

Landing Road, Kingston, Massachusetts

Road Safety Audit

***Prepared under
EOTPW Contract # 0052455***

Prepared by:



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Table of Contents

1.0 Introduction..... 1

2.0 The Road Safety Audit..... 1

 2.1 Choosing the Road Safety Audit Team 3

 2.2 The RSA Procedure 4

3.0 Background Data and Information for Landing Road 5

 3.1.1 Physical Attributes 5

 3.1.2 Average Daily Traffic 7

 3.1.3 Heavy Vehicles 10

 3.1.4 Speed Surveys 10

 3.1.5 Intersection Volumes and Levels-of-Service..... 10

 3.2 Crash Data..... 13

 3.3 Pavement Conditions 15

 3.4 Safety Challenges and Observed Deficiencies 15

 3.4.1 Pre-Audit Meeting and Discussion 15

 3.4.2 Field Audit Findings 17

 3.5 Recommendations and Countermeasures for Consideration 20

 3.5.1 Signal Warrants and Four-Way Stop Analyses 26

4.0 Conclusions and Next Steps..... 26

 4.1 Recommendation Summary 26

 4.2 Next Steps 27

5.0 Appendix (see enclosed disk) 29

- Letter from Kingston Residents to Selectmen
- Comments Regarding the Draft Report and Responses to Residents
- Audit Meeting Agenda July 24, 2008
- Baystate Roads Technical Notes on Road Safety Audits
- Landing Road Safety Audit and Meeting Sign-up Sheet (7/24/08)
- Massachusetts Requirements for the Establishment of Speed Zones and Heavy Commercial Vehicle Exclusion
- FHWA Scheme F Vehicle Classification System
- Morning and Afternoon Intersection Peak Hour Turning Movement Data
- Automatic Traffic Recorder Vehicle Volumes, Speeds, and Vehicle Classifications
- AM and PM Intersection Peak Hour Levels-of-Service
- Signal Warrant and All-Way Stop Analyses Summaries

Figures

Figure 1 2

Figure 2 9

Figure 3 12



1.0 Introduction

This Road Safety Audit (RSA) was developed and managed by the Old Colony Planning Council (OCPC) at the request of the Kingston Town Administrator on behalf of the Kingston Selectmen. The Selectmen have initiated this RSA upon receipt of a letter (Dated June 1, 2008) from residents of Landing Road regarding passenger vehicle, bicycle, and pedestrian safety, especially at the MBTA Bridge on Landing Road. The residents cited safety concerns due to truck traffic, vehicle speeds, and historic crashes at this location. A copy of the letter is included in the appendix to this report. Landing Road is shown in Figure 1.

2.0 The Road Safety Audit

A Road Safety Audit (RSA) is defined by the Federal Highway Administration (FHWA) *Road Safety Audits Guidelines* as; “A formal safety performance examination of an existing or future road or intersection by an independent audit team.” The RSA is a way of doing business to identify road safety issues as well as opportunities for safety improvements for all road users. The RSA includes the following elements:

- Performed by an independent team
- Performed by a multi-disciplined team
- Considers all potential road users
- Accounts for road user capabilities and limitations
- Generates a formal report
- Requires a formal response from the project owner (in this case the Selectmen who have requested this study)

In summary, the RSA is a proactive, formal examination that focuses on road safety, which is conducted by a multi-disciplinary team independent of the project owner (or the requester of the study). The audit team must be adequately qualified individually and as a team. The RSA is qualitative in nature, although crash data, traffic data, and analyses are necessary, and the safety of all road users and facilities are considered. This report includes average daily traffic volume counts, crash data compilation and analyses, speed surveys, heavy vehicle classifications, peak hour turning movement counts and operational analyses, and intersection warrant analyses for traffic signal and multi-way stop control implementation.

LANDING ROAD, KINGSTON ~ LOCUS / ORTHO PHOTO

FIGURE 1





2.1 Choosing the Road Safety Audit Team

The Old Colony Planning Council (OCPC), upon receipt of the study request, agreed to act as the study manager. The first task was to organize the audit team. The main objective in selecting a team, according to the Federal Highway Administration's (FHWA) *Road Safety Audits Guidelines* is to choose an independent, qualified, and multi-disciplinary team of experts. The recommendations were to include individuals with the following backgrounds:

Road Safety Specialist - With expertise in causal factors that lead to crashes and effective treatments that address the occurrence of such crashes.

Traffic Operations Engineer – Qualified in the field of traffic operations and understand the principles of traffic flow, the causes of congestion, and the proper placement and uses of signs, pavement markings, and traffic signal operations.

Road Design Engineer – With extensive road design experience and familiarity with federal, state, and local standards.

Local Contact Person – With familiarity with the area under review and the traffic safety issues experienced there.

Other Areas of Specialties – These include specialists in human factors, maintenance, law enforcement, first response, pedestrian and bicycle use, and transit use.

The FHWA guidelines recommended that the best practice in regards to the size of the team should be achieved by limiting its size. The team should consult with other individuals if other skill sets are necessary. OCPC compiled a list of potential participants to fill the needs of the team that included the representatives from the following agencies:

- Kingston Fire Department
- Kingston Police Department
- Kingston Department of Streets, Trees, and Parks
- Kingston Planning Department
- Massachusetts Highway Department District 5
- Executive Office of Transportation Construction and Public Works
- State Representative Thomas Calter's Office
- State Senator Therese Murray's Office
- MBTA
- Old Colony Planning Council



Invitations to participate in the Landing Road RSA were sent to the agencies previously listed. Those who chose to participate in the RSA activities on July 24, 2008 include:

Kevin Donovan, Kingston Town Administrator
Paul Basler, Superintendent Kingston Department of Streets, Trees, and Parks
Thomas Bott, Kingston Town Planner
Ray Guarino, OCPC Transportation Planner
Fire Chief Robert Heath Kingston Fire Department
Lieutenant Thomas Kelley, Kingston Police Department
Roger Silva, Kingston Police Department Safety Officer
Charlie Kilmer, OCPC Transportation Program Manager
David McKee, Kingston resident
Bill McNulty, OCPC Transportation Planner

A copy of the attendance sheet for the pre-audit meeting and the field audit is included in the appendix to this report. Although not all of the agencies originally invited responded by sending a participant to the pre-audit meeting and field survey, they were still included in the study process and were asked to review and comment on this report.

2.2 The RSA Procedure

Although there are specific, definite steps involved in the implementation of an RSA, the RSA procedure and program can be customized to the unique situations found in different agencies. The FHWA recommends a “top-down” strategic approach for agencies. This involves piloting RSA projects, developing a formal RSA policy, and monitoring and refinement of the process. Typical RSA steps include:

- Identify a project or road facility to be audited
- Select the RSA team
- Conduct a pre-audit meeting to review project information
- Perform field observations under various conditions
- Conduct audit and analyses and prepare a report of findings
- Present audit findings to the project owner
- The project owner prepares a formal response
- Incorporate/implement the findings and recommendations into the project

As previously stated, this RSA was initiated by a letter from Kingston residents to the Town Selectmen regarding safety concerns on Landing Road. The Kingston Town Administrator, on behalf of the Kingston Selectmen, requested the assistance of the Old Colony Planning Council in identifying traffic and pedestrian safety problems on this road. OCPC, acting as the RSA manager, identified and contacted (by telephone, email, and mail) RSA participants who could act as the independent audit team. OCPC scheduled the RSA pre-meeting and field audit for July 24, 2008. In addition, OCPC compiled background traffic and crash data for Landing Road. OCPC conducted traffic counts using automatic traffic recorders on Landing Road and side streets to Landing Road (eight total locations.) Turning movement counts were conducted at five Landing Road intersections. Speed surveys and heavy vehicle classifications were completed



along with the automatic traffic recorder counts. Crash data for Landing Road was compiled and summarized by OCPC from MassHighway’s database. This background data was distributed to the RSA participants at the July 24, 2008 meeting. In addition, the Kingston Police Department presented additional up to date crash records to OCPC for analysis. OCPC acted as the recording secretary at the pre-audit meeting and at the field audit in order to document the team’s findings and recommendations. In addition, team members completed a checklist of issues and deficiencies.

3.0 Background Data and Information for Landing Road

3.1.1 Physical Attributes

Landing Road is classified as a collector road, which is under the jurisdiction of the Town of Kinston to the Duxbury Town Line. It runs northeasterly from Main Street (Route 3A) in Kinston to the Duxbury Town Line, where it is called Bay Road in Duxbury, and continues along the coastline. Landing Road is narrow, with a pavement width that varies from 18.5 to 20. The sidewalk on Landing Road is limited to the west side of the road, and extends from Linden Street to the entrance of Captain Bailey Park, just south of the MBTA Bridge. The sidewalk does not have granite curbing and is only slightly raised above the road surface due to paving overlays over the years. Utility poles, signs, and roadside appurtenances are located close to the travel way, and the road does not have shoulders for vehicles to pull off of the road.



Landing Road looking northbound toward the MBTA Bridge with sidewalk



The MBTA Bridge over Landing Road at Captain Bailey Park looking northbound

Landing Road, as shown in the above photograph looking northbound, has no sidewalks or space along the side of the road or beneath the MBTA Bridge to accommodate bicyclists or pedestrians. The park entrance just south of the bridge attracts walkers and bicyclist. However, access to and from the park entrance for non-motorized modes is limited due to this lack of sidewalks and shoulders. In addition, the above photo shows an exposed concrete bridge abutment, which poses a lane departure hazard for motor vehicles.

The land use along Landing Road is mostly residential south of Maple Street to Route 3A. There is no posted speed limit on Landing Road. The prima fascia speed limit is 30 miles per hour, based on Massachusetts General Laws for thickly settled areas, which applies to Landing Road south of Maple Street to Route 3A. Landing Road north of Maple Street has few houses and buildings, and would most likely not meet the criteria for a thickly settled area (houses within 200 feet of each other along the road for a distance of one-quarter mile.) The prima fascia speed limit in non-thickly settled areas in Massachusetts is 40 miles per hour.

There are a number of signs along Landing Road, in close proximity to each other that focus on alerting motorists to curves along the road, the height restriction of the MBTA Bridge (11' 7"), and the narrowness of the road beneath the MBTA Bridge. However, no such sign exists on Route 3A to alert truck drivers of low bridge conditions on Landing Road.

Landing Road has catch basins for drainage in the vicinity of the MBTA Bridge, although some evidence of ponding of storm water was seen beneath the bridge. Additionally, debris, including sand and small stones was observed in the area underneath the bridge.



Landing Road looking southbound toward the MBTA Bridge

The above photo shows the curvature in the road as well as the sign clutter approaching the MBTA Bridge. The road also curves sharply north of its intersection with Maple Street.

3.1.2 Average Daily Traffic

Traffic counts were conducted on Landing Road and the surrounding road network, from July 8, 2008 through July 15, 2008, and from September 16 through September 17, 2008, utilizing automatic traffic recorders, to determine the average daily traffic (total traffic within a 24-hour period). Traffic counts were conducted at four locations on Landing Road and four locations on connecting streets. The traffic counters also yield information on vehicle classification (percent of heavy vehicles in the stream) and the speeds at which vehicles are traveling on the road. Automatic traffic counters were placed on Landing Road and connecting roads to discern the volumes and circulation patterns.



Table 1 summarizes the average daily traffic volumes, the 85th percentile speeds, and the percentage of heavy vehicles on Landing Road and the road system. Figure 2 shows the same data as in Table 1 on Landing Road and the connecting roads.

Table 1 - Average Daily Traffic (24-hours), 85th Percentile Speeds, and Percent Heavy Vehicles (Average Weekday) July and September 2008

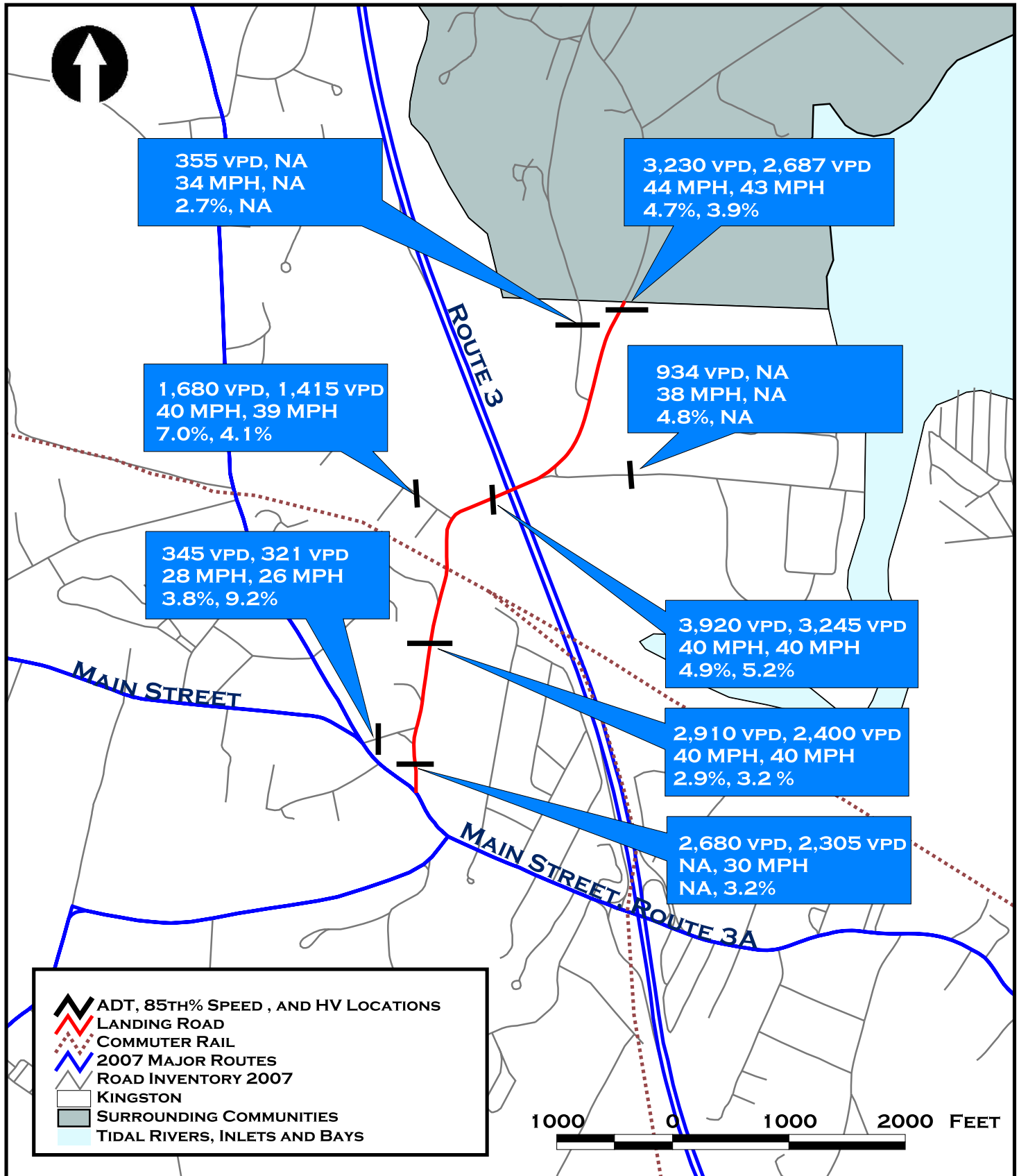
Traffic Count Location	Average Daily Traffic (vehicles per 24-Hours)		85 th Percentile Speeds		Percent Heavy Vehicles	
	July	September	July	September	July	September
Landing Road at the Duxbury town line	3,230	2,687	44 MPH	43 MPH	4.7%	3.9%
Landing Road north of Maple Street	3,920	3,245	40 MPH	40 MPH	4.9%	5.2%
Landing Road north of Linden Street	2,910	2,400	40 MPH	40 MPH	2.9%	3.2%
Landing Road east of Main Street (Route 3A)	2,680	2,305	Not Available	30 MPH	Not Available	3.2%
Park Street at the Duxbury town line	355	Not Available	34 MPH	Not Available	2.7%	Not Available
River Street east of Landing Road	934	Not Available	38 MPH	Not Available	4.8%	Not Available
Maple Street east of Route 3A (west of Landing Road)	1,680	1,415	40 MPH	39 MPH	7.0%	4.1%
Linden Street east of Route 3A (west of Landing Road)	345	321	28 MPH	26 MPH	3.8%	9.2%

As shown in Table 1, the highest traffic volumes on Landing Road were counted at the location north of Maple Street, with 3,920 vehicles per day in July and 3,245 vehicles per day in September. The average daily traffic on Landing Road counted north of Linden Street (at a location south of Maple Street and the MBTA Bridge) was 2,910 in July and 2,400 in September, as shown in Figure 2. Landing Road at the Duxbury town line had 3,230, and 2,687 respectively in July and September, and Landing Road east of Main Street (Route 3A) had the lowest Landing Road daily volume with 2,680 and 2,305 vehicles per day in July and September respectively.

LANDING ROAD, KINGSTON

AVERAGE DAILY TRAFFIC,
SPEEDS, & HEAVY VEHICLES

FIGURE 2





3.1.3 Heavy Vehicles

The automatic traffic recorders on Landing Road, in addition to recording traffic volumes, also recorded the percentage of heavy vehicles within the traffic stream. The data was classified into categories based on the Federal Highway Administration (FHWA) classification system, which is shown in the appendix. Any vehicle with a minimum of two axles and six tires was considered a heavy vehicle. Table 1 and Figure 2 show the percentage of heavy vehicles in the traffic stream at each traffic count location on Landing Road and the connecting roads.

As shown in Figure 2, the percentage of heavy vehicles on Landing Road south of the MBTA Bridge was 2.9 percent in July and 3.2 percent in September. North of Maple Street, the percentage of trucks is higher at 4.9 percent in July and 5.2% in September, and 4.7 percent in July and 3.9 percent in September near the Duxbury Town Line. Maple Street had a significant amount of truck traffic that made up 7.0 percent of traffic on that road in July, although only 4.1 percent in September. This is most likely due to trucks avoiding Landing Road south of Maple Street due to the low bridge height (11'7"), and instead using Maple Street for access to and from Route 3A. Linden Street east of Route 3A also had a significant amount of tuck traffic in September with 9.2 percent.

3.1.4 Speed Surveys

The results of the speed study, conducted along with the volume counts and the heavy vehicle percentages utilizing the automatic traffic recorders in July and September, showed that the prevailing speed (85th percentile) along Landing Road is 40 miles per hour north and south of Maple Street, as shown on Figure 2. In addition, the speed study showed that the prevailing speeds on Landing Road at the Duxbury Town Line were 44 miles per hour in July and 43 MPH in September. The 85th percentile speeds for these locations is for both directions of travel. The 85th percentile speed is the speed at which 85 percent of the traffic is traveling. It is considered the speed at which most motorists feel most comfortable at and is used by MassHighway as a criterion for setting the legal posted speed limit.

3.1.5 Intersection Volumes and Levels-of-Service

Manual turning movement counts were conducted at five intersections along Landing Road in Kingston in July 2008. These manual traffic counts were taken during the morning, 7:00 a.m. to 9:00 a.m. and afternoon, 4:00 p.m. to 6:00 p.m., periods to determine the morning and afternoon peak hours (the highest one-hour volumes.) The morning and afternoon peak hour volumes are shown in Figure 3.



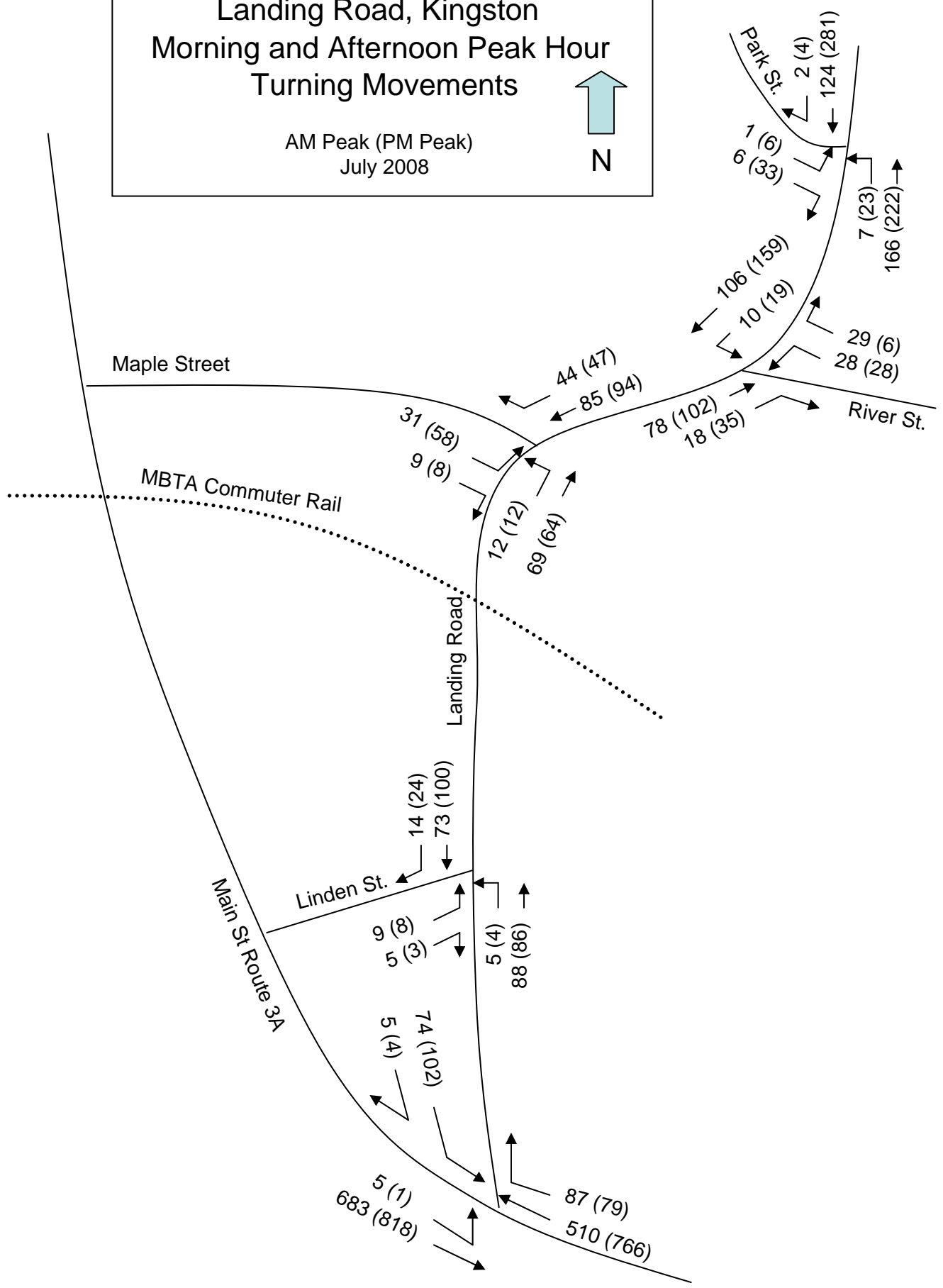
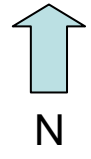
The peak hour turning movement volumes in Figure 3 were used to calculate the intersection levels-of-service, which discern the existing traffic operating conditions at intersections along Landing Road. Level-of-service analyses are a qualitative and quantitative measure based on the techniques published 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.

Figure 3
 Landing Road, Kingston
 Morning and Afternoon Peak Hour
 Turning Movements

AM Peak (PM Peak)
 July 2008





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 study area corridors, time delay, average stop delay, and average travel speed are used as measures of operational effectiveness to which levels of service are assigned.

Table 2 shows the un-signalized LOS for the Landing Road intersections. Congestion at intersections in Table 2 (LOS “E” and “F”) is shown in shaded blocks.

Table 2 - Intersection Level-of-Service July 2008

Intersection	AM Peak LOS	PM Peak LOS
Landing Road at Park Street	A	A
Landing Road at River Street	B	B
Landing Road at Maple Street	B	B
Landing Road at Linden Street	A	A
Landing Road at Main Street (Route 3A)	F	F

Based on the intersection level-of-service (LOS) analyses, currently the most congested intersection on Landing Road is the Main Street Route 3A/Landing Road intersection, which is characterized by LOS “F” conditions with forced flow and excessive delays for the critical movements during the peak hours; the left turns from Landing Road to Route 3A southbound, and the left turns from Route 3A southbound to Landing Road northbound. All of the other intersections operate at LOS “B” and above during the morning and afternoon peak hours, with very little or no delay to vehicles passing through the intersections.

3.2 Crash Data

As recommended in the Institute of Transportation Engineers (ITE) Handbook, Manual of Traffic Engineering Studies, three years of crash data was compiled for safety analysis. In order to add more current data, the MassHighway crash information was supplemented with crash reports from the Kingston Police Department (MassHighway data was only available through 2006). The Kingston Police Department also compiled crash data from 2008 reports; however, since this data was for a partial year only, it was not included, although there were three crashes on Landing Road in 2008, with two of those crashes involving a truck hitting the MBTA Bridge because the height of the bridge was too low to allow the truck to pass. This type of crash at the bridge has been problematic, based on the historic crash data, and the experience of Kingston’s Police and Fire Departments.

Table 3 summarizes the crash data for Landing Road for the three-year period. The crashes are separated into intersection crashes and non-intersection crashes, injury crashes and non-injury crashes, and by crash type.

Table 3 shows that there were twelve crashes within the three year period with three crashes resulting in injury and nine resulting in property damage only. The most prevalent type of crash at intersections was the angle or cross-movement crash (four



crashes), the most prevalent type of crash along Landing Road (non-intersection crash) was the single-vehicle crash or ran off the road type crash (three crashes), and there were four sideswipe type crashes, two at intersections and two non-intersection.

Table 3 - Landing Road Crash Data 2005, 2006, 2007

	Injury Crashes	Non-Injury Crashes	Injury Not-Reported	Total Crashes
Intersection Crashes				
Angle	0	4	0	4
Side-swipe	0	2	0	2
Single vehicle crash	0	0	0	0
Rear-end	0	0	0	0
Total Intersection	0	6	0	6
Non Intersection Crashes				
Angle	0	0	0	0
Side-swipe	1	1	0	2
Single vehicle crash	1	2	0	3
Rear-end	1	0	0	1
Total Non-Intersection	3	3	0	6
Total Landing Road	3	9	0	12

Source: MassHighway through the Registry of Motor Vehicles, and the Kingston Police Department

A crash rate was calculated for the study area intersections. The crash rate indicates the frequency of crashes at intersections and measures the crash exposure. It is based on the number of crashes per million entering vehicles (MEV). The crash rates calculated for intersections in this study are based upon the ITE equation in the Manual of Traffic Engineering Studies. The crash rate per million entering vehicles is the number of accidents in a year (averaged over three years) times one million, divided by the number of vehicles entering the intersection in a year. Table 4 shows the number of crashes and crash rates for the study area intersections.

Table 4 - Intersection Crash Rate

Intersection	Crash Rate
Landing Road at Park Street	0.00
Landing Road at River Street	0.00
Landing Road at Maple Street	0.30
Landing Road at Linden Street	0.00
Landing Road at Main Street (Route 3A)	0.40

The average crash rate for un-signalized intersections in MassHighway District 5 is 0.59 MEV. The average crash rate for un-signalized intersections in Massachusetts is 0.66 MEV. As shown in Table 4, all of the intersections have crash rates below both the MassHighway District average and the Massachusetts average.



3.3 Pavement Conditions

OCPC uses *Road Manager* software to maintain a region-wide Pavement Management System (PMS). Road Manager includes a pavement deterioration curve that demonstrates the rate of deterioration of pavement and the implications for cost of maintenance. Road Manager calculates Pavement Condition Index (PCI) scores for the surveyed road segments, which 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. 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. Roads with scores below 65 need base rehabilitation or reconstruction and overlay.

OCPC surveyed Landing Road to determine the pavement conditions in September 2008. The road was segmented for analysis purposes. Table 5 shows the results of the survey and the PCI for each segment as determined by Road Manager.

Table 5 – Landing Road Pavement Survey

Landing Road Segment	Length (miles)	PCI	Condition	Repair or Maintenance
From Main Street (Route 3A) to Route 3 overpass	0.55	93	Good	None
From Route 3 overpass to River Street	0.07	93	Good	None
From River Street to Park Street	0.17	73	Fair	Mill/Overlay
From Park Street to Duxbury Town Line	0.15	89	Good	None

As shown in Table 5, most of Landing Road is in “Good” condition. The survey revealed that there was crack sealing evident throughout with signs of minor ruts worn in the travel lanes. One segment of the road, between River Street and Park Street (approximately 0.17 miles) was found to be in “Fair” condition. This section had identifiable medium size cracks throughout and noticeable ruts. The recommended repair from Road Manager is for a mill and overlay.

3.4 Safety Challenges and Observed Deficiencies

3.4.1 Pre-Audit Meeting and Discussion

OCPC held a pre-audit meeting and discussion with the RSA team regarding traffic and safety issues on Landing Road. OCPC presented the background traffic and crash data to the team and reviewed the purpose, procedures, and timeline for the RSA. The Kingston Police Department presented OCPC with updated crash data (2006, 2007, and 2008) for Landing Road.

At the pre-audit meeting, the participants discussed the existing conditions and the history of crashes on Landing Road. There have been numerous trucks stuck at the



MBTA Bridge due to trucks being higher than the height of the bridge (11'7"). Further, the true height of the bridge could possibly be one or two inches lower than that posted 11' 7" due to the resurfacing of Landing Road, which could have brought the surface of the road higher, thereby reducing the true height.

In addition to the limited sidewalks along Landing Road, the team discussed the lack of shoulders, which does not provide many areas for vehicles to pull over in an emergency or if stopped for speeding, or a place for pedestrians to walk. This lack of shoulders also makes sign placement more difficult, and there is little buffer in some areas between homes and the travel way.

The intersections of Maple Street at Landing Road and Route 3A at Landing Road have poor turning radii. This is problematic for large vehicles, especially trucks. Many trucks avoid Landing Road south of Maple to avoid the MBTA Bridge, therefore the turning radii at Maple Street and Landing Road and Maple Street and Route 3A is an important issue.

A warning system for trucks was discussed, which involves the installation of a cable across the road, possibly located north of Maple Street, at the exact height of the MBTA Bridge. An audible warning would alert truck drivers with heights above the bridge level that they would not make it under the bridge, and they could therefore get off of Landing Road at Maple Street to Route 3A. One of the comments made regarding this idea was that trucks traveling to and from Route 3A via Maple Street and Landing Road use this route constantly to avoid the MBTA Bridge and many of them have a height that exceeds the cable. They would therefore be constantly hitting the cable and could create a noise problem.

The exclusion of heavy vehicles on Landing Road was discussed. The State's requirements were distributed by OCPC regarding the official designation of truck routes and the prohibition of trucks on roads. The State requires that there be at least 5 percent of heavy vehicle traffic before they will allow an exclusion of heavy vehicles on a road. In addition, there must be an alternative route established for truck traffic to use instead of the road in which the prohibition is placed. These requirements are included in the appendix to this report.

Speed and enforcement issues were discussed. The automatic traffic recorders showed that the prevailing speed on Landing Road is 40 MPH and above. Landing Road does not have signs posting the speed limit. The prima fascia limit is 30 MPH in the section where it is classified as thickly settled, and 40 MPH where it is not thickly settled (north of Maple Street).

Mitigation for the lack of pedestrian facilities on Landing Road was also discussed, along with the possibility of creating a raised sidewalk beneath the MBTA Bridge with a granite curb. A four or five foot sidewalk beneath the bridge would require that the roadway be reduced to one 12-foot lane. This would in turn require that either Landing Road be designated as a one-way road or that a set of traffic signals be installed to



alternate the assignment of right-of-way beneath the bridge to northbound and southbound traffic. Further information regarding precedents and warrants for these types of signals was considered worth pursuing. One of the comments regarding the designation of Landing Road as a one-way road was that Landing Road is used as an emergency alternate to Route 3A. The designation of the section of Landing Road from Route 3A to Maple Street as a one-way could hamper the use of the road during emergency situations. A drawback to the traffic signal at the MBTA Bridge would be that if the electricity went out, then the signal would not work and there would be only enough room for one lane beneath the bridge with no way to assign or alternate right of way.

The team also discussed the issue of constructing a pedestrian tunnel beneath the railroad track, aside the existing bridge. The consensus was that cost was prohibitive in regards to this option.

The RSA team discussed the timing of the automatic traffic counts, speed surveys, and heavy vehicle classifications. It was agreed that OCPC conduct traffic counts, speed studies, and heavy vehicle classifications in July and September in order to discern any seasonal differences in traffic, the results of which have been presented previously in this report.

3.4.2 Field Audit Findings

After reviewing the background crash data, traffic volumes, speed data, heavy vehicle data, and discussing the issues, the team re-convened the audit in the field on Landing Road. The team inspected sight lines, the condition and placement of signs along the road, and catch basins and drainage. The catch basins would most likely have to be moved if a raised sidewalk were constructed beneath the MBTA Bridge.

The audit team measured the pavement width along Landing Road and on Landing Road beneath the MBTA Bridge. The width of the road varied beneath the bridge between 18' 8" and 21'. In addition, there were steep slopes along Landing Road leading to and from the MBTA Bridge. A retaining wall will be necessary in order to construct sidewalks along Landing Road at this location.

The audit team noticed old, rusted signs along Landing Road leading up to the MBTA Bridge headed southbound. There were many signs causing sign "clutter" and much of the information was redundant. The team discussed having one warning sign on Landing Road north of Maple Street in the southbound direction regarding the bridge height, and another south of Maple Street in the southbound direction.

Regarding trucks accessing Landing Road from Route 3A from the south, it was recommended that a warning sign be placed on Route 3A northbound to warn trucks turning right onto Landing Road that there is an 11' 7" height restriction at the MBTA Bridge.



The audit team also discussed the possibility of making the intersection of Maple Street at Landing Road an all-way stop. An all-way warrant analysis has been conducted by OCPC for this possible recommendation, as well as for the installation of a traffic signal at this location. The team noted the sharp curve north of the Maple Street/Landing Road intersection that affects southbound vehicles approaching this intersection.

