5	58.5	0		30.4	69.1	0.5		51.1	48.9	0		
PHF	.825	.927	.000	.929	.816	.963	.375	.942	.950	.902	.000	.926	.952



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File Name : PLYMTH_3A&HERRINGPOND2_PM_T
Site Code : 00000000
Start Date : 7/21/2004
Page No : 4



HCM Unsignalized Intersection Capacity Analysis
 2: Herring Pond Rd. & Route 3A

Route 3A Corridor Study
 2007 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	214	66	125	206	154	349
Peak Hour Factor	0.89	0.89	0.93	0.93	0.95	0.95
Hourly flow rate (vph)	250	77	140	230	169	382
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	870	360	169			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	870	360	169			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	14	89	90			
cM capacity (veh/h)	290	685	1409			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	327	370	551			
Volume Left	250	140	0			
Volume Right	77	0	382			
cSH	336	1409	1700			
Volume to Capacity	0.97	0.10	0.32			
Queue Length 95th (ft)	264	8	0			
Control Delay (s)	78.7	3.5	0.0			
Lane LOS	F	A				
Approach Delay (s)	78.7	3.5	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			21.7			
Intersection Capacity Utilization			75.7%	ICU Level of Service	D	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Herring Pond Road & Route 3A

Route 3A Corridor Study
2007 PM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	314	301	135	307	224	315
Peak Hour Factor	0.93	0.93	0.94	0.94	0.93	0.93
Hourly flow rate (vph)	351	337	149	340	250	352
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1065	427	250			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1065	427	250			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	46	89			
cM capacity (veh/h)	218	628	1315			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	688	489	603			
Volume Left	351	149	0			
Volume Right	337	0	352			
cSH	321	1315	1700			
Volume to Capacity	2.14	0.11	0.35			
Queue Length 95th (ft)	1273	10	0			
Control Delay (s)	551.0	3.3	0.0			
Lane LOS	F	A				
Approach Delay (s)	551.0	3.3	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay		213.8				
Intersection Capacity Utilization		104.2%		ICU Level of Service		G
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
 2: Herring Pond Rd. & Route 3A

Route 3A Corridor Study
 2012 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	214	66	125	206	154	349
Peak Hour Factor	0.89	0.89	0.93	0.93	0.95	0.95
Hourly flow rate (vph)	264	82	148	244	178	404
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	920	380	178			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	920	380	178			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	2	88	89			
cM capacity (veh/h)	269	667	1397			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	346	392	582			
Volume Left	264	148	0			
Volume Right	82	0	404			
cSH	313	1397	1700			
Volume to Capacity	1.11	0.11	0.34			
Queue Length 95th (ft)	341	9	0			
Control Delay (s)	119.5	3.6	0.0			
Lane LOS	F	A				
Approach Delay (s)	119.5	3.6	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			32.4			
Intersection Capacity Utilization			79.5%	ICU Level of Service	D	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Herring Pond Road & Route 3A

Route 3A Corridor Study
2012 PM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↓	↘
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	314	301	135	307	224	315
Peak Hour Factor	0.93	0.93	0.94	0.94	0.93	0.93
Hourly flow rate (vph)	371	356	158	359	265	373
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1126	451	265			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1126	451	265			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	41	88			
cM capacity (veh/h)	199	608	1299			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	727	517	638			
Volume Left	371	158	0			
Volume Right	356	0	373			
cSH	297	1299	1700			
Volume to Capacity	2.45	0.12	0.38			
Queue Length 95th (ft)	1463	10	0			
Control Delay (s)	690.8	3.4	0.0			
Lane LOS	F	A				
Approach Delay (s)	690.8	3.4	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			267.9			
Intersection Capacity Utilization	109.6%		ICU Level of Service	H		
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 2: Herring Pond Rd. & Route 3A

