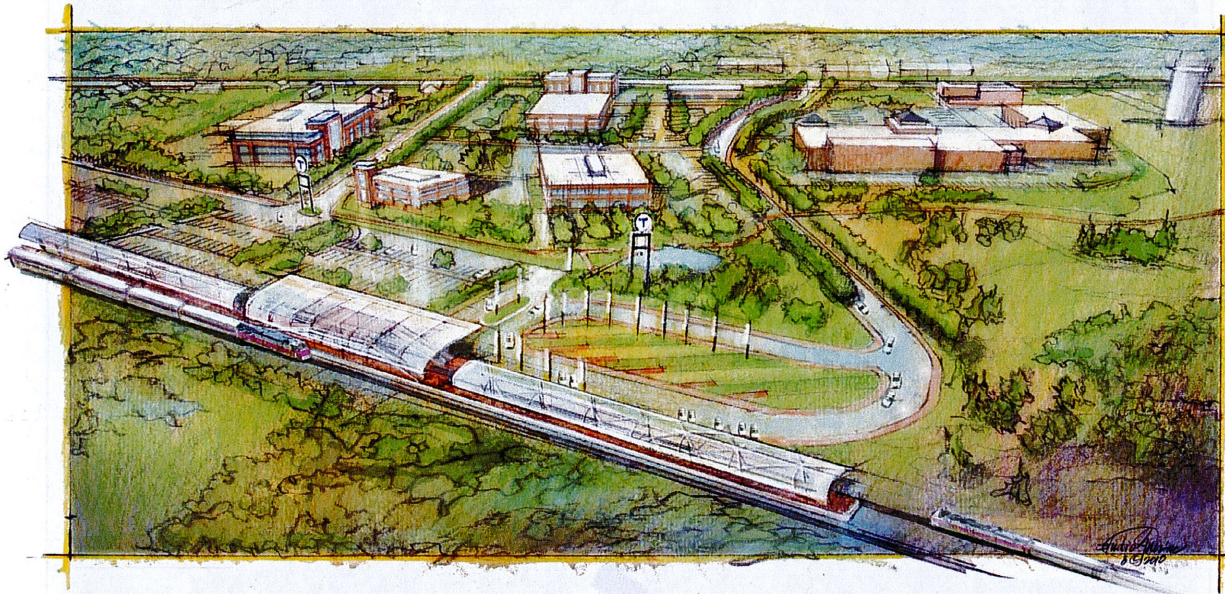


**North Easton/Stoughton
Transit Oriented Development (TOD)
Local Technical Assistance Study**



Proposed North Easton / Stoughton Station with Existing and Prospective New Development

5/ 31/ 2011

**Old Colony Planning Council
70 School Street
Brockton, Mass.
02301-4097**

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North Easton / Stoughton Transit-Oriented Development (TOD) Technical Assistance Study

Introduction, Background on the Proposed Station

Through the South Coast Rail Technical Assistance Program, the Towns of Easton and Stoughton jointly requested a Station Area Planning study for the North Easton/Stoughton Station Area. The goal of this study is to develop conceptual designs for the Station Area that will create opportunities for Transit-Oriented Development (TOD), provide connections to adjacent growing neighborhoods in Stoughton and Easton, and promote a walkable environment connected to existing uses near the site.

The site was originally proposed for a station by the owner of a major motel that was on the site prior to the shopping center. Upon examination, it had enough potential to serve the surrounding area and to ease demands on the North Easton Village and Stoughton Center stations to be studied further. These more recent exploratory concepts for the station area were discussed with property owners and local officials at public meetings.

The preparation of a conceptual design for the site, including future development around the station area, will allow the towns of Easton and Stoughton to coordinate their land use regulations to support the highest and best use of this land. Future detailed evaluations of fiscal impacts and infrastructure needs will help in evaluating potential zoning revisions suggested to support new development in the two towns.

One underlying question is the extent to which the site can be a complete TOD in the sense of an integrated mixed-use development with housing reflecting the convenience of rail commuting and with a related commercial area serving that community as well as the surrounding greater community. The present shopping center would be a major amenity for the new residents while also serving surrounding neighborhoods. In contrast, specialized office buildings like the present medical office buildings would primarily reflect their accessibility along Route 138 and serve a much larger area than the nearby neighborhoods.

Base Conditions

The presently developed or developable land consists of the RK plaza, the land south of Roche Bros. Way plus the building to the north and next to Washington Street, and the Whelan Plaza, north of the Way. The RK Plaza includes the Roche Bros. supermarket and an attached multi-tenant retail wing, a free-standing CVS store close to Route 138, and a free-standing multi-tenant

retail building (the Dunkin Donuts Building) just north of Roche Bros. Way. The adjacent Whelan Plaza to the north has two medical office buildings and room for a third building.

Proposals

Two Concept Plans were prepared for discussion with property owners to explore what might be possible on the site. They are shown in Appendix A. A subsequent Final Visualization of an alternative follows.

The Concept Plan - Alternative 1 suggests two new buildings on the RK site; one articulated building on the northeast corner of the supermarket parking lot in front of the Roche Bros. store , and one fronting on Washington Street just north of the TD Bank/Dunkin Donuts building.

Alternative 2 goes further to suggest two more large buildings north of a proposed new direct access road from Route 138 and two smaller new buildings, one on Washington Street and one next to the station parking lot.

As shown on the Alternative 2 plan, the new secondary access road would run from Route 138 to the edge of the station parking lot and then turn south to connect with Roche Bros. Way. It would make for more flexible circulation within the site and lessen station access demands on Roche Bros. Way, but it is not part of the present South Coast Rail Project. Development of this road and of major buildings along it would require acceptance of a consensus plan and site consolidation program by the affected property owners, and use of private financing unless costs could be shared with the station development.

The Final Visualization shown on the next page and in Appendix A. still shows the secondary access road , but with only half as much development along it. There is just one major building north of it next to the station parking lot, and one minor building east of the access road and very close to the station, while the two buildings on Route 138 and at the junction of Route 138 and the access road are omitted, as is the articulated building in front of the Roche Bros store.

A key to a potential Transit Oriented Development (TOD) project is varied, complementary, station-oriented development within a five to ten-minute walk of the station. Some needed intensification of uses beyond that described above may be possible through infill development with taller buildings at a higher density within the present holdings, but greater expansion may require use of adjacent land as discussed below.

Summary of Present Proposals

Alternative 1

In Easton - Two buildings; one on Route 138 at the town line, and a larger articulated building south of Roche Bros. Way and in front of the store. These scale off to 37,400 square feet in two story spa Stoughton - Nothing proposed in Stoughton

Alternative 2

In Easton - The same as Alternative 1

In Stoughton - Two large buildings; on the proposed new access road, and two smaller buildings; one at the bend in the new access road nearest the station parking lot and one on Route 138 north of the new access road, in all scaling off to approximately 62 000 square feet in two story space.

These total 99,400 Square feet of two-story space

Final Visualization

In Easton - Just one of the two building proposed in Alternative 2, for approximately 15,000 square feet of two story space ,

In Stoughton - Just two of the previous four major buildings for approximately 31,000 square feet in two story space. This has the cost of the new road but only half as much new space.



Final Visualization This rendering shows moderate development along the proposed access road, but with two fewer new buildings on that road and no new building in front of the Roche Bros. store compared with the Concept Plan -Alternative 2.

Potential Expansion Land beyond the Present Proposals

The potentially developable land outside of the present Roche Bros site includes:

Vacant Land

Site A. A 10.4-acre site north of the town line between Route 138 and the proposed MBTA parking lots including the area shown for four buildings under Alternative 2.

Site B. A 6.4-acre site between Route 138, and the tracks, north of area A, and west of closely-spaced development on Route 138. Most of this is within a five-minute walk of the station.

Site C. A 7.6-acre parcel of irregular land north of Area B between Route 138 and the tracks, excluding a major wetlands and frontage development across from Kelsey Drive This includes a specialty car dealer across from the Drive, a house, a proposed church site, and a right-of-way to light industrial, residential, and apparent agricultural uses west of the tracks. All but the northern- most area is within a ten minute walk of the station.

Site F. This is an estimated 28.3-acres of vacant land just west of the station and within a five-minute walk of it. It includes very irregular terrain and scattered wetlands. It would need pedestrian access via any final underpass or overpass connecting the two sides of the station, and road access from nearby development in Easton to the south or via a mapped right-of-way along the tracks from a grade crossing to the north. Despite these issues, the site's size and proximity suggest retaining it for further study.

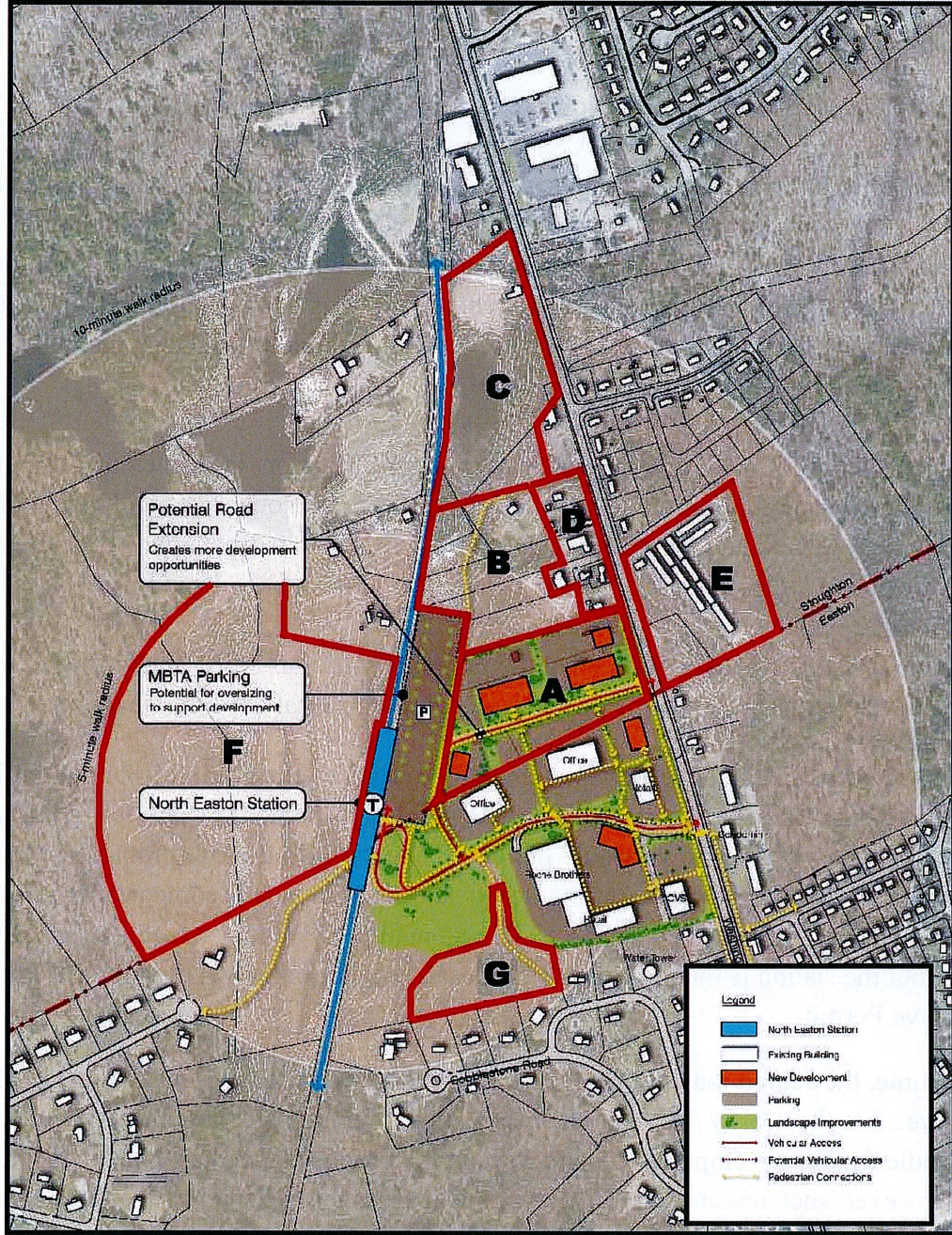
Site G. Approximately 3.4 acres southwest of the Roche Bros. store and detention pond, north of Cobblestone Road, and southwest of a mapped wetlands area. This is potentially accessible off of Roche Bros. Way and via direct pedestrian links to the station and the stores within a few minutes' walk.