The team noted the need for re-striping Landing Road in regards to the center line, fog lines, and stop bars at intersections. The condition of the MBTA Bridge was also a concern. OCPC contacted the MBTA by phone regarding bridge inspections and the condition of this bridge. The MBTA representative on the audit team (not present at the field audit) indicated that there are no issues regarding the integrity of the bridge, and, at this time, there are no plans for repairs or reconstruction of the bridge. Table 6 summarizes the deficiencies and issues as concluded and discussed by the RSA team.



Table 6 - Deficiencies and Issues

ISSUE:	COMMENTS:
A. Speed	<ul style="list-style-type: none"> - There are no posted speed limits – there is a “Thickly Settled” sign indicating that the prima fascia speed limit is 30 MPH. - The prevailing speeds (85th percentile) are between 40 and 42 MPH. - There are sight distance problems along Landing Road due to the curvature of the road and roadside vegetation.
B. Alignment	<ul style="list-style-type: none"> - Limited sight distances at intersections, and approaching the MBTA bridge from the north and south. - Limited roadway widths – 18’ 5’ to 21’. - No shoulders. - Although there are catch basins near the MBTA bridge, there is ponding of water under the bridge. - The MBTA bridge clearance is low (posted at 11’ 7”) and might be a few inches lower than the posting due to pavement resurfacing under the bridge.
C. Intersections	<ul style="list-style-type: none"> - High crash numbers at intersections. - Poor alignment at Route 3A/Landing Road. - Poor alignment at Maple Street/Landing Road due to curvature of Landing Road. - Poor sight distance at Maple Street/Landing Road. - Poor turning radii at Maple Street/Route 3A for truck movements (Maple Street has a high percentage of trucks, 6 to 7 percent, that avoid Landing Road due to the low clearance at the MBTA bridge). - Congestion and failed peak hour Level-of-Service at Route 3A/Landing Road.
D. Auxiliary Lanes	Not Applicable.
E. Clear Zones and Crash Barriers	<ul style="list-style-type: none"> - The west side of Landing Road has steep slopes in the vicinity of the MBTA bridge. - There are homes, buildings, and structures close to the pavement edge of the road. - There are no shoulders along Landing Road, and no recovery areas for cars that may run off the road, stop for emergency, or stop for enforcement.
F. Bridges	<ul style="list-style-type: none"> - Low clearance 11’7” for the MBTA bridge. - A history of trucks getting stuck underneath the MBTA bridge. - The stone abutment is exposed and a ran off road hazard for vehicles hitting the bridge. - The pavement is narrow beneath the MBTA bridge, 18’8” to 20’5”, so that wider vehicles encroach over the center line into the path of oncoming vehicles. - There is no room for bicyclists and pedestrians to pass beneath the bridge at the same time as northbound and southbound traffic, creating hazardous conditions. - There are horizontal curves approaching the bridge from both the north and the south, which limits sight distances for vehicles approaching the bridge. - There is crack sealing along the pavement beneath the bridge. - There is ponding of water beneath the bridge.
G. Pavement	Landing Road is in Good condition, except from River Street to Park Street, which is in need of repair/maintenance.
H. Lighting	<ul style="list-style-type: none"> - There is a “contrast” issue, with vehicles having more sun on Landing north of Maple, and then having no sun due to vegetation south of Maple. - There is a lack of lighting at the MBTA bridge.
I. Signs	<ul style="list-style-type: none"> - There are too many signs, too close together, on Landing Road approaching the MBTA bridge, there is information overload. - There are no posted speed signs on Landing Road. - Signage is redundant. - Some signs are old and do not have proper reflectivity, and are not current to MUTCD standards.



TABLE 6 – Deficiencies and Issues (continued)

ISSUE:	COMMENTS:
J. Traffic Signals	The results of the signal warrant analyses for Maple Street at Landing Road show that signals are not warranted at this time.
K. Markings and Delineation	<ul style="list-style-type: none"> - No fog lines. - Faded center lines. - Faded and/or absent stop lines at intersections. - No reflectors on the MBTA bridge. - A single chevron in the wrong position approaching the MBTA bridge.
L. Roadway Activity	<ul style="list-style-type: none"> - Landing Road is designated by Kingston as an emergency alternative route for Route 3A. - Landing Road is also an emergency alternative route for Route 3. - Landing Road is used heavily by commuters as a cut-through for access between Duxbury and Route 3A. - Landing Road is designated as a recreational bicycle route. - Speeding on Landing Road is a problem; the prevailing speed (85 percentile) is 40 MPH on Landing Road between Linden Street and Maple Street, although the legal speed limit (prima fascia) is 30 MPH. - Sidewalks along Landing Road are intermittent; however, pedestrian activity is present (a park entrance is located next to the MBTA bridge). - Truck traffic is high north of Maple Street, the low clearance at the MBTA Bridge acts as a deterrence of truck traffic on Landing Road south of Maple Street.
M. Environmental Considerations	- There is little room on the side of the road for deposit of snow during winter plowing, causing snow banks to encroach on the travel way.

3.5 Recommendations and Countermeasures for Consideration

Table 7 summarizes the measures recommended by the RSA team. Included are both the benefits and drawbacks to the recommended safety measures.



Table 7 - RSA Recommendations

ISSUE:	RECOMMENDATIONS:	ADVANTAGES:	DISADVANTAGES:
<p>A. Speed</p> <ul style="list-style-type: none"> - There are no posted speed limits – there is a “Thickly Settled” sign indicating that the prima fascia speed limit is 30 MPH. - The prevailing speeds (85th percentile) are between 40 and 42 MPH. - There are sight distance problems along Landing Road due to the curvature of the road and roadside vegetation. 	Request that MassHighway perform a speed study to establish the speed limit.	The legal speed limit (MUTCD compliant regulatory signs) will be posted on the road.	The legal speed limit could actually be increased depending upon the outcome of the speed study.
	Increase speed enforcement by police department.	Increases safety, police presence reduces speeds and crashes.	Increases burdens on the police department manpower and town budget.
	Remove roadside vegetation to increase sight distance	Increases sight distances and improves safety.	Does not ameliorate all sight distance problems (as good as road reconstruction) due to curvatures.
	Reconstruct Landing Road to remove curves.	Increases sight distances and improves safety.	High cost. Increased speeding.
	Post warning signs for speed 20 or 25 MPH (Yellow Signs)	Warns motorists to slow down.	Not a legally enforceable speed limit.
	Install Traffic Calming – speed humps, speed humps, and roundabouts.	Traffic must slow down to approximately 20 MPH and less to go over speed humps and speed bumps, and to negotiate roundabouts.	More appropriate for urban settings, these slow down emergency vehicles. Roundabout construction is costly.
	<p>B. Alignment</p> <ul style="list-style-type: none"> - Limited sight distances at intersections, and approaching the MBTA bridge from the north and south. - Limited roadway widths – 18’ 6” to 20’. - No shoulders. - Although there are catch basins near the MBTA bridge, there is ponding of water under the bridge. - The MBTA bridge is low (posted at 11’ 7”) and might be a few inches lower than the posting due to pavement resurfacing under the bridge. 	Reconstruct the roadway, straighten curves.	Increases sight distances and improves safety.
Widen the road through reconstruction.		Improves safety for all road users.	High cost. Increased Speeding.
Add shoulders through reconstruction.		Improves safety for all road users.	High cost, retaining walls required along area in the vicinity of the MBTA bridge, might involve right-of-way issues in some areas.
Clean catch basins. Improve drainage through reconstruction.		Improved drainage, less likely to have icing problems.	Reconstruction of drainage involves construction costs.
Rebuild bridge.		The reconstruction of the bridge would prevent trucks from becoming stuck underneath.	Reconstruction costs are high.
Conduct analysis for heavy vehicle exclusion for Landing Road, implemented if the volume of trucks meets the 5 percent criteria.		Reduces truck traffic significantly.	The 5 percent truck traffic criteria for commercial heavy vehicle exclusion were met during the September traffic counts.



Table 7 - RSA Recommendations (continued)

ISSUE:	RECOMMENDATIONS:	ADVANTAGES:	DISADVANTAGES:
<p>C. Intersections</p> <ul style="list-style-type: none"> - High crash numbers at intersections. 	<p>Conduct Multi-way stop sign analysis at the Maple Street intersection, and install if warrants met.</p>	<p>All traffic must stop. Crashes are reduced.</p>	<p>Intersection does not warrant a multi-way stop based on the MUTCD.</p>
<ul style="list-style-type: none"> - Poor alignment at Route 3A/Landing Road. - Congestion and failed Peak Hour LOS at Route 3A/Landing Road. 	<p>Reconstruct to improve alignment and turning radii.</p> <p>Signalize Route 3A at Landing Road, must meet warrants.</p>	<p>Sight distances improved and heavy vehicles do not encroach in other lanes.</p> <p>Helps reduce cross-movement crashes.</p>	<p>Reconstruction costs are high.</p> <p>Intersection does not warrant a traffic signal based on the MUTCD.</p>
<ul style="list-style-type: none"> - Poor alignment at Maple/Landing Road due to curvature of Landing Road. 	<p>Reconstruct to improve alignment and turning radii.</p> <p>Add larger stop line.</p>	<p>Sight distances improved and heavy vehicles do not encroach in other lanes.</p> <p>Helps delineate the approach.</p>	<p>Reconstruction costs are high.</p> <p>Slight improvement gains.</p>
<ul style="list-style-type: none"> - Poor sight distance at Maple/Landing Road. 	<p>Reconstruct to improve alignment and turning radii.</p>	<p>Sight distances improved and heavy vehicles do not encroach in other lanes.</p>	<p>Reconstruction costs are high.</p>
<ul style="list-style-type: none"> - Poor turning radii at Maple/Route 3A for truck movements (Maple Street has a high percentage of trucks, 6 to 7 percent, that avoid Landing Road due to the low clearance at the MBTA bridge). 	<p>Reconstruct to improve alignment and turning radii.</p>	<p>Sight distances improved and heavy vehicles do not encroach in other lanes.</p>	<p>Reconstruction costs are high.</p>
<p>D. Auxiliary Lanes</p>	<p>Not Applicable.</p>		
<p>E. Clear zones and crash barriers</p>			
<ul style="list-style-type: none"> - The west side of Landing Road has steep slopes in the vicinity of the MBTA bridge. 	<p>Clear slope and build retaining wall.</p>	<p>This will clear shoulders and remove some hazards, providing recovery area, sidewalks, and room for bicycles.</p>	<p>Reconstruction and retaining walls are costly.</p>
<ul style="list-style-type: none"> - There are homes, buildings, and structures close to the pavement edge of the road. 	<p>Relocate fixed objects.</p>	<p>Provides some recovery area.</p>	<p>Moderate safety improvements, limited right of way in some areas.</p>
<ul style="list-style-type: none"> - There are no shoulders along Landing Road, and no recovery areas for cars that may run off the road. 	<p>Add shoulders through reconstruction. Add guard rail at drop-offs.</p>	<p>Improves safety for all road users.</p>	<p>High cost, retaining walls required along area in the vicinity of the MBTA bridge, might involve right-of-way issues in some areas.</p>



Table 7 - RSA Recommendations (continued)

ISSUE:	RECOMMENDATIONS:	ADVANTAGES:	DISADVANTAGES:
<p>F. Bridges</p> <ul style="list-style-type: none"> - Low clearance 11’7’ for the MBTA bridge. - A history of trucks getting stuck underneath the MBTA bridge. - The stone abutment is exposed and a ran off road hazard for the bridge. 	<p>Reconstruct the bridge, straighten the curves in Landing Road on the MBTA bridge approaches, widen the road beneath the bridge, and add a pedestrian tunnel.</p>	<p>Improves safety for all road users.</p>	<p>Reconstruction costs are high.</p>
<ul style="list-style-type: none"> - The pavement is narrow beneath the MBTA bridge, 18’8” to 20’5”, so that wider vehicles encroach over the center line into the path of oncoming vehicles. 	<p>Add a signal to both approaches at the bridge that allows one- way traffic beneath the bridge; add raised curb and pedestrian sidewalk beneath the bridge.</p>	<p>Improves safety for pedestrians, bicycles, and vehicles.</p>	<p>Steep slopes increase construction costs for sidewalks at the bridge. One lane vehicle travel beneath the bridge impedes travel under the bridge during emergencies.</p>
<ul style="list-style-type: none"> - There is no room for bicyclists and pedestrians to pass beneath the bridge at the same time as northbound and southbound traffic, creating hazardous conditions. 	<p>Add a “clearance wire” to Landing Road to warn vehicles of low bridge.</p> <p>Use ITS to warn vehicles of low bridge.</p>	<p>Improves safety for vehicles.</p>	<p>Wire over the road creates noise pollution.</p>
<ul style="list-style-type: none"> - There are horizontal curves approaching the bridge from both the north and the south, which limits sight distances for vehicles approaching the bridge. 	<p>Add reflectors to bridge and bridge abutments.</p> <p>Improve signs approaching the bridge as per MUTCD. Remove sign clutter.</p>	<p>Improves safety with low cost solutions.</p>	
<ul style="list-style-type: none"> - There is crack sealing along the pavement beneath the bridge. - There is ponding of water beneath the bridge. 	<p>Improve drainage.</p>	<p>Improves life of pavement surface.</p>	
<p>G. Pavement</p>	<p>Mill and overlay from River Street to Park Street.</p>	<p>Improves safety by improving skid resistance.</p>	



Table 7 - RSA Recommendations (continued)

ISSUE:	RECOMMENDATIONS:	ADVANTAGES:	DISADVANTAGES:
<p>H. Lighting</p> <ul style="list-style-type: none"> - There is a “contrast” issue, with vehicles having more sun on Landing north of Maple, and then having no sun due to vegetation south of Maple. - There is a lack of lighting at the MBTA bridge. 	<p>Improve lighting at the bridge.</p>	<p>Improves safety and visibility.</p>	
<p>I. Signs</p> <ul style="list-style-type: none"> - There are too many signs, too close together, on Landing Road approaching the MBTA bridge, and there is information overload. - There are no posted speed signs on Landing Road. - Signage is redundant. - Some signs are old and do not have proper reflectivity, and are not current to MUTCD standards. 	<p>Remove old, redundant signs. Suggest three signs southbound posting 11’7” with “narrow/low bridge” warning.</p>	<p>Improves clarity</p>	
	<p>Add signs on Route 3A for trucks warning of low bridge on Landing Road. All signs should be MUTCD compliant (including retro-reflectivity.)</p> <p>Add advisory speed signs 20-25 MPH.</p>	<p>Warns motorists to slow down.</p>	<p>Yellow warning speed signs are not legally enforceable.</p>
<p>J. Traffic Signals</p>	<p>Add a traffic signal to Landing Road at Maple Street</p>	<p>Reduces cross-movement crashes and injury type crashes at some locations.</p>	<p>The cost is high, and the intersection must meet the MUTCD warrants.</p>
<p>K. Markings and Delineation</p> <ul style="list-style-type: none"> - No fog lines. - Faded center lines. - Faded and/or absent stop lines at intersections. - No reflectors on the MBTA bridge. - A single chevron in the wrong position approaching the MBTA bridge. 	<p>Re-stripe the centerline. Add fog lines. Relocate chevrons. Provide multi-way stop at Maple and Landing if warranted.</p> <p>Add stop lines.</p> <p>Add reflectors to bridge</p>	<p>Improves safety and visibility.</p>	



Table 7 - RSA Recommendations (continued)

ISSUE:	RECOMMENDATIONS:	ADVANTAGES:	DISADVANTAGES:
<p>L. Roadway Activity</p> <ul style="list-style-type: none"> - Landing Road is designated by Kingston as an emergency alternative route for Route 3A. - Landing Road is also an emergency alternative route for Route 3. - Landing Road is used heavily by commuters as a cut-through for access between Duxbury and Route 3A. - Landing Road is designated as a recreational bicycle route. - Speeding on Landing Road is a problem; the prevailing speed (85 percentile) is 40 to 42 MPH, although the legal speed limit (prima fascia) is 30 MPH. - Sidewalks along Landing Road are intermittent; however, pedestrian activity is present (a park entrance is located next to the MBTA bridge). - Truck traffic is high north of Maple Street, the low clearance at the MBTA south of Maple acts as a deterrence of truck traffic south of Maple. 	<ul style="list-style-type: none"> Exclude heavy vehicles. Make Landing Road one-way northbound. Add signal directional controller for one-way traffic beneath the bridge, extend sidewalks beneath the bridge. Contact commercial companies and warn them of low bridge restriction. Extend the sidewalk along Landing Road. Strictly enforce speeds on Landing Road. 	<ul style="list-style-type: none"> Improves safety and traffic flow. Improves traffic control and safety. Improves traffic control and safety. Improves pedestrian safety. Improves overall safety. 	<ul style="list-style-type: none"> Increases heavy vehicle flow on other roads. Negatively impacts emergency and evacuation efforts. Negatively impacts emergency and evacuation efforts.
<p>M. Environmental Considerations</p> <ul style="list-style-type: none"> - There is little room on the side of the road for deposit of snow during winter plowing, causing snow banks to encroach on the travel way. 			



3.5.1 Signal Warrants and Four-Way Stop Analyses

Some of the recommendations, including the traffic control at the MBTA Bridge and the signalization or all-way stop alternative for the Maple Street/Landing Road intersection require warrant analyses as recommended by the ITE's Manual on Uniform Traffic Control Devices. These warrant analyses were performed by the OCPC staff.

The guidance on traffic installation beneath a narrow bridge, such as the MBTA Bridge on Landing Road, is covered under Chapter 4G of the Manual on Uniform Traffic Control Devices (MUTCD). The guidance states that if conditions are not justified under the MUTCD warrants for the signalization of intersections, that a signal can still be used if the traffic is such that reasonable safe flow of traffic cannot be achieved through the one-lane section beneath the bridge.

In the case of Landing Road at the MBTA Bridge, the traffic volumes from the automatic traffic recorder were subject to the standard signal warrants for intersections in the MUTCD. Volumes from the counter that was located on Landing Road north of Linden Street were used in the warrant analysis (268 vehicles northbound and 501 vehicles southbound). The signal warrant is satisfied based on Warrant 2 the Four Hour Vehicular Volume Warrant (70% reduction due to vehicles at 40 miles per hour). The MUTCD guidance on a signal beneath the MBTA Bridge is included in the appendix to this report. The guidance states that the clearance time should be adequate so that vehicles have sufficient time to clear the one-lane section before the green begins in the opposite direction.

In the case of signal installation at the Landing Road intersection with Maple Street, the volumes did not satisfy any of the signal warrants in the MUTCD. The volumes did not warrant the installation of an all-way stop control at the Maple Street/Landing Road intersection.

In the case of the Main Street (Route 3A) intersection with Landing Road, this intersection satisfies Warrant 1 (Eight Hour Volumes) and Warrant 2 (Four Hour Volumes) for the installation of a traffic signal.

4.0 Conclusions and Next Steps

4.1 Recommendation Summary

A number of safety improvement opportunities have been described in this report, along with their potential impacts, to address the identified deficiencies on Landing Road. It is important to note that many treatments are both low cost and short term and that there is a complementary nature of some of these safety strategies in that one improvement will aid with multiple safety issues. In addition, it should be noted that the approach towards improved safety is dynamic in nature and warrants revisiting over time.



The extension of the sidewalk along Landing Road beneath the MBTA Bridge to the Maple Street intersection will require retaining walls due to steep slopes along side of the road. A raised sidewalk beneath the bridge cannot be constructed without taking away the width from the travel way, therefore travel beneath the bridge will have to be restricted to one lane, with right of way given to alternate directions utilizing a traffic signal, or otherwise Landing Road will have to become a one-way road.

Landing Road south of Maple Street does not currently have the 5 percent heavy vehicle volume threshold to meet the Massachusetts State requirement for prohibition, but the heavy vehicle traffic on Landing Road north of Maple Street does meet this threshold.

The Landing Road/Maple Street intersection does not satisfy the MUTCD warrants for the installation of an all-way stop control or a traffic signal. However, low cost solutions such as adding a stop bar at this location and stricter speed enforcement all along Landing Road can improve overall safety. Other low cost improvements on Landing Road include re-assessing the signage on the northbound and southbound sides to reduce sign clutter, as well as adding a sign on Route 3A northbound to notify heavy vehicles turning onto Landing Road of the height restriction at the MBTA Bridge.

Comments on the Landing Road Safety Audit Draft Report from residents of Landing Road include the following recommendations (the full text of comments and responses are included in the appendix):

- Add several broad cross-walks at Maple St--both across Maple and angling across Landing Road, and also at the intersection of Landing Rd and River St. A blinking stop light on the railroad bridge, with reduced speed signs each way, would alert the cars to SLOW DOWN before someone is killed. Add appropriate signs so the trucks no longer need to back up from the bridge to Maple St, after speeding by--or get stuck under the bridge and tie things up for hours.
- Add a multi-way stop at the Maple Street intersection-- again, "high-crash", pedestrian-dotted, right on a difficult curve after a nice smooth road and a concealing underpass. Do what is logical, inexpensive, and will be carried out-- posted speed limits, a multi-way stop, a blinking warning light at the MBTA bridge, and occasional police enforcement.

4.2 Next Steps

The final steps in the Road Safety Audit process include finalizing the findings and presenting these findings and the opportunities to improve safety to the project owner, the Kingston Board of Selectmen. Once the project owner has reviewed the findings and recommendations, a formal response should be prepared that includes the following considerations:

- Are the report findings and recommendations within the scope of the problem?
- Would the suggestions made in the RSA report address the safety issues, reducing the likelihood of occurrence and/or severity?



- Will the suggestions made in the RSA report lead to mobility, environmental, or other non-safety related problems?
- What would be the cost associated with implementing the suggestions? Are there more cost effective alternatives that would be equally effective?

Based on the outcome of the response, the project owner could agree with the recommendations, and commit to implementation, outlining a schedule for completion or the project owner can also choose to not implement any improvements due to constraints, but should document the reasons behind the decisions.



5.0 Appendix (see enclosed disk)

- Letter from Kingston Residents to Selectmen
- Comments on Landing Road Safety Audit Draft and Responses
- Audit Meeting Agenda July 24, 2008
- Baystate Roads Technical Notes on Road Safety Audits
- Landing Road Safety Audit and Meeting Sign-up Sheet (7/24/08)
- Massachusetts Requirements for the Establishment of Speed Zones and Heavy Commercial Vehicle Exclusion
- FHWA Scheme F Vehicle Classification System
- Morning and Afternoon Intersection Peak Hour Turning Movement Data
- Automatic Traffic Recorder Vehicle Volumes, Speeds, and Vehicle Classifications
- AM and PM Intersection Peak Hour Levels-of-Service
- Signal Warrant and All-Way Stop Analyses Summaries



5.0 Appendix (see enclosed disk)

- Letter from Kingston Residents to Selectmen
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- AM and PM Intersection Peak Hour Levels-of-Service
- Signal Warrant and All-Way Stop Analyses Summaries

June 1, 2008

Honorable Board of Selectmen

In light of yet another truck accident under the Landing Road railroad bridge on May 21, 2008, we the residents of the Landing Road area would like to ask town officials to take action before someone is seriously injured or a life is lost.

As residents of the area we have witnessed a number of accidents and more than a few near misses. Every time a mother pushes a baby carriage down the road, a jogger or bicycle rider goes under the bridge, they try to time the traffic and just hope a large vehicle doesn't come around the corner and under the bridge at a high rate of speed.

We believe that pedestrians as well as the occupants of smaller vehicles deserve safe passage along Landing Road and under the bridge. It is obvious the height restriction signs do not work. The width of the bridge contributes to near misses also.

We truly believe that the commercial vehicle traffic should be restricted on Landing Road. The overloaded dump trucks using Landing Road, construction vehicles and other commercial vehicles rumble by at extremely excessive speeds. There must be a solution to this dangerous situation - possibly making passing under the bridge one way as it is at the Elm St. bridge.

We would like to work together with the various Town Departments to come to some resolution to make Landing Road a safe place for all residents in the town.

Thank you

David C. McKee
2.14.11
John R. Ratta
Matthew Ratta
Douglas Ratta
Hamblin
Todel Hamblin

Susan D. Derby
Andy Wade
Patricia A. Wade
Robert A. Wade
Shauna Stone

COMMENTS ON DRAFT LANDING ROAD SAFETY AUDIT REPORT FROM PINE DUBOIS:

From: pinedubois@comcast.net [mailto:pinedubois@comcast.net]
Sent: Friday, October 31, 2008 9:55 PM
To: Ray Guarino
Cc: Donovan, Kevin; Jones River; Thomas_Bott@mma.org
Subject: Re: Landing Road Safety Report comment

Mr. Guarino:

Please understand that the comments of Petra Reitz below, are necessarily an individual indication of the strength of feeling we have of the threat posed by speeding traffic (most traffic) on Landing Road.

I find it particularly incredible that the report neglects to acknowledge that Jones River Landing (a non-profit commercial enterprise serving over 500 members) exists "North of Maple St. on Landing Road". It also neglects the presence of the Maj John Bradford House, a site on the National Historic Register.

This area is described as sparsely populated--neglecting the sizeable events both at the Landing and at the Bradford House; as well as the hundreds of bicyclists, in clubs, and organized events that frequent the road on route south. It is hardly surprising then that individual pedestrians and cyclists are ignored.

We insist that something as simple as two stop signs are set on Landing Road at Maple St.--much like the ones in Duxbury's intersection at Bay Road and Park St.

Jones River Landing and others are working to develop a Historic District on Landing Road--making it even more attractive to walkers, tourists and others--so it is likley that pedestrian traffic will increase.

Landing Road is a historic area dating back to the 1600's and is very significant to the Commonwealth. It is also a designated Scenic Road in Kingston. Jones River Landing recently purchased 39 Landing Road and will be restoring it as a Historic site also. The pedestrian traffic between the Landing and south of the RR Bridge will increase as we develop the site and open it to the public. Please refer to the attached Google ortho photo for location of the public spaces on Landing Road. Bay Farm on the Kingston Duxbury Line, and Creiton's Farm Stand should also be considered.

Please recommend several broad cross-walks at Maple St--both across Maple and angling across Landing Road, and also at the intersection of Landing Rd and River St.

A blinking stop light on the RR bridge, with reduced speed signs each way, would alert the cars to SLOW DOWN before someone is killed. And--please do something for appropriate signs so the trucks no longer need to back up from the bridge to Maple St, after speeding by--or get stuck under the bridge and tie things up for hours.

I apologize for the informality of this comment
Thank you for digesting and considering our outrage,

Sincerely,
Pine duBois
President and Executive Director
Jones River Landing Environmental Heritage Center
55 Landing Road
Kingston, Ma 02364
781-585-2322
www.jonesriver.org

RESPONSE FROM OCPC:

Ms. Dubois,

Thank you for forwarding Ms. Reitz's comments on the Landing Road Safety Audit Report, and thank for your comments regarding the report.

Please be advised that the Safety Audit does not dismiss any alternative improvements. The audit process and procedures, outlined in the report, state that the low-cost and high cost, short term and long term improvements are based on a collaborative effort by those on the audit team (also listed in the report) including OCPC staff. All alternatives are presented with both advantages and disadvantages that they might bring to the system, so that the ultimate decision maker, The Town of Kingston, can make an informed decision. This safety audit takes into account all road users. This is how the Safety Audit process is designed to work.

Based on the assessment of the audit team, there are limitations on low cost pedestrian and bicycle improvements for Landing Road. According to the discussions of the team, the continuation of the sidewalk along Landing Road will require significant reconstruction, whether it involves reconstructing the entire MBTA Bridge to widen the right of way beneath, and the construction of retaining walls along Landing Road north and south of the bridge due to steep slopes, in order to widen the shoulders and construct a sidewalk.

The other major solution discussed was limiting the right of way beneath the bridge to 12 feet for motor vehicles and constructing a sidewalk with a raised curb beneath the bridge. This solution, which was less expensive than the reconstruction of the entire bridge, would then require a traffic control device (traffic signal) that assigned the right of way alternately to north and south traffic. Once again, the sidewalks north and south of the bridge would need to be extended and the construction of the retaining wall would still be required to allow for sidewalks leading up to and from the bridge.

It is important to understand that the members of the team discussed that although this solution created more space for pedestrians and bicyclists, it could have a negative affect on motor vehicle safety if the traffic control did not successfully clear out vehicles beneath the bridge in one direction before it allowed vehicles in the opposite direction to move ahead. Also, this solution had the potential to be detrimental to the use of Landing Road as an alternative to Route 3A during emergencies.

The presence of the Bradford House, if significant to the pedestrian, bicycle, or motor vehicle safety will be included in the report if you can advise me of the impact or influence it might have in regards to the transportation system. Also, if you can advise me on the traffic generation and the pedestrian and bicycle generation of the Jones River Landing, I will gladly include that in the report. The audit process is driven by the input of the locals. It is a bottom up approach and your input regarding these two properties is welcome.

I will include your comments and additional recommendations in the final report of the Road Safety Audit and forward them to the ultimate decision makers, The Town of Kingston, to assist them in making an informed decision.

My thanks, once again, to you and Ms. Reitz for your input,

*Ray Guarino,
Transportation Planner, OCPC*

From: pinedubois@comcast.net
Sent: Monday, November 03, 2008 9:23 AM
To: Ray Guarino
Subject: Re: Landing Road Safety Report comment

Thanks very much for your positive feedback--I will work to get back to you soon, and have sent your email to members of the Bradford House.

Thanks again.
Pine

COMMENTS ON DRAFT LANDING ROAD SAFETY AUDIT REPORT FROM
PETRA REITZ:

From: "Jones River" <jonesriver@verizon.net>
To: rguarino@ocpcrpa.org
Sent: Friday, October 31, 2008 12:48:39 PM GMT -05:00 US/Canada Eastern
Subject: Landing Road Safety Report comment

Mr. Guarino,

Here's my comment on the Landing Road Safety Report, below.

Thank you,

Petra Reitz

The Landing Road Safety Audit conducted a fairly reasonable assessment of vehicular traffic on Landing Road but failed to allow for the significant pedestrian and bicycle traffic along the road. The weight of this study focuses on vehicular traffic with only a line or two about pedestrian /bike traffic-- though the report acknowledges there is no good pedestrian access to the abutting park, playground and fields (the entrance to which is right next to the MBTA bridge underpass) and it is passingly mentioned that Landing Road is designated as a recreational bicycle path.

I and my son spend a large amount of time at my mother's, on Landing Road next to the bridge and across from the park. It is frightening to merely cross the street to take my 4-year-old to the playground, trying to judge whether a car will emerge at 40 mph from under the bridge less than 100 feet away. I also work at the Jones River Landing, at the problematic intersection of Landing Road and Maple Street. This is the 3rd building from my mother's on the other side of the MBTA underpass. More often than not, after checking that no cars are coming and commencing to walk under the bridge, a car will appear around the corner and I must run to make sure that I am not caught under the bridge with one-- or worse, two-- cars trying to get through. I am eight months pregnant and jogging to make sure I am not caught in this space with barely enough room for two cars to pass is harrowing. Daily, at my mother's and outside the window I face at the Landing, I see significant pedestrian traffic in the form of bikers (many children), joggers, mothers with strollers, dog walkers, kids heading to the park, skateboarders, and people out strolling.

Daily, I also often hear tires squealing around the curve the Landing is situated on, coming from under the overpass. I saw no indication in the report of how many people were issued warnings for speeding when the Kingston Police were concentrating manpower on the area, but from my vantage point it seemed like a fairly high number, and a policeman I spoke to said that Landing Road traffic had increased due to GPS shortcuts. What this means is that a lot of drivers unfamiliar with this road come off 3A onto a straightaway, then under a bridge and into a dangerous curve the "high crash" Maple Street intersection (according to the study) often dotted with pedestrians, as well

as cars trying to turn off Maple Street or out of the Landing-- with no speed limit posted. There are two entrances into and out of the Landing and one is unusable for exiting as it is on this curve and extremely dangerous-- while the other further entrance is still very dangerous, as I have nearly been run into multiple times trying to leave, by cars coming around the corner far too fast. I estimate daily traffic into and out of the Landing is 25-35 cars daily, more when we have an event. Our fence has already been mangled by a driver in recent months. A high-reflective safety barrel in front of Landing property was run into last week.

This report purports to be about safety, yet offers solutions that seem antithetical to safety-- and at a high cost! One of the oft-mentioned "solutions" is to straighten the curves of the road-- which would increase the 85th percentile speed that drivers "feel comfortable driving". This speed, amazingly, is said to be used by Mass Highways to determine speed limits. This means those GPS short-cutters squealing around the corner determine a safe speed limit?! So one logical, low-cost solution-- putting up a 30 mph speed limit sign instead of assuming the average driver knows that the "prima fascia" speed limit for this type of area is 30 mph-- is not recommended since a Mass Highways study might actually raise the speed limit.

Next common sense, low-cost solution? A multi-way stop at the Maple Street intersection-- again, "high-crash", pedestrian-dotted, right on a difficult curve after a nice smooth road and a concealing underpass. This multi-way stop is mentioned once in the solutions section and summarily dismissed due to one line about "volume not warranting a multi-way stop based on the MUTCD"- since only about 4000 vehicles per day pass by.

I see no indication that the simplest, lowest-cost, most common sense solutions are being seriously considered. Nor do I see much thought being given to non-vehicular traffic. I appeal to you-- do not wait until a pedestrian is struck by a driver unfamiliar with the road and unaware of the speed limit due to rigid guidelines and definitions. Do what is logical, inexpensive, and will be carried out-- posted speed limits, a multiway stop, a blinking warning light at the MBTA bridge, and occasional police enforcement.

RESPONSE FROM OCPC:

*From: Ray Guarino
Sent: Monday, November 03, 2008 9:22 AM
To: 'Jones River'
Subject: RE: Landing Road Safety Report comment*

Ms. Reitz,

Thank you for your comments regarding the Landing Road Safety Audit. I can assure you that this safety audit takes into account all road users. The audit team spent the majority of the time of our field visit discussing ways to add a safe sidewalk along Landing Road to allow safe movement for pedestrians and bicyclists beneath the MBTA Bridge. The space beneath that bridge is very limited and barely adequate for two-way

motor vehicle traffic. Based on the assessment of the audit team, there are limitations on low cost pedestrian and bicycle improvements for Landing Road. According to the discussions of the team, the continuation of the sidewalk along Landing Road will require significant reconstruction, involving reconstructing the entire MBTA Bridge to widen the right of way beneath, and the construction of retaining walls along Landing Road north and south of the bridge due to steep slopes, in order to widen the shoulders and construct a sidewalk.