Route 3A Corridor Study
 2020 AM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	214	66	125	206	154	349
Peak Hour Factor	0.89	0.89	0.93	0.93	0.95	0.95
Hourly flow rate (vph)	289	89	161	266	195	441
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1003	415	195			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1003	415	195			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	86	88			
cM capacity (veh/h)	237	637	1379			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	378	427	635			
Volume Left	289	161	0			
Volume Right	89	0	441			
cSH	278	1379	1700			
Volume to Capacity	1.36	0.12	0.37			
Queue Length 95th (ft)	491	10	0			
Control Delay (s)	218.3	3.7	0.0			
Lane LOS	F	A				
Approach Delay (s)	218.3	3.7	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			58.3			
Intersection Capacity Utilization		85.8%		ICU Level of Service		E
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Herring Pond Road & Route 3A

Route 3A Corridor Study
2020 PM Peak Hour LOS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	314	301	135	307	224	315
Peak Hour Factor	0.93	0.93	0.94	0.94	0.93	0.93
Hourly flow rate (vph)	405	388	172	392	289	406
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1229	492	289			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1229	492	289			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	33	86			
cM capacity (veh/h)	170	577	1273			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	794	564	695			
Volume Left	405	172	0			
Volume Right	388	0	406			
cSH	259	1273	1700			
Volume to Capacity	3.06	0.14	0.41			
Queue Length 95th (ft)	Err	12	0			
Control Delay (s)	Err	3.5	0.0			
Lane LOS	F	A				
Approach Delay (s)	Err	3.5	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay		3865.4				
Intersection Capacity Utilization		118.7%		ICU Level of Service		H
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
2: Herring Pond Rd. & Route 3A

Route 3A Corridor Study
2012 AM Peak Hour LOS - Signalized



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LT	RT	LT	TH	TH	LT
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00	1.00	0.95	
Frt	0.96		1.00	1.00	0.90	
Flt Protected	0.96		0.95	1.00	1.00	
Satd. Flow (prot)	3357		1770	1863	3171	
Flt Permitted	0.96		0.34	1.00	1.00	
Satd. Flow (perm)	3357		639	1863	3171	
Volume (vph)	214	66	125	206	154	349
Peak-hour factor, PHF	0.89	0.89	0.93	0.93	0.95	0.95
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	264	82	148	244	178	404
RTOR Reduction (vph)	67	0	0	0	219	0
Lane Group Flow (vph)	279	0	148	244	363	0
Turn Type			pm+pt			
Protected Phases	4		5	2	6	
Permitted Phases			2			
Actuated Green, G (s)	9.0		33.0	33.0	22.9	
Effective Green, g (s)	9.0		33.0	33.0	22.9	
Actuated g/C Ratio	0.18		0.66	0.66	0.46	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	604		560	1230	1452	
v/s Ratio Prot	c0.08		c0.03	0.13	0.11	
v/s Ratio Perm			c0.14			
v/c Ratio	0.46		0.26	0.20	0.25	
Uniform Delay, d1	18.3		3.5	3.3	8.3	
Progression Factor	1.00		1.00	1.00	0.66	
Incremental Delay, d2	0.6		0.3	0.4	0.4	
Delay (s)	18.9		3.8	3.7	5.9	
Level of Service	B		A	A	A	
Approach Delay (s)	18.9			3.7	5.9	
Approach LOS	B			A	A	

Intersection Summary

HCM Average Control Delay	8.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Herring Pond Road & Route 3A