Potentially Re-developable land

Site D. This is an estimated 3.6 acres of developed land along Route 138 between sites A and C. This is the developed front portion of several long, narrow lots going from Route 138 back to the tracks and the proposed station site. It now holds a veterinary practice, a motel, and several houses, and totals an estimated 3.6 acres. Most of it is just beyond a five minute walk from the station. It would only be economically feasible for considerably denser development.

Site E. This is an estimated 5.1-acre site east of Route 138 and just north of the town line. This is developed land with a house and self-storage operation, plus an adjacent vacant parcel on Route 138 at the town line. It is well within a ten minute walk of the station. Again, any redevelopment would have to cover the costs of property acquisition and site clearing.

POTENTIAL EXPANSION AREAS



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GIS DATA: CECIL GROUP, OCPC

Infrastructure Needs

Sewerage

The present development uses several independent on-site systems with little or no available capacity, leaving future development requiring added capacity.

Presently, RK Plaza uses an advanced BioClere system discharging to a field just west and down slope of the Plaza. This also serves the CVS store on Route 138 via a connecting pipe. The free-standing retail building with Dunkin Donuts, a bank, a restaurant, and a massage salon has its own conventional on-site system, reportedly close to capacity. The two office buildings reportedly have their own systems discharging to land in Stoughton to the north. Some local officials are understood to oppose such extra-territorial systems due to split responsibilities, the problem of collecting liens if systems fail, and the lack of tax benefits to the community accommodating the system.

The capacity needed for growth may be available through further on-site systems or through a Stoughton pumping station proposed to be built on the corner of Route 138 and Kelsey Street to serve the forthcoming Goddard Highlands 40B Project. This would discharge to the Stoughton collection system and ultimately to the MWRA treatment plant at Deer Island.

The Stoughton Town Engineer confirms that the pumping station is still planned and expected now that the developer has resolved his legal issues, although local opposition remains.

The pumping station's site and capacity are unresolved. The developer might want to put it east and upslope of Route 138, sized to meet his project needs with some flow possibly going east to another station by gravity. The town would prefer to have it on Route 138 (probably near Kelsey Street) low enough to serve nearby areas by gravity and sized to handle some nearby growth beyond the Highlands, e.g. at a TOD project. The Stoughton DPW may have more specific preferences, but the station is the developer's proposal, not part of a town requirement under the Comprehensive Permit.

At the same time, the station may not be needed to serve a TOD project. The Easton Health Agent observes that the nearby soils to the north (with 25 minute percolation tests) could probably handle further development on-site without the proposed Goddard highlands pumping station. However, such on-site disposal systems would have to be sited to avoid Stoughton's Zone II well recharge areas to the north.

Implications: Increased growth to the north comparable to the present two office buildings combined with some retail uses may be possible with or without sewerage. However, siting higher-density housing may be more difficult given residential flows of 65 gallons per capita/day (gcd) versus 15 gpd/worker.



Bioclere wastewater treatment system to the rear of Roche Bros. Plaza

Water Supplies

The Easton water superintendent reports that the town's supplies are adequate for any growth on the Easton side of the line. However, they are very reluctant to commit to serve development on the Stoughton side, particularly as Stoughton has abundant water through its connection to the MWRA.

The Stoughton water department reports having a limit on possible new connections with only 81,233 gallons/day available for new development town-wide. To get a sense of scale, if almost half of that amount, 40,000 gallons/day, were available for the station area it could support:

- 266,667 square feet of office space @ 200 sq. ft /worker, for 1333.3 workers using 15 g/p/d for 20,000 g/d., and
- 123 dwelling units at 2.5 persons/unit and at 65 g/c/d using 20,000 g/d.

The new development proposed on the Stoughton side shown on Alternative 2, actually scales off to a much lesser 61,630 square feet. If it were office space, this would accommodate 308 workers using 15/g/w/d for 4,622 gallons /day.

If this space were added as housing @ 800 sq. ft./du there would be 77 new units. At 2.5 persons /du for 193 people using a 65 gallons/day, this would consume 12,545 gallons/day. As a result, doubling the illustrated development and making it half residential and half office could use an estimated 17,167 gallons/day. Thus, half of the potential Stoughton supply could support more than twice the illustrated development.

At the same time, the development suggested on the Easton side scales off to approximately 37,400 square feet. If used for offices this would accommodate 187 workers using 15 g/d or 2801 gallons. However, the building's owner (the RK firm) is reported to oppose the larger, articulated building, is not for lack of space, but because it would block views of the store.

Implications These preliminary figures suggest that water supply need not be a critical constraint on development well beyond that suggested with Alternative 2.

Transportation and Traffic

The effects of present and prospective traffic on the proposed station, and the effects of the station and station-related development on nearby traffic pattern are key to considering the potential TOD project.

Station Location

The site is between the North Easton Village site and Stoughton CBD stations, potentially serving traffic that would otherwise use those stations, and thereby lessening parking demands on these sites.

While the South Coast Rail restoration and this station are intended to ease regional commuting problems, they can increase demands on Route 138 (Washington Street). This road is sometimes seen as already congested during peak periods, and local intersection issues lead some west-bound or north-bound traffic on Union Street to take short cuts through Marshall Road and connecting streets to avoid the Union Street/Washington Street (Route 138) intersection. This situation needs attention.

The segment of Washington Street (Route 138) going past the site is the busiest in the northern part of Easton and the southern part of Stoughton. Going from north to south, the most recent counts are shown below.

As can be seen, the section nearest Union Street, just south of the private Roche Bros Way has the second highest ATD, 17,886. The others average 14,898. As residents have observed, the peak periods are more intense with the Union Street site having an AM peak of 1,487 vehicles and a PM peak of 1,524 compared with the other peaks, which averaged 1,127 and 1,236 respectively. In addition there is locally significant cut-through traffic.

As of May 2010, the present total development had an average of 8,089 vehicles entering or leaving via the Roche Bros. Way per day. That is, the counts found an average 4,044 vehicles entering the site and 4,045 exiting it over the course of the day. This does not mean that the shopping center has increased traffic on Route 138 proportionally, many of the trips would be "pass-by trips," that is, people who enter the Plaza from Route 138 are on trips they would be

taking anyway. The PM peak hour averages 358 vehicles in and out while the slightly lower AM peak averages 334 vehicles in and out.

Average Daily Traffic (ADT) and AM/PM Peak Periods (AMP/PMP) – Route 138

Date	Location	ADT	AM Peak PM Peak
2008	South of Gay St., Stoughton	15,487	1,186 1,314
2008	South of Plain St., Stoughton	13,845	1,222 1,188
2008	At town line	14,446	1,070 1,308
2005	South of Union St., Easton	17,886	1,487 1,524
2006	South of Elm St.,Easton	17,081	1,192 1,423
2005	South of Main St.,Easton	16,809	1,245 1,405
2008	South of Central St., Easton	19,718	1,364 1,380
2005	South of Depot St., Easton	12,060	955 1,010
2005	South of Purchase St., Easton	9,741	781 864

To judge delays at the junction of Roche Bros. Way and Route 138, the Old Colony Planning Council measured all turns and through traffic, and identified the Levels of Service (LOS) during the AM, Midday and PM peaks, and during the Saturday Midday Peak.

Time	East Bound Through	East bound Right	West Bound Through	North Bound Through	South Bound Through
AM Peak	D	A	C	A	A
Midday Peak	C	A	B	A	A
PM Peak	D	A	C	A	A
Saturday Midday Peak	D	A	B	A	A

Levels of Service are rated from A (Excellent, minimal delay) to F, (Extreme delay, forced movement). The results showed little delay except for the few cars going straight through the intersection to the townhouse development across Route 138. These are delayed by north-bound cars waiting to turn left from the same lane.

Future traffic

If filled to capacity, the proposed 519 space commute parking lot would generate about that many vehicles (1,038) going in or out daily, plus a few more using the drop-off spaces or parking in retail spaces. This is moderate in comparison to the approximately 8,089 vehicles entering and leaving the site on a weekday in May 2010. Most of the new commuter traffic would occur during the peak periods. During May 2010, an average of 334 vehicles entered or left the site during the AM peak and an average of 358 vehicles entered or left during the PM peak. However, the shopping center peak periods are later in the morning and earlier in the afternoon than the commuting peaks. See the first table in Appendix C.

Future traffic into and out of the site at Roche Bros. Way would also be increased by the proposed retail and service uses, and potential housing, depending on the mix of uses. The traffic on Roche Bros. Way would possibly be reduced by the use of the added northern access road proposed on the Concept Plan - Alternative 2. This would serve new development just north of the town line, but would also increase access to the station and make the internal circulation more flexible by connecting with the extended Roche Bros. Way. See Appendix A.

The question for further study is how much delay to through traffic on Route 138 would result from 500+/-commuter vehicles entering and leaving during the AM and PM peaks, and how much more could result from prospective development. Queuing of present traffic has been observed during peak periods.

Parking

Parking is essential once drivers get to the site. The development is divided into two portions, the RK Plaza south of Roche Bros.Way plus the multi-tenant retail building at the corner of Route 138 and Roche Bros.Way, and the Whelan Plaza containing two (primarily medical) office buildings north of the Way. Shoppers and workers may use any spaces, but people tend to park near their destination so the usage varies considerably.

The estimated 98,800 square-foot RK Plaza has an advertised 504 spaces, while the estimated 95,160 square-foot Whelan Plaza has an estimated 538 spaces, for a total of 1,042 .