The other major solution discussed was limiting the right of way beneath the bridge to 12 feet for motor vehicles and constructing a sidewalk with a raised curb beneath the bridge. This solution, which was less expensive than the reconstruction of the entire bridge, would then require a traffic control device (traffic signal) that assigned the right of way alternately to north and south traffic. Once again, the sidewalks north and south of the bridge would need to be extended and the construction of the retaining wall would still be required to allow for sidewalks leading up to and from the bridge.

It is important to understand that the members of the team discussed that although this second solution created more space for pedestrians and bicyclists, it could have a negative affect on motor vehicle safety if the traffic control did not successfully clear out vehicles beneath the bridge in one direction before it allowed vehicles in the opposite direction to move ahead. Also, this solution had the potential to be detrimental to the use of Landing Road as an alternative to Route 3A during emergencies.

This Safety Audit for Landing Road does not dismiss any alternative improvement. The audit process and procedures, outlined in the report, state that the low-cost and high cost, short term and long term improvements are based on a collaborative effort by those on the audit team (also listed in the report) including OCPC staff. All alternatives are presented with both advantages and disadvantages that they might bring to the system, so that the ultimate decision maker, The Town of Kingston, can make an informed decision.

As a parent of two elementary school children, who like to ride their bikes in our neighborhood, I understand completely your concerns. I would also like to stress that the representatives from the Town of Kingston departments on this audit team focused a great deal of their energy, time, and attention to pedestrian and bicycle safety during that field visit. In addition, OCPC has been in contact with the MBTA, to determine the possibility of their renovation of the bridge any time in the future, which would represent an opportunity for widening the passageway beneath the bridge. The audit team even discussed creating a separate tunnel beneath the rail for bicycles and pedestrians only. Once again, this would require the cooperation of the MBTA and will most likely be very costly for the town.

I welcome any additional information or potential solutions that you might have that I have overlooked.

*Ray Guarino
Transportation Planner, OCPC*

COMMENTS ON DRAFT LANDING ROAD SAFETY AUDIT REPORT FROM
SUSAN DERBY:

From: SUSAN DERBY [mailto:derby55@verizon.net]
Sent: Tuesday, November 04, 2008 8:46 PM
To: Ray Guarino; spa41@comcast.net <spa41@comcast.net>View contact details To:
Bob Murphy; Mike Thornton; Kevin LeLonde; Barbara Reed; Dave Thomas; Suzanne
Hanson; Susan Derby; Marge LaPlante; Mike Martin; Bob Wade; Heather Allen; Pine
duBois; Pam and Ed Gould
Subject: Re: Landing Road Safety Report

I have been living at 14 Landing Road for 15 years. I regularly walk from my house, under the train bridge, to the Ah-dee-nah. It's a beautiful walk. Unfortunately, it's treacherous when the sidewalk ends and I go under the bridge. It concerns me that people/children walking to the baseball fields, Jones River Landing, or the Bradford House are discouraged from walking this lovely, historic area because of traffic zipping by.

I agree with others who have suggested minor adjustments to the road, i.e., crosswalks, a blinking stop light at the bridge, and signs posting the speed. These measures would greatly enhance life on Landing Road. I hope you will consider these improvements.

- Susan Derby

RESPONSE FROM OCPC:

*From: Ray Guarino
Sent: Wednesday, November 05, 2008 8:25 AM
To: 'derby55@verizon.net'
Cc: Charlie Kilmer; Pat Ciaramella
Subject: RE: Landing Road Safety Report*

Hi Ms. Derby,

Thank you for your comments regarding the Landing Road Safety Audit. As I stated in response to Ms. Dubois, the Safety Audit team spent a greater part of the field audit discussing alternative solutions to adding a sidewalk and shoulders to Landing Road. The biggest constraint is the narrow width beneath the bridge, which varies between 18.5 and 22 feet. This is barely enough room for two vehicles to pass each other in the opposite direction, and of course leaves no room for adding a sidewalk. This does not mean that a sidewalk cannot be built beneath the bridge; however, it might mean that either the bridge is reconstructed (at high cost) or that the travel way be restricted to one lane for motor vehicles to add room beneath the bridge for a sidewalk with a curb, which will constrain vehicular traffic. These potential improvements, along with your suggestions to add speed signs, crosswalks and signal control at the bridge, are some decisions that the town faces.

The audit team considered a number of improvements and discussed the potential advantages and disadvantages of each. All alternatives are included in the final report and the final decision maker is the Town of Kingston. The road is under the jurisdiction of the town, although the bridge itself is under the jurisdiction of the MBTA.

Your comments on the report will be included in a final draft of the report. If you have any further questions, or if I can be of further assistance, please email me or call me at (508) 583-1833 extension 212.

*Ray Guarino,
OCPC, Transportation Planner*

OLD COLONY PLANNING COUNCIL

Jeammarie Kent-Joyce
President
70 School Street
Brockton, MA 02301-4097



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

ROAD SAFETY AUDIT – FOR LANDING ROAD, KINGSTON, MA **Pre-audit meeting at Kingston Town Hall Room 203** **Thursday, July 24, 2008 10:00 AM**

MEETING AGENDA

INTRODUCTION

- Welcome and Introductions
- Description and purpose of a Road Safety Audit

DESCRIPTION OF LANDING ROAD CONDITIONS

- Distribute crash data, speed data, volume data.

AUDIT TEAM PROCEDURES

- Review RSA procedures

TIMELINE

- Road Safety Field Audit (following the meeting)
- Follow up meeting for presentation of findings
- Response to Audit Team's findings
- Recommendations
- Implementation

The Purpose of a Road Safety Audit (RSA) is to:

- Evaluate all roadway and roadside features, design elements, and local conditions (glare, night visibility, adjacent land uses, signs, pavement markings, curvature, grades, etc.) that would increase the likelihood and severity of a crash.
- Review firsthand the interaction of the various design elements with each other and the surrounding road network.
- Observe how road users are interacting with the road facility. What are the driver behavior patterns?
- Determine if the needs of all road users have been adequately and safely met.
- Explore emerging operational trends of safety issues at that location.
- Develop both long term (high cost) and short term (low cost) measures to enhance, upgrade, and improve safety for all road users (bicyclists and pedestrians as well as motorists.)

Landing Road - Road Safety Audit Steps

1. Identify road area to be audited:
 - The geographic scope of the study area includes Landing Road in Kingston from Route 3A Main Street to Bay Road. The study was initiated by a letter to the Kingston Board of Selectmen from Kingston residents regarding traffic safety on Landing Road and especially at the MBTA Bridge, including safety for pedestrians and bicyclists.
2. Select the Road Safety Audit Team:
 - Town Administrator for the Town Selectmen (study owner) – Kevin Donovan
 - Senate President Therese Murray
 - State Representative Thomas J. Calter
 - MBTA – Joe Cosgrove and Ron Morgan
 - Kingston Fire Department Representative
 - Police Representative – Lieutenant Kelley
 - Highway Representative - Paul Basler – Superintendent, Kingston Department of Streets, Trees, and Park
 - Town Planner - Thomas Bott
 - Old Colony Planning Council (study manager) – Charlie Kilmer, Bill McNulty, Ray Guarino, Jed Cornock
 - MassHighway District 5 Engineering

3. Schedule and conduct a pre-audit meeting with the Audit Team to review project information to discuss the project and scope:

July 24, 2008 at the Kingston Town Hall, 10:00 AM Room 203

OCPC at the pre-audit meeting, as the study manager will research and present the background information:

- Crash data (location, crash type, severity) and crash investigation history
- Collision diagrams
- Traffic volumes
- Traffic speeds (85th percentile)
- Posted speeds and official speed zone limits
- Truck Traffic
- Pictometry and aerial photos
- Functional class and jurisdiction of the road
- Existing state and local policies, standards, and guidelines

4. The Audit Team will perform field reviews under various conditions:

- Identify areas of safety concerns
- What is working?
- What is not working?

5. The Audit Team will conduct analysis and prepare a report of findings:

- Suggestions made for enhancing, upgrading, improving safety (long term and short term)
- Safety issues prioritized
- Document findings and recommendations in a formal report

6. The Audit Team will present audit findings to project owner:

- The object is to present the key findings to the project owners outlined in the audit report

7. The project owner will prepare formal response to the Audit Team's findings:

- The study owners will outline what actions are to be taken in response to the findings of the audit report

8. Incorporate findings into the project when appropriate:

- The owners begin implementation of recommendations

Baystate Roads Program Local Technical Assistance Program (LTAP) Tech Notes



Tech Note #41

Road Safety Audits/Road Safety Audit Reviews

Road safety audits (RSAs) are a proactive approach to improving transportation safety. An RSA is an examination of a future or existing roadway, in which an independent, qualified audit team reports on safety issues. It is a way for your agency to improve safety and communicate to the public how your agency is proactively working toward crash reduction. The step-by-step procedure of an RSA can be performed during any or all stages of a project, including planning, preliminary design, detailed design, traffic control planning, construction, pre-opening, and on existing roads. For an existing road the RSA is effectively a review and is discussed as a road safety audit review (RSAR).

RSAs have been used successfully worldwide for a number of years. In only the last couple of years, agencies in the United States have begun to focus on RSAs. Worldwide, the RSA concept has proven to be highly effective in identifying and reducing the crash potential of roadway projects. Globally it is estimated that one million fatalities result from motor vehicle crashes each year. The potential savings--in lives, serious injuries, and property damage--are incalculable.

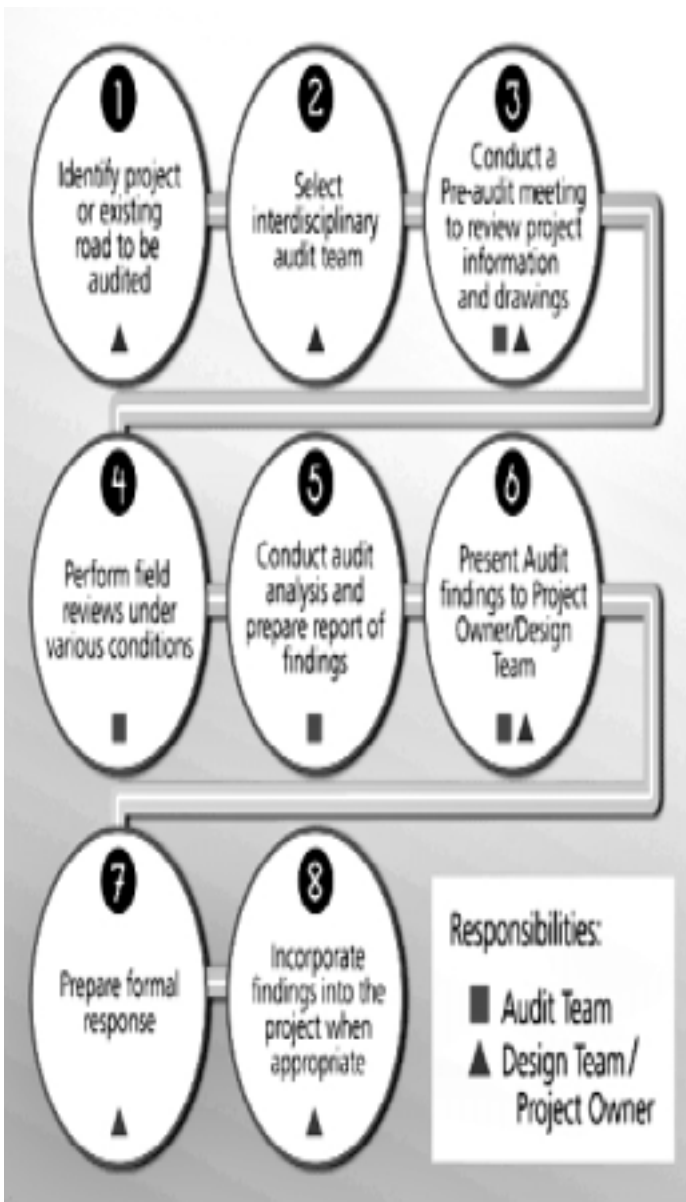
Although concerns have been raised that the use of road safety audits would increase an agency's liability, in fact, just the opposite is true. Implementing a plan to reduce the crash potential and improve the safety performance of a roadway is actually a proactive approach to safety and should be used in defense of tort liability. This is particularly true of RSAs performed in the early stages of a project. Identifying and documenting safety issues on an existing roadway is not an admission of guilt. Rather, it is the first step in a process designed to improve safety. Proper documentation, communication and logical prioritization of an agency's plan to address safety issues would be difficult to fault.

Road safety audits, adaptable to local needs and conditions, are a powerful tool for state and local agencies to enhance the state of safety practices. The value of the RSA process in identifying roadway safety issues makes it an important component of any agency's safety strategy. Most State DOTs have established traditional safety review processes through their high hazard identification and correction programs. However, an RSA and a traditional safety

ROAD SAFETY REVIEWS	RSAs
<ul style="list-style-type: none"> ● A safety review uses a small (1-2 person) team with design expertise. ● Safety review team members are usually involved in the design. ● Field reviews are usually not part of safety reviews. ● Safety reviews concentrate on evaluating designs based on compliance with standards. ● Safety reviews do not normally consider human factors issues, i.e. driver error, visibility issues, etc. ● Safety reviews focus on the needs of roadway users. ● Safety reviews are reactive. Hazardous locations are identified through analysis of crash statistics or observations. 	<ul style="list-style-type: none"> ● A safety audit uses a larger (3-5 person) interdisciplinary team. ● Safety audit team members are usually independent of the project. ● The field review is a necessary component of the safety audit. ● Checklists and field reviews help to examine all design features. ● Safety audits are comprehensive and attempt to consider all factors that may contribute to a crash. ● Safety audits consider the needs of pedestrians, cyclists, large trucks as well as automobile drivers. ● Safety audits are proactive and look at locations prior to the development of crash patterns to correct hazards before they happen.

review are different processes. It is important to understand the difference between road safety reviews that are commonly performed and newer RSAs as described on page 1.

The FHWA is working with State and local jurisdictions to integrate Road Safety Audits into the project development process for new roads and intersections, and also encourage RSAs be conducted on existing roads and intersection. The following chart outlines the basic steps involved in conducting an RSA.



Conducting an RSA



Before

This is a photo of an intersection in Grand Rapids, Michigan, before a road safety audit was conducted. The two traffic signal heads are hung on a diagonal span of wire and only one head is over the travel lanes. There are two lanes approaching the intersection separated by a dashed white pavement marking.



After

This is the same intersection after a road safety audit was conducted. The traffic signals are now hung on a box span of wire and they are now able to be hung directly over the travel lanes. Now there are three traffic signal heads, two for the through lane and one for the left turn lane. Pavement markings now show a separate left-turn lane at the intersection.

Photos courtesy of AAA Michigan.

KEYS TO SUCCESSFUL IMPLEMENTATION

From an agency's experience, the keys to success are:

- * Agency support and willingness to incorporate audit findings
- * Small multidisciplinary audit team of 3-5 people
- * Audit conducted at the earliest possible stage.
- * Willingness to investigate new ideas outside the traditional scope of work.

GOOD CANDIDATES FOR RSAs

For new construction, project characteristics that could benefit from an RSA include:

- * A complex design with high cost
- * New or unusual features
- * Several interacting modes
- * A high public or political profile
- * A context sensitive design

For existing roads and streets, good candidates may include:

- * A poor safety performance record
- * High public or political interest
- * Traffic conditions that have changed

AUDIT TEAM KNOWLEDGE BASE

- * *MUTCD*
- * *AASHTO "Green Book"*
- * *AASHTO Roadside Design Guide*
- * *AASHTO Highway Safety Design/Operations Guide*
- * Road Safety Audit Skills
- * Tort Liability Issues
- * Pedestrian/Bicycle Design Issues

DESIRABLE AUDIT TEAM SKILLS

- * Highway/Traffic Safety
- * Traffic Engineering
- * Geometric Design
- * Human Factors
- * Planning
- * Ped/Bike Speciality
- * Accident Reconstructon
- * Enforcement
- * Maintenance

SITE VISIT

- * Team must be prepared to focus on safety issues
- * Team will already have reviewed plans and have some background on the project
- * Team will use checklists
- * Team should use videotape/digital cameras

CHECKLISTS

- * Formulated to guide the process
- * Can be modified to fit the state of the audit project
- * Should be considered an aid, not the final product
- * Should be considered a tool, not a rigid requirement

Checklists help the team to consider all factors and provide a reminder of potentially overlooked safety issues. A measure of continuity is provided from audit to audit with accompanying documentation. Various safety issues to be assessed during a field review include:

- * Roadside features
- * Road surface conditions
- * Pavement markings
- * Signing and delineation
- * Intersections and approaches
- * Bridge structures
- * Road users (motorized and non-motorized)
- * Consistency of design parameters

AGENCY CONCERNS ABOUT RSAs

Local agencies may have concerns about potential drawbacks of conducting RSAs.

Project Development Delay

Delay is minimal. The audit process can be worked into the regular development process. From start-up to submission of the final report, a standard road safety audit requires about 1-3 weeks to complete.

Increased Project Costs

RSA team proposals should be kept in context with the project scope and focus primarily on low cost improvements. Any significant cost changes can be discussed with project managers prior to issuance of the final report.

It is up to project managers to select or defer any changes. It is generally less costly to make needed changes in project plans than to modify a new improvement after construction is completed.

Potential Increased Liability Exposure

A properly conducted and documented RSA should not result in additional liability exposure for an agency. In fact RSAs may actually reduce potential tort claim exposure by demonstrating a proactive approach to safety. However, managers may want to discuss liability implications with agency attorneys before undertaking an RSA. Identifying and documenting safety issues on a road is not an admission of guilt. Rather, this initiative is part of a management process to improve safety within a jurisdiction. Priorities can be established and a time line developed to implement improvements. Using accepted risk management techniques, safety concerns can be prioritized and addressed as funding becomes available.



RESOURCES

For more detailed information on how to conduct an RSA, visit the FHWA website at:

<http://www.roadwaysafetyaudits.org>

This Road Safety Audits website was developed by the Institute of Transportation Engineers (ITE) in cooperation with the Federal Highway Administration (FHWA) in the interest of information exchange. The site provides an easy centralized way to access a variety of resources related to safety audits including an overview of road safety audits and road safety audit reviews, the benefits of conducting road safety audits and incorporating them into safety programs, the legal considerations and implications of RSAs, how to conduct road safety audits, and links to various RSA resources.

To assist your agency in preparing a questionnaire, a prompt list is available from Baystate Roads Program by faxing a request to:

413-545-6471 or phoning 413-545-5403

This checklist is merely a guide to help the RSA team consider all factors particular to each community's needs and was prepared by FHWA's Office of Safety.

The National Cooperative Highway Research Program has published *NCHRP Synthesis 321* on "Roadway Safety Tools for Local Agencies" which is available from the Baystate Roads Program or through the Transportation Research Board at:

<http://www.national-academies.org/trb/bookstore>

The overriding message of this comprehensive report is that *safety practices should be tailored to the problems and resources of an agency* and that there is no one-size-fits-all safety solution. Emphasis is placed on the use of tools that will give local agencies a practical and affordable toolbox, with a stronger safety program as the result.

FHWA also offers a new Peer-to-Peer program for agencies either considering the use of or actually conducting RSAs. The RSA P2P program is provided at no cost to State and local transportation agencies and allows easy access to the support of a knowledgeable peer. Contact the Road Safety Audit Peer-to-Peer Program at:

(866) P2P-FHWA or **email SafetyP2P@fhwa.dot.gov**

Thanks to Louisa Ward, FHWA RSA Program Manager and a former member of the Baystate Roads Advisory Board, and Thomas J. MacDonald, PE and Safety Circuit Rider for the Iowa LTAP Center, for assistance in preparation of this article.

Section 11A-8 Speed Control

Of the special regulations adopted by municipalities under the provisions of Chapter 90, Section 18 of the General Laws, the most commonly used is the special regulation of the speed of motor vehicles. Considerable data including speed observations and trial runs must be obtained by municipal officials, usually the Police Department. The final determination is based upon the 85-percentile method, which is that speed at or below which 85% of the vehicles observed were actually traveling. Department representatives are available to demonstrate the proper method for conducting the necessary studies and drafting the covering regulation, upon written request of local officials.

Procedure for Establishment of Legal Speed Zones

- (1) Municipality to make proper studies and submit data to the Department. (Municipalities usually accept the available services of the Department in conducting studies and assembling the data).
- (2) After the speed zones, proposed by the local authorities, are reviewed by the Department, they are returned to the municipality for formal adoption by the rule-making body.
- (3) Upon receipt of notice of formal adoption by municipality the Department, acting jointly with the Registry, will certify and approve.
- (4) Certified regulation is returned to municipality.
- (5) Official Speed Limit signs may then be installed in accordance with the specific provisions of the approved speed regulation.
- (6) The Special Speed Regulation is then enforceable against violators.

Section 11A-9 Heavy Commercial Vehicle Exclusion

A truck exclusion from a municipal way may be authorized provided a suitable alternate route is available. The alternate route shall have an effective width and pavement structure which can safely accommodate the additional truck traffic. In addition the alternate route must meet one of the following conditions:

- (1) Lie wholly within the community making application,
- (2) Lie partially in an adjacent community but only on State Highway, or
- (3) Lie partially in an adjacent community but have the adjacent community's written approval.

An engineering study, as outlined in the Data requested below, must be made. In addition, one or more of the following may be sufficient justification for truck exclusion:

1. Warrants

- A. A volume of heavy commercial vehicles, which usually is in the range of five (5) to eight (8) percent, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.
- B. The condition of the pavement structure of the route to be excluded indicates that further repeated heavy wheel loads will result in severe deterioration of the roadway. (subject to Department review)
- C. Notwithstanding the foregoing, in certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.

2. Data

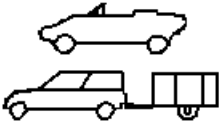
Before the Department can consider an exclusion proposal, the following data must be submitted by the municipality:

- A. A twenty-four hour consecutive count of all vehicles using the subject street. (If the exclusion is requested for only twelve hours, a twelve-hour count will suffice.) The count shall be broken into one-half hour intervals showing:
 - (1) Commercial vehicles with a carrying capacity over 2½ tons
 - (2) Other vehicles
- B. Map of the area, with the excluded street marked in red, the alternate route in green.
- C. Physical characteristics of excluded and alternate streets in question, i.e, length, width, type and condition of surface and sidewalk.
- D. Types of buildings or property abutting street (Residential, Business, School, Playground, etc).
- E. Zoning of Street (Residential, Industrial, etc.).
- F. Proximity of probable alternate route to the proposed excluded route and the additional distance to be traveled using the alternate route.
- G. Types of traffic control existing on street.
- H. Hours during which exclusion is to be in effect.
- I. A written statement from the municipality as to the need for the exclusion.

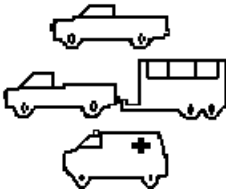
Federal Highway Administration Scheme F



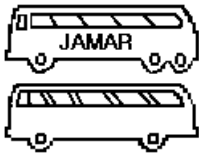
Class 1 - Motorcycles. This class includes all two- or three-wheeled motorized vehicles. These vehicles typically have a saddle-type of seat and are steered by handlebars rather than a steering wheel. This includes motorcycles, motor scooters, mopeds, motor-powered bicycles and three-wheel motorcycles.



Class 2 - Passenger cars. This class includes all sedans, coupes and station wagons manufactured primarily for the purpose of carrying passengers, including those pulling recreational or other light trailers.



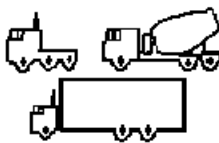
Class 3 - Pickups, Vans and other 2-axle, 4-tire Single Unit Vehicles. This class includes all two-axle, four tire vehicles other than passenger cars, which includes pickups, vans, campers, small motor homes, ambulances, minibuses and carryalls. These types of vehicles which are pulling recreational or other light trailers are included.



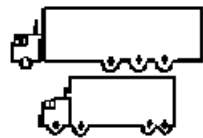
Class 4 - Buses. This class includes all vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles. This includes only traditional buses, including school and transit buses, functioning as passenger-carrying vehicles. All two-axle, four tire minibuses should be classified as Class 3. Modified buses should be considered to be trucks and classified appropriately.



Class 5 - Two-Axle, Six-Tire Single Unit Trucks. This class includes all vehicles on a *single frame* which have *two axles and dual rear tires*. This includes trucks, camping and recreation vehicles, motor homes, etc.



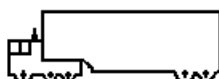
Class 6 - Three-Axle Single Unit Trucks. This class includes all vehicles on a *single frame* which have *three axles*. This includes trucks, camping and recreation vehicles, motor homes, etc.



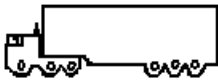
Class 7 - Four or More Axle Single Unit Trucks. This class includes all vehicles on a *single frame* with *four or more axles*.



Class 8 - Four or Less Axle Single Trailer Trucks. This class includes all vehicles with *four or less axles* consisting of *two units*, in which the pulling unit is a tractor or single unit truck.



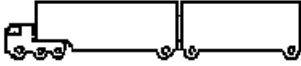
Class 9 - Five-Axle Single Trailer Trucks. This class includes all *five-axle* vehicles consisting of *two units* in which the pulling unit is a tractor or single unit truck.



Class 10 - Six or More Axle Single Trailer Trucks. This class includes all vehicles with *six or more axles* consisting of *two units* in which the pulling unit is a tractor or single unit truck.



Class 11 - Five or Less Axle Multi-Trailer Trucks. This class includes all vehicles with *five or less axles* consisting of *three or more units* in which the pulling unit is a tractor or single unit truck.



Class 12 - Six-Axle Multi-Trailer Trucks. This class includes all *six-axle* vehicles consisting of *three or more units* in which the pulling unit is a tractor or single unit truck.



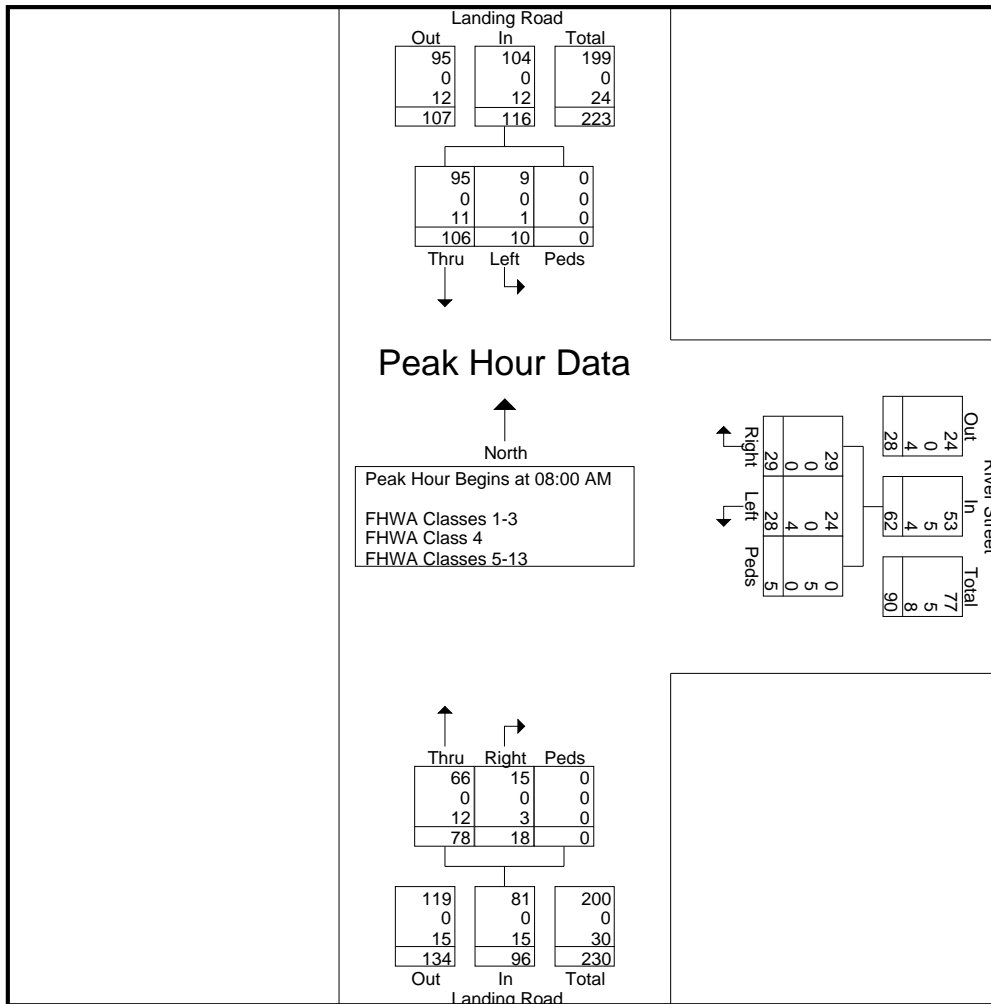
Class 13 - Seven or More Axle Multi-Trailer Trucks. This class includes all vehicles with *seven or more axles* consisting of *three or more units* in which the pulling unit is a tractor or single unit truck.

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

Community: Kingston
Weather: Clear
Board #: DB-400 (5)
Staff: BM

File Name : 145_Landing&River_AM
Site Code : 145
Start Date : 7/10/2008
Page No : 3

Start Time	Landing Road Southbound				River Street Westbound				Landing Road Northbound				Int. Total
	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	2	32	0	34	2	2	1	5	27	4	0	31	70
08:15 AM	5	18	0	23	7	6	0	13	18	1	0	19	55
08:30 AM	3	29	0	32	3	5	3	11	21	4	0	25	68
08:45 AM	0	27	0	27	16	16	1	33	12	9	0	21	81
Total Volume	10	106	0	116	28	29	5	62	78	18	0	96	274
% App. Total	8.6	91.4	0		45.2	46.8	8.1		81.2	18.8	0		
PHF	.500	.828	.000	.853	.438	.453	.417	.470	.722	.500	.000	.774	.846
FHWA Classes 1-3	9	95	0	104	24	29	0	53	66	15	0	81	238
% FHWA Classes 1-3	90.0	89.6	0	89.7	85.7	100	0	85.5	84.6	83.3	0	84.4	86.9
FHWA Class 4	0	0	0	0	0	0	5	5	0	0	0	0	5
% FHWA Class 4	0	0	0	0	0	0	100	8.1	0	0	0	0	1.8
FHWA Classes 5-13	1	11	0	12	4	0	0	4	12	3	0	15	31
% FHWA Classes 5-13	10.0	10.4	0	10.3	14.3	0	0	6.5	15.4	16.7	0	15.6	11.3

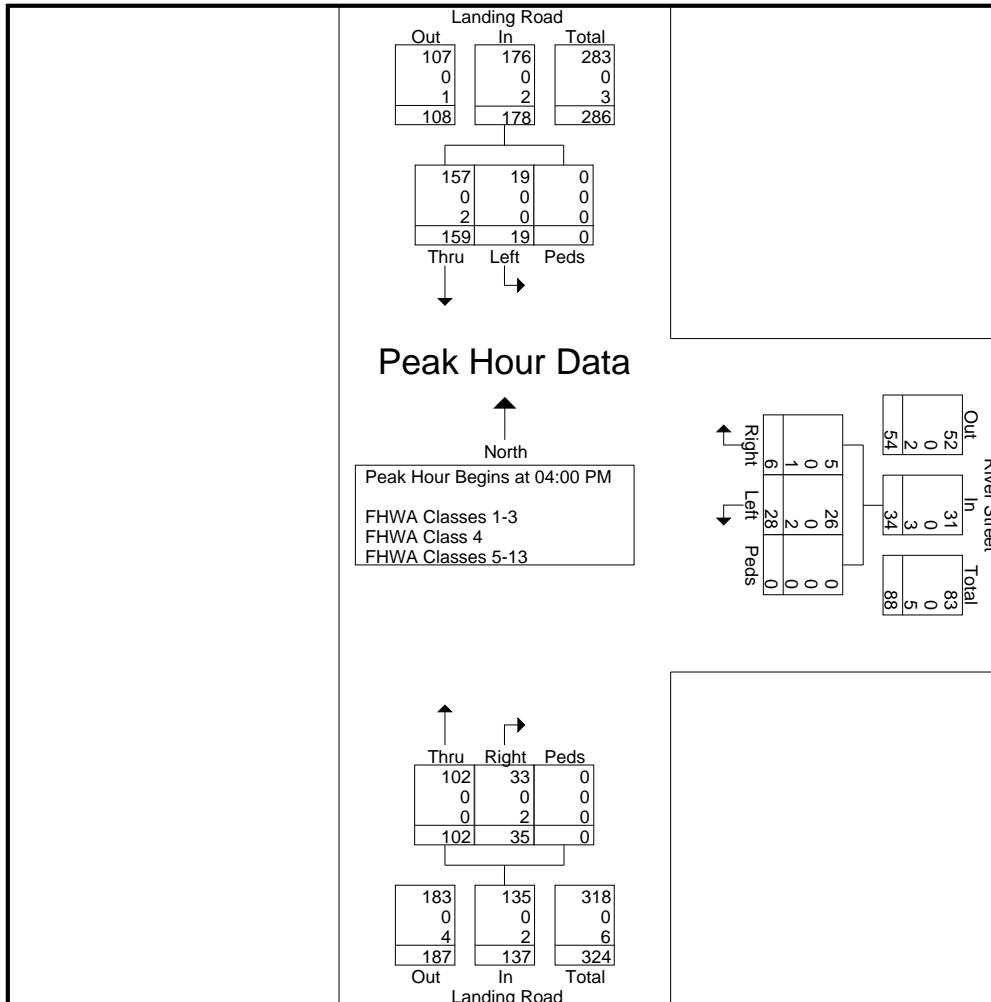


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
 Weather: Clear
 Board #: DB-400 (5)
 Staff: BM

File Name : 145_Landing&River_PM
 Site Code : 145
 Start Date : 7/9/2008
 Page No : 3