Route 3A Corridor Study
2012 PM Peak Hour LOS - Signalized



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LT		LT	TH	TH	LT
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00	1.00	0.95	
Frt	0.93		1.00	1.00	0.91	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	3265		1770	1863	3229	
Flt Permitted	0.98		0.22	1.00	1.00	
Satd. Flow (perm)	3265		403	1863	3229	
Volume (vph)	403	386	173	393	287	404
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor (vph)	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	462	442	198	450	329	463
RTOR Reduction (vph)	326	0	0	0	279	0
Lane Group Flow (vph)	578	0	198	450	513	0
Turn Type			pm+pt			
Protected Phases	4		5	2	6	
Permitted Phases			2			
Actuated Green, G (s)	14.4		32.6	32.6	21.9	
Effective Green, g (s)	14.4		32.6	32.6	21.9	
Actuated g/C Ratio	0.26		0.59	0.59	0.40	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	855		405	1104	1286	
v/s Ratio Prot	c0.18		c0.06	0.24	0.16	
v/s Ratio Perm			c0.23			
v/c Ratio	0.68		0.49	0.41	0.40	
Uniform Delay, d1	18.2		6.4	6.0	11.8	
Progression Factor	1.00		1.00	1.00	0.70	
Incremental Delay, d2	2.1		0.9	1.1	0.9	
Delay (s)	20.3		7.4	7.1	9.2	
Level of Service	C		A	A	A	
Approach Delay (s)	20.3			7.2	9.2	
Approach LOS	C			A	A	

Intersection Summary

HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Herring Pond Rd. & Route 3A

Route 3A Corridor Study
2020 AM Peak Hour LOS - Signalized



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00	1.00	0.95	
Frt	0.96		1.00	1.00	0.90	
Flt Protected	0.96		0.95	1.00	1.00	
Satd. Flow (prot)	3358		1770	1863	3171	
Flt Permitted	0.96		0.31	1.00	1.00	
Satd. Flow (perm)	3358		582	1863	3171	
Volume (vph)	214	66	125	206	154	349
Peak-hour factor, PHF	0.89	0.89	0.93	0.93	0.95	0.95
Growth Factor (vph)	120%	120%	120%	120%	120%	120%
Adj. Flow (vph)	289	89	161	266	195	441
RTOR Reduction (vph)	72	0	0	0	243	0
Lane Group Flow (vph)	306	0	161	266	393	0
Turn Type			pm+pt			
Protected Phases	4		5	2	6	
Permitted Phases			2			
Actuated Green, G (s)	9.3		32.7	32.7	22.4	
Effective Green, g (s)	9.3		32.7	32.7	22.4	
Actuated g/C Ratio	0.19		0.65	0.65	0.45	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	625		530	1218	1421	
v/s Ratio Prot	c0.09		c0.04	0.14	0.12	
v/s Ratio Perm			c0.16			
v/c Ratio	0.49		0.30	0.22	0.28	
Uniform Delay, d1	18.2		3.8	3.5	8.7	
Progression Factor	1.00		1.00	1.00	0.64	
Incremental Delay, d2	0.6		0.3	0.4	0.5	
Delay (s)	18.8		4.1	3.9	6.1	
Level of Service	B		A	A	A	
Approach Delay (s)	18.8			4.0	6.1	
Approach LOS	B			A	A	

Intersection Summary

HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Herring Pond Road & Route 3A

Route 3A Corridor Study
2020 PM Peak Hour LOS - Signalized



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←		←	↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00	1.00	0.95	
Frt	0.93		1.00	1.00	0.91	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	3265		1770	1863	3229	
Flt Permitted	0.98		0.17	1.00	1.00	
Satd. Flow (perm)	3265		312	1863	3229	
Volume (vph)	403	386	173	393	287	404
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor (vph)	120%	120%	120%	120%	120%	120%
Adj. Flow (vph)	504	482	216	491	359	505
RTOR Reduction (vph)	338	0	0	0	322	0
Lane Group Flow (vph)	648	0	216	491	542	0
Turn Type			pm+pt			
Protected Phases	4		5	2	6	
Permitted Phases			2			
Actuated Green, G (s)	15.4		31.6	31.6	19.9	
Effective Green, g (s)	15.4		31.6	31.6	19.9	
Actuated g/C Ratio	0.28		0.57	0.57	0.36	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	914		383	1070	1168	
v/s Ratio Prot	c0.20		c0.08	0.26	0.17	
v/s Ratio Perm			c0.25			
v/c Ratio	0.71		0.56	0.46	0.46	
Uniform Delay, d1	17.8		7.6	6.8	13.5	
Progression Factor	1.00		1.00	1.00	0.71	
Incremental Delay, d2	2.5		1.9	1.4	1.3	
Delay (s)	20.3		9.5	8.2	10.8	
Level of Service	C		A	A	B	
Approach Delay (s)	20.3			8.6	10.8	
Approach LOS	C			A	B	