Parking lot utilization at the retail RK Plaza varies greatly, but is typically far below capacity. It ranges from 12.5% on a weekday morning to 30.5% on a weekday afternoon, and 26.0% on a Saturday midday. In contrast, the predominantly medical office Whelan Plaza spaces are used from 39.5% on a weekday morning to 41.2% on a weekday afternoon, and only 1.5% on quiet

Saturday mornings shown below. Note that within the whole Plaza, the aerial photograph (prior to the Table of Contents) shows the Roche Bros. lot as almost full, while the adjacent CVS lot is nearly empty.

Parking Lot Utilization

	Morning	Midday	Afternoon	Saturday Midday
Whelan Plaza	39.5%	39.5%	41.2%	1.5%
RK Plaza	12.5%	28.0%	30.5%	26.0%

Though these spaces are commonly under-used, they are far fewer than might have been required. Applying Easton’s recent standard of one space for every 150 square feet of retail and office space to the combined plazas’ 193,960 square feet would have required 1,293 spaces, well beyond the current 1,042. Easton’s basic requirement has since been reduced to one space per 500 square feet with the following present requirements:

- For “Other retail, services, offices, finance, insurance, real estate (offices) or shopping centers” - one space per 500 square feet of gross floor space
- For “Single-family or two-family dwellings - two spaces per dwelling unit
- For Multifamily Apartments - 1.25 spaces/unit
- For “Lodging units” - one space per bedroom
- Banks - two per 1,000 square feet
- For “multiple use projects” - application of shared parking requirements

For comparison, other local communities range from one space per 100 square feet of retail space to one per 300 square feet.

The proposed Commuter Rail lot is planned for 519 spaces, including 10 drop off spaces.

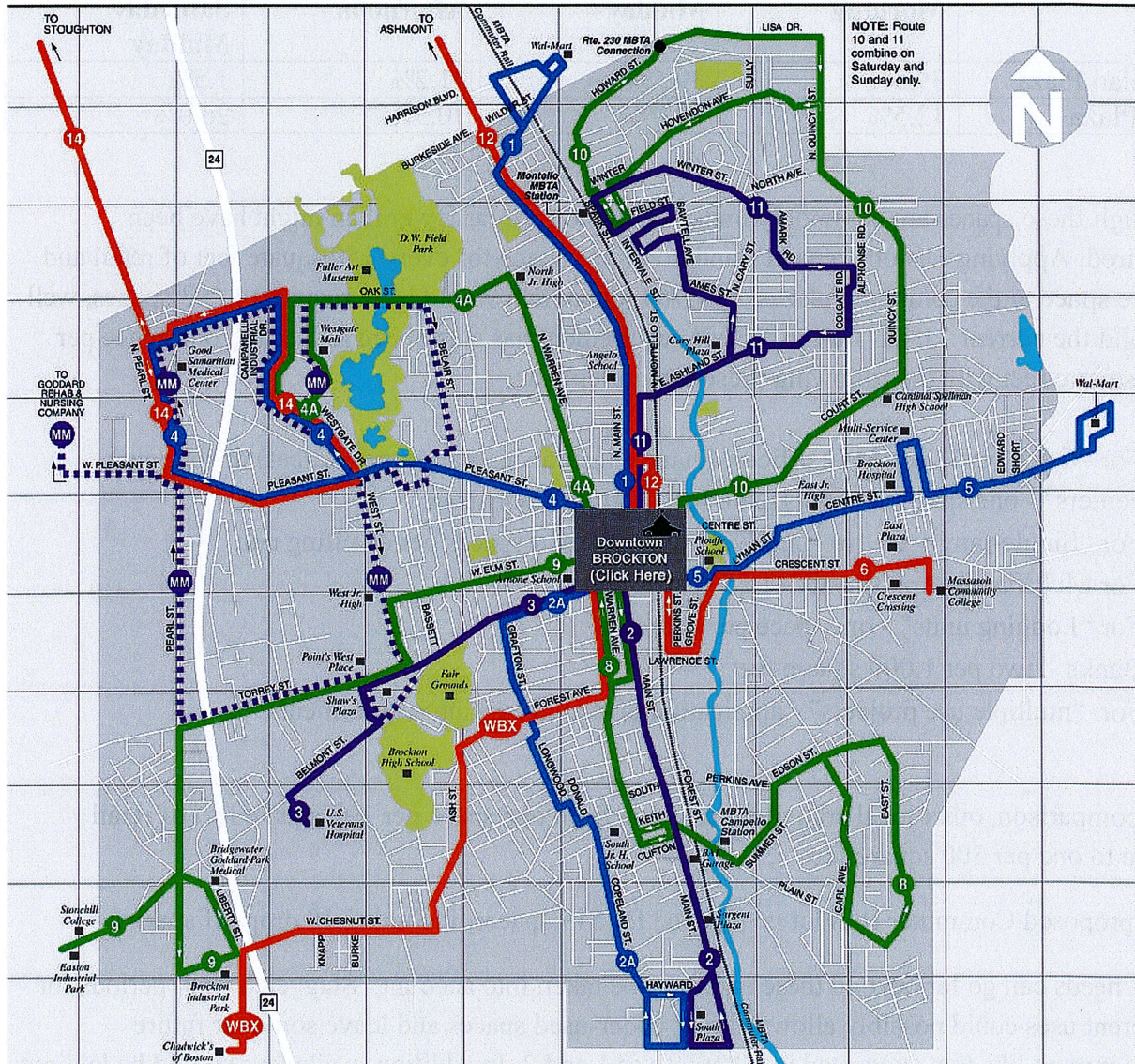
Peak needs can go far beyond these and must be taken into account. Staggered peak periods for different uses could possibly allow sharing under-used spaces and leave some for future development like that suggested in Alternatives 1 and 2. In addition, walkways should be laid out for easy movement between lots and varied destinations so the people with multiple destinations can park once and walk between them.

Transit

Route 138 has no local bus service to the station site or between the adjacent community centers. This lessens the prospective TOD benefit for non-commuters. With infrequent rail service and no

other transit service, residents would not have auto-free all-day access to off-site destinations as occurs at heavy rail transit stations with good feeder bus service.

Brockton Area Transit (BAT) Routes



This has led to proposals in response to the Queset Commons project to extend the present Brockton Area Transit (BAT) Route 9 service from the Easton Industrial Park/Stonehill College to the Roche Bros. site and on to downtown Stoughton. Ideally such a route could also serve the North Easton (“Village”) center and its potential station by detouring via Main Street, North Main Street, and Elm Street, though at the cost of extra trip time. Another approach might be to reroute the 14 bus from Pleasant and Pearl Streets to the new station and to Stoughton Center via

Union and Washington Streets. However, this would remove service from the Route 27- Park Street corridor. A third alternative would be a totally new route from the BAT Center to North Stoughton Village, to the new station, and to downtown Stoughton. Transit feasibility should be investigated and documented as part of the environmental analysis and permitting phase.

In any case, the service would need to be compatible with BAT's modified pulse system. This system has almost all buses operate on a radial pattern and converge and leave within a short period so that through trips require very little transfer time. Lines serving outlying areas like the 14 to Stoughton, The Mini-Maller, the new service to Rockland, and the seasonal Bridgewater State University service generally operate as separate routes connecting to the ends of ongoing pulse service lines.

Pedestrian/Bicycle Issues

Evaluation of present pedestrian accommodations and potential multi-modal public connections including investments in Bicycle/Pedestrian access

The present development's pedestrian accommodations are quite minimal and discontinuous, but one can walk between almost all destinations by using the internal sidewalks where they exist and streets, and cutting through parking lots.(See following map of Existing Sidewalks.).

A driveway wraps around the smaller retail building and goes back to Roche Bros.Way, but direct walking from Dunkin Donuts to the nearby large office building is blocked by fences to the north and west of the building. Then, at the end of the fence, close to the Way, a stone pathway leads down to the office building's parking area. This is a minor diversion but it is less pedestrian friendly when you cannot walk between the two buildings by the most direct route.

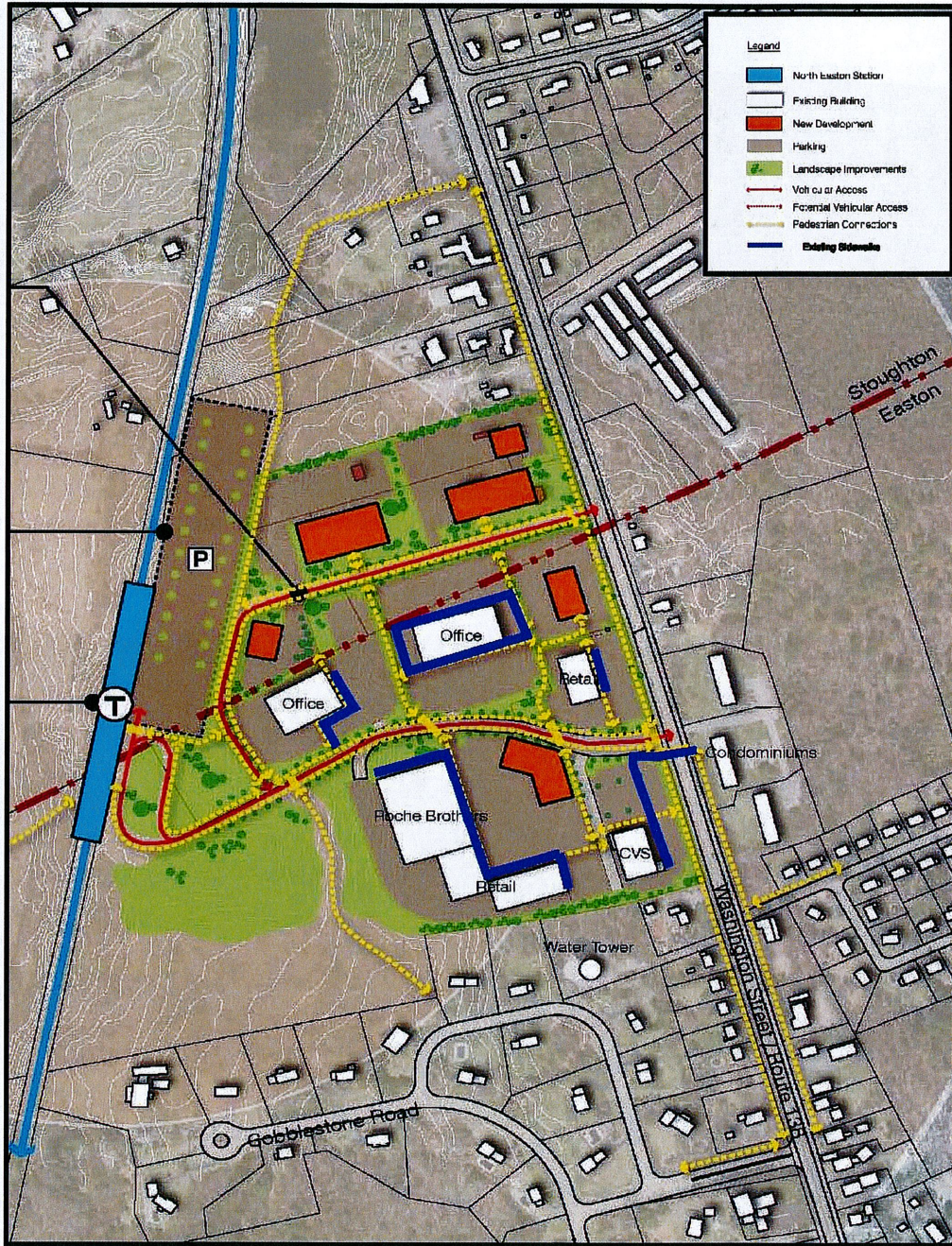


Pedestrian access to Roche Bros and other stores from the Medical Building; a wide parking lot driveway, an un-marked direct crossing of Roche Bros. Way - and then a sidewalk in front of the stores.