Start Time	Landing Road Southbound				River Street Westbound				Landing Road 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 04:00 PM													
04:00 PM	4	39	0	43	5	1	0	6	25	7	0	32	81
04:15 PM	4	44	0	48	4	3	0	7	20	11	0	31	86
04:30 PM	5	41	0	46	5	1	0	6	32	9	0	41	93
04:45 PM	6	35	0	41	14	1	0	15	25	8	0	33	89
Total Volume	19	159	0	178	28	6	0	34	102	35	0	137	349
% App. Total	10.7	89.3	0		82.4	17.6	0		74.5	25.5	0		
PHF	.792	.903	.000	.927	.500	.500	.000	.567	.797	.795	.000	.835	.938
FHWA Classes 1-3	19	157	0	176	26	5	0	31	102	33	0	135	342
% FHWA Classes 1-3	100	98.7	0	98.9	92.9	83.3	0	91.2	100	94.3	0	98.5	98.0
FHWA Class 4	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA Class 4	0	0	0	0	0	0	0	0	0	0	0	0	0
FHWA Classes 5-13	0	2	0	2	2	1	0	3	0	2	0	2	7
% FHWA Classes 5-13	0	1.3	0	1.1	7.1	16.7	0	8.8	0	5.7	0	1.5	2.0

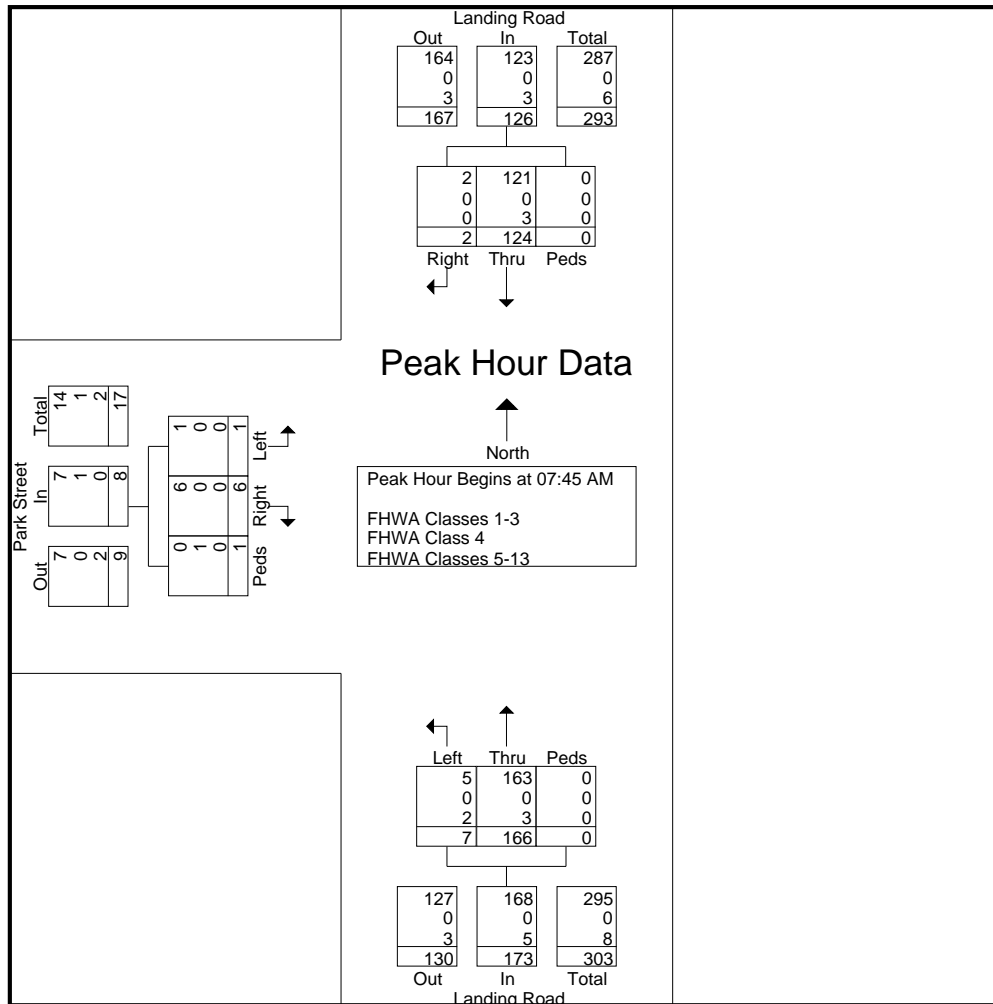


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
 Weather: Clear
 Board #: DB-400 (4)
 Staff: BM

File Name : 145_Landing&Park_AM
 Site Code : 145
 Start Date : 7/17/2008
 Page No : 3

Start Time	Landing Road Southbound				Landing Road Northbound				Park Street 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 07:45 AM													
07:45 AM	24	0	0	24	0	46	0	46	0	0	1	1	71
08:00 AM	33	0	0	33	3	40	0	43	1	1	0	2	78
08:15 AM	35	1	0	36	1	32	0	33	0	0	0	0	69
08:30 AM	32	1	0	33	3	48	0	51	0	5	0	5	89
Total Volume	124	2	0	126	7	166	0	173	1	6	1	8	307
% App. Total	98.4	1.6	0		4	96	0		12.5	75	12.5		
PHF	.886	.500	.000	.875	.583	.865	.000	.848	.250	.300	.250	.400	.862
FHWA Classes 1-3	121	2	0	123	5	163	0	168	1	6	0	7	298
% FHWA Classes 1-3	97.6	100	0	97.6	71.4	98.2	0	97.1	100	100	0	87.5	97.1
FHWA Class 4	0	0	0	0	0	0	0	0	0	0	1	1	1
% FHWA Class 4	0	0	0	0	0	0	0	0	0	0	100	12.5	0.3
FHWA Classes 5-13	3	0	0	3	2	3	0	5	0	0	0	0	8
% FHWA Classes 5-13	2.4	0	0	2.4	28.6	1.8	0	2.9	0	0	0	0	2.6

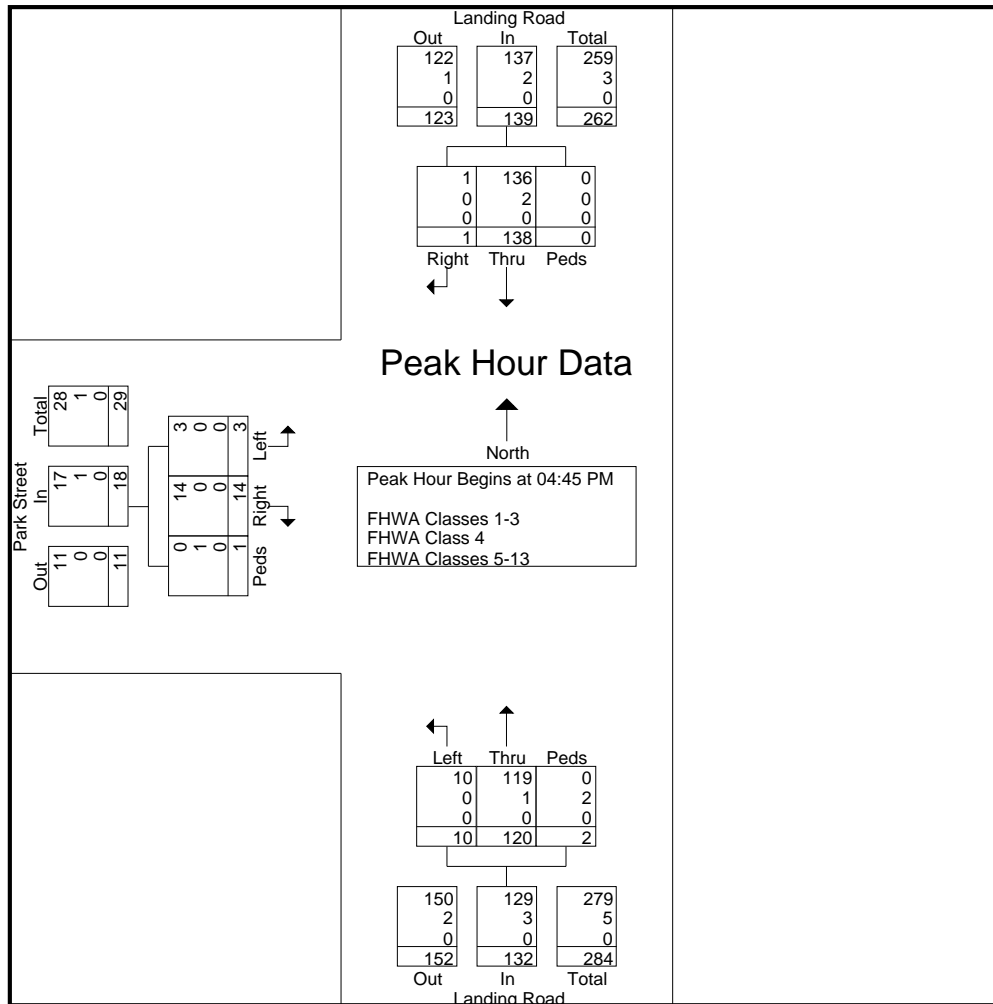


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
 Weather: Clear
 Board #: DB-400 (4)
 Staff: BM

File Name : 145_Landing&Park_PM
 Site Code : 145
 Start Date : 7/17/2008
 Page No : 3

Start Time	Landing Road Southbound				Landing Road Northbound				Park Street 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 04:45 PM													
04:45 PM	33	1	0	34	2	22	2	26	0	3	0	3	63
05:00 PM	29	0	0	29	3	25	0	28	2	3	0	5	62
05:15 PM	34	0	0	34	3	37	0	40	0	5	1	6	80
05:30 PM	42	0	0	42	2	36	0	38	1	3	0	4	84
Total Volume	138	1	0	139	10	120	2	132	3	14	1	18	289
% App. Total	99.3	0.7	0		7.6	90.9	1.5		16.7	77.8	5.6		
PHF	.821	.250	.000	.827	.833	.811	.250	.825	.375	.700	.250	.750	.860
FHWA Classes 1-3	136	1	0	137	10	119	0	129	3	14	0	17	283
% FHWA Classes 1-3	98.6	100	0	98.6	100	99.2	0	97.7	100	100	0	94.4	97.9
FHWA Class 4	2	0	0	2	0	1	2	3	0	0	1	1	6
% FHWA Class 4	1.4	0	0	1.4	0	0.8	100	2.3	0	0	100	5.6	2.1
FHWA Classes 5-13	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA Classes 5-13	0	0	0	0	0	0	0	0	0	0	0	0	0



Old Colony Planning Council

70 School Street

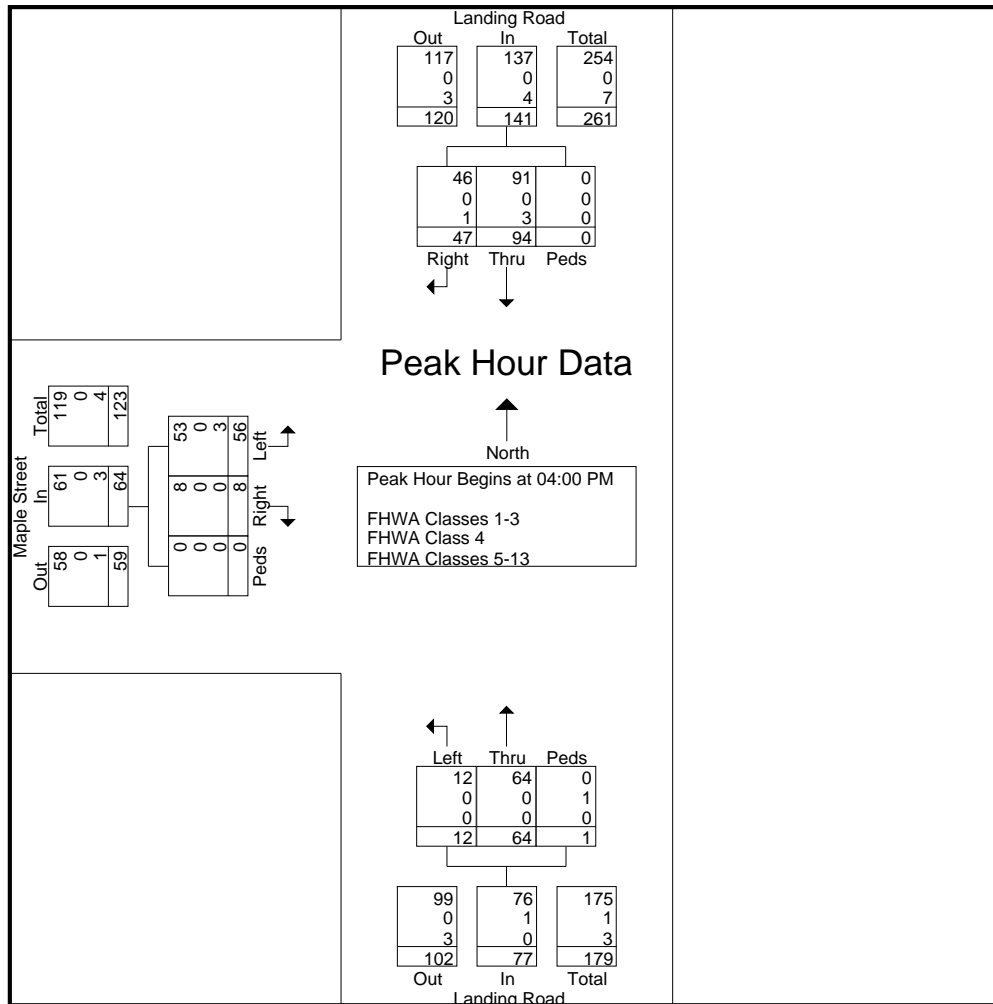
Brockton, MA 02301

508-583-1833

Community: Kingston
 Weather: Clear
 Board #: DB-400 (6)
 Staff: KW

File Name : 145_Landing&Maple_PM
 Site Code : 145
 Start Date : 7/14/2008
 Page No : 3

Start Time	Landing Road Southbound				Landing Road Northbound				Maple Street 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 04:00 PM													
04:00 PM	25	11	0	36	5	17	1	23	12	1	0	13	72
04:15 PM	28	14	0	42	2	13	0	15	16	3	0	19	76
04:30 PM	17	11	0	28	4	12	0	16	15	1	0	16	60
04:45 PM	24	11	0	35	1	22	0	23	13	3	0	16	74
Total Volume	94	47	0	141	12	64	1	77	56	8	0	64	282
% App. Total	66.7	33.3	0		15.6	83.1	1.3		87.5	12.5	0		
PHF	.839	.839	.000	.839	.600	.727	.250	.837	.875	.667	.000	.842	.928
FHWA Classes 1-3	91	46	0	137	12	64	0	76	53	8	0	61	274
% FHWA Classes 1-3	96.8	97.9	0	97.2	100	100	0	98.7	94.6	100	0	95.3	97.2
FHWA Class 4	0	0	0	0	0	0	1	1	0	0	0	0	1
% FHWA Class 4	0	0	0	0	0	0	100	1.3	0	0	0	0	0.4
FHWA Classes 5-13	3	1	0	4	0	0	0	0	3	0	0	3	7
% FHWA Classes 5-13	3.2	2.1	0	2.8	0	0	0	0	5.4	0	0	4.7	2.5

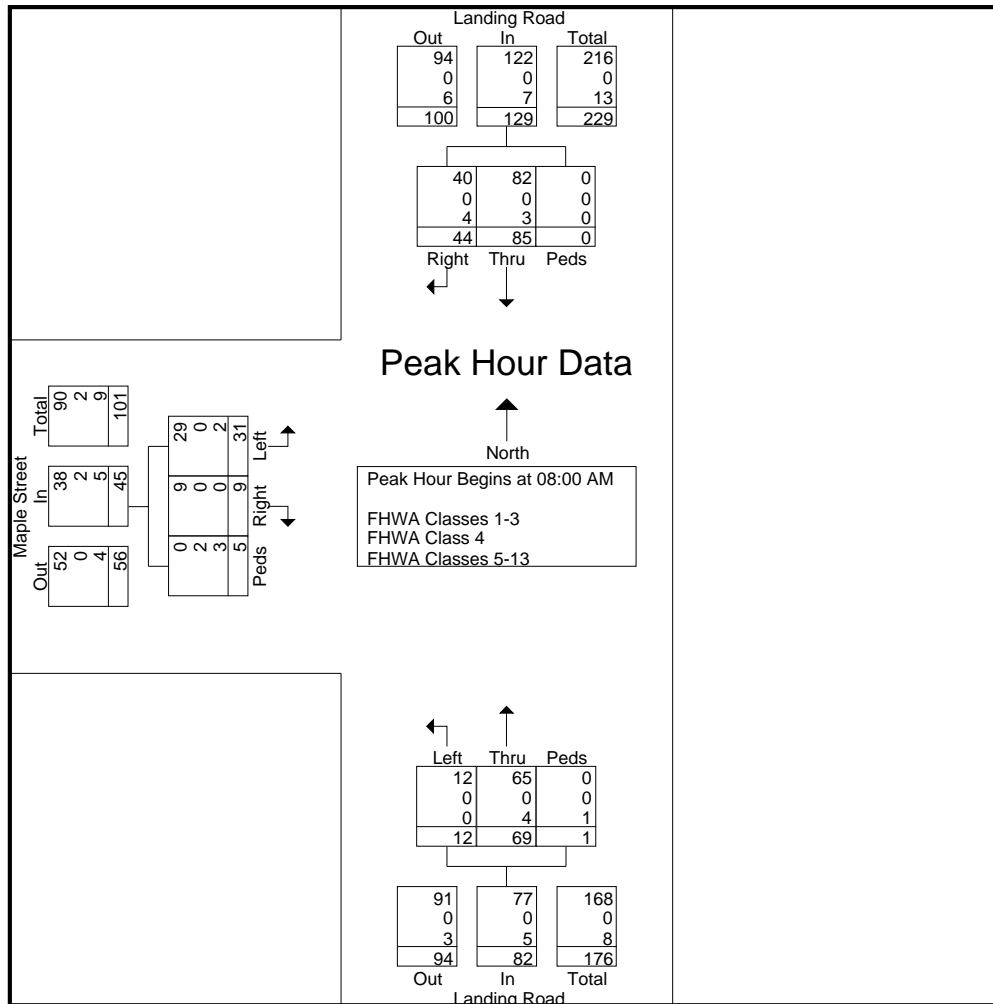


**Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833**

Community: Kingston
Weather: Clear
Board #: DB-400 (6)
Staff: KW

File Name : 145_Landing&Maple_AM
Site Code : 145
Start Date : 7/15/2008
Page No : 3

Start Time	Landing Road Southbound				Landing Road Northbound				Maple Street 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	28	17	0	45	2	16	0	18	8	1	0	9	72
08:15 AM	29	9	0	38	0	17	1	18	11	1	4	16	72
08:30 AM	18	5	0	23	6	11	0	17	7	1	0	8	48
08:45 AM	10	13	0	23	4	25	0	29	5	6	1	12	64
Total Volume	85	44	0	129	12	69	1	82	31	9	5	45	256
% App. Total	65.9	34.1	0		14.6	84.1	1.2		68.9	20	11.1		
PHF	.733	.647	.000	.717	.500	.690	.250	.707	.705	.375	.313	.703	.889
FHWA Classes 1-3	82	40	0	122	12	65	0	77	29	9	0	38	237
% FHWA Classes 1-3	96.5	90.9	0	94.6	100	94.2	0	93.9	93.5	100	0	84.4	92.6
FHWA Class 4	0	0	0	0	0	0	0	0	0	0	2	2	2
% FHWA Class 4	0	0	0	0	0	0	0	0	0	0	40.0	4.4	0.8
FHWA Classes 5-13	3	4	0	7	0	4	1	5	2	0	3	5	17
% FHWA Classes 5-13	3.5	9.1	0	5.4	0	5.8	100	6.1	6.5	0	60.0	11.1	6.6

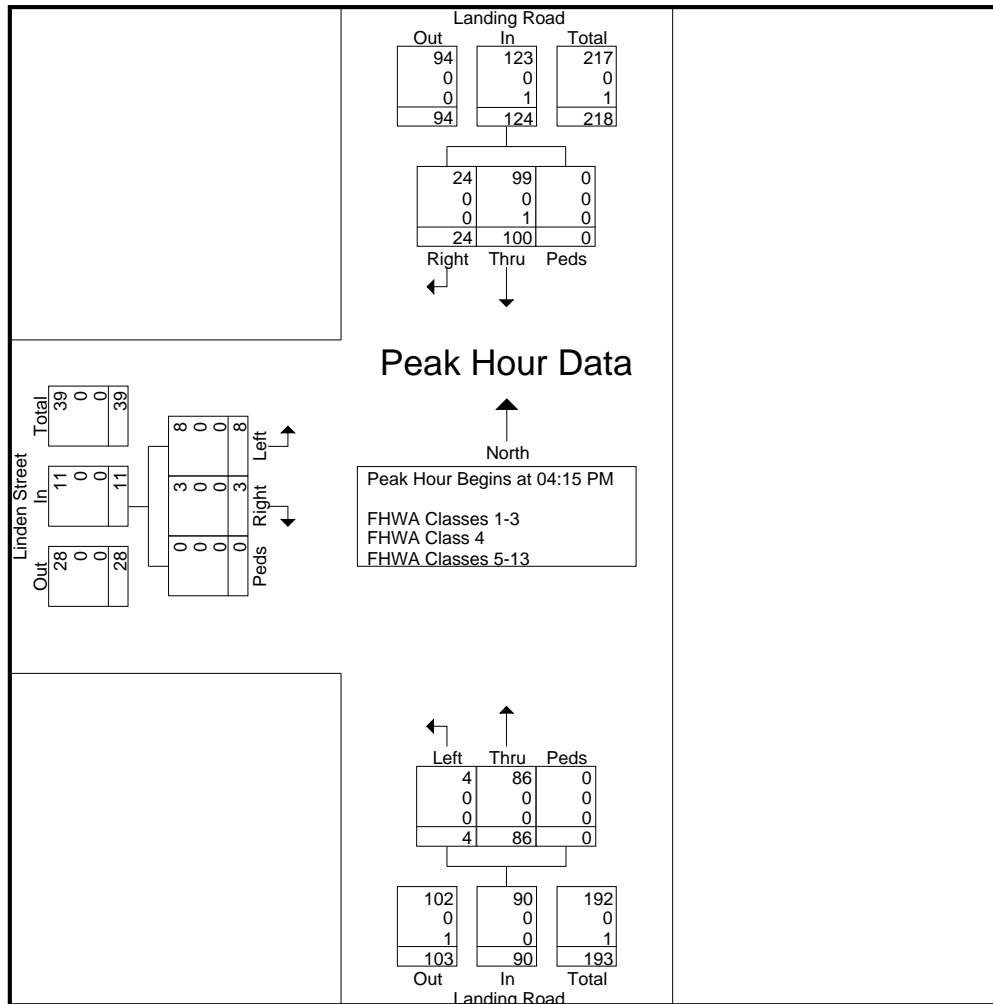


**Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833**

Community: Kingston
Weather: Clear
Board #: DB-400 (4)
Staff: CC

File Name : 145_Landing&Linden_PM
Site Code : 145
Start Date : 7/9/2008
Page No : 3

Start Time	Landing Road Southbound				Landing Road Northbound				Linden Street 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 04:15 PM													
04:15 PM	32	11	0	43	1	22	0	23	2	1	0	3	69
04:30 PM	18	7	0	25	2	19	0	21	3	1	0	4	50
04:45 PM	27	2	0	29	0	18	0	18	1	0	0	1	48
05:00 PM	23	4	0	27	1	27	0	28	2	1	0	3	58
Total Volume	100	24	0	124	4	86	0	90	8	3	0	11	225
% App. Total	80.6	19.4	0		4.4	95.6	0		72.7	27.3	0		
PHF	.781	.545	.000	.721	.500	.796	.000	.804	.667	.750	.000	.688	.815
FHWA Classes 1-3	99	24	0	123	4	86	0	90	8	3	0	11	224
% FHWA Classes 1-3	99.0	100	0	99.2	100	100	0	100	100	100	0	100	99.6
FHWA Class 4	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA Class 4	0	0	0	0	0	0	0	0	0	0	0	0	0
FHWA Classes 5-13	1	0	0	1	0	0	0	0	0	0	0	0	1
% FHWA Classes 5-13	1.0	0	0	0.8	0	0	0	0	0	0	0	0	0.4

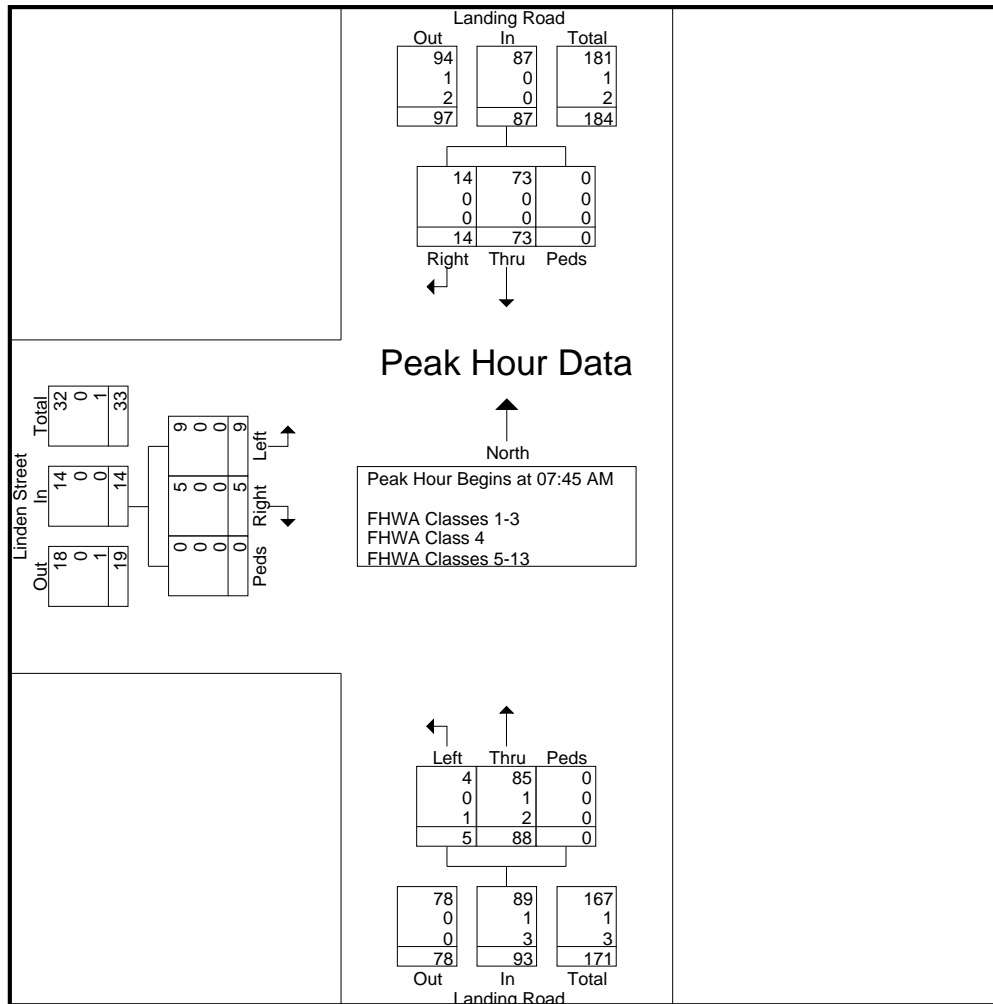


**Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833**

Community: Kingston
Weather: Clear
Board #: TDC-8 (1)
Staff: CC

File Name : 145_Landing&Linden_AM
Site Code : 145
Start Date : 7/16/2008
Page No : 3

Start Time	Landing Road Southbound				Landing Road Northbound				Linden Street 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 07:45 AM													
07:45 AM	21	6	0	27	2	28	0	30	4	1	0	5	62
08:00 AM	14	4	0	18	2	20	0	22	2	3	0	5	45
08:15 AM	25	4	0	29	1	17	0	18	1	0	0	1	48
08:30 AM	13	0	0	13	0	23	0	23	2	1	0	3	39
Total Volume	73	14	0	87	5	88	0	93	9	5	0	14	194
% App. Total	83.9	16.1	0		5.4	94.6	0		64.3	35.7	0		
PHF	.730	.583	.000	.750	.625	.786	.000	.775	.563	.417	.000	.700	.782
FHWA Classes 1-3	73	14	0	87	4	85	0	89	9	5	0	14	190
% FHWA Classes 1-3	100	100	0	100	80.0	96.6	0	95.7	100	100	0	100	97.9
FHWA Class 4	0	0	0	0	0	1	0	1	0	0	0	0	1
% FHWA Class 4	0	0	0	0	0	1.1	0	1.1	0	0	0	0	0.5
FHWA Classes 5-13	0	0	0	0	1	2	0	3	0	0	0	0	3
% FHWA Classes 5-13	0	0	0	0	20.0	2.3	0	3.2	0	0	0	0	1.5

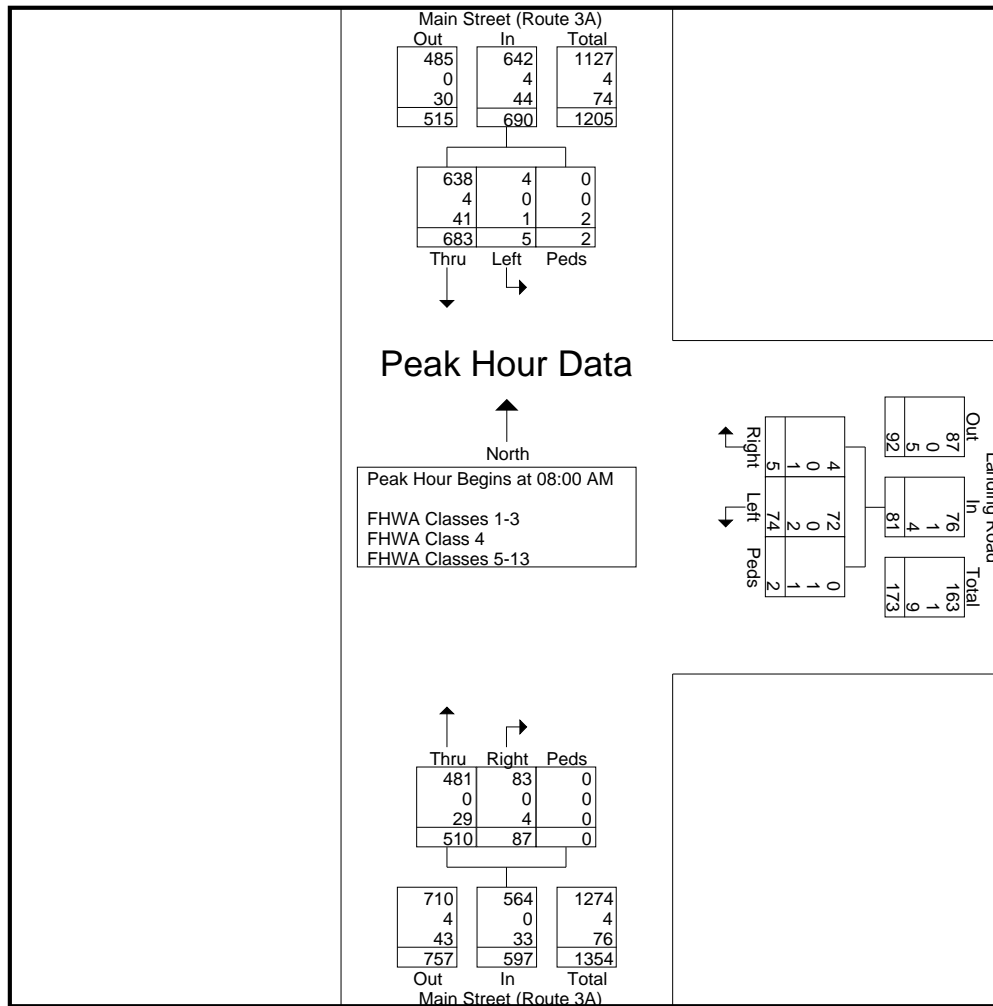


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
 Weather: Clear
 Board #: DB-400 (6)
 Staff: JC

File Name : 145_Main&Landing_AM
 Site Code : 145
 Start Date : 7/16/2008
 Page No : 3

Start Time	Main Street (Route 3A) Southbound				Landing Road Westbound				Main Street (Route 3A) Northbound				Int. Total
	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	1	137	0	138	16	0	0	16	114	22	0	136	290
08:15 AM	1	184	2	187	24	1	0	25	123	17	0	140	352
08:30 AM	0	171	0	171	17	0	1	18	134	23	0	157	346
08:45 AM	3	191	0	194	17	4	1	22	139	25	0	164	380
Total Volume	5	683	2	690	74	5	2	81	510	87	0	597	1368
% App. Total	0.7	99	0.3		91.4	6.2	2.5		85.4	14.6	0		
PHF	.417	.894	.250	.889	.771	.313	.500	.810	.917	.870	.000	.910	.900
FHWA Classes 1-3	4	638	0	642	72	4	0	76	481	83	0	564	1282
% FHWA Classes 1-3	80.0	93.4	0	93.0	97.3	80.0	0	93.8	94.3	95.4	0	94.5	93.7
FHWA Class 4	0	4	0	4	0	0	1	1	0	0	0	0	5
% FHWA Class 4	0	0.6	0	0.6	0	0	50.0	1.2	0	0	0	0	0.4
FHWA Classes 5-13	1	41	2	44	2	1	1	4	29	4	0	33	81
% FHWA Classes 5-13	20.0	6.0	100	6.4	2.7	20.0	50.0	4.9	5.7	4.6	0	5.5	5.9