Intersection Summary

HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

MassHighway

CRASH RATE WORKSHEET

CITY/TOWN : Plymouth COUNT DATE : 7/21/2004

MHD USE ONLY

DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

Source #

~ INTERSECTION DATA ~

MAJOR STREET : State Road (Route 3A)

RIN #

MINOR STREET(S) : Herring Pond Road

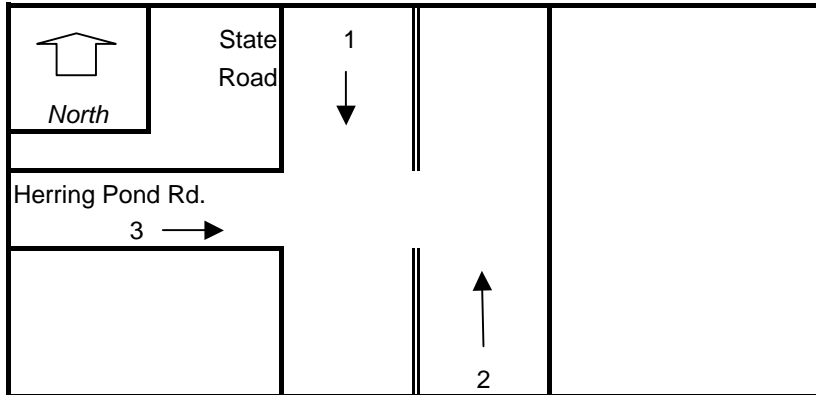
RIN #

RIN #

RIN #

RIN #

**INTERSECTION
DIAGRAM**
(Label Approaches)



INTERSECTION
REF #

Peak Hour Volumes

APPROACH :	1	2	3			
DIRECTION :	SB	NB	EB			
VOLUMES (AM/PM) :	561	462	640			

** Volumes adjusted to 2007 annual average

" K " FACTOR : 0.09 APPROACH ADT : 18,478 ADT = TOTAL VOL/"K" FACT.

TOTAL # OF ACCIDENTS : 29 # OF YEARS : 3 AVERAGE # OF ACCIDENTS (A) : 9.67

CRASH RATE CALCULATION : 1.433 RATE = $\frac{(A * 1,000,000)}{(ADT * 365)}$

Comments :

2005 District 5 Averages:

2005 Statewide Averages:

Signalized	0.84
Unsignalized	0.59

Signalized	0.87
Unsignalized	0.66

Percentage Difference

District 5 Average: Signalized	70.63%	Statewide Average: Signalized	64.75%
Unsignalized	142.93%	Unsignalized	117.17%



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **ACTION**: Pavement Preservation Definitions

Date: September 12, 2005

(Original Signed by David R. Geiger, P.E.)

From: David R. Geiger, P.E.
Director, Office of Asset Management

Reply to
Attn. of: HIAM-20

To: Associate Administrators
Directors of Field Services
Resource Center Director and Operations Manager
Division Administrators
Federal Lands Highway Division Engineers

As a follow-up to our Preventive Maintenance memorandum of October 8, 2004, it has come to our attention that there are differences about how pavement preservation terminology is being interpreted among local and State transportation agencies (STAs). This can cause inconsistency relating to how the preservation programs are applied and their effectiveness measured. Based on those questions and a review of literature, we are issuing this guidance to provide clarification to pavement preservation definitions.