Minimal painted path connecting sidewalks

EXISTING SIDEWALKS



OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02310
 GIS DATA: CECIL GROUP, OCPC

DECEMBER, 2010



Fence along driveway behind retail building precluding a direct walk to the medical office building



Elderly woman with a cane foregoing circuitous marked path to go directly to her destination



Stone embankment between the two office buildings precluding a direct walkway without stairs

Another place where one cannot walk directly is between the two medical office buildings. They are divided by a steep stone embankment lacking stairs so that one has to walk out towards the drive and then back in again. These detours are very slight, but walkers generally want the most direct routes that they can see unless the alternative is particularly attractive.

Bicycle Issues

There are no facilities for bicycles in terms of reserved lanes, new direct bike routes, or well-located bike racks or lockers. These will be needed and should be included in the station design.

Multi-Modal Connections

As noted above, there is no scheduled, fixed route bus service to the plaza. Instead there are scheduled shopping trips by vans operated by the respective Councils on the Aging and demand-responsive Dial-a-Bat service for elderly and handicapped persons. Provisions will be needed for direct station access and for short-term layovers by any future general purpose bus service by BAT or any other operators.



Discontinuous system; painted crossing to short sidewalk to parking lots with stone embankment to rear.

Recommendations

Pedestrian

- Create the pedestrian system within the site and along Washington Street (Route 138) suggested on the Concept Plan- Alternative 2.
- Replace the painted walkways with distinctive colored textured paving, like a red brick pattern, and align them better with the existing sidewalk, e.g., correct the offset between the CVS sidewalk and the painted walkway to the retail building.
- Create an opening in the fence and install steps from the driveway allowing a direct route from the Dunkin Donuts, bank and small restaurant to the large medical office building diagonally to the rear.
- More broadly, create paths that follow direct sight lines between destinations e.g., from the retail building directly to the medical building noted above.
- If feasible, develop a stairway down the stone embankment west of the medical office building allowing a direct route to the new office building.
- Develop connections to neighborhoods south of Cobblestone Road; Dickerman Road and particularly Rockridge Lane, which connects with Elm Street
- Seek a connection to the neighborhoods along Wedgewood Drive west of the tracks integrated with the underpass or overpass used to cross the tracks at the station

- Complete a clearly defined walkway extending across Roche Bros. Way through the retail areas, north through any new development, and then east to Washington Street.
- Cover any walkways between major buildings and other destinations.
- Extend the northern pedestrian way on Alternative 2 further north to exit near Kelsey Road.

Bicycles

- Add or designate bicycle lanes to the station going along the edges of Roche Bros. Way and the potential new access road.
- Include a covered bicycle storage area, preferably with lockers next to the train boarding area.
- Explore/develop a trackside bike/pedestrian lane connecting the North Easton Village, North Easton/ Stoughton/ Roche Bros., and downtown Stoughton stations.
- Add bicycle lanes along Routes 138 and 123.



Track-side bike/ped lane in Cohasset approaching the station and TOD project; close to the tracks but safely fenced- off

Transit

- Provide convenient station access and short-term layover space for any future general purpose bus service by BAT, the MBTA, or other operators.

Roads

- Develop an internal access way/road north through any new development connecting with Washington Street at or north of Kelsey Drive.
- Develop the new access road proposed on the Concept Plan- Alternative 2.

Urban Design

- Align new buildings with the sidewalk's edge.
- Seek continuous building frontages, filling present gaps, and divided only by compact landscaped pedestrian ways.
- Develop a conceptual transept (cross-section) that goes from retail/office at the center, to retail/office/residential, to multi-unit residential, to moderate density town houses or small lot single-family house at the edge.).

Broader Land Use Strategies to Promote Economic Development and Reduce traffic Demand

The prime land use strategies to both promote economic development and reduce traffic demand in this context are to group complementary activities to allow achieving multiple objectives in one trip. This would preferably be at a site within walking distance of many residents, with convenient transit, and with a concentration of uses that allows drivers to do everything on a "Park Once" basis. These characteristics are more often found around a healthy town center than at a peripheral rail stop. Therefore it is important to attract enough firms, agencies, and facilities to make the site a destination for varied purposes.

Such aggregations are difficult to maintain even in existing downtowns as firms and agencies move to outlying sites where they can function well individually even if this weakens the center. Thus two key stores, a major credit union, and the Social Security and IRS offices have recently moved from Downtown Brockton to different outlying sites near Route 24. Each one now requires a separate trip when they were previously within walking distance of each other (and other destinations) and of the BAT Inter-Modal Center/commuter rail station.

Unfortunately, many town centers themselves lack the critical mass to attract varied uses. Instead some nearby malls such as the "North Easton Village" on Route 138 offer more retail activity (though few civic uses) at one spot than the nearby traditional center.

On the other hand, some of the newer sites with a great variety of retail uses, an attractive layout, and good highway access can become major destinations even without transit, housing, or civic uses. Thus the Derby Street Shops in Hingham near Route 3, with a very lively, attractive streetscape and many admittedly upscale stores has become a destination. People stroll past many contiguous stores rather than shopping at one and leaving. Similarly, the Hingham Shipyard has a new village street, a lesser variety of stores, but a large movie theater, a location at an MBTA bus stop and next to the commuter boat dock, and much nearby housing, and is becoming a destination of its own. At a larger scale, the popular Mashpee Commons in Mashpee has replaced a declining mall with a (relatively) instant mixed-use, very strollable downtown (served by large, but somewhat screened peripheral parking lots). It is planned to have close- in surrounding housing.

To become a comparable major draw like those discussed above, or a Transit Oriented Development like the Shipyard, the study area will need a maximum of diverse retail and service uses and compatible moderate-density housing along with transit access. Attractive, reasonably-priced multi-family units and townhouses should be marketable based on the experience of the townhouses across from the site and on the attractive condominium developments along Route 138 to the south. These have no transit service and minimal retail amenities.

Most basically, the Plazas need more, and more-varied, retail and service uses complementing the present mix. This could include adding specialty stores that draw on town-wide or regional markets such as the present Kozal Vision Center. Nevertheless, significant retail expansion is a major challenge. As Kenneth Fries of RK Associates noted at the property owners meeting, even with 1,000 trips a day, the site is unlikely to become a major retail destination. The station traffic and associated housing alone would probably generate only minor convenience shopping, while most of the businesses would continue to draw on the wider market area served by the highway.

In any case, a greater concentration of attractions is essential. One need then, is to provide space for more complementary firms and for more residences. Such expansion would call for more pedestrian-oriented ground-floor retail space and upper floor office or residential space in order to develop a significant, but compact agglomeration of attractions complemented by new moderate density housing on surrounding land within a ten minute walk of the station .

The recommended approach, then, is to intensify retail, service, entertainment, and civic uses in the present plazas with infill development, and to develop multi-unit housing in central mixed-use buildings or townhouses, and possibly small single-family houses in new walkable neighborhoods around the site. The commercial uses would have to be calibrated to avoid excess

competition with potential growth in the actual North Easton Village or in the downtown Stoughton TOD district.

While commercial development adds to the tax base, housing can better respond to the transportation opportunities offered by the station.

The site may offer some opportunities for multi-level development such as:

- Using structured parking to take advantage of the sloping site east of the train station and west of the main office building.
- Developing housing units above the Roche Bros store, if structurally/economically feasible, but oriented largely to the more scenic western view rather than to the parking lots..

Traffic demand

The objectives of increasing economic development and controlling traffic demand are in conflict if most shoppers and employees come by car. Accomplishing both would require such good transit service (rail and bus) that most new shoppers and employees would come by transit (or live very nearby) and that the good transit itself is a major attraction to the site.

Increased feeder bus service could slightly lessen the auto trips to the station and employee trips to the businesses thereby slightly reducing peak traffic along Route 138, but it would have to be very frequent to significantly reduce midday shoppers' trips. It is not clear that the amount of probable development on and surrounding the site would create a major retail magnet or support such frequent service.

Possible Nearby Development Sites

The potential expansion sites discussed above total 72.4 acres. However, the largest parcel, the 28.3 acre site F is on the far side of the tracks, is low, and has questionable access through private land. Two other sites, E at 5.1 acres and G at 7.6 acres, are across busy Route 138, and sites E and D (3.6-acres) would require removing existing development. In addition, site H (3.4 acres) may involve difficult grades and wetlands. Thus their development potential maybe far less than the 72.4 acres suggest, and needs close study.

Applicable Principles/ TOD Design Guidelines

The preceding discussion deals with specific issues, opportunities, and constraints affecting the proposed North Easton/Stoughton Station TOD. Broader design principles and goals/ objectives for such projects follow. These are intended to apply to this site and to TODs generally. Every

consideration may not apply to all sites, but they should help to guide the planning process in order to achieve the maximum benefits from such opportunities.

Purposes

- To serve a commuter-focused population but to not be limited to it.
- To create an attractive community for diverse residents and visitors
- To achieve Smart Growth objectives of concentrating growth in strategic areas with infrastructure, accessibility, and amenities.
- To complement the overall land use pattern of the host community or communities.

Uses

- Aggregate uses to get a critical mass, especially of retail uses.
- Seek complementary uses; housing and convenience retail.
- Site moderate density housing in distinct developments close to commercial uses and the station, but distinct from them, e.g., have a mews of townhouses backing onto commercial uses and near the station.
- Develop some apartments over new or adapted commercial space.

Overall Design

- Maintain continuous frontage - Fill gaps between buildings to get a more walkable complex.
- Use terrain to separate uses and accommodate parking structures.
- Concentrate commercial and civic development to be walkable.
- Integrate rail/transit stations with their surroundings.
- Vary densities by site conditions/micro locations.
- Use Low Impact Design (LID) to manage/recharge storm water.
- Develop gradual transitions to neighborhoods or use clear boundaries, depending on the context.
- In residential areas, follow the principles of defensible space to ease any concerns with security.

Building Design

- Seek a unified design where appropriate in materials and detailing.
- Avoid blank facades, especially at street level.
- Break up façades consistent with internal organization of space and uses; leave a division in facade treatment between ground floor commercial and upper floor residential uses.
- Keep retail store windows interesting at a pedestrian level.
- Provide sun/rain protection over sidewalks in front of buildings.
- Use natural materials; avoid artificial materials, e.g. vinyl, plastic brick.

- Where possible wrap any parking structure with retail spaces or public spaces.