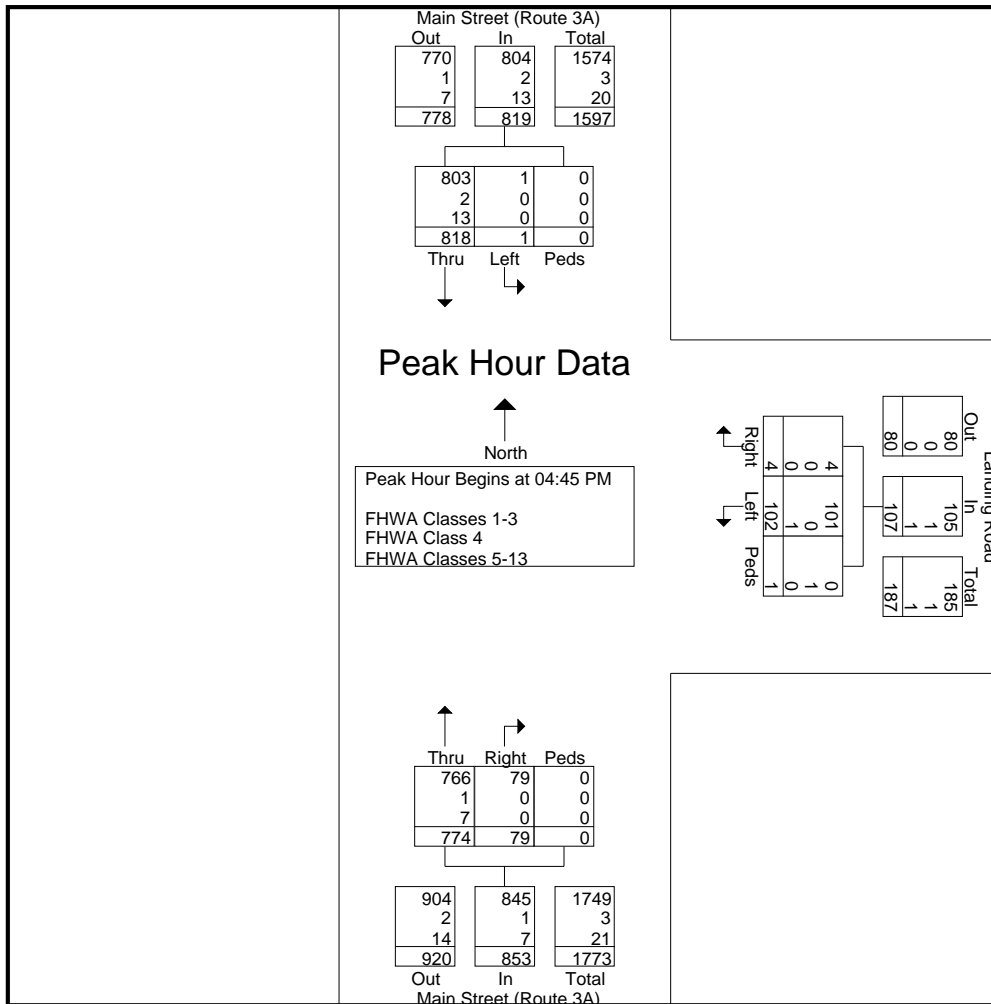


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833

Community: Kingston
 Weather: Clear
 Board #: DB-400 (3)
 Staff: EG

File Name : 145_Main&Landing_PM
 Site Code : 145
 Start Date : 7/9/2008
 Page No : 3

Start Time	Main Street (Route 3A) Southbound				Landing Road Westbound				Main Street (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 04:45 PM													
04:45 PM	0	190	0	190	28	1	1	30	197	16	0	213	433
05:00 PM	0	194	0	194	21	3	0	24	204	29	0	233	451
05:15 PM	1	195	0	196	23	0	0	23	206	17	0	223	442
05:30 PM	0	239	0	239	30	0	0	30	167	17	0	184	453
Total Volume	1	818	0	819	102	4	1	107	774	79	0	853	1779
% App. Total	0.1	99.9	0		95.3	3.7	0.9		90.7	9.3	0		
PHF	.250	.856	.000	.857	.850	.333	.250	.892	.939	.681	.000	.915	.982
FHWA Classes 1-3	1	803	0	804	101	4	0	105	766	79	0	845	1754
% FHWA Classes 1-3	100	98.2	0	98.2	99.0	100	0	98.1	99.0	100	0	99.1	98.6
FHWA Class 4	0	2	0	2	0	0	1	1	1	0	0	1	4
% FHWA Class 4	0	0.2	0	0.2	0	0	100	0.9	0.1	0	0	0.1	0.2
FHWA Classes 5-13	0	13	0	13	1	0	0	1	7	0	0	7	21
% FHWA Classes 5-13	0	1.6	0	1.6	1.0	0	0	0.9	0.9	0	0	0.8	1.2



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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #14
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Maple St

Start Time	07-Jul-08		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	*	*	6	9	10	8	*	*	*	*	*	*	*	*	8	8
01:00	*	*	3	2	2	5	*	*	*	*	*	*	*	*	2	4
02:00	*	*	1	0	2	1	*	*	*	*	*	*	*	*	2	0
03:00	*	*	1	3	2	5	*	*	*	*	*	*	*	*	2	4
04:00	*	*	3	3	1	2	*	*	*	*	*	*	*	*	2	2
05:00	*	*	17	17	13	20	*	*	*	*	*	*	*	*	15	18
06:00	*	*	40	40	47	40	*	*	*	*	*	*	*	*	44	40
07:00	*	*	106	100	97	100	*	*	*	*	*	*	*	*	102	100
08:00	*	*	113	130	120	108	*	*	*	*	*	*	*	*	116	119
09:00	*	*	107	121	104	133	*	*	*	*	*	*	*	*	106	127
10:00	*	*	107	117	112	108	*	*	*	*	*	*	*	*	110	112
11:00	*	*	120	131	122	139	*	*	*	*	*	*	*	*	121	135
12:00 PM	*	*	124	153	117	169	*	*	*	*	*	*	*	*	120	161
01:00	*	*	124	158	116	153	*	*	*	*	*	*	*	*	120	156
02:00	*	*	122	163	115	170	*	*	*	*	*	*	*	*	118	166
03:00	*	*	113	160	123	179	*	*	*	*	*	*	*	*	118	170
04:00	*	*	122	195	138	181	*	*	*	*	*	*	*	*	130	188
05:00	*	*	134	155	132	162	*	*	*	*	*	*	*	*	133	158
06:00	*	*	167	92	105	148	*	*	*	*	*	*	*	*	136	120
07:00	*	*	116	137	127	142	*	*	*	*	*	*	*	*	122	140
08:00	*	*	89	89	92	81	*	*	*	*	*	*	*	*	90	85
09:00	*	*	50	55	58	52	*	*	*	*	*	*	*	*	54	54
10:00	*	*	31	19	37	28	*	*	*	*	*	*	*	*	34	24
11:00	*	*	16	15	8	8	*	*	*	*	*	*	*	*	12	12
Total Day	0	0	1832	2064	1800	2142	0	0	0	0	0	0	0	0	1817	2103
AM Peak Vol.			11:00	11:00	11:00	11:00									11:00	11:00
PM Peak Vol.			18:00	16:00	16:00	16:00									18:00	16:00
Comb. Total	0		3896		3942		0		0		0		0		3920	

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #14
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Maple St

Start Time	07-Jul-08 Mon	08-Jul-08 Tue	09-Jul-08 Wed	10-Jul-08 Thu	11-Jul-08 Fri	12-Jul-08 Sat	13-Jul-08 Sun	Week Average
12:00 AM	*	15	18	*	*	*	*	16
01:00	*	5	7	*	*	*	*	6
02:00	*	1	3	*	*	*	*	2
03:00	*	4	7	*	*	*	*	6
04:00	*	6	3	*	*	*	*	4
05:00	*	34	33	*	*	*	*	34
06:00	*	80	87	*	*	*	*	84
07:00	*	206	197	*	*	*	*	202
08:00	*	243	228	*	*	*	*	236
09:00	*	228	237	*	*	*	*	232
10:00	*	224	220	*	*	*	*	222
11:00	*	251	261	*	*	*	*	256
12:00 PM	*	277	286	*	*	*	*	282
01:00	*	282	269	*	*	*	*	276
02:00	*	285	285	*	*	*	*	285
03:00	*	273	302	*	*	*	*	288
04:00	*	317	319	*	*	*	*	318
05:00	*	289	294	*	*	*	*	292
06:00	*	259	253	*	*	*	*	256
07:00	*	253	269	*	*	*	*	261
08:00	*	178	173	*	*	*	*	176
09:00	*	105	110	*	*	*	*	108
10:00	*	50	65	*	*	*	*	58
11:00	*	31	16	*	*	*	*	24
Total	0	3896	3942	0	0	0	0	3924
Percentage	0.0%	99.3%	100.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00					11:00
Vol.		251	261					256
PM Peak		16:00	16:00					16:00
Vol.		317	319					318

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #14
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Maple St

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
07/08/08	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	4	8	4	1	0	0	0	0	0	0	0	17
06:00	0	0	0	5	17	15	3	0	0	0	0	0	0	0	40
07:00	3	0	1	18	51	31	2	0	0	0	0	0	0	0	106
08:00	1	0	1	13	46	42	9	1	0	0	0	0	0	0	113
09:00	1	0	3	16	44	34	9	0	0	0	0	0	0	0	107
10:00	0	0	0	14	46	40	7	0	0	0	0	0	0	0	107
11:00	1	0	4	12	64	33	5	1	0	0	0	0	0	0	120
12 PM	1	0	1	17	54	36	11	4	0	0	0	0	0	0	124
13:00	1	0	2	21	49	42	9	0	0	0	0	0	0	0	124
14:00	0	0	4	27	49	34	7	1	0	0	0	0	0	0	122
15:00	2	0	2	18	54	28	8	1	0	0	0	0	0	0	113
16:00	3	0	0	16	60	35	8	0	0	0	0	0	0	0	122
17:00	1	0	4	16	56	51	6	0	0	0	0	0	0	0	134
18:00	74	1	0	14	35	34	8	0	1	0	0	0	0	0	167
19:00	1	0	3	19	53	38	2	0	0	0	0	0	0	0	116
20:00	3	0	5	12	41	18	6	4	0	0	0	0	0	0	89
21:00	0	0	0	11	21	12	5	1	0	0	0	0	0	0	50
22:00	0	0	1	6	14	9	1	0	0	0	0	0	0	0	31
23:00	0	0	0	2	8	6	0	0	0	0	0	0	0	0	16
Total	92	1	31	263	777	546	108	13	1	0	0	0	0	0	1832

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #14
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Maple St

NB

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
07:00	0	0	0	1	5	2	2	0	0	0	0	0	0	0	10
01:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	1	5	4	2	0	0	0	0	0	0	0	13
06:00	0	0	0	7	24	14	2	0	0	0	0	0	0	0	47
07:00	0	0	3	19	47	23	5	0	0	0	0	0	0	0	97
08:00	0	0	0	10	55	47	8	0	0	0	0	0	0	0	120
09:00	2	0	1	14	49	33	5	0	0	0	0	0	0	0	104
10:00	0	0	4	15	51	35	7	0	0	0	0	0	0	0	112
11:00	4	0	5	15	50	38	10	0	0	0	0	0	0	0	122
12 PM	2	0	1	15	52	45	2	0	0	0	0	0	0	0	117
13:00	3	0	3	15	50	40	5	0	0	0	0	0	0	0	116
14:00	0	0	2	16	52	40	5	0	0	0	0	0	0	0	115
15:00	2	0	1	11	54	46	9	0	0	0	0	0	0	0	123
16:00	5	0	3	18	53	50	7	1	1	0	0	0	0	0	138
17:00	0	0	1	17	63	41	9	1	0	0	0	0	0	0	132
18:00	2	0	2	17	47	30	7	0	0	0	0	0	0	0	105
19:00	1	0	4	20	57	37	8	0	0	0	0	0	0	0	127
20:00	2	0	4	19	41	23	2	1	0	0	0	0	0	0	92
21:00	0	0	1	10	34	11	2	0	0	0	0	0	0	0	58
22:00	0	0	0	6	16	13	2	0	0	0	0	0	0	0	37
23:00	0	0	0	2	5	1	0	0	0	0	0	0	0	0	8
Total	23	0	36	250	812	576	99	3	1	0	0	0	0	0	1800
Grand Total	115	1	67	513	1589	1122	207	16	2	0	0	0	0	0	3632

15th Percentile : 29 MPH
 50th Percentile : 34 MPH
 85th Percentile : 39 MPH
 95th Percentile : 42 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2711
 Percent in Pace : 74.6%
 Number of Vehicles > 30 MPH : 2936
 Percent of Vehicles > 30 MPH : 80.8%

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #14
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Maple St

SB

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
07/08/08	0	0	1	0	3	3	2	0	0	0	0	0	0	0	9
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
05:00	0	0	0	1	4	8	3	1	0	0	0	0	0	0	17
06:00	0	1	0	2	12	21	3	0	1	0	0	0	0	0	40
07:00	5	0	0	7	20	43	20	5	0	0	0	0	0	0	100
08:00	1	0	0	6	41	49	27	6	0	0	0	0	0	0	130
09:00	1	0	0	6	27	57	25	5	0	0	0	0	0	0	121
10:00	0	0	0	4	41	56	13	2	1	0	0	0	0	0	117
11:00	1	0	0	5	35	63	21	5	1	0	0	0	0	0	131
12 PM	5	0	0	8	48	62	25	5	0	0	0	0	0	0	153
13:00	1	0	1	10	37	84	19	6	0	0	0	0	0	0	158
14:00	3	0	0	10	39	92	16	3	0	0	0	0	0	0	163
15:00	2	0	3	9	40	65	37	3	1	0	0	0	0	0	160
16:00	5	0	0	14	56	84	32	4	0	0	0	0	0	0	195
17:00	2	1	0	7	38	70	33	4	0	0	0	0	0	0	155
18:00	0	0	0	8	44	27	11	2	0	0	0	0	0	0	92
19:00	2	0	1	14	48	52	15	5	0	0	0	0	0	0	137
20:00	2	0	2	12	30	33	9	1	0	0	0	0	0	0	89
21:00	0	1	2	6	21	19	6	0	0	0	0	0	0	0	55
22:00	0	0	0	2	7	9	1	0	0	0	0	0	0	0	19
23:00	0	0	1	1	3	6	4	0	0	0	0	0	0	0	15
Total	30	3	11	132	596	907	324	57	4	0	0	0	0	0	2064

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #14
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Maple St

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
07:00	0	0	0	0	3	2	3	0	0	0	0	0	0	0	8
01:00	0	0	0	2	0	2	1	0	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	0	3	2	0	0	0	0	0	0	0	5
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:00	0	0	0	0	3	11	6	0	0	0	0	0	0	0	20
06:00	0	0	0	5	11	19	5	0	0	0	0	0	0	0	40
07:00	3	0	2	10	26	36	20	3	0	0	0	0	0	0	100
08:00	0	0	0	1	34	40	33	0	0	0	0	0	0	0	108
09:00	1	0	2	7	34	50	36	3	0	0	0	0	0	0	133
10:00	0	0	0	8	28	47	21	4	0	0	0	0	0	0	108
11:00	5	0	0	3	51	47	26	6	1	0	0	0	0	0	139
12 PM	3	0	1	10	47	79	26	2	1	0	0	0	0	0	169
13:00	5	0	8	15	40	55	28	2	0	0	0	0	0	0	153
14:00	0	0	5	5	47	83	25	5	0	0	0	0	0	0	170
15:00	3	0	0	5	46	87	33	5	0	0	0	0	0	0	179
16:00	6	0	2	3	43	87	36	4	0	0	0	0	0	0	181
17:00	4	0	0	6	40	79	27	6	0	0	0	0	0	0	162
18:00	2	0	1	13	48	60	19	5	0	0	0	0	0	0	148
19:00	5	0	2	11	58	49	14	3	0	0	0	0	0	0	142
20:00	1	0	0	9	31	33	6	1	0	0	0	0	0	0	81
21:00	1	0	0	5	23	20	2	1	0	0	0	0	0	0	52
22:00	0	0	0	0	13	12	2	0	1	0	0	0	0	0	28
23:00	0	0	0	0	3	2	3	0	0	0	0	0	0	0	8
Total	39	0	23	118	631	903	375	50	3	0	0	0	0	0	2142
Grand Total	69	3	34	250	1227	1810	699	107	7	0	0	0	0	0	4206

15th Percentile : 32 MPH
 50th Percentile : 37 MPH
 85th Percentile : 42 MPH
 95th Percentile : 45 MPH

Stats
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 3037
 Percent in Pace : 72.2%
 Number of Vehicles > 30 MPH : 3850
 Percent of Vehicles > 30 MPH : 91.5%

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #14
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Maple St

NB, SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
07/08/08	0	0	1	1	6	5	2	0	0	0	0	0	0	0	15
01:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
04:00	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6
05:00	0	0	0	5	12	12	4	1	0	0	0	0	0	0	34
06:00	0	1	0	7	29	36	6	0	1	0	0	0	0	0	80
07:00	8	0	1	25	71	74	22	5	0	0	0	0	0	0	206
08:00	2	0	1	19	87	91	36	7	0	0	0	0	0	0	243
09:00	2	0	3	22	71	91	34	5	0	0	0	0	0	0	228
10:00	0	0	0	18	87	96	20	2	1	0	0	0	0	0	224
11:00	2	0	4	17	99	96	26	6	1	0	0	0	0	0	251
12 PM	6	0	1	25	102	98	36	9	0	0	0	0	0	0	277
13:00	2	0	3	31	86	126	28	6	0	0	0	0	0	0	282
14:00	3	0	4	37	88	126	23	4	0	0	0	0	0	0	285
15:00	4	0	5	27	94	93	45	4	1	0	0	0	0	0	273
16:00	8	0	0	30	116	119	40	4	0	0	0	0	0	0	317
17:00	3	1	4	23	94	121	39	4	0	0	0	0	0	0	289
18:00	74	1	0	22	79	61	19	2	1	0	0	0	0	0	259
19:00	3	0	4	33	101	90	17	5	0	0	0	0	0	0	253
20:00	5	0	7	24	71	51	15	5	0	0	0	0	0	0	178
21:00	0	1	2	17	42	31	11	1	0	0	0	0	0	0	105
22:00	0	0	1	8	21	18	2	0	0	0	0	0	0	0	50
23:00	0	0	1	3	11	12	4	0	0	0	0	0	0	0	31
Total	122	4	42	395	1373	1453	432	70	5	0	0	0	0	0	3896

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #14
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Maple St

NB, SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
07:00	0	0	0	1	8	4	5	0	0	0	0	0	0	0	18
01:00	0	0	0	3	0	3	1	0	0	0	0	0	0	0	7
02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	2	3	2	0	0	0	0	0	0	0	7
04:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
05:00	0	0	1	1	8	15	8	0	0	0	0	0	0	0	33
06:00	0	0	0	12	35	33	7	0	0	0	0	0	0	0	87
07:00	3	0	5	29	73	59	25	3	0	0	0	0	0	0	197
08:00	0	0	0	11	89	87	41	0	0	0	0	0	0	0	228
09:00	3	0	3	21	83	83	41	3	0	0	0	0	0	0	237
10:00	0	0	4	23	79	82	28	4	0	0	0	0	0	0	220
11:00	9	0	5	18	101	85	36	6	1	0	0	0	0	0	261
12 PM	5	0	2	25	99	124	28	2	1	0	0	0	0	0	286
13:00	8	0	11	30	90	95	33	2	0	0	0	0	0	0	269
14:00	0	0	7	21	99	123	30	5	0	0	0	0	0	0	285
15:00	5	0	1	16	100	133	42	5	0	0	0	0	0	0	302
16:00	11	0	5	21	96	137	43	5	1	0	0	0	0	0	319
17:00	4	0	1	23	103	120	36	7	0	0	0	0	0	0	294
18:00	4	0	3	30	95	90	26	5	0	0	0	0	0	0	253
19:00	6	0	6	31	115	86	22	3	0	0	0	0	0	0	269
20:00	3	0	4	28	72	56	8	2	0	0	0	0	0	0	173
21:00	1	0	1	15	57	31	4	1	0	0	0	0	0	0	110
22:00	0	0	0	6	29	25	4	0	1	0	0	0	0	0	65
23:00	0	0	0	2	8	3	3	0	0	0	0	0	0	0	16
Total	62	0	59	368	1443	1479	474	53	4	0	0	0	0	0	3942
Grand Total	184	4	101	763	2816	2932	906	123	9	0	0	0	0	0	7838

15th Percentile : 31 MPH
 50th Percentile : 36 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH

Stats
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 5748
 Percent in Pace : 73.3%
 Number of Vehicles > 30 MPH : 6786
 Percent of Vehicles > 30 MPH : 86.6%

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #14
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Maple St

NB	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	Truck Total
	07/08/08	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
	01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
	05:00	0	11	5	1	0	0	0	0	0	0	0	0	0	17	1
	06:00	1	21	17	0	1	0	0	0	0	0	0	0	0	40	1
	07:00	1	68	30	1	6	0	0	0	0	0	0	0	0	106	7
	08:00	2	65	38	1	5	0	0	2	0	0	0	0	0	113	8
	09:00	1	65	32	0	7	1	0	1	0	0	0	0	0	107	9
	10:00	1	70	27	1	8	0	0	0	0	0	0	0	0	107	9
	11:00	0	89	27	0	4	0	0	0	0	0	0	0	0	120	4
	12 PM	2	80	33	0	5	4	0	0	0	0	0	0	0	124	9
	13:00	1	92	29	0	2	0	0	0	0	0	0	0	0	124	2
	14:00	0	93	24	1	3	1	0	0	0	0	0	0	0	122	5
	15:00	3	79	24	0	6	0	0	0	0	0	0	0	0	112	6
	16:00	0	92	24	0	5	0	0	0	0	0	0	0	0	121	5
	17:00	5	93	31	1	3	0	0	1	0	0	0	0	0	134	5
	18:00	7	116	37	0	7	0	0	0	0	0	0	0	0	167	7
	19:00	1	87	23	0	5	0	0	0	0	0	0	0	0	116	5
	20:00	3	62	21	0	2	1	0	0	0	0	0	0	0	89	3
	21:00	0	44	6	0	0	0	0	0	0	0	0	0	0	50	0
	22:00	1	23	7	0	0	0	0	0	0	0	0	0	0	31	0
	23:00	1	14	1	0	0	0	0	0	0	0	0	0	0	16	0
	Total	30	1276	438	6	69	7	0	4	0	0	0	0	0	1830	86
	Percent	1.6%	69.7%	23.9%	0.3%	3.8%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		4.7%
	AM Peak	08:00	11:00	08:00	05:00	10:00	09:00		08:00						11:00	09:00
	Vol.	2	89	38	1	8	1		2						120	9
	PM Peak	18:00	18:00	18:00	14:00	18:00	12:00		17:00						18:00	12:00
	Vol.	7	116	37	1	7	4		1						167	9

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #14
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Maple St

SB

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	Truck Total
07/08/08	0	7	1	0	1	0	0	0	0	0	0	0	0	9	1
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	13	3	1	0	0	0	0	0	0	0	0	0	17	1
06:00	1	21	15	0	3	0	0	0	0	0	0	0	0	40	3
07:00	0	70	28	0	2	0	0	0	0	0	0	0	0	100	2
08:00	1	93	28	2	5	0	0	1	0	0	0	0	0	130	8
09:00	0	81	34	2	3	1	0	0	0	0	0	0	0	121	6
10:00	1	87	26	0	2	0	0	1	0	0	0	0	0	117	3
11:00	0	83	39	0	8	1	0	0	0	0	0	0	0	131	9
12 PM	0	102	45	0	5	1	0	0	0	0	0	0	0	153	6
13:00	1	117	34	0	5	1	0	0	0	0	0	0	0	158	6
14:00	1	109	41	0	10	2	0	0	0	0	0	0	0	163	12
15:00	0	101	47	0	11	0	0	0	0	0	0	0	0	159	11
16:00	3	124	58	0	9	0	0	0	0	0	0	0	0	194	9
17:00	0	107	36	1	9	0	0	1	0	0	0	0	0	154	11
18:00	1	65	20	0	5	0	0	1	0	0	0	0	0	92	6
19:00	5	92	33	0	6	0	0	0	0	0	0	0	0	136	6
20:00	1	65	20	0	2	0	0	0	0	0	0	0	0	88	2
21:00	0	38	14	0	3	0	0	0	0	0	0	0	0	55	3
22:00	2	15	2	0	0	0	0	0	0	0	0	0	0	19	0
23:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0
Total	17	1411	526	6	89	6	0	4	0	0	0	0	0	2059	105
Percent	0.8%	68.5%	25.5%	0.3%	4.3%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		5.1%
AM Peak	06:00	08:00	11:00	08:00	11:00	09:00		08:00						11:00	11:00
Vol.	1	93	39	2	8	1		1						131	9
PM Peak	19:00	16:00	16:00	17:00	15:00	14:00		17:00						16:00	14:00
Vol.	5	124	58	1	11	2		1						194	12

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #14
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Maple St

NB, SB	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	Truck Total
	07/08/08	0	12	2	0	1	0	0	0	0	0	0	0	0	15	1
	01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
	04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
	05:00	0	24	8	2	0	0	0	0	0	0	0	0	0	34	2
	06:00	2	42	32	0	4	0	0	0	0	0	0	0	0	80	4
	07:00	1	138	58	1	8	0	0	0	0	0	0	0	0	206	9
	08:00	3	158	66	3	10	0	0	3	0	0	0	0	0	243	16
	09:00	1	146	66	2	10	2	0	1	0	0	0	0	0	228	15
	10:00	2	157	53	1	10	0	0	1	0	0	0	0	0	224	12
	11:00	0	172	66	0	12	1	0	0	0	0	0	0	0	251	13
	12 PM	2	182	78	0	10	5	0	0	0	0	0	0	0	277	15
	13:00	2	209	63	0	7	1	0	0	0	0	0	0	0	282	8
	14:00	1	202	65	1	13	3	0	0	0	0	0	0	0	285	17
	15:00	3	180	71	0	17	0	0	0	0	0	0	0	0	271	17
	16:00	3	216	82	0	14	0	0	0	0	0	0	0	0	315	14
	17:00	5	200	67	2	12	0	0	2	0	0	0	0	0	288	16
	18:00	8	181	57	0	12	0	0	1	0	0	0	0	0	259	13
	19:00	6	179	56	0	11	0	0	0	0	0	0	0	0	252	11
	20:00	4	127	41	0	4	1	0	0	0	0	0	0	0	177	5
	21:00	0	82	20	0	3	0	0	0	0	0	0	0	0	105	3
	22:00	3	38	9	0	0	0	0	0	0	0	0	0	0	50	0
	23:00	1	27	3	0	0	0	0	0	0	0	0	0	0	31	0
	Total	47	2687	964	12	158	13	0	8	0	0	0	0	0	3889	191
	Percent	1.2%	69.1%	24.8%	0.3%	4.1%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		4.9%
	AM Peak	08:00	11:00	08:00	08:00	11:00	09:00		08:00						11:00	08:00
	Vol.	3	172	66	3	12	2		3						251	16
	PM Peak	18:00	16:00	16:00	17:00	15:00	12:00		17:00						16:00	14:00
	Vol.	8	216	82	2	17	5		2						315	17

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #13
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Linden St

Start Time	07-Jul-08		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	*	*	8	7	9	5	*	*	*	*	*	*	*	*	8	6
01:00	*	*	1	4	1	5	*	*	*	*	*	*	*	*	1	4
02:00	*	*	1	0	2	1	*	*	*	*	*	*	*	*	2	0
03:00	*	*	2	2	2	4	*	*	*	*	*	*	*	*	2	3
04:00	*	*	1	4	0	2	*	*	*	*	*	*	*	*	0	3
05:00	*	*	13	12	11	13	*	*	*	*	*	*	*	*	12	12
06:00	*	*	35	27	34	18	*	*	*	*	*	*	*	*	34	22
07:00	*	*	78	70	73	79	*	*	*	*	*	*	*	*	76	74
08:00	*	*	84	97	97	88	*	*	*	*	*	*	*	*	90	92
09:00	*	*	86	103	87	101	*	*	*	*	*	*	*	*	86	102
10:00	*	*	88	87	71	74	*	*	*	*	*	*	*	*	80	80
11:00	*	*	78	87	91	109	*	*	*	*	*	*	*	*	84	98
12:00 PM	*	*	96	126	84	128	*	*	*	*	*	*	*	*	90	127
01:00	*	*	99	121	80	107	*	*	*	*	*	*	*	*	90	114
02:00	*	*	88	120	89	121	*	*	*	*	*	*	*	*	88	120
03:00	*	*	87	125	88	134	*	*	*	*	*	*	*	*	88	130
04:00	*	*	79	134	95	134	*	*	*	*	*	*	*	*	87	134
05:00	*	*	102	113	89	103	*	*	*	*	*	*	*	*	96	108
06:00	*	*	95	89	82	102	*	*	*	*	*	*	*	*	88	96
07:00	*	*	102	95	82	96	*	*	*	*	*	*	*	*	92	96
08:00	*	*	62	66	65	71	*	*	*	*	*	*	*	*	64	68
09:00	*	*	37	60	54	41	*	*	*	*	*	*	*	*	46	50
10:00	*	*	26	17	23	26	*	*	*	*	*	*	*	*	24	22
11:00	*	*	14	13	8	7	*	*	*	*	*	*	*	*	11	10
Total Day	0	0	1362	1579	1317	1569	0	0	0	0	0	0	0	0	1339	1571
AM Peak Vol.			88	103	97	109									90	102
PM Peak Vol.			102	134	95	134									96	134
Comb. Total	0		2941		2886		0		0		0		0		2910	

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #13
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Linden St

Start Time	07-Jul-08 Mon	08-Jul-08 Tue	09-Jul-08 Wed	10-Jul-08 Thu	11-Jul-08 Fri	12-Jul-08 Sat	13-Jul-08 Sun	Week Average
12:00 AM	*	15	14	*	*	*	*	14
01:00	*	5	6	*	*	*	*	6
02:00	*	1	3	*	*	*	*	2
03:00	*	4	6	*	*	*	*	5
04:00	*	5	2	*	*	*	*	4
05:00	*	25	24	*	*	*	*	24
06:00	*	62	52	*	*	*	*	57
07:00	*	148	152	*	*	*	*	150
08:00	*	181	185	*	*	*	*	183
09:00	*	189	188	*	*	*	*	188
10:00	*	175	145	*	*	*	*	160
11:00	*	165	200	*	*	*	*	182
12:00 PM	*	222	212	*	*	*	*	217
01:00	*	220	187	*	*	*	*	204
02:00	*	208	210	*	*	*	*	209
03:00	*	212	222	*	*	*	*	217
04:00	*	213	229	*	*	*	*	221
05:00	*	215	192	*	*	*	*	204
06:00	*	184	184	*	*	*	*	184
07:00	*	197	178	*	*	*	*	188
08:00	*	128	136	*	*	*	*	132
09:00	*	97	95	*	*	*	*	96
10:00	*	43	49	*	*	*	*	46
11:00	*	27	15	*	*	*	*	21
Total	0	2941	2886	0	0	0	0	2914
Percentage	0.0%	100.9%	99.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	11:00					09:00
Vol.		189	200					188
PM Peak		12:00	16:00					16:00
Vol.		222	229					221

Old Colony Planning Council
 70 School Street
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Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #13
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Linden St

NB

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
07/08/08	0	0	0	0	2	5	1	0	0	0	0	0	0	0	8
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	2	1	4	5	0	0	0	0	0	0	0	13
06:00	0	0	0	0	8	19	7	1	0	0	0	0	0	0	35
07:00	2	0	0	10	35	23	8	0	0	0	0	0	0	0	78
08:00	1	1	0	7	36	29	7	3	0	0	0	0	0	0	84
09:00	1	0	0	13	32	35	4	1	0	0	0	0	0	0	86
10:00	1	2	1	5	35	32	11	1	0	0	0	0	0	0	88
11:00	2	0	0	8	35	27	6	0	0	0	0	0	0	0	78
12 PM	2	1	1	10	29	43	9	1	0	0	0	0	0	0	96
13:00	1	1	4	17	36	30	10	0	0	0	0	0	0	0	99
14:00	2	0	4	16	32	30	4	0	0	0	0	0	0	0	88
15:00	3	0	0	12	28	28	13	3	0	0	0	0	0	0	87
16:00	3	0	0	5	22	37	9	3	0	0	0	0	0	0	79
17:00	1	1	1	4	32	45	16	2	0	0	0	0	0	0	102
18:00	1	0	0	4	33	39	14	4	0	0	0	0	0	0	95
19:00	4	0	0	6	30	47	15	0	0	0	0	0	0	0	102
20:00	0	1	2	7	23	24	5	0	0	0	0	0	0	0	62
21:00	0	0	0	2	17	11	7	0	0	0	0	0	0	0	37
22:00	0	1	1	4	12	7	1	0	0	0	0	0	0	0	26
23:00	0	0	0	2	2	8	2	0	0	0	0	0	0	0	14
Total	24	9	14	135	481	524	155	19	1	0	0	0	0	0	1362

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #13
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Linden St

NB

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
07/09/08	0	0	0	1	2	4	2	0	0	0	0	0	0	0	9
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	3	1	3	1	1	0	0	0	0	0	11
06:00	0	1	0	2	9	11	10	1	0	0	0	0	0	0	34
07:00	1	0	0	9	21	29	12	1	0	0	0	0	0	0	73
08:00	0	0	0	3	23	48	21	2	0	0	0	0	0	0	97
09:00	2	0	2	3	33	35	12	0	0	0	0	0	0	0	87
10:00	0	0	0	3	14	33	20	1	0	0	0	0	0	0	71
11:00	0	0	1	10	17	42	18	3	0	0	0	0	0	0	91
12 PM	5	2	1	0	13	45	15	3	0	0	0	0	0	0	84
13:00	3	0	0	0	23	35	17	2	0	0	0	0	0	0	80
14:00	2	0	2	6	28	32	18	1	0	0	0	0	0	0	89
15:00	2	0	1	5	25	37	17	1	0	0	0	0	0	0	88
16:00	5	0	0	8	23	46	11	2	0	0	0	0	0	0	95
17:00	2	0	0	0	24	46	15	2	0	0	0	0	0	0	89
18:00	2	1	0	4	16	40	18	1	0	0	0	0	0	0	82
19:00	2	0	0	3	21	42	11	3	0	0	0	0	0	0	82
20:00	0	0	1	7	15	34	7	0	1	0	0	0	0	0	65
21:00	1	0	1	9	27	12	2	2	0	0	0	0	0	0	54
22:00	0	0	0	2	9	8	4	0	0	0	0	0	0	0	23
23:00	0	0	0	0	4	3	1	0	0	0	0	0	0	0	8
Total	28	4	9	77	352	584	235	26	2	0	0	0	0	0	1317
Grand Total	52	13	23	212	833	1108	390	45	3	0	0	0	0	0	2679

15th Percentile : 31 MPH
 50th Percentile : 36 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 : 1941
 Percent in Pace : 72.5%
 Number of Vehicles > 30 MPH : 2379
 Percent of Vehicles > 30 MPH : 88.8%

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #13
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Linden St