Pavement preservation represents a proactive approach in maintaining our existing highways. It enables STAs to reduce costly, time consuming rehabilitation and reconstruction projects and the associated traffic disruptions. With timely preservation we can provide the traveling public with improved safety and mobility, reduced congestion, and smoother, longer lasting pavements. This is the true goal of pavement preservation, a goal in which the FHWA, through its partnership with States, local agencies, industry organizations, and other interested stakeholders, is committed to achieve.

A Pavement Preservation program consists primarily of three components: preventive maintenance, minor rehabilitation (non structural), and some routine maintenance activities as seen in figure 1.

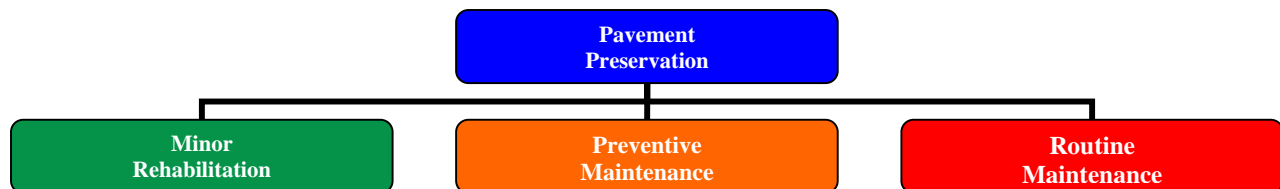


Figure 1: Components of Pavement Preservation



An effective pavement preservation program can benefit STAs by preserving investment on the NHS and other Federal-aid roadways, enhancing pavement performance, ensuring cost-effectiveness, extending pavement life, reducing user delays, and providing improved safety and mobility.

It is FHWA's goal to support the development and conduct of effective pavement preservation programs. As indicated above, pavement preservation is a combination of different strategies which, when taken together, achieve a single goal. It is useful to clarify the distinctions between the various types of maintenance activities, especially in the sense of why they would or would not be considered preservation.

For a treatment to be considered pavement preservation, one must consider its intended purpose. As shown in Table 1 below, the distinctive characteristics of pavement preservation activities are that they restore the function of the existing system and extend its service life, not increase its capacity or strength.

Pavement Preservation Guidelines					
	Type of Activity	Increase Capacity	Increase Strength	Reduce Aging	Restore Serviceability
	New Construction	X	X	X	X
	Reconstruction	X	X	X	X
	Major (Heavy) Rehabilitation		X	X	X
	Structural Overlay		X	X	X
	Minor (Light) Rehabilitation			X	X
Pavement Preservation	Preventive Maintenance			X	X
	Routine Maintenance				X
	Corrective (Reactive) Maintenance				X
	Catastrophic Maintenance				X

Table 1- Pavement Preservation Guidelines

Definitions for Pavement Maintenance Terminology

Pavement Preservation is “a program employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations.”

Source: FHWA Pavement Preservation Expert Task Group

An effective pavement preservation program will address pavements while they are still in good condition and before the onset of serious damage. By applying a cost-effective treatment at the

right time, the pavement is restored almost to its original condition. The cumulative effect of systematic, successive preservation treatments is to postpone costly rehabilitation and reconstruction. During the life of a pavement, the cumulative discount value of the series of pavement preservation treatments is substantially less than the discounted value of the more extensive, higher cost of reconstruction and generally more economical than the cost of major rehabilitation. Additionally, performing a series of successive pavement preservation treatments during the life of a pavement is less disruptive to uniform traffic flow than the long closures normally associated with reconstruction projects.

Preventive Maintenance is “a planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system (without significantly increasing the structural capacity).” *Source: AASHTO Standing Committee on Highways, 1997*

Preventive maintenance is typically applied to pavements in good condition having significant remaining service life. As a major component of pavement preservation, preventive maintenance is a strategy of extending the service life by applying cost-effective treatments to the surface or near-surface of structurally sound pavements. Examples of preventive treatments include asphalt crack sealing, chip sealing, slurry or micro-surfacing, thin and ultra-thin hot-mix asphalt overlay, concrete joint sealing, diamond grinding, dowel-bar retrofit, and isolated, partial and/or full-depth concrete repairs to restore functionality of the slab; e.g., edge spalls, or corner breaks.