Circulation

- Maintain connectivity with surrounding roads and paths.
- Provide direct pedestrian/bicycle access between destinations and through sites to surrounding development.
- Have covered bike racks or lockers at building entrances.
- Align paths with corridors through major buildings to allow maximum of weather protected passage through the site.
- Add pedestrian connections directly to the retail plazas, as well as to the station.
- Integrate station with the rest of the development with covered walkways tied to other walkways throughout the project.
- Seek at least two entrances/exits or provide other emergency access points.
- Provide separate loading facilities away from pedestrian ways.

Draft North Easton/Stoughton TOD By-law 12/14/10

TOD I and TOD II

This would be enacted by the two towns and be administered by the respective planning boards as special permit granting authorities. The local planning boards may chose to develop more specific standards where needed for town adoption.

Purposes

1. To allow / encourage compact, contiguous mixed-use development very close to the proposed T station and to the existing commercial concentration at RK (Roche Bros.) Plaza and the adjacent Whelan Plaza to the north, and to allow/encourage moderate-density housing within a 10-minute walking distance of the commuter rail station.

This calls for two TODs. TOD I, right around the station and within a five-minute walk of it, would accommodate local commercial uses, region-serving destinations, and some multi-family housing. TOD II, essentially surrounding TOD I would allow diverse housing types within a 10 minute (1/2 mile) walk in order to offer new choices in neighborhoods. Both sub-districts would encourage local trips by foot and bicycle, and decrease auto trips.

The concept assumes a cross section that goes from retail/office at the center nearest the station, to retail/office/residential within the five-minute walk line, to multi-unit residential, perhaps town houses, roughly half way past that line and just west of the tracks, to moderate density housing (town houses or small-lot single family houses in outlying areas approaching the ten minute walk line.

While the concept assumes three bands of development, the proposed by-law features only two sub-districts. Thus the middle band and outer band will be in TOD -2

2. To get a sufficient critical mass to make the neighborhood a community of its own, if possible, and to have enough of a retail presence to become a preferred destination for some local and regional shoppers and clients of professional services.

Authority

In each town the Planning Board is the Special Permit Granting Authority..

Mapping

The TOD I applies to the Stoughton's vacant sites A and B and the developed site D fronting on Washington Street, all in Stoughton's General Business District.

The TOD II includes the undeveloped site C between the railroad tracks and Washington Street zoned General Business; Site E, east of Washington Street partly occupied with self-storage units and zoned General Business; Site G in Easton south of the Roche Bros. Plaza, also zoned General Business; and the large site F west of the tracks in both communities zoned Residential with 40,000 to 80,000 sq. ft. lots.

Other land mapped but not included in any buildout calculations is east of Riverside Terrace in Easton and north of Site F. The first is largely wetlands and the latter is already in low density use.

See the Proposed TOD Zoning Boundaries map.

Site Plan Review Considerations

All uses shall require a site plan approval by the Planning Board.

[Note: Under the proposed TOD bylaw, it may be necessary to amend the zoning bylaw's site plan review provisions to require submission of information on building elevations, massing, and siting ...needed to evaluate the above concerns.]

Specially Permitted Uses

As Special Permit Granting Authority, the Planning Board will directly review the above concerns with design compatibility as part of its deliberations.

Sign Review

The requirements of the respective sign bylaws, Easton's Section X, and Stoughton's Section VII, will apply in the TOD, excluding Stoughton's Section C-6, Ground Signs.

Overall Design Principles - adapted from other by-laws

- Buildings should be set close to the street to provide convenient pedestrian access to and between uses while providing a livelier and more intimate streetscape.
- Parking shall be at the curb or behind buildings, preferably in shared spaces with a common access way and located <600' from the uses served.

- Direct off-street pedestrian connections shall be provided to link activity centers, new neighborhoods, and the rail station, with covered walkways provided where possible.
- Roof lines should be varied within an average height set for a given development.
- Siding and trim shall use natural materials such as wood, brick, stone or existing stucco rather than plastic, vinyl, or aluminum, unless it is shown that vinyl or aluminum are crucial to project feasibility, and that the desired appearance will be maintained.
- New buildings should be designed to be compatible (or complementary) in size, scale, texture, color with nearby existing buildings.
- Façades shall have sufficient surface detail and texture to distinguish commercial and residential uses.
- Townhouse facades should use articulation of major segments or components or provision of awnings, bays or even residential porches to distinguish individual units and avoid a flat, featureless appearance.
- Use selective landscape elements to fill gaps in the streetscape and to add texture year round without blocking key sightlines.
- Expand buildings in ways that build on or complement their original character.

Use Regulations

Allowed uses

A= As of Right S = Special Permit by PB - = Not mentioned means not allowed

Residential

TOD I TOD II

Single-Family detached dwellings at 6 units /acre	-	A
Duplexes (new or converted singles) at 10 / acre	-	A
Owner-occupied rooming house for up to 4 persons	S	A
Normal accessory uses for residences, garages, storage sheds	A	A
Small (3-8 unit) multi-family developments, duplexes and townhouses at 10/acre	A	A
Apartments over commercial space (number of units determined by other dimensional provisions)	A	S
Home occupations / Professional occupations	A	A

Commercial

Retail store or service establishment offering goods or services within the building of up to 5,000 square feet	A	-
Professional offices	A	-
Restaurants	S	-
Theaters, indoor recreation	S	-
Small hotels – with no more than 30 rooms	S	-

Bed and Breakfasts under 10 rooms	S	S
Indoor Commercial amusements	S	-
Membership clubs	S	-
Light manufacturing	S	-
Crafts space, and studios	A	S
Shared Car Spaces in parking lot	A	A
Mixed commercial / residential uses	A	-
Buildings combining retail, office, workshop, uses on the first or second floors with housing on the upper floors	S	-

Public facilities

Multi-use parking areas or garages	SP	-
------------------------------------	----	---

Accessory uses

Accessory uses functionally related to above uses	SP	SP
---	----	----

Dimensional Regulations

	TOD – I	TOD-II
Minimum lot area -	10,000 Sq. Ft.	7,000 Sq. Ft..
Existing lots are usable given other requirements		
Frontage	35'	50'
Existing lots are usable given other requirements		
Front Yards	0	15'
Side Yards	0	15'

	(0 lot line by SP)	
Rear yards	15'	20'
Height	35'	35'
Allowable Bedrooms:	3	4
Commercial or mixed development building coverage	60 %	-
Residential coverage	- (upper Floor)	40%
Gross Coverage	75%	65%
Floor Area Ratio	2.5	1.5

Amount of mixed-use housing is determined by the allowable building foot print and height.

Other Requirements

Residential Uses

Each multi-family dwelling unit shall have:

- Two exposures
- Two separate exits
- Required off-street parking to the rear.
or off site

In mixed commercial / residential use developments the residential uses must:

Be <35% of the frontage of new development and <35% of the gross floor area
except where occupying the upper floors of a commercial building.

- Be tied to a public or private sewage treatment system when built at >4 du /acre
- Not have access through the commercial space, but the housing may use a common entrance and hallway,

Parking

TOD I and TOD II

This uses the present requirements except where reduced as follows:

	Number of Spaces Required
One or two- family house	1.5 per unit (from 2)
Apartments	1 per unit (from 1.5)
Lodging Unit	.75 per unit (from 1)

Combined spaces serving 2 or more uses may be reduced in proportion to their complementarity, so requirements would be halved if, for example, a daytime school and a nighttime theater shared a lot.

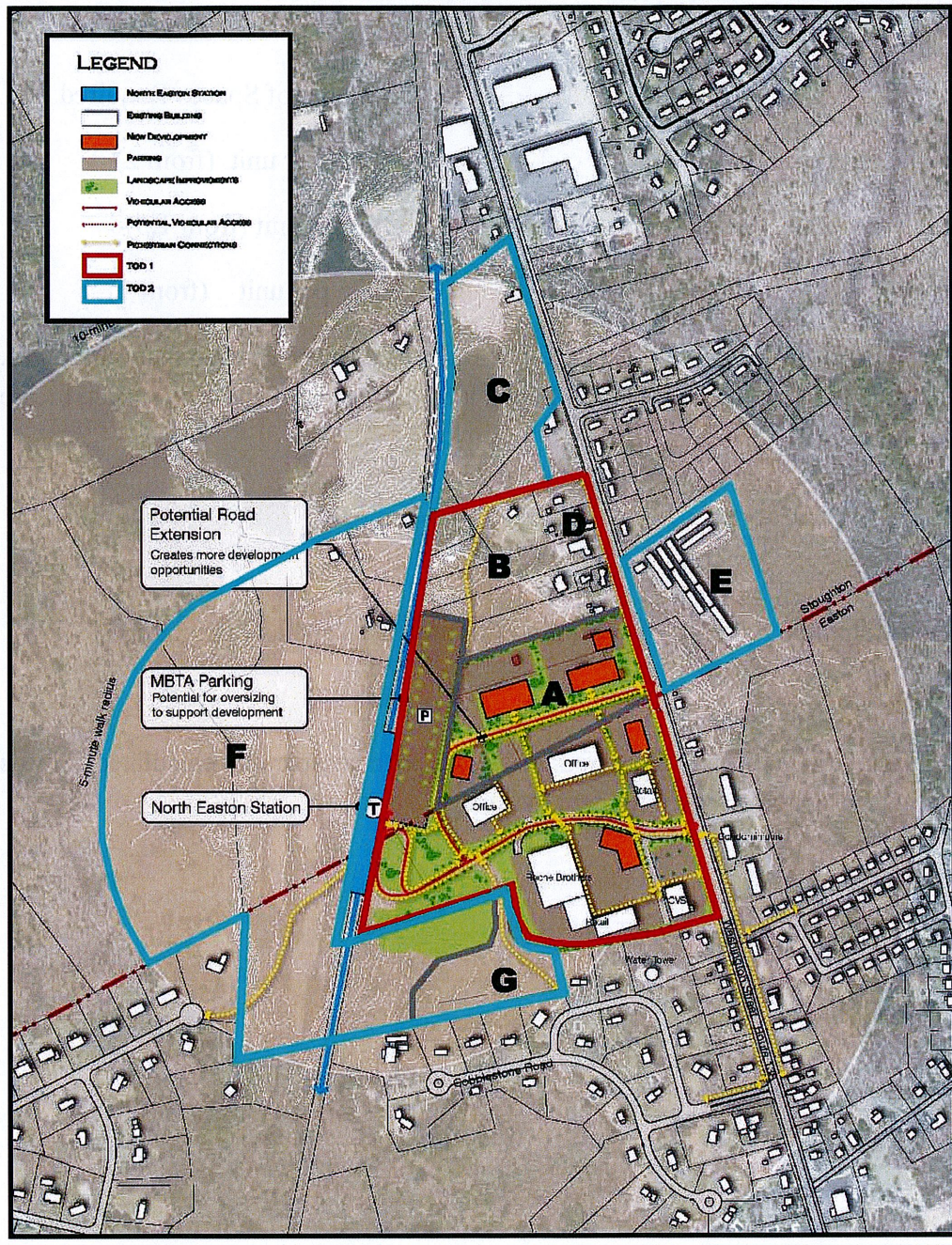
Procedures

Site plan review shall be required of specially permitted uses and as-of-right uses.