SB

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
07/08/08	0	0	1	0	3	2	0	1	0	0	0	0	0	0	7
01:00	0	0	1	2	0	1	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	1	0	0	0	1	1	0	1	0	0	0	0	0	0	4
05:00	0	1	1	0	2	5	2	1	0	0	0	0	0	0	12
06:00	0	0	0	2	3	15	6	0	1	0	0	0	0	0	27
07:00	1	1	1	4	26	23	11	3	0	0	0	0	0	0	70
08:00	4	5	10	18	38	20	2	0	0	0	0	0	0	0	97
09:00	8	8	13	23	30	19	2	0	0	0	0	0	0	0	103
10:00	6	7	5	17	39	11	2	0	0	0	0	0	0	0	87
11:00	4	2	7	23	33	16	2	0	0	0	0	0	0	0	87
12 PM	6	3	15	32	48	20	2	0	0	0	0	0	0	0	126
13:00	11	5	9	30	47	17	2	0	0	0	0	0	0	0	121
14:00	9	4	11	30	47	13	6	0	0	0	0	0	0	0	120
15:00	3	2	5	18	40	51	5	1	0	0	0	0	0	0	125
16:00	1	1	1	14	43	55	19	0	0	0	0	0	0	0	134
17:00	3	0	0	3	32	59	16	0	0	0	0	0	0	0	113
18:00	4	2	0	12	27	32	11	1	0	0	0	0	0	0	89
19:00	1	0	1	10	40	34	7	1	1	0	0	0	0	0	95
20:00	0	0	2	4	31	23	5	1	0	0	0	0	0	0	66
21:00	0	0	2	8	22	24	4	0	0	0	0	0	0	0	60
22:00	2	0	0	2	9	3	1	0	0	0	0	0	0	0	17
23:00	0	0	2	1	3	5	2	0	0	0	0	0	0	0	13
Total	64	41	87	253	564	450	108	10	2	0	0	0	0	0	1579

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #13
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Linden St

SB

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
07:00	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
08:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5
09:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	1	0	1	1	1	0	0	0	0	0	0	4
11:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
12:00	0	0	0	0	3	7	3	0	0	0	0	0	0	0	13
13:00	1	0	0	0	7	4	6	0	0	0	0	0	0	0	18
14:00	0	1	0	9	22	31	12	4	0	0	0	0	0	0	79
15:00	0	0	0	8	30	35	14	1	0	0	0	0	0	0	88
16:00	1	2	0	11	30	35	19	3	0	0	0	0	0	0	101
17:00	0	0	0	1	30	36	7	0	0	0	0	0	0	0	74
18:00	3	0	0	6	33	53	14	0	0	0	0	0	0	0	109
19:00	3	1	0	8	54	42	18	1	1	0	0	0	0	0	128
20:00	0	0	1	9	16	60	20	1	0	0	0	0	0	0	107
21:00	0	1	0	12	41	48	18	1	0	0	0	0	0	0	121
22:00	0	2	2	18	46	55	10	1	0	0	0	0	0	0	134
23:00	7	0	0	9	46	56	13	3	0	0	0	0	0	0	134
00:00	1	0	0	1	34	49	14	4	0	0	0	0	0	0	103
01:00	0	0	0	12	34	39	14	2	1	0	0	0	0	0	102
02:00	2	1	1	5	42	38	7	0	0	0	0	0	0	0	96
03:00	0	0	1	6	35	25	3	1	0	0	0	0	0	0	71
04:00	0	0	0	10	19	10	2	0	0	0	0	0	0	0	41
05:00	0	0	0	3	12	8	3	0	0	0	0	0	0	0	26
06:00	0	0	0	0	4	1	2	0	0	0	0	0	0	0	7
Total	18	8	5	132	539	640	202	23	2	0	0	0	0	0	1569
Grand Total	82	49	92	385	1103	1090	310	33	4	0	0	0	0	0	3148

15th Percentile : 29 MPH
 50th Percentile : 35 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH

Stats
 Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2193
 Percent in Pace : 69.7%
 Number of Vehicles > 30 MPH : 2540
 Percent of Vehicles > 30 MPH : 80.7%

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #13
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Linden St

NB, SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
07/08/08	0	0	1	0	5	7	1	1	0	0	0	0	0	0	15
01:00	0	0	1	2	0	2	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
04:00	1	0	0	1	1	1	0	1	0	0	0	0	0	0	5
05:00	0	2	1	2	3	9	7	1	0	0	0	0	0	0	25
06:00	0	0	0	2	11	34	13	1	1	0	0	0	0	0	62
07:00	3	1	1	14	61	46	19	3	0	0	0	0	0	0	148
08:00	5	6	10	25	74	49	9	3	0	0	0	0	0	0	181
09:00	9	8	13	36	62	54	6	1	0	0	0	0	0	0	189
10:00	7	9	6	22	74	43	13	1	0	0	0	0	0	0	175
11:00	6	2	7	31	68	43	8	0	0	0	0	0	0	0	165
12 PM	8	4	16	42	77	63	11	1	0	0	0	0	0	0	222
13:00	12	6	13	47	83	47	12	0	0	0	0	0	0	0	220
14:00	11	4	15	46	79	43	10	0	0	0	0	0	0	0	208
15:00	6	2	5	30	68	79	18	4	0	0	0	0	0	0	212
16:00	4	1	1	19	65	92	28	3	0	0	0	0	0	0	213
17:00	4	1	1	7	64	104	32	2	0	0	0	0	0	0	215
18:00	5	2	0	16	60	71	25	5	0	0	0	0	0	0	184
19:00	5	0	1	16	70	81	22	1	1	0	0	0	0	0	197
20:00	0	1	4	11	54	47	10	1	0	0	0	0	0	0	128
21:00	0	0	2	10	39	35	11	0	0	0	0	0	0	0	97
22:00	2	1	1	6	21	10	2	0	0	0	0	0	0	0	43
23:00	0	0	2	3	5	13	4	0	0	0	0	0	0	0	27
Total	88	50	101	388	1045	974	263	29	3	0	0	0	0	0	2941

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #13
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, north of Linden St

NB, SB

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
07/09/08	0	0	0	1	2	9	2	0	0	0	0	0	0	0	14
01:00	0	0	0	3	1	1	1	0	0	0	0	0	0	0	6
02:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
03:00	0	0	0	1	1	2	1	1	0	0	0	0	0	0	6
04:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:00	1	0	0	1	6	8	6	1	1	0	0	0	0	0	24
06:00	1	1	0	2	16	15	16	1	0	0	0	0	0	0	52
07:00	1	1	0	18	43	60	24	5	0	0	0	0	0	0	152
08:00	0	0	0	11	53	83	35	3	0	0	0	0	0	0	185
09:00	3	2	2	14	63	70	31	3	0	0	0	0	0	0	188
10:00	0	0	0	4	44	69	27	1	0	0	0	0	0	0	145
11:00	3	0	1	16	50	95	32	3	0	0	0	0	0	0	200
12 PM	8	3	1	8	67	87	33	4	1	0	0	0	0	0	212
13:00	3	0	1	9	39	95	37	3	0	0	0	0	0	0	187
14:00	2	1	2	18	69	80	36	2	0	0	0	0	0	0	210
15:00	2	2	3	23	71	92	27	2	0	0	0	0	0	0	222
16:00	12	0	0	17	69	102	24	5	0	0	0	0	0	0	229
17:00	3	0	0	1	58	95	29	6	0	0	0	0	0	0	192
18:00	2	1	0	16	50	79	32	3	1	0	0	0	0	0	184
19:00	4	1	1	8	63	80	18	3	0	0	0	0	0	0	178
20:00	0	0	2	13	50	59	10	1	1	0	0	0	0	0	136
21:00	1	0	1	19	46	22	4	2	0	0	0	0	0	0	95
22:00	0	0	0	5	21	16	7	0	0	0	0	0	0	0	49
23:00	0	0	0	0	8	4	3	0	0	0	0	0	0	0	15
Total	46	12	14	209	891	1224	437	49	4	0	0	0	0	0	2886
Grand Total	134	62	115	597	1936	2198	700	78	7	0	0	0	0	0	5827

15th Percentile : 30 MPH
 50th Percentile : 36 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH

Stats
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 4134
 Percent in Pace : 70.9%
 Number of Vehicles > 30 MPH : 4919
 Percent of Vehicles > 30 MPH : 84.4%

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #12
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, east of Main St (3A)

Start Time	07-Jul-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	6	7	8	5	*	*	*	*	*	*	*	*	7	6
01:00	*	*	1	4	1	6	*	*	*	*	*	*	*	*	1	5
02:00	*	*	1	0	2	0	*	*	*	*	*	*	*	*	2	0
03:00	*	*	1	1	1	3	*	*	*	*	*	*	*	*	1	2
04:00	*	*	0	5	0	5	*	*	*	*	*	*	*	*	0	5
05:00	*	*	8	13	8	14	*	*	*	*	*	*	*	*	8	14
06:00	*	*	30	28	29	20	*	*	*	*	*	*	*	*	30	24
07:00	*	*	75	74	54	88	*	*	*	*	*	*	*	*	64	81
08:00	*	*	77	99	88	94	*	*	*	*	*	*	*	*	82	96
09:00	*	*	73	81	75	91	*	*	*	*	*	*	*	*	74	86
10:00	*	*	79	86	55	84	*	*	*	*	*	*	*	*	67	85
11:00	*	*	70	84	77	101	*	*	*	*	*	*	*	*	74	92
12:00 PM	*	*	70	119	48	132	*	*	*	*	*	*	*	*	59	126
01:00	*	*	85	118	48	116	*	*	*	*	*	*	*	*	66	117
02:00	*	*	82	107	58	136	*	*	*	*	*	*	*	*	70	122
03:00	*	*	73	118	58	142	*	*	*	*	*	*	*	*	66	130
04:00	*	*	73	128	58	133	*	*	*	*	*	*	*	*	66	130
05:00	*	*	101	112	61	125	*	*	*	*	*	*	*	*	81	118
06:00	*	*	99	77	60	109	*	*	*	*	*	*	*	*	80	93
07:00	*	*	89	92	80	94	*	*	*	*	*	*	*	*	84	93
08:00	*	*	50	68	49	73	*	*	*	*	*	*	*	*	50	70
09:00	*	*	31	50	45	47	*	*	*	*	*	*	*	*	38	48
10:00	*	*	21	19	20	27	*	*	*	*	*	*	*	*	20	23
11:00	*	*	13	15	10	7	*	*	*	*	*	*	*	*	12	11
Total Day	0	0	1208	1505	993	1652	0	0	0	0	0	0	0	0	1102	1577
AM Peak Vol.			79	99	88	101									82	96
PM Peak Vol.			101	128	80	142									84	130
Comb. Total	0		2713		2645		0		0		0		0		2679	

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #12
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, east of Main St (3A)

Start Time	07-Jul-08 Mon	08-Jul-08 Tue	09-Jul-08 Wed	10-Jul-08 Thu	11-Jul-08 Fri	12-Jul-08 Sat	13-Jul-08 Sun	Week Average
12:00 AM	*	13	13	*	*	*	*	13
01:00	*	5	7	*	*	*	*	6
02:00	*	1	2	*	*	*	*	2
03:00	*	2	4	*	*	*	*	3
04:00	*	5	5	*	*	*	*	5
05:00	*	21	22	*	*	*	*	22
06:00	*	58	49	*	*	*	*	54
07:00	*	149	142	*	*	*	*	146
08:00	*	176	182	*	*	*	*	179
09:00	*	154	166	*	*	*	*	160
10:00	*	165	139	*	*	*	*	152
11:00	*	154	178	*	*	*	*	166
12:00 PM	*	189	180	*	*	*	*	184
01:00	*	203	164	*	*	*	*	184
02:00	*	189	194	*	*	*	*	192
03:00	*	191	200	*	*	*	*	196
04:00	*	201	191	*	*	*	*	196
05:00	*	213	186	*	*	*	*	200
06:00	*	176	169	*	*	*	*	172
07:00	*	181	174	*	*	*	*	178
08:00	*	118	122	*	*	*	*	120
09:00	*	81	92	*	*	*	*	86
10:00	*	40	47	*	*	*	*	44
11:00	*	28	17	*	*	*	*	22
Total	0	2713	2645	0	0	0	0	2682
Percentage	0.0%	101.2%	98.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	08:00					08:00
Vol.		176	182					179
PM Peak		17:00	15:00					17:00
Vol.		213	200					200

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #11
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Landing Rd, at the Duxbury T/L

Start Time	07-Jul-08		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	*	*	4	6	6	6	*	*	*	*	*	*	*	*	5	6
01:00	*	*	2	4	4	2	*	*	*	*	*	*	*	*	3	3
02:00	*	*	0	0	0	3	*	*	*	*	*	*	*	*	0	2
03:00	*	*	2	0	3	0	*	*	*	*	*	*	*	*	2	0
04:00	*	*	2	4	1	2	*	*	*	*	*	*	*	*	2	3
05:00	*	*	12	16	15	12	*	*	*	*	*	*	*	*	14	14
06:00	*	*	31	38	26	40	*	*	*	*	*	*	*	*	28	39
07:00	*	*	76	97	70	91	*	*	*	*	*	*	*	*	73	94
08:00	*	*	97	110	94	104	*	*	*	*	*	*	*	*	96	107
09:00	*	*	98	98	103	92	*	*	*	*	*	*	*	*	100	95
10:00	*	*	88	96	78	97	*	*	*	*	*	*	*	*	83	96
11:00	*	*	98	107	104	102	*	*	*	*	*	*	*	*	101	104
12:00 PM	*	*	125	96	138	99	*	*	*	*	*	*	*	*	132	98
01:00	*	*	127	111	133	103	*	*	*	*	*	*	*	*	130	107
02:00	*	*	131	104	128	92	*	*	*	*	*	*	*	*	130	98
03:00	*	*	144	101	157	100	*	*	*	*	*	*	*	*	150	100
04:00	*	*	172	99	166	109	*	*	*	*	*	*	*	*	169	104
05:00	*	*	147	105	138	105	*	*	*	*	*	*	*	*	142	105
06:00	*	*	113	94	120	92	*	*	*	*	*	*	*	*	116	93
07:00	*	*	107	92	109	100	*	*	*	*	*	*	*	*	108	96
08:00	*	*	72	67	66	66	*	*	*	*	*	*	*	*	69	66
09:00	*	*	44	39	37	45	*	*	*	*	*	*	*	*	40	42
10:00	*	*	18	24	25	29	*	*	*	*	*	*	*	*	22	26
11:00	*	*	11	10	4	6	*	*	*	*	*	*	*	*	8	8
Total Day	0	0	1721	1518	1725	1497	0	0	0	0	0	0	0	0	1723	1506
	0	0	3239		3222		0	0	0	0	0	0	0	0	3229	
AM Peak Vol.			09:00	08:00	11:00	08:00									11:00	08:00
			98	110	104	104									101	107
PM Peak Vol.			16:00	13:00	16:00	16:00									16:00	13:00
			172	111	166	109									169	107

Comb. Total 0 3239 3222 0 0 0 0 3229

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 Date End: 09-Jul-08
 Landing Rd, at the Duxbury T/L

Start Time	07-Jul-08 Mon	08-Jul-08 Tue	09-Jul-08 Wed	10-Jul-08 Thu	11-Jul-08 Fri	12-Jul-08 Sat	13-Jul-08 Sun	Week Average
12:00 AM	*	10	12	*	*	*	*	11
01:00	*	6	6	*	*	*	*	6
02:00	*	0	3	*	*	*	*	2
03:00	*	2	3	*	*	*	*	2
04:00	*	6	3	*	*	*	*	4
05:00	*	28	27	*	*	*	*	28
06:00	*	69	66	*	*	*	*	68
07:00	*	173	161	*	*	*	*	167
08:00	*	207	198	*	*	*	*	202
09:00	*	196	195	*	*	*	*	196
10:00	*	184	175	*	*	*	*	180
11:00	*	205	206	*	*	*	*	206
12:00 PM	*	221	237	*	*	*	*	229
01:00	*	238	236	*	*	*	*	237
02:00	*	235	220	*	*	*	*	228
03:00	*	245	257	*	*	*	*	251
04:00	*	271	275	*	*	*	*	273
05:00	*	252	243	*	*	*	*	248
06:00	*	207	212	*	*	*	*	210
07:00	*	199	209	*	*	*	*	204
08:00	*	139	132	*	*	*	*	136
09:00	*	83	82	*	*	*	*	82
10:00	*	42	54	*	*	*	*	48
11:00	*	21	10	*	*	*	*	16
Total	0	3239	3222	0	0	0	0	3234
Percentage	0.0%	100.2%	99.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	11:00					11:00
Vol.		207	206					206
PM Peak		16:00	16:00					16:00
Vol.		271	275					273

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 Date Start: 08-Jul-08
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 Landing Rd, at the Duxbury T/L

SB

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
07/08/08	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4
01:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	2	3	3	3	1	0	0	0	0	0	0	12
06:00	0	2	0	0	3	17	7	1	1	0	0	0	0	0	31
07:00	0	0	2	2	12	26	24	9	1	0	0	0	0	0	76
08:00	3	1	3	2	14	35	33	6	0	0	0	0	0	0	97
09:00	2	1	1	1	12	52	23	5	1	0	0	0	0	0	98
10:00	3	2	2	3	23	40	14	0	1	0	0	0	0	0	88
11:00	1	2	0	5	18	54	16	1	1	0	0	0	0	0	98
12 PM	3	3	3	3	23	57	26	7	0	0	0	0	0	0	125
13:00	1	1	2	3	36	59	22	2	1	0	0	0	0	0	127
14:00	2	0	1	0	26	67	29	6	0	0	0	0	0	0	131
15:00	5	2	1	3	29	74	29	1	0	0	0	0	0	0	144
16:00	1	2	2	14	45	65	36	6	1	0	0	0	0	0	172
17:00	1	2	4	5	27	74	30	3	1	0	0	0	0	0	147
18:00	1	2	6	7	31	40	22	4	0	0	0	0	0	0	113
19:00	1	5	8	1	26	50	12	4	0	0	0	0	0	0	107
20:00	3	6	2	5	29	19	6	2	0	0	0	0	0	0	72
21:00	0	0	3	0	15	16	10	0	0	0	0	0	0	0	44
22:00	1	1	2	0	5	8	0	1	0	0	0	0	0	0	18
23:00	0	0	0	1	4	5	1	0	0	0	0	0	0	0	11
Total	28	32	43	58	382	765	346	59	8	0	0	0	0	0	1721

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SB

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
07/09/08	0	0	0	0	1	1	3	1	0	0	0	0	0	0	6
01:00	0	0	0	0	2	1	0	1	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	10	4	1	0	0	0	0	0	0	15
06:00	0	1	2	0	6	9	8	0	0	0	0	0	0	0	26
07:00	1	1	3	3	9	22	22	8	1	0	0	0	0	0	70
08:00	4	1	0	7	24	35	21	2	0	0	0	0	0	0	94
09:00	1	0	1	1	16	43	37	4	0	0	0	0	0	0	103
10:00	0	1	0	2	18	41	12	4	0	0	0	0	0	0	78
11:00	1	0	3	3	35	31	26	5	0	0	0	0	0	0	104
12 PM	1	1	3	5	31	68	20	9	0	0	0	0	0	0	138
13:00	0	1	2	8	33	60	28	1	0	0	0	0	0	0	133
14:00	0	1	1	10	20	64	24	8	0	0	0	0	0	0	128
15:00	2	1	3	9	36	65	35	6	0	0	0	0	0	0	157
16:00	1	1	1	6	32	83	37	5	0	0	0	0	0	0	166
17:00	5	5	1	5	40	57	21	4	0	0	0	0	0	0	138
18:00	1	2	6	7	25	50	24	5	0	0	0	0	0	0	120
19:00	1	3	5	7	28	43	18	3	1	0	0	0	0	0	109
20:00	3	5	4	2	16	25	10	1	0	0	0	0	0	0	66
21:00	0	1	1	0	22	12	1	0	0	0	0	0	0	0	37
22:00	0	0	1	2	7	10	4	1	0	0	0	0	0	0	25
23:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
Total	21	25	37	77	403	732	359	69	2	0	0	0	0	0	1725
Grand Total	49	57	80	135	785	1497	705	128	10	0	0	0	0	0	3446

15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH

Stats
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2282
 Percent in Pace : 66.2%
 Number of Vehicles > 30 MPH : 3125
 Percent of Vehicles > 30 MPH : 90.7%

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NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
07/08/08	0	0	0	0	2	2	0	1	1	0	0	0	0	0	6
01:00	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	1	1	0	1	0	0	0	0	0	4
05:00	0	0	0	0	3	5	5	2	1	0	0	0	0	0	16
06:00	1	0	3	0	3	14	14	3	0	0	0	0	0	0	38
07:00	1	1	4	1	12	39	36	3	0	0	0	0	0	0	97
08:00	4	0	1	1	9	39	37	16	2	1	0	0	0	0	110
09:00	1	1	3	1	21	33	28	9	1	0	0	0	0	0	98
10:00	2	0	0	2	4	41	37	9	1	0	0	0	0	0	96
11:00	1	0	4	6	15	38	31	12	0	0	0	0	0	0	107
12 PM	1	0	4	1	11	35	26	14	2	2	0	0	0	0	96
13:00	5	0	1	7	21	34	29	13	1	0	0	0	0	0	111
14:00	0	1	1	5	8	47	35	6	1	0	0	0	0	0	104
15:00	5	3	1	7	16	33	27	8	1	0	0	0	0	0	101
16:00	3	0	1	8	16	34	24	11	2	0	0	0	0	0	99
17:00	2	1	11	4	17	36	23	11	0	0	0	0	0	0	105
18:00	3	1	7	3	8	32	29	9	1	1	0	0	0	0	94
19:00	3	4	8	1	16	30	20	8	2	0	0	0	0	0	92
20:00	0	1	0	3	16	25	15	7	0	0	0	0	0	0	67
21:00	0	0	2	1	4	18	9	3	1	1	0	0	0	0	39
22:00	1	0	1	2	8	8	3	1	0	0	0	0	0	0	24
23:00	0	1	0	0	1	3	4	1	0	0	0	0	0	0	10
Total	33	14	52	54	211	550	434	147	18	5	0	0	0	0	1518

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 Landing Rd, at the Duxbury T/L

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
07:00	0	0	0	0	0	2	1	3	0	0	0	0	0	0	6
01:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
02:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:00	0	0	0	0	1	6	4	1	0	0	0	0	0	0	12
06:00	1	0	4	0	4	13	14	2	1	1	0	0	0	0	40
07:00	3	1	5	4	9	39	23	6	1	0	0	0	0	0	91
08:00	2	1	0	1	13	37	43	7	0	0	0	0	0	0	104
09:00	2	0	2	1	15	32	34	6	0	0	0	0	0	0	92
10:00	1	0	2	3	12	44	29	4	2	0	0	0	0	0	97
11:00	2	0	3	11	14	26	32	13	1	0	0	0	0	0	102
12 PM	1	0	4	1	12	32	36	9	4	0	0	0	0	0	99
13:00	0	0	2	7	13	35	38	8	0	0	0	0	0	0	103
14:00	4	2	0	3	8	36	28	11	0	0	0	0	0	0	92
15:00	11	0	4	2	17	32	25	7	2	0	0	0	0	0	100
16:00	2	2	4	7	15	34	34	9	1	1	0	0	0	0	109
17:00	3	1	6	5	19	31	30	9	0	1	0	0	0	0	105
18:00	2	0	9	0	9	30	28	12	2	0	0	0	0	0	92
19:00	0	8	4	5	14	32	27	9	1	0	0	0	0	0	100
20:00	1	0	2	1	15	29	13	5	0	0	0	0	0	0	66
21:00	1	0	3	0	12	17	10	2	0	0	0	0	0	0	45
22:00	0	0	0	1	4	13	9	2	0	0	0	0	0	0	29
23:00	0	0	0	0	1	5	0	0	0	0	0	0	0	0	6
Total	36	15	54	52	208	528	460	125	16	3	0	0	0	0	1497
Grand Total	69	29	106	106	419	1078	894	272	34	8	0	0	0	0	3015

15th Percentile : 32 MPH
 50th Percentile : 39 MPH
 85th Percentile : 45 MPH
 95th Percentile : 48 MPH

Stats
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1972
 Percent in Pace : 65.4%
 Number of Vehicles > 30 MPH : 2705
 Percent of Vehicles > 30 MPH : 89.7%

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SB, NB

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
07/08/08	0	0	1	0	2	4	1	1	1	0	0	0	0	0	10
01:00	0	0	0	1	0	3	2	0	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	0	0	0	1	1	2	1	0	1	0	0	0	0	0	6
05:00	0	0	0	2	6	8	8	3	1	0	0	0	0	0	28
06:00	1	2	3	0	6	31	21	4	1	0	0	0	0	0	69
07:00	1	1	6	3	24	65	60	12	1	0	0	0	0	0	173
08:00	7	1	4	3	23	74	70	22	2	1	0	0	0	0	207
09:00	3	2	4	2	33	85	51	14	2	0	0	0	0	0	196
10:00	5	2	2	5	27	81	51	9	2	0	0	0	0	0	184
11:00	2	2	4	11	33	92	47	13	1	0	0	0	0	0	205
12 PM	4	3	7	4	34	92	52	21	2	2	0	0	0	0	221
13:00	6	1	3	10	57	93	51	15	2	0	0	0	0	0	238
14:00	2	1	2	5	34	114	64	12	1	0	0	0	0	0	235
15:00	10	5	2	10	45	107	56	9	1	0	0	0	0	0	245
16:00	4	2	3	22	61	99	60	17	3	0	0	0	0	0	271
17:00	3	3	15	9	44	110	53	14	1	0	0	0	0	0	252
18:00	4	3	13	10	39	72	51	13	1	1	0	0	0	0	207
19:00	4	9	16	2	42	80	32	12	2	0	0	0	0	0	199
20:00	3	7	2	8	45	44	21	9	0	0	0	0	0	0	139
21:00	0	0	5	1	19	34	19	3	1	1	0	0	0	0	83
22:00	2	1	3	2	13	16	3	2	0	0	0	0	0	0	42
23:00	0	1	0	1	5	8	5	1	0	0	0	0	0	0	21
Total	61	46	95	112	593	1315	780	206	26	5	0	0	0	0	3239

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 Landing Rd, at the Duxbury T/L

SB, NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
07:00	0	0	0	0	1	3	4	4	0	0	0	0	0	0	12
08:00	0	0	0	0	2	2	0	1	1	0	0	0	0	0	6
09:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
10:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
11:00	0	0	0	0	1	16	8	2	0	0	0	0	0	0	27
12:00	1	1	6	0	10	22	22	2	1	1	0	0	0	0	66
13:00	4	2	8	7	18	61	45	14	2	0	0	0	0	0	161
14:00	6	2	0	8	37	72	64	9	0	0	0	0	0	0	198
15:00	3	0	3	2	31	75	71	10	0	0	0	0	0	0	195
16:00	1	1	2	5	30	85	41	8	2	0	0	0	0	0	175
17:00	3	0	6	14	49	57	58	18	1	0	0	0	0	0	206
18:00	2	1	7	6	43	100	56	18	4	0	0	0	0	0	237
19:00	0	1	4	15	46	95	66	9	0	0	0	0	0	0	236
20:00	4	3	1	13	28	100	52	19	0	0	0	0	0	0	220
21:00	13	1	7	11	53	97	60	13	2	0	0	0	0	0	257
22:00	3	3	5	13	47	117	71	14	1	1	0	0	0	0	275
23:00	8	6	7	10	59	88	51	13	0	1	0	0	0	0	243
00:00	3	2	15	7	34	80	52	17	2	0	0	0	0	0	212
01:00	1	11	9	12	42	75	45	12	2	0	0	0	0	0	209
02:00	4	5	6	3	31	54	23	6	0	0	0	0	0	0	132
03:00	1	1	4	0	34	29	11	2	0	0	0	0	0	0	82
04:00	0	0	1	3	11	23	13	3	0	0	0	0	0	0	54
05:00	0	0	0	0	2	7	1	0	0	0	0	0	0	0	10
Total	57	40	91	129	611	1260	819	194	18	3	0	0	0	0	3222
Grand Total	118	86	186	241	1204	2575	1599	400	44	8	0	0	0	0	6461

15th Percentile : 32 MPH
 50th Percentile : 38 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 : 4174
 Percent in Pace : 64.6%
 Number of Vehicles > 30 MPH : 5830
 Percent of Vehicles > 30 MPH : 90.2%

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #8
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Linden St, east of Main St (3A)

Start Time	07-Jul-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	2	0	0	1	*	*	*	*	*	*	*	*	1	0
01:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
02:00	*	*	0	0	0	1	*	*	*	*	*	*	*	*	0	0
03:00	*	*	1	1	1	1	*	*	*	*	*	*	*	*	1	1
04:00	*	*	1	1	1	2	*	*	*	*	*	*	*	*	1	2
05:00	*	*	3	1	1	1	*	*	*	*	*	*	*	*	2	1
06:00	*	*	2	4	2	1	*	*	*	*	*	*	*	*	2	2
07:00	*	*	3	7	10	14	*	*	*	*	*	*	*	*	6	10
08:00	*	*	10	8	8	9	*	*	*	*	*	*	*	*	9	8
09:00	*	*	13	19	8	14	*	*	*	*	*	*	*	*	10	16
10:00	*	*	12	7	5	7	*	*	*	*	*	*	*	*	8	7
11:00	*	*	9	11	15	14	*	*	*	*	*	*	*	*	12	12
12:00 PM	*	*	14	23	7	22	*	*	*	*	*	*	*	*	10	22
01:00	*	*	8	16	8	12	*	*	*	*	*	*	*	*	8	14
02:00	*	*	8	17	8	15	*	*	*	*	*	*	*	*	8	16
03:00	*	*	14	25	7	16	*	*	*	*	*	*	*	*	10	20
04:00	*	*	4	20	9	26	*	*	*	*	*	*	*	*	6	23
05:00	*	*	11	16	11	12	*	*	*	*	*	*	*	*	11	14
06:00	*	*	2	17	15	12	*	*	*	*	*	*	*	*	8	14
07:00	*	*	9	14	9	11	*	*	*	*	*	*	*	*	9	12
08:00	*	*	10	5	5	12	*	*	*	*	*	*	*	*	8	8
09:00	*	*	3	11	2	3	*	*	*	*	*	*	*	*	2	7
10:00	*	*	2	1	0	1	*	*	*	*	*	*	*	*	1	1
11:00	*	*	1	0	1	2	*	*	*	*	*	*	*	*	1	1
Total Day	0	0	142	224	133	209	0	0	0	0	0	0	0	0	134	211
AM Peak Vol.			13	19	15	14									12	16
PM Peak Vol.			14	25	15	26									11	23
Comb. Total	0		366		342		0		0		0		0		345	

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #8
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Linden St, east of Main St (3A)

Start Time	07-Jul-08 Mon	08-Jul-08 Tue	09-Jul-08 Wed	10-Jul-08 Thu	11-Jul-08 Fri	12-Jul-08 Sat	13-Jul-08 Sun	Week Average
12:00 AM	*	2	1	*	*	*	*	2
01:00	*	0	0	*	*	*	*	0
02:00	*	0	1	*	*	*	*	0
03:00	*	2	2	*	*	*	*	2
04:00	*	2	3	*	*	*	*	2
05:00	*	4	2	*	*	*	*	3
06:00	*	6	3	*	*	*	*	4
07:00	*	10	24	*	*	*	*	17
08:00	*	18	17	*	*	*	*	18
09:00	*	32	22	*	*	*	*	27
10:00	*	19	12	*	*	*	*	16
11:00	*	20	29	*	*	*	*	24
12:00 PM	*	37	29	*	*	*	*	33
01:00	*	24	20	*	*	*	*	22
02:00	*	25	23	*	*	*	*	24
03:00	*	39	23	*	*	*	*	31
04:00	*	24	35	*	*	*	*	30
05:00	*	27	23	*	*	*	*	25
06:00	*	19	27	*	*	*	*	23
07:00	*	23	20	*	*	*	*	22
08:00	*	15	17	*	*	*	*	16
09:00	*	14	5	*	*	*	*	10
10:00	*	3	1	*	*	*	*	2
11:00	*	1	3	*	*	*	*	2
Total	0	366	342	0	0	0	0	355
Percentage	0.0%	103.1%	96.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	11:00					09:00
Vol.		32	29					27
PM Peak		15:00	16:00					12:00
Vol.		39	35					33

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #8
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Linden St, east of Main St (3A)

EB

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
07/09/08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:00	3	2	3	2	0	0	0	0	0	0	0	0	0	0	10
08:00	2	1	2	3	0	0	0	0	0	0	0	0	0	0	8
09:00	0	1	3	4	0	0	0	0	0	0	0	0	0	0	8
10:00	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5
11:00	5	3	6	1	0	0	0	0	0	0	0	0	0	0	15
12 PM	1	0	4	2	0	0	0	0	0	0	0	0	0	0	7
13:00	1	3	3	0	1	0	0	0	0	0	0	0	0	0	8
14:00	2	1	3	2	0	0	0	0	0	0	0	0	0	0	8
15:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	7
16:00	1	2	4	2	0	0	0	0	0	0	0	0	0	0	9
17:00	0	0	5	6	0	0	0	0	0	0	0	0	0	0	11
18:00	3	3	5	3	1	0	0	0	0	0	0	0	0	0	15
19:00	0	3	2	4	0	0	0	0	0	0	0	0	0	0	9
20:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	25	26	48	31	3	0	0	0	0	0	0	0	0	0	133
Grand Total	39	62	101	66	7	0	0	0	0	0	0	0	0	0	275

15th Percentile : 16 MPH
 50th Percentile : 22 MPH
 85th Percentile : 28 MPH
 95th Percentile : 30 MPH

Stats
 Mean Speed(Average) : 21 MPH
 10 MPH Pace Speed : 19-28 MPH
 Number in Pace : 167
 Percent in Pace : 60.7%
 Number of Vehicles > 30 MPH : 7
 Percent of Vehicles > 30 MPH : 2.5%

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #8
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Linden St, east of Main St (3A)