Pavement Rehabilitation consists of “structural enhancements that extend the service life of an existing pavement and/or improve its load carrying capacity. Rehabilitation techniques include restoration treatments and structural overlays.” *Source: AASHTO Highway Subcommittee on Maintenance*

Rehabilitation projects extend the life of existing pavement structures either by restoring existing structural capacity through the elimination of age-related, environmental cracking of embrittled pavement surface or by increasing pavement thickness to strengthen existing pavement sections to accommodate existing or projected traffic loading conditions. Two sub-categories result from these distinctions, which are directly related to the restoration or increase of structural capacity.

Minor rehabilitation consists of non-structural enhancements made to the existing pavement sections to eliminate age-related, top-down surface cracking that develop in flexible pavements due to environmental exposure. Because of the non-structural nature of minor rehabilitation techniques, these types of rehabilitation techniques are placed in the category of pavement preservation.

Major rehabilitation “consists of structural enhancements that both extend the service life of an existing pavement and/or improve its load-carrying capability.” *Source: AASHTO Highway Subcommittee on Maintenance Definition*

Routine Maintenance “consists of work that is planned and performed on a routine basis to maintain and preserve the condition of the highway system or to respond to specific conditions and events that restore the highway system to an adequate level of service.” *Source: AASHTO Highway Subcommittee on Maintenance*

Routine maintenance consists of day-to-day activities that are scheduled by maintenance personnel to maintain and preserve the condition of the highway system at a satisfactory level of service. Examples of pavement-related routine maintenance activities include cleaning of roadside ditches and structures, maintenance of pavement markings and crack filling, pothole patching and isolated overlays. Crack filling is another routine maintenance activity which consists of placing a generally, bituminous material into “non-working” cracks to substantially reduce water infiltration and reinforce adjacent top-down cracks. Depending on the timing of application, the nature of the distress, and the type of activity, certain routine maintenance activities may be classified as preservation. Routine Maintenance activities are often “in-house” or agency-performed and are not normally eligible for Federal-aid funding.

Other activities in pavement repair are an important aspect of a STA’s construction and maintenance program, although they are outside the realm of pavement preservation:

Corrective Maintenance activities are performed in response to the development of a deficiency or deficiencies that negatively impact the safe, efficient operations of the facility and future integrity of the pavement section. Corrective maintenance activities are generally reactive, not proactive, and performed to restore a pavement to an acceptable level of service due to unforeseen conditions. Activities such as pothole repair, patching of localized pavement deterioration, e.g. edge failures and/or grade separations along the shoulders, are considered examples of corrective maintenance of flexible pavements. Examples for rigid pavements might consist of joint replacement or full width and depth slab replacement at isolated locations.

Catastrophic Maintenance describes work activities generally necessary to return a roadway facility back to a minimum level of service while a permanent restoration is being designed and scheduled. Examples of situations requiring catastrophic pavement maintenance activities include concrete pavement blow-ups, road washouts, avalanches, or rockslides.

Pavement Reconstruction is the replacement of the entire existing pavement structure by the placement of the equivalent or increased pavement structure. Reconstruction usually requires the complete removal and replacement of the existing pavement structure. Reconstruction may utilize either new or recycled materials incorporated into the materials used for the reconstruction of the complete pavement section. Reconstruction is required when a pavement has either failed or has become functionally obsolete.

If you need technical support or further guidance in the pavement preservation area, please contact Christopher Newman in the FHWA Office of Asset Management at (202) 366-2023 or via e-mail at Christopher.Newman@fhwa.dot.gov.

FHWA:HIAM-20:LLAWNDY:63975:11:08/22/05

cc: Reader File: HIAM-1 C. Newman (HIAM-20) J. Sorenson (HIAM-20)

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Preservation Definitions Memo 081605.doc