Waste Disposal

Residential uses over 4 d.u. / and non-residential uses with comparable calculated flows shall be tied to a public or private sewage treatment system.

PROPOSED TRANSIT ORIENTED DEVELOPMENT ZONING



OLD COLONY PLANNING COUNCIL, 70 SCHOOL STREET, BROCKTON, MA 02310
GIS DATA: CECIL GROUP, OCPC

DECEMBER, 2010

Examples of Possible Applications of these Provisions

If the 19.9 close-in acres in sites A ,B, and G were developed at 20 units/acre for 398 units with 2 people/unit for 796 residents, and the 41.2 acres at outlying sites E and C plus site F across the tracks were developed a 6 units/acre for 247 units with 2.5 people/unit or 617 people, the added population would be 1413 persons in 645 units for 10.5 du/acre.

Conversely, if 10 acres of site A were developed for office and retail use at 30% coverage (3 acres) in two-floor buildings, for 261,000 square feet at 400 square feet /worker it could add 653 workers. Given the possibility of housing over businesses in area A (and conceivably in the present plazas) the total could be higher than with single-purpose buildings.

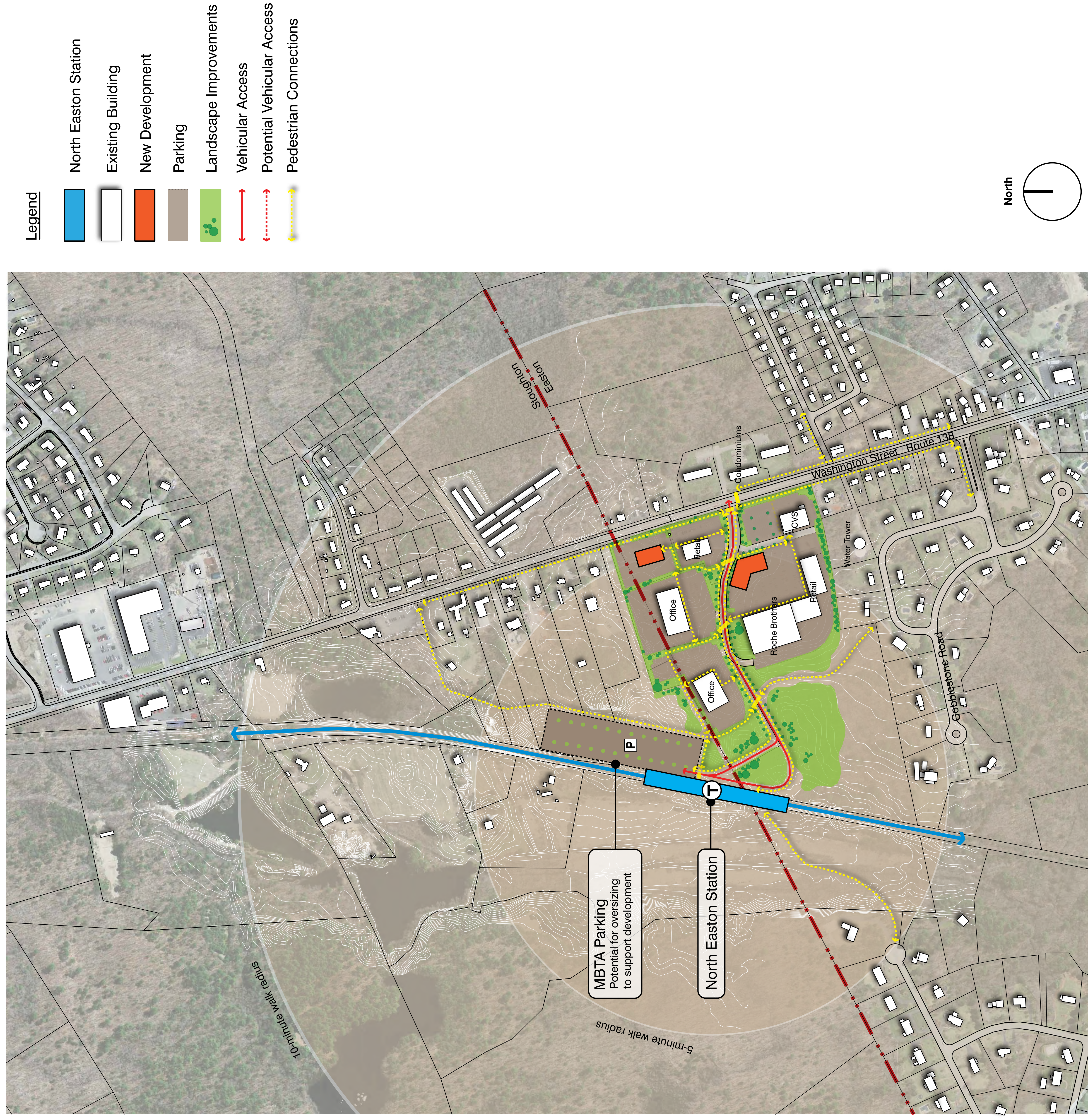
Beyond these, the dimensional regulations above would allow an 8,000 sq. ft. mixed-use parcel to hold 20,000 square feet. With a 4,800 square foot footprint (60%) and three 4800 square foot residential floors, and allowing about 15% for public space this could hold five 850 sq. ft. units per floor for a total of 15 units and a net density of 81/ net acre; far above the 20+s ought under the state's new Ch 40R. With a more likely 4,000 sq. ft. coverage (50.0 %), two residential floors, and the same 15% dedicated to circulation, the building would achieve an FAR of only 1.5 and would allow perhaps 8 units for a net density of 43 units /acre. Thus, just a few such buildings (using off-site parking) could significantly increase the area's overall density and vitality.



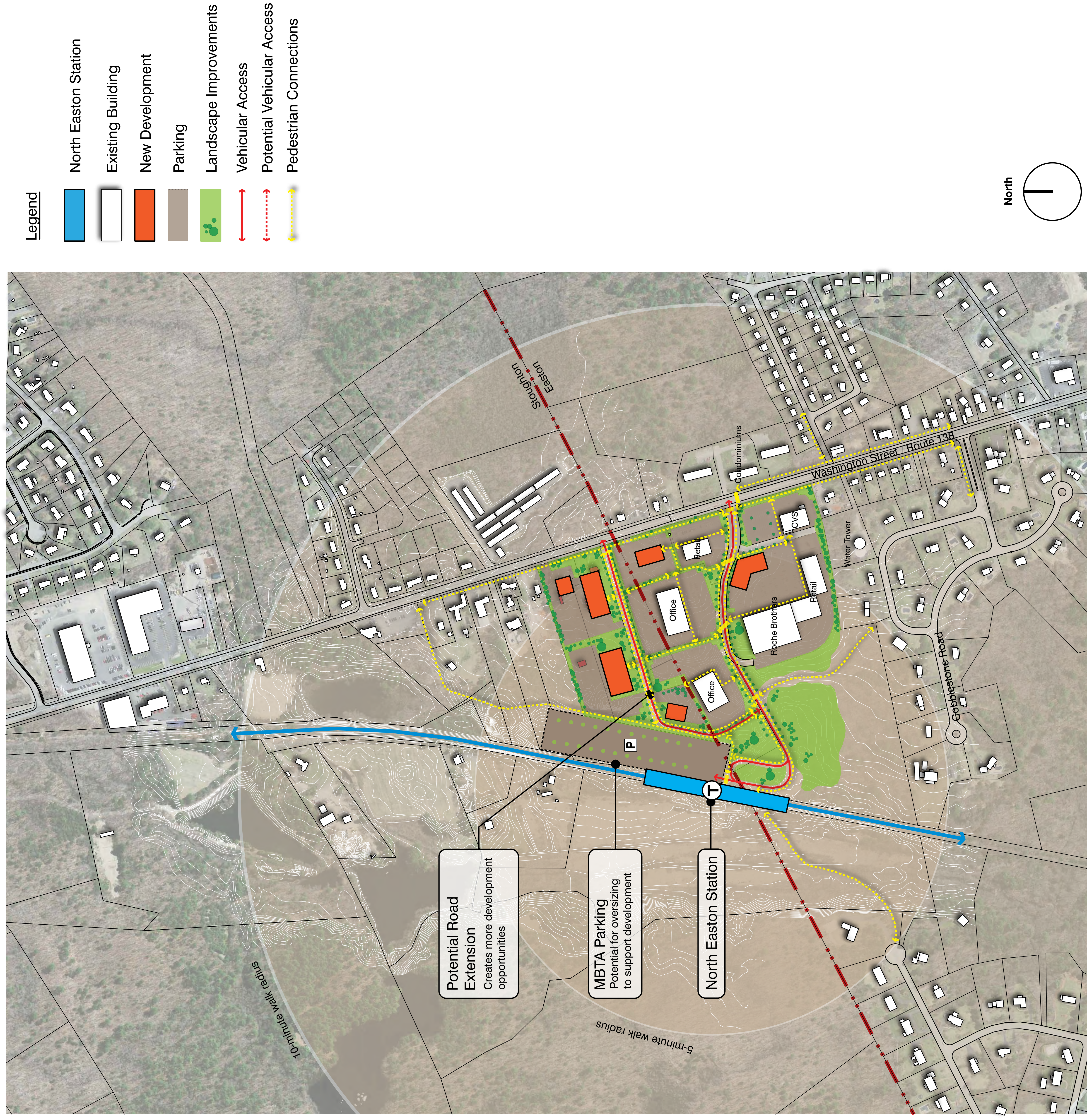
View of future train station and potential new office building along prospective new access road.