WB

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
07/09/08	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	3	4	5	2	0	0	0	0	0	0	0	0	0	0	14
08:00	1	3	3	1	1	0	0	0	0	0	0	0	0	0	9
09:00	1	1	7	5	0	0	0	0	0	0	0	0	0	0	14
10:00	0	2	5	0	0	0	0	0	0	0	0	0	0	0	7
11:00	1	8	3	2	0	0	0	0	0	0	0	0	0	0	14
12 PM	3	5	10	3	1	0	0	0	0	0	0	0	0	0	22
13:00	1	1	5	4	1	0	0	0	0	0	0	0	0	0	12
14:00	0	7	5	3	0	0	0	0	0	0	0	0	0	0	15
15:00	1	5	7	2	1	0	0	0	0	0	0	0	0	0	16
16:00	1	6	13	6	0	0	0	0	0	0	0	0	0	0	26
17:00	1	0	6	5	0	0	0	0	0	0	0	0	0	0	12
18:00	3	3	1	5	0	0	0	0	0	0	0	0	0	0	12
19:00	1	5	4	1	0	0	0	0	0	0	0	0	0	0	11
20:00	0	1	9	1	1	0	0	0	0	0	0	0	0	0	12
21:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	19	52	88	45	5	0	0	0	0	0	0	0	0	0	209
Grand Total	42	99	180	97	15	0	0	0	0	0	0	0	0	0	433

15th Percentile : 17 MPH
 50th Percentile : 23 MPH
 85th Percentile : 28 MPH
 95th Percentile : 30 MPH

Stats
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 17-26 MPH
 Number in Pace : 280
 Percent in Pace : 64.7%
 Number of Vehicles > 30 MPH : 15
 Percent of Vehicles > 30 MPH : 3.5%

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #8
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Linden St, east of Main St (3A)

EB, WB

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
07/09/08	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
07:00	6	6	8	4	0	0	0	0	0	0	0	0	0	0	24
08:00	3	4	5	4	1	0	0	0	0	0	0	0	0	0	17
09:00	1	2	10	9	0	0	0	0	0	0	0	0	0	0	22
10:00	1	3	6	2	0	0	0	0	0	0	0	0	0	0	12
11:00	6	11	9	3	0	0	0	0	0	0	0	0	0	0	29
12 PM	4	5	14	5	1	0	0	0	0	0	0	0	0	0	29
13:00	2	4	8	4	2	0	0	0	0	0	0	0	0	0	20
14:00	2	8	8	5	0	0	0	0	0	0	0	0	0	0	23
15:00	4	6	10	2	1	0	0	0	0	0	0	0	0	0	23
16:00	2	8	17	8	0	0	0	0	0	0	0	0	0	0	35
17:00	1	0	11	11	0	0	0	0	0	0	0	0	0	0	23
18:00	6	6	6	8	1	0	0	0	0	0	0	0	0	0	27
19:00	1	8	6	5	0	0	0	0	0	0	0	0	0	0	20
20:00	1	4	10	1	1	0	0	0	0	0	0	0	0	0	17
21:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	44	78	136	76	8	0	0	0	0	0	0	0	0	0	342
Grand Total	81	161	281	163	22	0	0	0	0	0	0	0	0	0	708

15th Percentile : 16 MPH
 50th Percentile : 22 MPH
 85th Percentile : 28 MPH
 95th Percentile : 30 MPH

Stats
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 19-28 MPH
 Number in Pace : 445
 Percent in Pace : 62.9%
 Number of Vehicles > 30 MPH : 22
 Percent of Vehicles > 30 MPH : 3.1%

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #16
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Park St, at the Duxbury T/L

Start Time	07-Jul-08		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	*	*	1	1	0	0	*	*	*	*	*	*	*	*	0	0
01:00	*	*	0	1	1	2	*	*	*	*	*	*	*	*	0	2
02:00	*	*	0	0	0	1	*	*	*	*	*	*	*	*	0	0
03:00	*	*	0	0	1	1	*	*	*	*	*	*	*	*	0	0
04:00	*	*	0	0	0	1	*	*	*	*	*	*	*	*	0	0
05:00	*	*	1	1	2	0	*	*	*	*	*	*	*	*	2	0
06:00	*	*	0	4	4	6	*	*	*	*	*	*	*	*	2	5
07:00	*	*	13	8	7	9	*	*	*	*	*	*	*	*	10	8
08:00	*	*	6	26	11	18	*	*	*	*	*	*	*	*	8	22
09:00	*	*	5	16	7	17	*	*	*	*	*	*	*	*	6	16
10:00	*	*	1	15	10	11	*	*	*	*	*	*	*	*	6	13
11:00	*	*	3	23	5	22	*	*	*	*	*	*	*	*	4	22
12:00 PM	*	*	12	19	7	22	*	*	*	*	*	*	*	*	10	20
01:00	*	*	4	20	5	19	*	*	*	*	*	*	*	*	4	20
02:00	*	*	9	22	5	13	*	*	*	*	*	*	*	*	7	18
03:00	*	*	6	14	6	15	*	*	*	*	*	*	*	*	6	14
04:00	*	*	11	21	8	18	*	*	*	*	*	*	*	*	10	20
05:00	*	*	14	10	11	21	*	*	*	*	*	*	*	*	12	16
06:00	*	*	5	5	5	10	*	*	*	*	*	*	*	*	5	8
07:00	*	*	11	19	6	14	*	*	*	*	*	*	*	*	8	16
08:00	*	*	8	9	6	7	*	*	*	*	*	*	*	*	7	8
09:00	*	*	3	7	7	7	*	*	*	*	*	*	*	*	5	7
10:00	*	*	2	1	1	2	*	*	*	*	*	*	*	*	2	2
11:00	*	*	4	2	0	1	*	*	*	*	*	*	*	*	2	2
Total Day	0	0	119	244	115	237	0	0	0	0	0	0	0	0	116	239
AM Peak Vol.			13	26	11	22									10	22
PM Peak Vol.			14	22	11	22									12	20
Comb. Total	0		363		352		0		0		0		0		355	

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #16
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Park St, at the Duxbury T/L

Start Time	07-Jul-08 Mon	08-Jul-08 Tue	09-Jul-08 Wed	10-Jul-08 Thu	11-Jul-08 Fri	12-Jul-08 Sat	13-Jul-08 Sun	Week Average
12:00 AM	*	2	0	*	*	*	*	1
01:00	*	1	3	*	*	*	*	2
02:00	*	0	1	*	*	*	*	0
03:00	*	0	2	*	*	*	*	1
04:00	*	0	1	*	*	*	*	0
05:00	*	2	2	*	*	*	*	2
06:00	*	4	10	*	*	*	*	7
07:00	*	21	16	*	*	*	*	18
08:00	*	32	29	*	*	*	*	30
09:00	*	21	24	*	*	*	*	22
10:00	*	16	21	*	*	*	*	18
11:00	*	26	27	*	*	*	*	26
12:00 PM	*	31	29	*	*	*	*	30
01:00	*	24	24	*	*	*	*	24
02:00	*	31	18	*	*	*	*	24
03:00	*	20	21	*	*	*	*	20
04:00	*	32	26	*	*	*	*	29
05:00	*	24	32	*	*	*	*	28
06:00	*	10	15	*	*	*	*	12
07:00	*	30	20	*	*	*	*	25
08:00	*	17	13	*	*	*	*	15
09:00	*	10	14	*	*	*	*	12
10:00	*	3	3	*	*	*	*	3
11:00	*	6	1	*	*	*	*	4
Total	0	363	352	0	0	0	0	353
Percentage	0.0%	102.8%	99.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	08:00					08:00
Vol.		32	29					30
PM Peak		16:00	17:00					12:00
Vol.		32	32					30

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Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #16
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Park St, at the Duxbury T/L

NB

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
07/09/08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
06:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
07:00	0	0	4	3	0	0	0	0	0	0	0	0	0	0	7
08:00	0	3	4	3	1	0	0	0	0	0	0	0	0	0	11
09:00	0	1	4	2	0	0	0	0	0	0	0	0	0	0	7
10:00	1	1	1	5	2	0	0	0	0	0	0	0	0	0	10
11:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
12 PM	0	1	2	4	0	0	0	0	0	0	0	0	0	0	7
13:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
14:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
15:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
16:00	1	0	2	3	2	0	0	0	0	0	0	0	0	0	8
17:00	0	1	4	5	1	0	0	0	0	0	0	0	0	0	11
18:00	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5
19:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
20:00	0	2	2	2	0	0	0	0	0	0	0	0	0	0	6
21:00	0	0	5	1	1	0	0	0	0	0	0	0	0	0	7
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	12	43	46	12	0	0	0	0	0	0	0	0	0	115
Grand Total	8	24	92	86	24	0	0	0	0	0	0	0	0	0	234

15th Percentile : 21 MPH
 50th Percentile : 25 MPH
 85th Percentile : 30 MPH
 95th Percentile : 33 MPH

Stats
 Mean Speed(Average) : 25 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 178
 Percent in Pace : 76.1%
 Number of Vehicles > 30 MPH : 24
 Percent of Vehicles > 30 MPH : 10.3%

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

Community: Kingston
 Com #_U/RFC: 145_U6
 Recorder #: Jamar #16
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Park St, at the Duxbury T/L

SB

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
07/09/08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6
07:00	0	0	5	0	3	0	1	0	0	0	0	0	0	0	9
08:00	0	0	2	10	3	3	0	0	0	0	0	0	0	0	18
09:00	0	2	1	11	2	1	0	0	0	0	0	0	0	0	17
10:00	0	0	1	2	5	3	0	0	0	0	0	0	0	0	11
11:00	1	0	2	7	9	3	0	0	0	0	0	0	0	0	22
12 PM	0	0	3	7	9	3	0	0	0	0	0	0	0	0	22
13:00	0	0	7	7	4	1	0	0	0	0	0	0	0	0	19
14:00	0	2	2	6	2	1	0	0	0	0	0	0	0	0	13
15:00	0	1	3	4	5	2	0	0	0	0	0	0	0	0	15
16:00	0	1	2	4	6	5	0	0	0	0	0	0	0	0	18
17:00	0	2	0	8	9	2	0	0	0	0	0	0	0	0	21
18:00	0	0	2	6	1	0	0	1	0	0	0	0	0	0	10
19:00	2	0	1	7	4	0	0	0	0	0	0	0	0	0	14
20:00	1	0	2	2	2	0	0	0	0	0	0	0	0	0	7
21:00	0	0	1	3	3	0	0	0	0	0	0	0	0	0	7
22:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	4	9	37	88	73	24	1	1	0	0	0	0	0	0	237
Grand Total	9	14	80	178	152	43	4	1	0	0	0	0	0	0	481

15th Percentile : 24 MPH
 50th Percentile : 29 MPH
 85th Percentile : 35 MPH
 95th Percentile : 38 MPH

Stats
 Mean Speed(Average) : 29 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 330
 Percent in Pace : 68.6%
 Number of Vehicles > 30 MPH : 200
 Percent of Vehicles > 30 MPH : 41.6%

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

Community: Kingston
Com #_U/RFC: 145_U6
Recorder #: Jamar #16
Tube Layout: L6 Basic

Station ID:
Site Code: 145
Date Start: 08-Jul-08
Date End: 09-Jul-08
Park St, at the Duxbury T/L

NB, SB

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
07/09/08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
06:00	0	0	5	3	2	0	0	0	0	0	0	0	0	0	10
07:00	0	0	9	3	3	0	1	0	0	0	0	0	0	0	16
08:00	0	3	6	13	4	3	0	0	0	0	0	0	0	0	29
09:00	0	3	5	13	2	1	0	0	0	0	0	0	0	0	24
10:00	1	1	2	7	7	3	0	0	0	0	0	0	0	0	21
11:00	1	0	5	9	9	3	0	0	0	0	0	0	0	0	27
12 PM	0	1	5	11	9	3	0	0	0	0	0	0	0	0	29
13:00	0	0	8	10	5	1	0	0	0	0	0	0	0	0	24
14:00	0	2	5	8	2	1	0	0	0	0	0	0	0	0	18
15:00	0	1	5	7	6	2	0	0	0	0	0	0	0	0	21
16:00	1	1	4	7	8	5	0	0	0	0	0	0	0	0	26
17:00	0	3	4	13	10	2	0	0	0	0	0	0	0	0	32
18:00	0	2	3	8	1	0	0	1	0	0	0	0	0	0	15
19:00	2	0	3	10	5	0	0	0	0	0	0	0	0	0	20
20:00	1	2	4	4	2	0	0	0	0	0	0	0	0	0	13
21:00	0	0	6	4	4	0	0	0	0	0	0	0	0	0	14
22:00	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	6	21	80	134	85	24	1	1	0	0	0	0	0	0	352
Grand Total	17	38	172	264	176	43	4	1	0	0	0	0	0	0	715

15th Percentile : 22 MPH
50th Percentile : 28 MPH
85th Percentile : 34 MPH
95th Percentile : 37 MPH

Stats
Mean Speed(Average) : 28 MPH
10 MPH Pace Speed : 24-33 MPH
Number in Pace : 440
Percent in Pace : 61.5%
Number of Vehicles > 30 MPH : 224
Percent of Vehicles > 30 MPH : 31.3%

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Maple St, east of Summer St (3A)

Start Time	07-Jul-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	3	1	3	3	*	*	*	*	*	*	*	*	3	2
01:00	*	*	1	3	1	1	*	*	*	*	*	*	*	*	1	2
02:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
03:00	*	*	2	0	1	1	*	*	*	*	*	*	*	*	2	0
04:00	*	*	1	2	0	1	*	*	*	*	*	*	*	*	0	2
05:00	*	*	10	3	12	3	*	*	*	*	*	*	*	*	11	3
06:00	*	*	24	14	29	16	*	*	*	*	*	*	*	*	26	15
07:00	*	*	35	42	35	42	*	*	*	*	*	*	*	*	35	42
08:00	*	*	57	50	38	38	*	*	*	*	*	*	*	*	48	44
09:00	*	*	60	56	67	51	*	*	*	*	*	*	*	*	64	54
10:00	*	*	48	34	46	56	*	*	*	*	*	*	*	*	47	45
11:00	*	*	62	64	45	46	*	*	*	*	*	*	*	*	54	55
12:00 PM	*	*	62	60	73	61	*	*	*	*	*	*	*	*	68	60
01:00	*	*	63	50	55	47	*	*	*	*	*	*	*	*	59	48
02:00	*	*	59	54	66	47	*	*	*	*	*	*	*	*	62	50
03:00	*	*	69	52	67	57	*	*	*	*	*	*	*	*	68	54
04:00	*	*	69	55	68	72	*	*	*	*	*	*	*	*	68	64
05:00	*	*	64	57	65	55	*	*	*	*	*	*	*	*	64	56
06:00	*	*	61	52	68	53	*	*	*	*	*	*	*	*	64	52
07:00	*	*	52	59	55	76	*	*	*	*	*	*	*	*	54	68
08:00	*	*	41	43	33	39	*	*	*	*	*	*	*	*	37	41
09:00	*	*	31	21	24	16	*	*	*	*	*	*	*	*	28	18
10:00	*	*	11	15	12	21	*	*	*	*	*	*	*	*	12	18
11:00	*	*	6	4	4	7	*	*	*	*	*	*	*	*	5	6
Total Day	0	0	891	791	867	809	0	0	0	0	0	0	0	0	880	799
AM Peak Vol.			62	64	67	56									64	55
PM Peak Vol.			69	60	73	76									68	68
Comb. Total	0		1682		1676		0		0		0		0		1679	

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Maple St, east of Summer St (3A)

Start Time	07-Jul-08 Mon	08-Jul-08 Tue	09-Jul-08 Wed	10-Jul-08 Thu	11-Jul-08 Fri	12-Jul-08 Sat	13-Jul-08 Sun	Week Average
12:00 AM	*	4	6	*	*	*	*	5
01:00	*	4	2	*	*	*	*	3
02:00	*	0	0	*	*	*	*	0
03:00	*	2	2	*	*	*	*	2
04:00	*	3	1	*	*	*	*	2
05:00	*	13	15	*	*	*	*	14
06:00	*	38	45	*	*	*	*	42
07:00	*	77	77	*	*	*	*	77
08:00	*	107	76	*	*	*	*	92
09:00	*	116	118	*	*	*	*	117
10:00	*	82	102	*	*	*	*	92
11:00	*	126	91	*	*	*	*	108
12:00 PM	*	122	134	*	*	*	*	128
01:00	*	113	102	*	*	*	*	108
02:00	*	113	113	*	*	*	*	113
03:00	*	121	124	*	*	*	*	122
04:00	*	124	140	*	*	*	*	132
05:00	*	121	120	*	*	*	*	120
06:00	*	113	121	*	*	*	*	117
07:00	*	111	131	*	*	*	*	121
08:00	*	84	72	*	*	*	*	78
09:00	*	52	40	*	*	*	*	46
10:00	*	26	33	*	*	*	*	30
11:00	*	10	11	*	*	*	*	10
Total	0	1682	1676	0	0	0	0	1679
Percentage	0.0%	100.2%	99.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00					09:00
Vol.		126	118					117
PM Peak		16:00	16:00					16:00
Vol.		124	140					132

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Maple St, east of Summer St (3A)

WB

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
07/08/08	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	3	0	0	4	3	0	0	0	0	0	0	0	0	10
06:00	0	0	3	2	12	4	3	0	0	0	0	0	0	0	24
07:00	0	0	1	7	8	15	4	0	0	0	0	0	0	0	35
08:00	0	0	2	8	21	20	6	0	0	0	0	0	0	0	57
09:00	3	0	1	12	20	19	4	1	0	0	0	0	0	0	60
10:00	0	0	2	5	26	11	4	0	0	0	0	0	0	0	48
11:00	2	0	1	9	22	24	3	1	0	0	0	0	0	0	62
12 PM	1	2	1	9	21	22	6	0	0	0	0	0	0	0	62
13:00	0	0	2	4	26	24	6	1	0	0	0	0	0	0	63
14:00	0	1	2	6	29	18	3	0	0	0	0	0	0	0	59
15:00	1	1	6	8	30	16	7	0	0	0	0	0	0	0	69
16:00	0	0	6	5	28	21	8	0	1	0	0	0	0	0	69
17:00	0	1	1	9	27	19	7	0	0	0	0	0	0	0	64
18:00	0	1	5	9	29	13	4	0	0	0	0	0	0	0	61
19:00	0	1	3	13	22	12	1	0	0	0	0	0	0	0	52
20:00	0	0	2	10	15	10	3	1	0	0	0	0	0	0	41
21:00	0	0	4	5	10	12	0	0	0	0	0	0	0	0	31
22:00	0	1	0	2	5	3	0	0	0	0	0	0	0	0	11
23:00	0	0	0	0	5	0	0	1	0	0	0	0	0	0	6
Total	7	12	44	123	362	267	70	5	1	0	0	0	0	0	891

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Maple St, east of Summer St (3A)

WB

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
07:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	1	2	5	2	0	0	0	0	0	0	0	12
06:00	0	0	1	6	11	9	2	0	0	0	0	0	0	0	29
07:00	0	1	2	5	11	13	3	0	0	0	0	0	0	0	35
08:00	1	0	1	3	17	13	3	0	0	0	0	0	0	0	38
09:00	3	2	0	6	31	22	3	0	0	0	0	0	0	0	67
10:00	2	1	4	7	14	15	2	1	0	0	0	0	0	0	46
11:00	0	0	2	3	17	14	8	0	1	0	0	0	0	0	45
12 PM	1	2	1	10	26	27	6	0	0	0	0	0	0	0	73
13:00	2	0	7	9	19	15	3	0	0	0	0	0	0	0	55
14:00	2	4	4	20	28	2	6	0	0	0	0	0	0	0	66
15:00	1	3	2	13	30	15	3	0	0	0	0	0	0	0	67
16:00	0	1	3	6	32	19	5	2	0	0	0	0	0	0	68
17:00	2	1	3	8	26	20	5	0	0	0	0	0	0	0	65
18:00	0	0	0	8	34	23	2	1	0	0	0	0	0	0	68
19:00	4	0	2	9	27	10	2	1	0	0	0	0	0	0	55
20:00	0	0	1	9	16	7	0	0	0	0	0	0	0	0	33
21:00	1	0	2	3	11	5	1	1	0	0	0	0	0	0	24
22:00	0	0	0	4	4	4	0	0	0	0	0	0	0	0	12
23:00	0	1	0	0	2	1	0	0	0	0	0	0	0	0	4
Total	19	18	36	131	359	241	56	6	1	0	0	0	0	0	867
Grand Total	26	30	80	254	721	508	126	11	2	0	0	0	0	0	1758

15th Percentile : 28 MPH
 50th Percentile : 34 MPH
 85th Percentile : 39 MPH
 95th Percentile : 42 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 1229
 Percent in Pace : 69.9%
 Number of Vehicles > 30 MPH : 1368
 Percent of Vehicles > 30 MPH : 77.8%

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Maple St, east of Summer St (3A)

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
07/08/08	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
06:00	0	0	1	2	6	4	1	0	0	0	0	0	0	0	14
07:00	2	0	1	5	17	13	4	0	0	0	0	0	0	0	42
08:00	1	0	1	7	23	15	3	0	0	0	0	0	0	0	50
09:00	0	1	0	7	22	20	5	0	1	0	0	0	0	0	56
10:00	0	0	0	4	14	10	6	0	0	0	0	0	0	0	34
11:00	0	1	1	3	21	29	9	0	0	0	0	0	0	0	64
12 PM	1	1	1	5	26	16	10	0	0	0	0	0	0	0	60
13:00	0	1	0	3	16	21	8	1	0	0	0	0	0	0	50
14:00	4	0	1	9	20	17	2	1	0	0	0	0	0	0	54
15:00	2	2	1	7	19	16	5	0	0	0	0	0	0	0	52
16:00	0	0	0	1	18	28	7	0	1	0	0	0	0	0	55
17:00	1	0	2	3	25	21	5	0	0	0	0	0	0	0	57
18:00	2	0	1	8	23	13	4	1	0	0	0	0	0	0	52
19:00	0	0	3	10	25	14	4	3	0	0	0	0	0	0	59
20:00	0	0	2	9	14	13	5	0	0	0	0	0	0	0	43
21:00	0	0	0	6	7	5	3	0	0	0	0	0	0	0	21
22:00	0	1	0	4	4	4	2	0	0	0	0	0	0	0	15
23:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
Total	13	7	16	95	303	263	86	6	2	0	0	0	0	0	791

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Maple St, east of Summer St (3A)

EB

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
07/09/08	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
06:00	0	0	0	1	12	3	0	0	0	0	0	0	0	0	16
07:00	0	0	1	2	20	16	3	0	0	0	0	0	0	0	42
08:00	0	0	1	3	15	13	6	0	0	0	0	0	0	0	38
09:00	2	1	1	4	18	21	3	1	0	0	0	0	0	0	51
10:00	1	0	2	9	26	16	1	1	0	0	0	0	0	0	56
11:00	0	0	1	1	16	19	7	0	2	0	0	0	0	0	46
12 PM	0	0	0	11	19	26	5	0	0	0	0	0	0	0	61
13:00	4	4	3	8	11	15	2	0	0	0	0	0	0	0	47
14:00	1	1	6	10	17	8	4	0	0	0	0	0	0	0	47
15:00	2	4	3	15	23	8	2	0	0	0	0	0	0	0	57
16:00	1	1	5	16	20	22	6	0	1	0	0	0	0	0	72
17:00	3	0	1	4	18	23	5	1	0	0	0	0	0	0	55
18:00	0	0	2	4	17	21	7	2	0	0	0	0	0	0	53
19:00	2	0	2	11	30	19	9	3	0	0	0	0	0	0	76
20:00	1	1	2	6	15	9	5	0	0	0	0	0	0	0	39
21:00	1	0	1	1	6	3	3	1	0	0	0	0	0	0	16
22:00	0	0	1	1	10	6	3	0	0	0	0	0	0	0	21
23:00	0	0	0	2	5	0	0	0	0	0	0	0	0	0	7
Total	18	12	34	110	300	250	72	10	3	0	0	0	0	0	809
Grand Total	31	19	50	205	603	513	158	16	5	0	0	0	0	0	1600

15th Percentile : 29 MPH
 50th Percentile : 35 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH

Stats
 Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 1116
 Percent in Pace : 69.8%
 Number of Vehicles > 30 MPH : 1295
 Percent of Vehicles > 30 MPH : 80.9%

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Maple St, east of Summer St (3A)

WB, EB

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
07/08/08	0	0	1	0	1	1	1	0	0	0	0	0	0	0	4
01:00	0	1	0	0	1	1	1	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
05:00	0	3	0	1	4	5	0	0	0	0	0	0	0	0	13
06:00	0	0	4	4	18	8	4	0	0	0	0	0	0	0	38
07:00	2	0	2	12	25	28	8	0	0	0	0	0	0	0	77
08:00	1	0	3	15	44	35	9	0	0	0	0	0	0	0	107
09:00	3	1	1	19	42	39	9	1	1	0	0	0	0	0	116
10:00	0	0	2	9	40	21	10	0	0	0	0	0	0	0	82
11:00	2	1	2	12	43	53	12	1	0	0	0	0	0	0	126
12 PM	2	3	2	14	47	38	16	0	0	0	0	0	0	0	122
13:00	0	1	2	7	42	45	14	2	0	0	0	0	0	0	113
14:00	4	1	3	15	49	35	5	1	0	0	0	0	0	0	113
15:00	3	3	7	15	49	32	12	0	0	0	0	0	0	0	121
16:00	0	0	6	6	46	49	15	0	2	0	0	0	0	0	124
17:00	1	1	3	12	52	40	12	0	0	0	0	0	0	0	121
18:00	2	1	6	17	52	26	8	1	0	0	0	0	0	0	113
19:00	0	1	6	23	47	26	5	3	0	0	0	0	0	0	111
20:00	0	0	4	19	29	23	8	1	0	0	0	0	0	0	84
21:00	0	0	4	11	17	17	3	0	0	0	0	0	0	0	52
22:00	0	2	0	6	9	7	2	0	0	0	0	0	0	0	26
23:00	0	0	0	1	6	1	1	1	0	0	0	0	0	0	10
Total	20	19	60	218	665	530	156	11	3	0	0	0	0	0	1682

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Maple St, east of Summer St (3A)

WB, EB

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
07:00	0	0	1	0	2	3	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	1	1	2	3	5	3	0	0	0	0	0	0	0	15
06:00	0	0	1	7	23	12	2	0	0	0	0	0	0	0	45
07:00	0	1	3	7	31	29	6	0	0	0	0	0	0	0	77
08:00	1	0	2	6	32	26	9	0	0	0	0	0	0	0	76
09:00	5	3	1	10	49	43	6	1	0	0	0	0	0	0	118
10:00	3	1	6	16	40	31	3	2	0	0	0	0	0	0	102
11:00	0	0	3	4	33	33	15	0	3	0	0	0	0	0	91
12 PM	1	2	1	21	45	53	11	0	0	0	0	0	0	0	134
13:00	6	4	10	17	30	30	5	0	0	0	0	0	0	0	102
14:00	3	5	10	30	45	10	10	0	0	0	0	0	0	0	113
15:00	3	7	5	28	53	23	5	0	0	0	0	0	0	0	124
16:00	1	2	8	22	52	41	11	2	1	0	0	0	0	0	140
17:00	5	1	4	12	44	43	10	1	0	0	0	0	0	0	120
18:00	0	0	2	12	51	44	9	3	0	0	0	0	0	0	121
19:00	6	0	4	20	57	29	11	4	0	0	0	0	0	0	131
20:00	1	1	3	15	31	16	5	0	0	0	0	0	0	0	72
21:00	2	0	3	4	17	8	4	2	0	0	0	0	0	0	40
22:00	0	0	1	5	14	10	3	0	0	0	0	0	0	0	33
23:00	0	1	0	2	7	1	0	0	0	0	0	0	0	0	11
Total	37	30	70	241	659	491	128	16	4	0	0	0	0	0	1676
Grand Total	57	49	130	459	1324	1021	284	27	7	0	0	0	0	0	3358

15th Percentile : 28 MPH
 50th Percentile : 34 MPH
 85th Percentile : 40 MPH
 95th Percentile : 43 MPH

Stats
 Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2345
 Percent in Pace : 69.8%
 Number of Vehicles > 30 MPH : 2663
 Percent of Vehicles > 30 MPH : 79.3%

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 Maple St, east of Summer St (3A)

WB	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	Truck Total
	07/08/08	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	05:00	0	8	0	1	1	0	0	0	0	0	0	0	0	10	2
	06:00	1	15	7	0	1	0	0	0	0	0	0	0	0	24	1
	07:00	0	21	10	0	4	0	0	0	0	0	0	0	0	35	4
	08:00	0	34	18	2	3	0	0	0	0	0	0	0	0	57	5
	09:00	0	40	15	1	4	0	0	0	0	0	0	0	0	60	5
	10:00	0	33	14	0	1	0	0	0	0	0	0	0	0	48	1
	11:00	0	40	17	0	5	0	0	0	0	0	0	0	0	62	5
	12 PM	0	41	18	0	3	0	0	0	0	0	0	0	0	62	3
	13:00	0	47	12	0	4	0	0	0	0	0	0	0	0	63	4
	14:00	1	38	14	0	6	0	0	0	0	0	0	0	0	59	6
	15:00	0	38	26	0	5	0	0	0	0	0	0	0	0	69	5
	16:00	1	44	15	0	9	0	0	0	0	0	0	0	0	69	9
	17:00	0	41	18	1	4	0	0	0	0	0	0	0	0	64	5
	18:00	0	36	21	0	3	0	0	1	0	0	0	0	0	61	4
	19:00	2	31	15	0	4	0	0	0	0	0	0	0	0	52	4
	20:00	0	29	12	0	0	0	0	0	0	0	0	0	0	41	0
	21:00	0	22	5	0	4	0	0	0	0	0	0	0	0	31	4
	22:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0
	23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
	Total	5	578	241	5	61	0	0	1	0	0	0	0	0	891	67
	Percent	0.6%	64.9%	27.0%	0.6%	6.8%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		7.5%
	AM Peak	06:00	09:00	08:00	08:00	11:00									11:00	08:00
	Vol.	1	40	18	2	5									62	5
	PM Peak	19:00	13:00	15:00	17:00	16:00			18:00						15:00	16:00
	Vol.	2	47	26	1	9			1						69	9

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

Community: Kingston
Com #_U/RFC: 145_U0
Recorder #: Jamar #10
Tube Layout: L6 Basic

Station ID:
Site Code: 145
Date Start: 08-Jul-08
Date End: 09-Jul-08
Maple St, east of Summer St (3A)

EB

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	Truck Total
07/08/08	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1
05:00	0	1	0	1	1	0	0	0	0	0	0	0	0	3	2
06:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0
07:00	0	22	17	1	2	0	0	0	0	0	0	0	0	42	3
08:00	0	23	22	1	4	0	0	0	0	0	0	0	0	50	5
09:00	0	27	23	0	5	1	0	0	0	0	0	0	0	56	6
10:00	0	22	7	1	4	0	0	0	0	0	0	0	0	34	5
11:00	0	43	19	0	2	0	0	0	0	0	0	0	0	64	2
12 PM	1	39	19	0	1	0	0	0	0	0	0	0	0	60	1
13:00	0	39	8	0	3	0	0	0	0	0	0	0	0	50	3
14:00	0	39	10	1	4	0	0	0	0	0	0	0	0	54	5
15:00	0	33	18	0	1	0	0	0	0	0	0	0	0	52	1
16:00	0	35	17	0	3	0	0	0	0	0	0	0	0	55	3
17:00	2	37	13	1	3	0	0	1	0	0	0	0	0	57	5
18:00	2	36	11	0	3	0	0	0	0	0	0	0	0	52	3
19:00	1	43	14	0	1	0	0	0	0	0	0	0	0	59	1
20:00	0	35	8	0	0	0	0	0	0	0	0	0	0	43	0
21:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0
22:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15	0
23:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4	0
Total	7	521	217	6	38	1	0	1	0	0	0	0	0	791	46
Percent	0.9%	65.9%	27.4%	0.8%	4.8%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		5.8%
AM Peak		11:00	09:00	05:00	09:00	09:00								11:00	09:00
Vol.		43	23	1	5	1								64	6
PM Peak		17:00	19:00	12:00	14:00	14:00		17:00						12:00	14:00
Vol.		2	43	19	1	4		1						60	5

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #10
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08

Maple St, east of Summer St (3A)

WB, EB

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	Truck Total
07/08/08	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
04:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	1
05:00	0	9	0	2	2	0	0	0	0	0	0	0	0	13	4
06:00	1	25	11	0	1	0	0	0	0	0	0	0	0	38	1
07:00	0	43	27	1	6	0	0	0	0	0	0	0	0	77	7
08:00	0	57	40	3	7	0	0	0	0	0	0	0	0	107	10
09:00	0	67	38	1	9	1	0	0	0	0	0	0	0	116	11
10:00	0	55	21	1	5	0	0	0	0	0	0	0	0	82	6
11:00	0	83	36	0	7	0	0	0	0	0	0	0	0	126	7
12 PM	1	80	37	0	4	0	0	0	0	0	0	0	0	122	4
13:00	0	86	20	0	7	0	0	0	0	0	0	0	0	113	7
14:00	1	77	24	1	10	0	0	0	0	0	0	0	0	113	11
15:00	0	71	44	0	6	0	0	0	0	0	0	0	0	121	6
16:00	1	79	32	0	12	0	0	0	0	0	0	0	0	124	12
17:00	2	78	31	2	7	0	0	1	0	0	0	0	0	121	10
18:00	2	72	32	0	6	0	0	1	0	0	0	0	0	113	7
19:00	3	74	29	0	5	0	0	0	0	0	0	0	0	111	5
20:00	0	64	20	0	0	0	0	0	0	0	0	0	0	84	0
21:00	0	40	8	0	4	0	0	0	0	0	0	0	0	52	4
22:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26	0
23:00	1	7	2	0	0	0	0	0	0	0	0	0	0	10	0
Total	12	1099	458	11	99	1	0	2	0	0	0	0	0	1682	113
Percent	0.7%	65.3%	27.2%	0.7%	5.9%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		6.7%
AM Peak	06:00	11:00	08:00	08:00	09:00	09:00								11:00	09:00
Vol.	1	83	40	3	9	1								126	11
PM Peak	19:00	13:00	15:00	17:00	16:00			17:00						16:00	16:00
Vol.	3	86	44	2	12			1						124	12

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 River St, east of Landing Rd

Start Time	07-Jul-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	2	6	4	2	*	*	*	*	*	*	*	*	3	4
01:00	*	*	0	1	1	0	*	*	*	*	*	*	*	*	0	0
02:00	*	*	0	0	0	1	*	*	*	*	*	*	*	*	0	0
03:00	*	*	1	2	2	2	*	*	*	*	*	*	*	*	2	2
04:00	*	*	1	2	0	1	*	*	*	*	*	*	*	*	0	2
05:00	*	*	1	4	1	5	*	*	*	*	*	*	*	*	1	4
06:00	*	*	6	11	10	19	*	*	*	*	*	*	*	*	8	15
07:00	*	*	15	31	16	32	*	*	*	*	*	*	*	*	16	32
08:00	*	*	17	32	22	21	*	*	*	*	*	*	*	*	20	26
09:00	*	*	18	19	21	30	*	*	*	*	*	*	*	*	20	24
10:00	*	*	20	26	21	27	*	*	*	*	*	*	*	*	20	26
11:00	*	*	23	22	24	32	*	*	*	*	*	*	*	*	24	27
12:00 PM	*	*	31	29	29	32	*	*	*	*	*	*	*	*	30	30
01:00	*	*	27	28	33	25	*	*	*	*	*	*	*	*	30	26
02:00	*	*	31	27	38	36	*	*	*	*	*	*	*	*	34	32
03:00	*	*	36	37	37	31	*	*	*	*	*	*	*	*	36	34
04:00	*	*	40	34	52	33	*	*	*	*	*	*	*	*	46	34
05:00	*	*	37	19	42	37	*	*	*	*	*	*	*	*	40	28
06:00	*	*	46	40	36	36	*	*	*	*	*	*	*	*	41	38
07:00	*	*	37	31	45	38	*	*	*	*	*	*	*	*	41	34
08:00	*	*	24	24	31	26	*	*	*	*	*	*	*	*	28	25
09:00	*	*	17	11	16	16	*	*	*	*	*	*	*	*	16	14
10:00	*	*	8	3	7	5	*	*	*	*	*	*	*	*	8	4
11:00	*	*	7	8	2	2	*	*	*	*	*	*	*	*	4	5
Total Day	0	0	445	447	490	489	0	0	0	0	0	0	0	0	468	466
AM Peak Vol.			23	32	24	32									24	32
PM Peak Vol.			46	40	52	38									46	38
Comb. Total	0		892		979		0		0		0		0		934	

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 River St, east of Landing Rd

Start Time	07-Jul-08 Mon	08-Jul-08 Tue	09-Jul-08 Wed	10-Jul-08 Thu	11-Jul-08 Fri	12-Jul-08 Sat	13-Jul-08 Sun	Week Average
12:00 AM	*	8	6	*	*	*	*	7
01:00	*	1	1	*	*	*	*	1
02:00	*	0	1	*	*	*	*	0
03:00	*	3	4	*	*	*	*	4
04:00	*	3	1	*	*	*	*	2
05:00	*	5	6	*	*	*	*	6
06:00	*	17	29	*	*	*	*	23
07:00	*	46	48	*	*	*	*	47
08:00	*	49	43	*	*	*	*	46
09:00	*	37	51	*	*	*	*	44
10:00	*	46	48	*	*	*	*	47
11:00	*	45	56	*	*	*	*	50
12:00 PM	*	60	61	*	*	*	*	60
01:00	*	55	58	*	*	*	*	56
02:00	*	58	74	*	*	*	*	66
03:00	*	73	68	*	*	*	*	70
04:00	*	74	85	*	*	*	*	80
05:00	*	56	79	*	*	*	*	68
06:00	*	86	72	*	*	*	*	79
07:00	*	68	83	*	*	*	*	76
08:00	*	48	57	*	*	*	*	52
09:00	*	28	32	*	*	*	*	30
10:00	*	11	12	*	*	*	*	12
11:00	*	15	4	*	*	*	*	10
Total	0	892	979	0	0	0	0	936
Percentage	0.0%	95.3%	104.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	11:00					11:00
Vol.		49	56					50
PM Peak		18:00	16:00					16:00
Vol.		86	85					80

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 River St, east of Landing Rd

EB

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
07/08/08	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	1	4	0	0	1	0	0	0	0	0	0	6
07:00	0	0	3	6	4	2	0	0	0	0	0	0	0	0	15
08:00	0	0	0	5	10	2	0	0	0	0	0	0	0	0	17
09:00	0	0	1	8	7	2	0	0	0	0	0	0	0	0	18
10:00	0	0	5	4	5	4	1	1	0	0	0	0	0	0	20
11:00	0	0	2	5	8	8	0	0	0	0	0	0	0	0	23
12 PM	0	0	4	5	17	4	1	0	0	0	0	0	0	0	31
13:00	0	0	3	6	13	5	0	0	0	0	0	0	0	0	27
14:00	0	1	3	6	14	5	2	0	0	0	0	0	0	0	31
15:00	1	3	7	11	9	3	2	0	0	0	0	0	0	0	36
16:00	0	2	8	7	16	5	2	0	0	0	0	0	0	0	40
17:00	0	1	3	10	8	13	1	1	0	0	0	0	0	0	37
18:00	0	0	9	10	17	8	2	0	0	0	0	0	0	0	46
19:00	0	0	5	11	15	1	5	0	0	0	0	0	0	0	37
20:00	0	2	6	5	6	4	0	1	0	0	0	0	0	0	24
21:00	0	0	3	7	5	1	0	1	0	0	0	0	0	0	17
22:00	1	0	4	0	0	3	0	0	0	0	0	0	0	0	8
23:00	0	0	0	2	3	2	0	0	0	0	0	0	0	0	7
Total	2	9	66	110	164	72	17	5	0	0	0	0	0	0	445

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 River St, east of Landing Rd

EB

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
07/09/08	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	2	6	2	0	0	0	0	0	0	0	0	10
07:00	0	0	2	3	3	5	2	1	0	0	0	0	0	0	16
08:00	0	1	3	5	7	5	1	0	0	0	0	0	0	0	22
09:00	0	0	2	6	6	5	2	0	0	0	0	0	0	0	21
10:00	0	0	1	7	10	3	0	0	0	0	0	0	0	0	21
11:00	0	0	2	6	9	7	0	0	0	0	0	0	0	0	24
12 PM	0	0	2	12	9	4	2	0	0	0	0	0	0	0	29
13:00	0	0	5	9	10	9	0	0	0	0	0	0	0	0	33
14:00	3	2	6	10	7	9	1	0	0	0	0	0	0	0	38
15:00	0	0	4	10	10	11	2	0	0	0	0	0	0	0	37
16:00	0	1	9	17	17	8	0	0	0	0	0	0	0	0	52
17:00	2	3	7	6	14	6	4	0	0	0	0	0	0	0	42
18:00	0	0	5	10	11	9	1	0	0	0	0	0	0	0	36
19:00	1	2	4	15	15	6	2	0	0	0	0	0	0	0	45
20:00	0	1	5	14	9	1	1	0	0	0	0	0	0	0	31
21:00	0	2	4	4	4	2	0	0	0	0	0	0	0	0	16
22:00	0	0	0	4	0	2	1	0	0	0	0	0	0	0	7
23:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Total	6	12	62	145	151	94	19	1	0	0	0	0	0	0	490
Grand Total	8	21	128	255	315	166	36	6	0	0	0	0	0	0	935

15th Percentile : 25 MPH
 50th Percentile : 31 MPH
 85th Percentile : 38 MPH
 95th Percentile : 40 MPH

Stats
 Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 570
 Percent in Pace : 61.0%
 Number of Vehicles > 30 MPH : 523
 Percent of Vehicles > 30 MPH : 55.9%

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 River St, east of Landing Rd

WB

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
07/08/08	0	0	0	0	3	2	0	1	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:00	0	0	1	0	1	2	0	0	0	0	0	0	0	0	4
06:00	0	2	2	2	2	2	1	0	0	0	0	0	0	0	11
07:00	0	0	7	10	9	5	0	0	0	0	0	0	0	0	31
08:00	0	1	10	7	10	4	0	0	0	0	0	0	0	0	32
09:00	0	1	6	2	4	5	1	0	0	0	0	0	0	0	19
10:00	0	0	10	4	5	5	2	0	0	0	0	0	0	0	26
11:00	0	0	0	4	11	5	2	0	0	0	0	0	0	0	22
12 PM	0	0	8	6	8	4	2	1	0	0	0	0	0	0	29
13:00	1	1	6	4	12	3	1	0	0	0	0	0	0	0	28
14:00	0	0	1	8	6	12	0	0	0	0	0	0	0	0	27
15:00	0	3	5	12	7	8	2	0	0	0	0	0	0	0	37
16:00	0	2	7	5	11	8	1	0	0	0	0	0	0	0	34
17:00	0	0	3	0	7	7	2	0	0	0	0	0	0	0	19
18:00	1	1	4	12	10	9	3	0	0	0	0	0	0	0	40
19:00	0	0	6	9	5	9	2	0	0	0	0	0	0	0	31
20:00	0	2	5	2	11	4	0	0	0	0	0	0	0	0	24
21:00	0	1	3	2	4	1	0	0	0	0	0	0	0	0	11
22:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	1	1	2	3	0	0	0	0	0	0	0	0	8
Total	2	16	87	92	128	99	21	2	0	0	0	0	0	0	447

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 River St, east of Landing Rd

WB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
07/09/08	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	5
06:00	0	2	1	4	5	6	0	1	0	0	0	0	0	0	0	19
07:00	0	0	6	8	13	5	0	0	0	0	0	0	0	0	0	32
08:00	0	0	5	4	6	6	0	0	0	0	0	0	0	0	0	21
09:00	0	1	4	7	9	6	3	0	0	0	0	0	0	0	0	30
10:00	0	0	3	5	6	11	1	1	0	0	0	0	0	0	0	27
11:00	0	0	7	5	13	6	1	0	0	0	0	0	0	0	0	32
12 PM	0	3	9	6	9	5	0	0	0	0	0	0	0	0	0	32
13:00	0	1	0	8	6	6	4	0	0	0	0	0	0	0	0	25
14:00	2	1	5	4	10	9	4	1	0	0	0	0	0	0	0	36
15:00	0	0	5	7	8	7	2	1	1	0	0	0	0	0	0	31
16:00	0	1	4	6	11	7	4	0	0	0	0	0	0	0	0	33
17:00	0	3	8	9	13	4	0	0	0	0	0	0	0	0	0	37
18:00	0	1	11	9	6	6	3	0	0	0	0	0	0	0	0	36
19:00	1	0	5	11	14	6	1	0	0	0	0	0	0	0	0	38
20:00	0	1	5	10	4	6	0	0	0	0	0	0	0	0	0	26
21:00	0	2	1	3	7	2	1	0	0	0	0	0	0	0	0	16
22:00	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	3	16	83	108	148	102	24	4	1	0	0	0	0	0	0	489
Grand Total	5	32	170	200	276	201	45	6	1	0	0	0	0	0	0	936

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 : 27-36 MPH
 Number in Pace : 477
 Percent in Pace : 51.0%
 Number of Vehicles > 30 MPH : 529
 Percent of Vehicles > 30 MPH : 56.5%

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 River St, east of Landing Rd

EB, WB

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
07/08/08	0	0	0	0	4	2	1	1	0	0	0	0	0	0	8
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
05:00	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
06:00	0	2	2	3	6	2	1	1	0	0	0	0	0	0	17
07:00	0	0	10	16	13	7	0	0	0	0	0	0	0	0	46
08:00	0	1	10	12	20	6	0	0	0	0	0	0	0	0	49
09:00	0	1	7	10	11	7	1	0	0	0	0	0	0	0	37
10:00	0	0	15	8	10	9	3	1	0	0	0	0	0	0	46
11:00	0	0	2	9	19	13	2	0	0	0	0	0	0	0	45
12 PM	0	0	12	11	25	8	3	1	0	0	0	0	0	0	60
13:00	1	1	9	10	25	8	1	0	0	0	0	0	0	0	55
14:00	0	1	4	14	20	17	2	0	0	0	0	0	0	0	58
15:00	1	6	12	23	16	11	4	0	0	0	0	0	0	0	73
16:00	0	4	15	12	27	13	3	0	0	0	0	0	0	0	74
17:00	0	1	6	10	15	20	3	1	0	0	0	0	0	0	56
18:00	1	1	13	22	27	17	5	0	0	0	0	0	0	0	86
19:00	0	0	11	20	20	10	7	0	0	0	0	0	0	0	68
20:00	0	4	11	7	17	8	0	1	0	0	0	0	0	0	48
21:00	0	1	6	9	9	2	0	1	0	0	0	0	0	0	28
22:00	1	1	4	2	0	3	0	0	0	0	0	0	0	0	11
23:00	0	1	1	3	5	5	0	0	0	0	0	0	0	0	15
Total	4	25	153	202	292	171	38	7	0	0	0	0	0	0	892

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

Community: Kingston
Com #_U/RFC: 145_U0
Recorder #: Jamar #15
Tube Layout: L6 Basic

Station ID:
Site Code: 145
Date Start: 08-Jul-08
Date End: 09-Jul-08
River St, east of Landing Rd

EB, WB

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
07:00	0	0	1	1	4	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	2	1	1	2	0	0	0	0	0	0	0	0	6
06:00	0	2	1	6	11	8	0	1	0	0	0	0	0	0	29
07:00	0	0	8	11	16	10	2	1	0	0	0	0	0	0	48
08:00	0	1	8	9	13	11	1	0	0	0	0	0	0	0	43
09:00	0	1	6	13	15	11	5	0	0	0	0	0	0	0	51
10:00	0	0	4	12	16	14	1	1	0	0	0	0	0	0	48
11:00	0	0	9	11	22	13	1	0	0	0	0	0	0	0	56
12 PM	0	3	11	18	18	9	2	0	0	0	0	0	0	0	61
13:00	0	1	5	17	16	15	4	0	0	0	0	0	0	0	58
14:00	5	3	11	14	17	18	5	1	0	0	0	0	0	0	74
15:00	0	0	9	17	18	18	4	1	1	0	0	0	0	0	68
16:00	0	2	13	23	28	15	4	0	0	0	0	0	0	0	85
17:00	2	6	15	15	27	10	4	0	0	0	0	0	0	0	79
18:00	0	1	16	19	17	15	4	0	0	0	0	0	0	0	72
19:00	2	2	9	26	29	12	3	0	0	0	0	0	0	0	83
20:00	0	2	10	24	13	7	1	0	0	0	0	0	0	0	57
21:00	0	4	5	7	11	4	1	0	0	0	0	0	0	0	32
22:00	0	0	0	6	1	4	1	0	0	0	0	0	0	0	12
23:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
Total	9	28	145	253	299	196	43	5	1	0	0	0	0	0	979
Grand Total	13	53	298	455	591	367	81	12	1	0	0	0	0	0	1871

15th Percentile : 24 MPH
50th Percentile : 31 MPH
85th Percentile : 38 MPH
95th Percentile : 40 MPH

Stats
Mean Speed(Average) : 31 MPH
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 1046
Percent in Pace : 55.9%
Number of Vehicles > 30 MPH : 1052
Percent of Vehicles > 30 MPH : 56.2%

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

Community: Kingston
 Com #_U/RFC: 145_U0
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 River St, east of Landing Rd

EB

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	Truck Total
07/08/08	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
06:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
07:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15	0
08:00	0	9	8	0	0	0	0	0	0	0	0	0	0	17	0
09:00	0	8	10	0	0	0	0	0	0	0	0	0	0	18	0
10:00	0	13	4	0	3	0	0	0	0	0	0	0	0	20	3
11:00	0	13	10	0	0	0	0	0	0	0	0	0	0	23	0
12 PM	0	24	6	0	1	0	0	0	0	0	0	0	0	31	1
13:00	0	14	11	0	1	1	0	0	0	0	0	0	0	27	2
14:00	0	23	5	0	2	0	0	1	0	0	0	0	0	31	3
15:00	0	25	9	0	2	0	0	0	0	0	0	0	0	36	2
16:00	0	25	15	0	0	0	0	0	0	0	0	0	0	40	0
17:00	1	23	12	0	0	0	0	1	0	0	0	0	0	37	1
18:00	1	33	10	0	1	1	0	0	0	0	0	0	0	46	2
19:00	1	29	7	0	0	0	0	0	0	0	0	0	0	37	0
20:00	2	16	6	0	0	0	0	0	0	0	0	0	0	24	0
21:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0
23:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7	0
Total	6	298	127	0	10	2	0	2	0	0	0	0	0	445	14
Percent	1.3%	67.0%	28.5%	0.0%	2.2%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		3.1%
AM Peak		10:00	09:00		10:00									11:00	10:00
Vol.		13	10		3									23	3
PM Peak	20:00	18:00	16:00		14:00	13:00		14:00						18:00	14:00
Vol.	2	33	15		2	1		1						46	3

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Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 River St, east of Landing Rd

WB

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	Truck Total
07/08/08	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0
06:00	1	4	5	0	1	0	0	0	0	0	0	0	0	11	1
07:00	0	19	12	0	0	0	0	0	0	0	0	0	0	31	0
08:00	0	17	11	0	4	0	0	0	0	0	0	0	0	32	4
09:00	0	11	8	0	0	0	0	0	0	0	0	0	0	19	0
10:00	0	15	9	0	2	0	0	0	0	0	0	0	0	26	2
11:00	0	13	8	0	1	0	0	0	0	0	0	0	0	22	1
12 PM	0	19	9	0	1	0	0	0	0	0	0	0	0	29	1
13:00	0	16	10	0	2	0	0	0	0	0	0	0	0	28	2
14:00	0	19	5	0	2	1	0	0	0	0	0	0	0	27	3
15:00	0	26	9	0	1	0	0	1	0	0	0	0	0	37	2
16:00	0	22	12	0	0	0	0	0	0	0	0	0	0	34	0
17:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19	0
18:00	0	26	11	0	2	0	0	1	0	0	0	0	0	40	3
19:00	4	20	7	0	0	0	0	0	0	0	0	0	0	31	0
20:00	2	18	4	0	0	0	0	0	0	0	0	0	0	24	0
21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0
Total	7	287	134	0	16	1	0	2	0	0	0	0	0	447	19
Percent	1.6%	64.2%	30.0%	0.0%	3.6%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		4.3%
AM Peak	06:00	07:00	07:00		08:00									08:00	08:00
Vol.	1	19	12		4									32	4
PM Peak	19:00	15:00	16:00		13:00	14:00		15:00						18:00	14:00
Vol.	4	26	12		2	1		1						40	3

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Station ID:
 Site Code: 145
 Date Start: 08-Jul-08
 Date End: 09-Jul-08
 River St, east of Landing Rd

EB, WB

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	Truck Total
07/08/08	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
06:00	1	8	7	0	1	0	0	0	0	0	0	0	0	17	1
07:00	0	29	17	0	0	0	0	0	0	0	0	0	0	46	0
08:00	0	26	19	0	4	0	0	0	0	0	0	0	0	49	4
09:00	0	19	18	0	0	0	0	0	0	0	0	0	0	37	0
10:00	0	28	13	0	5	0	0	0	0	0	0	0	0	46	5
11:00	0	26	18	0	1	0	0	0	0	0	0	0	0	45	1
12 PM	0	43	15	0	2	0	0	0	0	0	0	0	0	60	2
13:00	0	30	21	0	3	1	0	0	0	0	0	0	0	55	4
14:00	0	42	10	0	4	1	0	1	0	0	0	0	0	58	6
15:00	0	51	18	0	3	0	0	1	0	0	0	0	0	73	4
16:00	0	47	27	0	0	0	0	0	0	0	0	0	0	74	0
17:00	1	36	18	0	0	0	0	1	0	0	0	0	0	56	1
18:00	1	59	21	0	3	1	0	1	0	0	0	0	0	86	5
19:00	5	49	14	0	0	0	0	0	0	0	0	0	0	68	0
20:00	4	34	10	0	0	0	0	0	0	0	0	0	0	48	0
21:00	0	23	5	0	0	0	0	0	0	0	0	0	0	28	0
22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
23:00	1	13	1	0	0	0	0	0	0	0	0	0	0	15	0
Total	13	585	261	0	26	3	0	4	0	0	0	0	0	892	33
Percent	1.5%	65.6%	29.3%	0.0%	2.9%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		3.7%
AM Peak	06:00	07:00	08:00		10:00									08:00	10:00
Vol.	1	29	19		5									49	5
PM Peak	19:00	18:00	16:00		14:00	13:00		14:00						18:00	14:00
Vol.	5	59	27		4	1		1						86	6

Landing Road Study
4: Main Street & Summer Street

Landing Road Study
AM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	NWR2
Lane Configurations		↕			↕			↕		↕		
Sign Control		Stop			Stop			Free		Free		
Grade		0%			0%			0%		0%		
Volume (veh/h)	0	9	511	1	15	3	1	164	3	386	181	1
Peak Hour Factor	0.88	0.88	0.88	0.59	0.59	0.59	0.76	0.76	0.76	0.75	0.75	0.75
Hourly flow rate (vph)	0	11	604	2	26	5	1	224	4	535	251	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	1570	1552	226	2161	1553	252	252			229		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1570	1552	226	2161	1553	252	252			229		
tC, single (s)	7.2	6.6	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	84	25	65	60	99	100			60		
cM capacity (veh/h)	42	66	803	5	67	782	1296			1322		
Direction, Lane #	EB 1	WB 1	SB 1	NW 1								
Volume Total	615	33	230	788								
Volume Left	0	2	1	535								
Volume Right	604	5	4	1								
cSH	673	45	1296	1322								
Volume to Capacity	0.91	0.75	0.00	0.40								
Queue Length 95th (ft)	299	73	0	50								
Control Delay (s)	41.6	204.2	0.1	8.0								
Lane LOS	E	F	A	A								
Approach Delay (s)	41.6	204.2	0.1	8.0								
Approach LOS	E	F										
Intersection Summary												
Average Delay			23.2									
Intersection Capacity Utilization			86.9%		ICU Level of Service					E		
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	818	774	79	102	4
Peak Hour Factor	0.88	0.88	0.92	0.92	0.89	0.89
Hourly flow rate (vph)	1	930	841	86	115	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	927				1816	884
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	927				1816	884
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				0	99
cM capacity (veh/h)	737				86	344

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	931	927	119
Volume Left	1	0	115
Volume Right	0	86	4
cSH	737	1700	88
Volume to Capacity	0.00	0.55	1.35
Queue Length 95th (ft)	0	0	222
Control Delay (s)	0.0	0.0	301.3
Lane LOS	A		F
Approach Delay (s)	0.0	0.0	301.3
Approach LOS			F

Intersection Summary			
Average Delay		18.2	
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	683	5	510	87	74	5
Peak Hour Factor	0.89	0.89	0.91	0.91	0.81	0.81
Hourly flow rate (vph)	767	6	560	96	91	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	656				2149	608
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	656				2149	608
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	15				0	99
cM capacity (veh/h)	908				8	488

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	773	656	98
Volume Left	767	0	91
Volume Right	0	96	6
cSH	908	1700	9
Volume to Capacity	0.85	0.39	11.44
Queue Length 95th (ft)	258	0	Err
Control Delay (s)	26.3	0.0	Err
Lane LOS	D		F
Approach Delay (s)	26.3	0.0	Err
Approach LOS			F

Intersection Summary			
Average Delay		652.1	
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)		15	

Landing Road Study
4: Main Street & Summer Street

Landing Road Study
PM Peak Hour LOS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	NWR2
Lane Configurations		↕			↕			↕		↕		
Sign Control		Stop			Stop			Free		Free		
Grade		0%			0%			0%		0%		
Volume (veh/h)	1	5	530	2	11	4	3	344	1	518	276	4
Peak Hour Factor	0.97	0.97	0.97	0.85	0.85	0.85	0.96	0.96	0.96	0.94	0.94	0.94
Hourly flow rate (vph)	1	5	568	2	13	5	3	373	1	573	305	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	1845	1836	373	2404	1834	308	310			374		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1845	1836	373	2404	1834	308	310			374		
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	86	16	0	66	99	100			52		
cM capacity (veh/h)	27	39	673	2	39	730	1256			1190		
Direction, Lane #	EB 1	WB 1	SB 1	NW 1								
Volume Total	575	21	377	883								
Volume Left	1	2	3	573								
Volume Right	568	5	1	4								
cSH	563	13	1256	1190								
Volume to Capacity	1.02	1.59	0.00	0.48								
Queue Length 95th (ft)	386	83	0	67								
Control Delay (s)	70.6	872.6	0.1	9.2								
Lane LOS	F	F	A	A								
Approach Delay (s)	70.6	872.6	0.1	9.2								
Approach LOS	F	F										
Intersection Summary												
Average Delay			36.1									
Intersection Capacity Utilization			112.3%		ICU Level of Service					H		
Analysis Period (min)			15									



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	36	26	471	35	15	298
Peak Hour Factor	0.78	0.78	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	48	35	557	41	17	337
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	948	577			598	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	948	577			598	
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)	286	518			969	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	83	598	354			
Volume Left	48	0	17			
Volume Right	35	41	0			
cSH	352	1700	969			
Volume to Capacity	0.24	0.35	0.02			
Queue Length 95th (ft)	22	0	1			
Control Delay (s)	18.4	0.0	0.6			
Lane LOS	C		A			
Approach Delay (s)	18.4	0.0	0.6			
Approach LOS	C					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		39.4%		ICU Level of Service		A
Analysis Period (min)			15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	26	32	372	23	28	544
Peak Hour Factor	0.75	0.75	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	36	44	440	27	32	615
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	1131	453			467	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1131	453			467	
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			97	
cM capacity (veh/h)	217	605			1100	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	80	467	647			
Volume Left	36	0	32			
Volume Right	44	27	0			
cSH	336	1700	1100			
Volume to Capacity	0.24	0.27	0.03			
Queue Length 95th (ft)	23	0	2			
Control Delay (s)	19.0	0.0	0.8			
Lane LOS	C		A			
Approach Delay (s)	19.0	0.0	0.8			
Approach LOS	C					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			63.7%		ICU Level of Service	B
Analysis Period (min)			15			

**2003 Manual on Uniform Traffic Control Devices
Multiway Stop Control and
Traffic Signal Warrant Analysis
Main Street and Landing Road**

MUTCD Multiway Stop Criteria	IPR / Resnik
A Traffic Signals Justified	Satisfied
B Crash Problem	
C Minimum Volumes	Satisfied
D 80 Percent Volume Reduction	Satisfied

* 85th Percentile speeds on major approaches Above 40 MPH.

** Parts B, C.1, and C.2 not satisfied to 80 percent of minimum values

MUTCD Signal Warrant	Result
Warrant 1: Eight-Hour Volumes	SATISFIED
Warrant 2: Four-Hour Volumes	SATISFIED
Warrant 3: Peak Hour	NOT APPLICABLE
Warrant 4: Pedestrian Volume	NOT SATISFIED
Warrant 5: School Crossing	NOT SATISFIED
Warrant 6: Coordinated Signal System	NOT SATISFIED
Warrant 7: Crash Experience	NOT SATISFIED
Warrant 8: Roadway Network	NOT SATISFIED

**2003 Manual on Uniform Traffic Control Devices
Multiway Stop Control and
Traffic Signal Warrant Analysis
Landing Road and River Street**

MUTCD Multiway Stop Criteria	IPR / Resnik
A Traffic Signals Justified	Not Satisfied
B Crash Problem	\
C Minimum Volumes	Not Satisfied
D 80 Percent Volume Reduction	Not Satisfied

* 85th Percentile speeds on major approaches Above 40 MPH.

** Parts B, C.1, and C.2 not satisfied to 80 percent of minimum values

MUTCD Signal Warrant	Result
Warrant 1: Eight-Hour Volumes	NOT SATISFIED
Warrant 2: Four-Hour Volumes	NOT SATISFIED
Warrant 3: Peak Hour	NOT APPLICABLE
Warrant 4: Pedestrian Volume	NOT SATISFIED
Warrant 5: School Crossing	NOT SATISFIED
Warrant 6: Coordinated Signal System	NOT SATISFIED
Warrant 7: Crash Experience	NOT SATISFIED
Warrant 8: Roadway Network	NOT SATISFIED

**2003 Manual on Uniform Traffic Control Devices
Multiway Stop Control and
Traffic Signal Warrant Analysis
Landing Road and Park Street**

MUTCD Multiway Stop Criteria	IPR / Resnik
A Traffic Signals Justified	Not Satisfied
B Crash Problem	
C Minimum Volumes	Not Satisfied
D 80 Percent Volume Reduction	Not Satisfied

* 85th Percentile speeds on major approaches above 40 MPH.

** Parts B, C.1, and C.2 not satisfied to 80 percent of minimum values

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Warrant 5: School Crossing	NOT SATISFIED
Warrant 6: Coordinated Signal System	NOT SATISFIED
Warrant 7: Crash Experience	NOT SATISFIED
Warrant 8: Roadway Network	NOT SATISFIED

**2003 Manual on Uniform Traffic Control Devices
Multiway Stop Control and
Traffic Signal Warrant Analysis
Landing Road and Maple Ave**

MUTCD Multiway Stop Criteria	IPR / Resnik
A Traffic Signals Justified	Not Satisfied
B Crash Problem	
C Minimum Volumes	Not Satisfied
D 80 Percent Volume Reduction	Not Satisfied

* 85th Percentile speeds on major approaches above 40 MPH.

** Parts B, C.1, and C.2 not satisfied to 80 percent of minimum values

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Warrant 8: Roadway Network	NOT SATISFIED

**2003 Manual on Uniform Traffic Control Devices
Multiway Stop Control and
Traffic Signal Warrant Analysis
Landing Road and Linden Street**

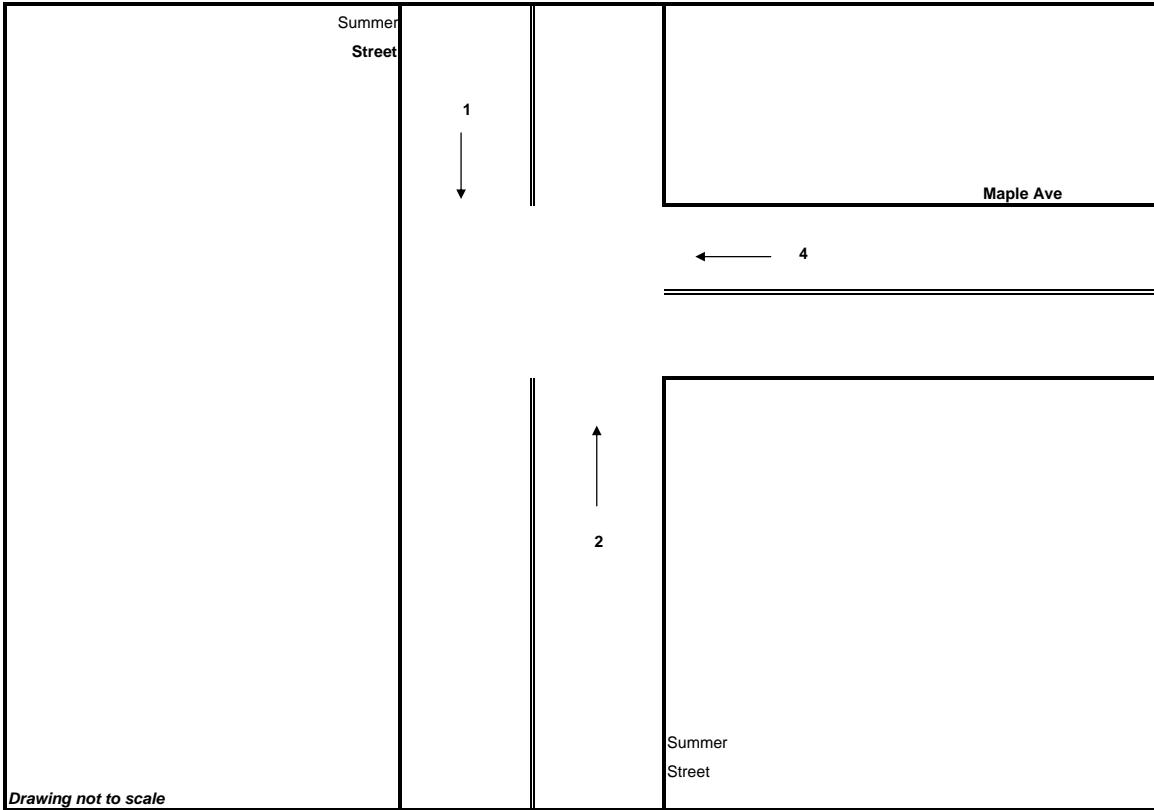
MUTCD Multiway Stop Criteria	IPR / Resnik
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Warrant 6: Coordinated Signal System	NOT SATISFIED
Warrant 7: Crash Experience	NOT SATISFIED
Warrant 8: Roadway Network	NOT SATISFIED

MULTIWAY STOP WARRANT
MINIMUM INTERSECTION TRAFFIC VOLUMES
Summer Street and Maple Avenue



TIME	APPROACH VOLUMES				MAJOR APPROACH		MINOR AI
	1 - SB	2 - NB	3 - EB	4 - WB	VOLUME TOTALS	VOLUME REQUIREMENT	VOLUME TOTALS
12:00 AM	32	33	0	3	65	NOT SATISFIED	3
1:00	18	17	0	1	35	NOT SATISFIED	1
2:00	6	6	0	0	12	NOT SATISFIED	0
3:00	2	2	0	2	4	NOT SATISFIED	2
4:00	6	8	0	0	14	NOT SATISFIED	0
5:00	37	38	0	11	75	NOT SATISFIED	11
6:00	134	155	0	26	289	NOT SATISFIED	26
7:00	210	250	0	35	460	SATISFIED	35
8:00	308	333	0	48	641	SATISFIED	48
9:00	396	408	0	64	804	SATISFIED	64
10:00	436	448	0	47	884	SATISFIED	47
11:00	456	470	0	54	926	SATISFIED	54
12:00 PM	489	520	0	68	1009	SATISFIED	68
1:00	441	448	0	59	889	SATISFIED	59
2:00	514	543	0	62	1057	SATISFIED	62
3:00	567	564	0	68	1131	SATISFIED	68
4:00	608	586	0	68	1194	SATISFIED	68
5:00	598	592	0	64	1190	SATISFIED	64
6:00	506	506	0	64	1012	SATISFIED	64
7:00	372	382	0	54	754	SATISFIED	54
8:00	229	242	0	37	471	SATISFIED	37
9:00	166	173	0	28	339	SATISFIED	28
10:00	92	98	0	12	190	NOT SATISFIED	12
11:00 PM	53	52	0	5	105	NOT SATISFIED	5
TOTAL:	6,676	6,874	0	880	13,550	NOT SATISFIED	880

Data collection and analysis by Old Colony Planning Council, 2006
 *Traffic data collected February 27 - March 1 2006