Appendix A
Cecil Group Renderings

CONCEPT PLAN- ALTERNATIVE 1



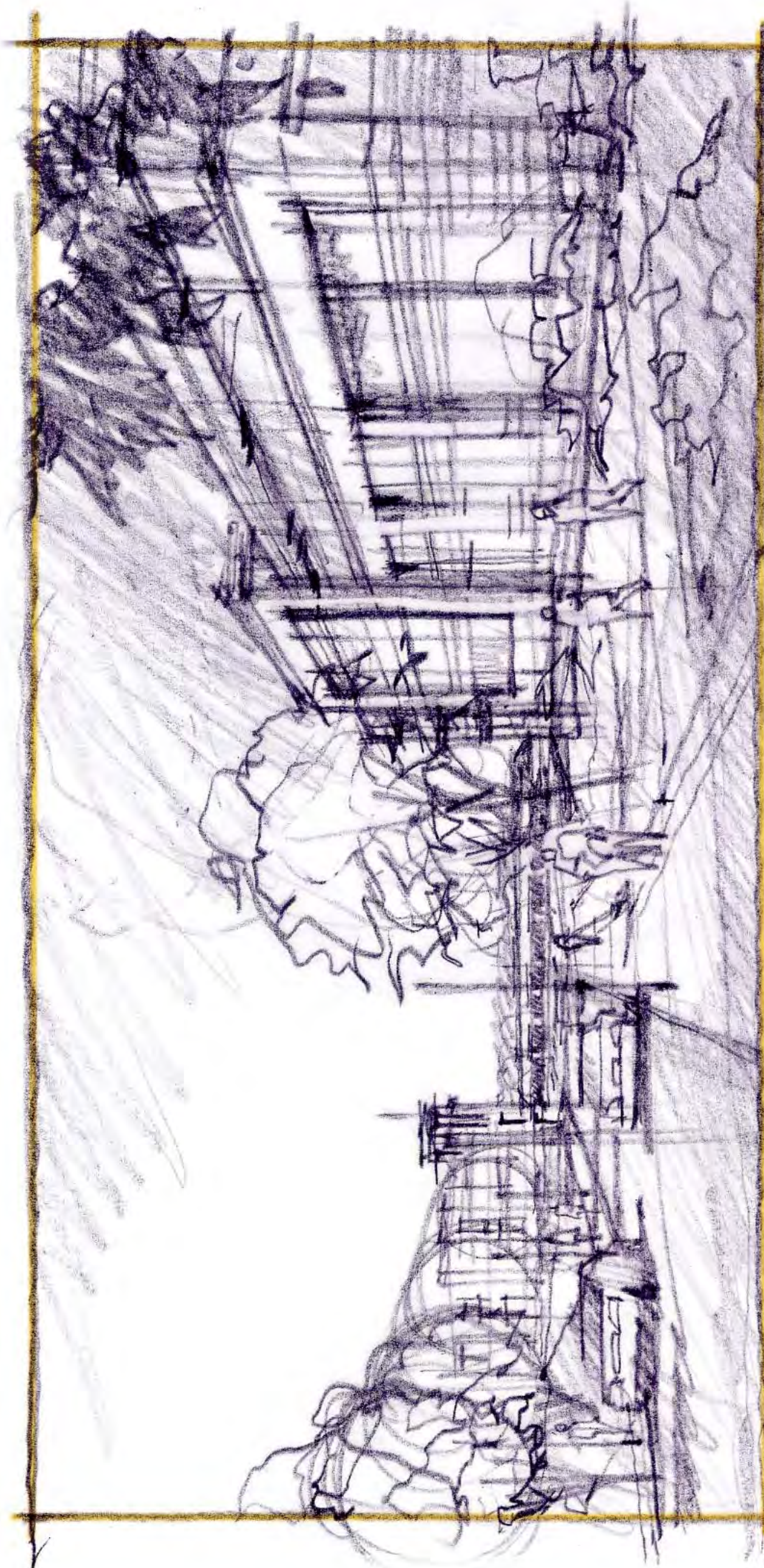
CONCEPT PLAN- ALTERNATIVE 2





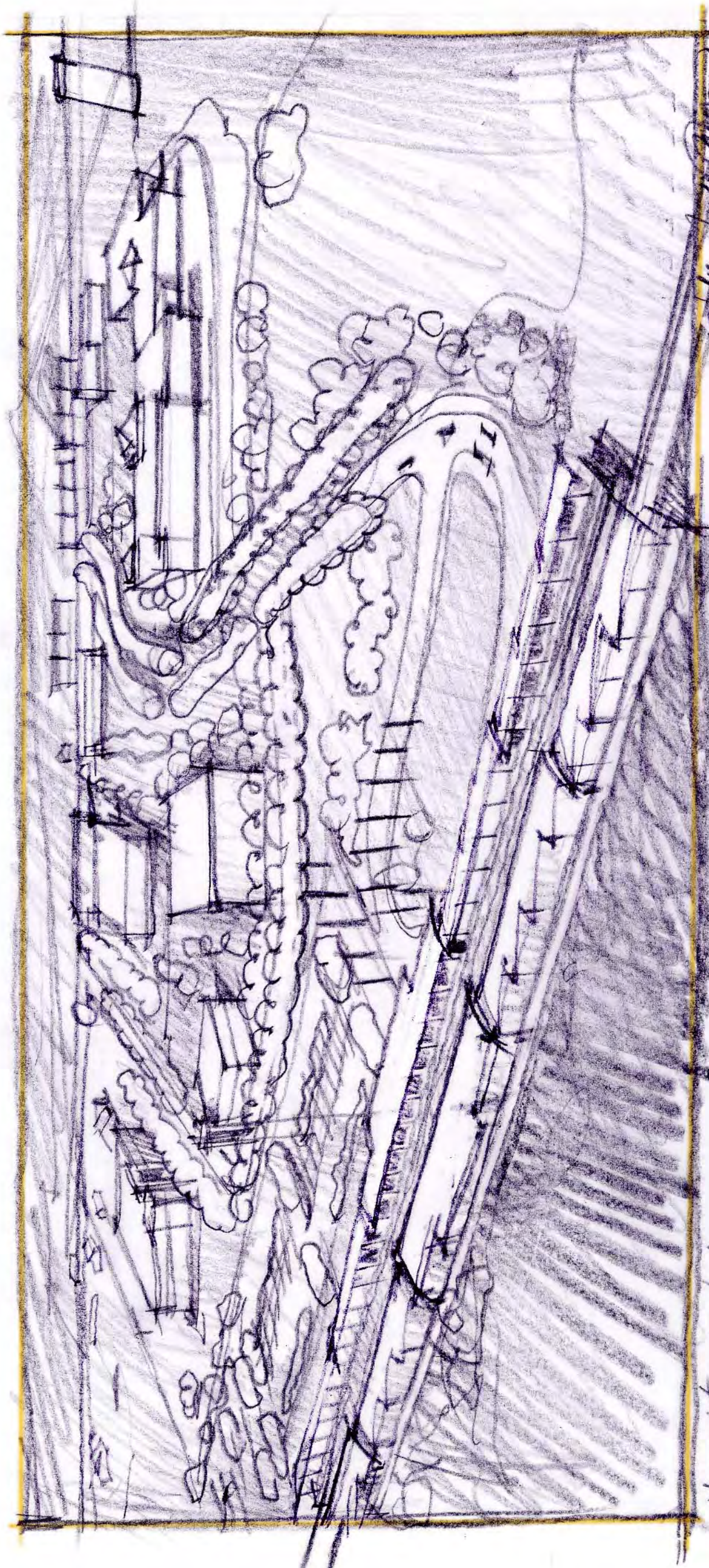






75 JULY 2010 8:15 AM
THE BELL GROUP

NORTH EASTON
EXTENSION ROAD



15th of July 1912
2016
2012

NORTH EASTON AERIAL. Rough layout

TRANSIT ORIENTED DEVELOPMENT PRECEDENTS

South Coast Rail: North Easton Station



Wickford Junction Station
North Kingstown, Rhode Island

Permitted/In Process (2011 Completion)
MBTA Train Service, 10.3 acres, 1,077 parking spaces



Forest Hill Station (Parcel V & W)
Boston, Massachusetts

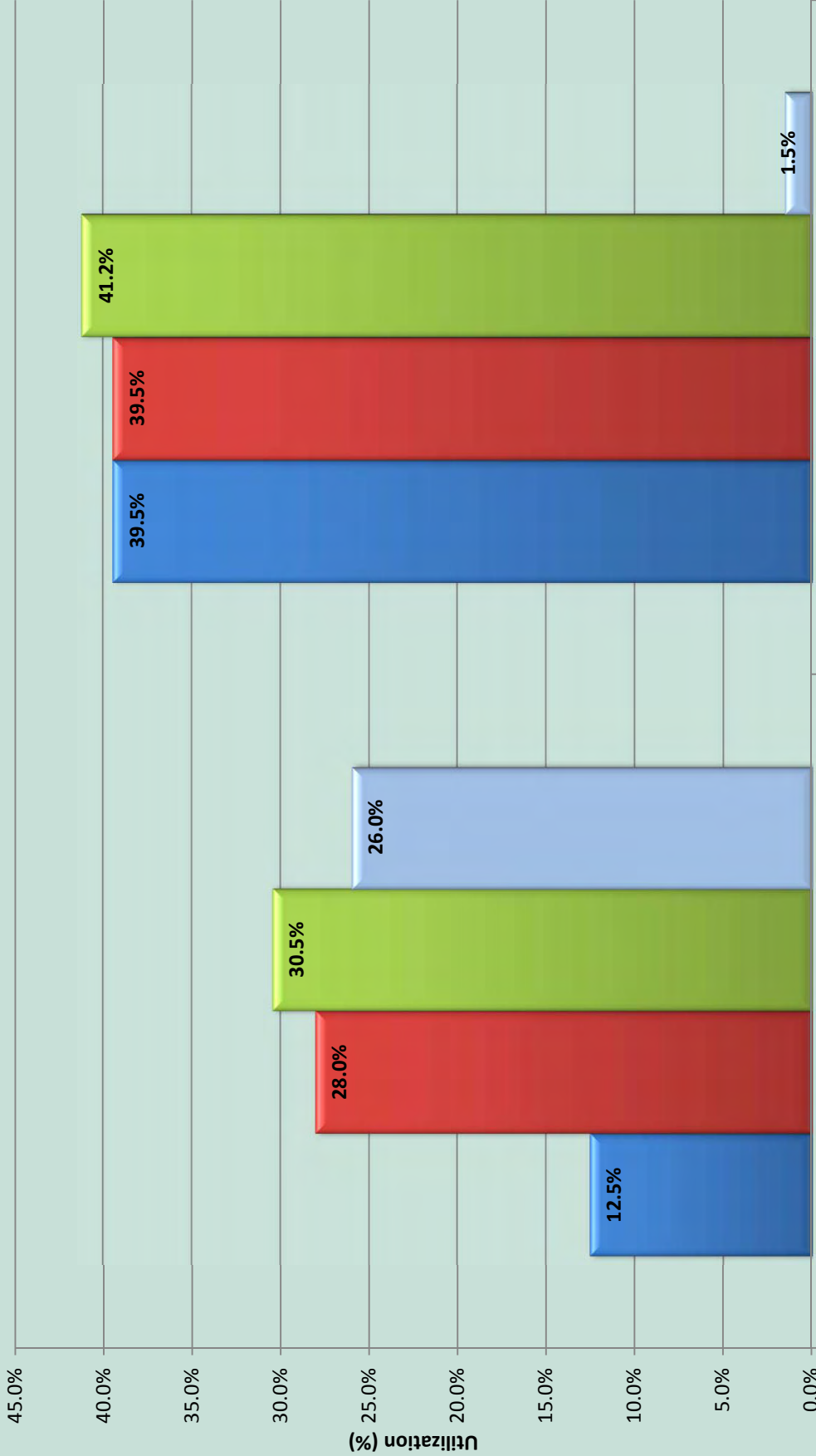
MBTA Train Service, 1.5 acres, 40 parking spaces

Appendix B
Parking Utilization

Easton South Coast Rail Technical Assistance Project

Parking Lot Utilization

■ Morning
 ■ Midday
 ■ Afternoon
 ■ Saturday Midday



Old Colony Planning Council
70 School Street, Brockton, MA 02301

Easton South Coast Rail Technical Assistance Project
Parking Lot Utilization Field Sheet



Location	Total Spaces	AM Period			Midday Period			PM Period			Saturday Midday Period				
		Bicycle Spaces	Handicap Spaces	Vehicles Parked	Bicycles Parked	Handicap Parked	Vehicles Parked	Bicycles Parked	Handicap Parked	Vehicles Parked	Bicycles Parked	Handicap Parked	Vehicles Parked	Bicycles Parked	Handicap Parked
RK Plaza															
Roche Bros	355	6	10	50	1	3	129	1	3	145	3	0	125	2	0
CVS	121	0	4	5	0	1	9	0	1	9	0	0	7	0	0
D&D, Euro Pizza, Cleaners, TD Bank North	59	0	4	12	0	0	12	0	0	9	0	0	7	0	0
Whelan Plaza															
One Washington Place	247	0	16	42	2	4	150	0	4	136	3	0	7	1	0
Two Washington Place	209	0	14	138	4	0	30	0	0	52	0	0	0	0	0
Total RK Plaza	535	6	18	67	1	4	150	1	4	163	3	0	139	2	0
Total Whelan Plaza	456	0	30	180	6	4	180	0	4	188	3	0	7	1	0
Total All Plazas	991	6	48	247	7	8	330	1	8	351	6	0	146	3	0

Location	Total Spaces	AM Period			Midday Period			PM Period			Saturday Midday Period				
		Bicycle Spaces	Handicap Spaces	Vehicle Utilization	Bicycle Utilization	Handicap Utilization	Vehicle Utilization	Bicycle Utilization	Handicap Utilization	Vehicle Utilization	Bicycle Utilization	Handicap Utilization	Vehicle Utilization	Bicycle Utilization	Handicap Utilization
RK Plaza															
Roche Bros	355	6	10	14.1%	16.7%	30.0%	36.3%	16.7%	30.0%	40.8%	30.0%	0.0%	35.2%	20.0%	0.0%
CVS	121	0	4	4.1%	0.0%	25.0%	7.4%	0.0%	25.0%	7.4%	0.0%	0.0%	5.8%	0.0%	0.0%
D&D, Euro Pizza, Cleaners, TD Bank North	59	0	4	20.3%	0.0%	0.0%	20.3%	0.0%	0.0%	15.3%	0.0%	0.0%	11.9%	0.0%	0.0%
Whelan Plaza															
One Washington Place	247	0	16	17.0%	0.0%	25.0%	60.7%	0.0%	25.0%	55.1%	18.8%	0.0%	2.8%	6.3%	0.0%
Two Washington Place	209	0	14	66.0%	0.0%	0.0%	14.4%	0.0%	0.0%	24.9%	0.0%	0.0%	0.0%	0.0%	0.0%
Total RK Plaza	535	6	18	12.5%	16.7%	22.2%	28.0%	16.7%	22.2%	30.5%	16.7%	0.0%	26.0%	11.1%	0.0%
Total Whelan Plaza	456	0	30	39.5%	0.0%	13.3%	39.5%	0.0%	13.3%	41.2%	10.0%	0.0%	1.5%	3.3%	0.0%
Total All Plazas	991	6	48	24.9%	14.6%	16.7%	33.3%	16.7%	16.7%	35.4%	12.5%	0.0%	14.7%	6.3%	0.0%

Source: Old Colony Planning Council
 Note: Total Spaces = regular spaces + handicapped spaces

**Old Colony Planning Council
70 School Street, Brockton, MA 02301**

**Easton South Coast Rail Technical Assistance Project
Parking Lot Utilization Field Sheet**



Location	Total Spaces	 Spaces	Bicycle Spaces	Vehicles Parked	 Parked	Bicycles Parked	Survey Date	Staff Initials
<u>RK Plaza</u>								
Roche Bros	355	10	6	50	0	1	5/26/2010	JC
CVS	121	4	0	5	0	0	5/26/2010	JC
D&D, Euro Pizza, Cleaners, TD Bank North	59	4	0	12	1	0	5/26/2010	JC
<u>Whelan Plaza</u>								
One Washington Place	247	16	0	42	2	0	5/26/2010	JC
Two Washington Place	209	14	0	138	4	0	5/26/2010	JC
<u>Total RK Plaza</u>	535	18	6	67	1	1		
<u>Total Whelan Plaza</u>	456	30	0	180	6	0		
<u>Total All Plazas</u>	991	48	6	247	7	1		

Source: Old Colony Planning Council
Note: Total Spaces = regular spaces + handicapped spaces

Comments / Observations:

**Old Colony Planning Council
70 School Street, Brockton, MA 02301**

**Easton South Coast Rail Technical Assistance Project
Parking Lot Utilization Field Sheet**



Location	Total Spaces	 Spaces	Bicycle Spaces	Vehicles Parked	 Parked	Bicycles Parked	Survey Date	Staff Initials
<u>RK Plaza</u>								
Roche Bros	355	10	6	129	3	1	5/26/2010	JC
CVS	121	4	0	9	1	0	5/26/2010	JC
D&D, Euro Pizza, Cleaners, TD Bank North	59	4	0	12	0	0	5/26/2010	JC
<u>Whelan Plaza</u>								
One Washington Place	247	16	0	150	4	0	5/26/2010	JC
Two Washington Place	209	14	0	30	0	0	5/26/2010	JC
<u>Total RK Plaza</u>	535	18	6	150	4	1		
<u>Total Whelan Plaza</u>	456	30	0	180	4	0		
<u>Total All Plazas</u>	991	48	6	330	8	1		

Source: Old Colony Planning Council
Note: Total Spaces = regular spaces + handicapped spaces

Comments / Observations:

**Old Colony Planning Council
70 School Street, Brockton, MA 02301**

**Easton South Coast Rail Technical Assistance Project
Parking Lot Utilization Field Sheet**



Location	Total Spaces	 Spaces	Bicycle Spaces	Vehicles Parked	 Parked	Bicycles Parked	Survey Date	Staff Initials
<u>RK Plaza</u>								
Roche Bros	355	10	0	145	3	0	5/20/2010	JC
CVS	121	4	0	9	0	0	5/20/2010	JC
D&D, Euro Pizza, Cleaners, TD Bank North	59	4	0	9	0	0	5/20/2010	JC
<u>Whelan Plaza</u>								
One Washington Place	247	16	0	136	3	0	5/20/2010	JC
Two Washington Place	209	14	0	52	0	0	5/20/2010	JC
<u>Total RK Plaza</u>	535	18	0	163	3	0		
<u>Total Whelan Plaza</u>	456	30	0	188	3	0		
<u>Total All Plazas</u>	991	48	0	351	6	0		

Source: Old Colony Planning Council
Note: Total Spaces = regular spaces + handicapped spaces

Comments / Observations:

**Old Colony Planning Council
70 School Street, Brockton, MA 02301**

**Easton South Coast Rail Technical Assistance Project
Parking Lot Utilization Field Sheet**

Location	Total Spaces	 Spaces	Bicycle Spaces	Vehicles Parked	 Parked	Bicycles Parked	Survey Date	Staff Initials
<u>RK Plaza</u>								
Roche Bros	355	10	6	125	2	0	5/22/2010	BH
CVS	121	4	0	7	0	0	5/22/2010	BH
D&D, Euro Pizza, Cleaners, TD Bank North	59	4	0	7	0	0	5/22/2010	BH
<u>Whelan Plaza</u>								
One Washington Place	247	16	0	7	1	0	5/22/2010	BH
Two Washington Place	209	14	0	0	0	0	5/22/2010	BH
<u>Total RK Plaza</u>	535	18	6	139	2	0		
<u>Total Whelan Plaza</u>	456	30	0	7	1	0		
<u>Total All Plazas</u>	991	48	6	146	3	0		

Source: Old Colony Planning Council
Note: Total Spaces = regular spaces + handicapped spaces

Comments / Observations:

Appendix C
Automatic Traffic Recorder Counts

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

Community: Easton
 Com #_U/RFC: 88_U0
 Recorder #: Jamar #12
 Tube Layout: L1 Volume Only

Station ID:
 Site Code: 88
 Date Start: 17-May-10
 Date End: 23-May-10
 Roche Bros Wy,west of Washington St(138)
 EB = Out WB = In

Start Time	17-May-10		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	4	0	0	1	1	3	3	1	0	2	1	3	2	2	2
01:00	4	2	7	5	1	1	2	1	3	3	4	4	3	3	3	3
02:00	2	2	2	2	2	2	3	3	3	4	1	1	2	3	2	2
03:00	1	6	2	7	0	3	1	5	1	4	2	10	2	5	1	6
04:00	0	4	2	11	2	10	2	10	1	2	4	6	1	3	2	7
05:00	10	29	17	30	12	20	15	30	21	42	6	17	2	11	12	26
06:00	55	93	63	106	60	139	67	135	61	107	25	54	12	24	49	94
07:00	134	261	136	262	146	253	144	249	161	283	81	120	29	54	119	212
08:00	202	346	178	361	202	322	229	396	195	358	153	214	111	185	181	312
09:00	215	296	281	351	228	306	252	341	260	351	204	315	207	260	235	317
10:00	300	358	256	344	267	344	325	362	281	325	296	361	247	285	282	340
11:00	311	300	326	301	322	316	321	299	362	370	348	355	298	327	327	324
12:00 PM	302	298	333	299	333	292	328	302	415	351	378	316	321	308	344	309
01:00	311	360	301	344	279	336	286	361	314	383	268	314	289	300	293	343
02:00	310	316	302	336	334	370	329	318	343	336	376	304	284	244	325	318
03:00	380	375	388	372	362	361	350	341	382	365	335	258	252	238	350	330
04:00	399	369	404	358	423	381	395	380	365	332	252	246	246	253	355	331
05:00	435	345	417	351	429	368	425	362	376	314	263	251	260	227	372	317
06:00	321	275	304	264	326	253	338	286	308	251	233	201	170	143	286	239
07:00	229	197	185	156	203	142	226	177	194	161	174	141	139	112	193	155
08:00	156	102	142	79	113	95	180	122	184	122	104	82	77	65	137	95
09:00	78	42	76	31	89	40	79	43	52	40	55	36	46	20	68	36
10:00	22	3	17	3	28	11	22	6	41	12	29	14	3	1	23	7
11:00	6	1	1	0	1	1	2	2	1	1	3	4	1	1	2	1
Total	4185	4384	4140	4373	4163	4367	4324	4534	4325	4517	3596	3625	3005	3074	3963	4126
Day	8569		8513		8530		8858		8842		7221		6079		8089	
AM Peak	11:00	10:00	11:00	08:00	11:00	10:00	10:00	08:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	10:00
Vol.	311	358	326	361	322	344	325	396	362	370	348	361	298	327	327	340
PM Peak	17:00	15:00	17:00	15:00	17:00	16:00	17:00	16:00	12:00	13:00	12:00	12:00	12:00	12:00	17:00	13:00
Vol.	435	375	417	372	429	381	425	380	415	383	378	316	321	308	372	343

Comb. Total 8569 8513 8530 8858 8842 7221 6079 8089

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

Community: Easton
 Com #_U/RFC: 88_U0
 Recorder #: Jamar #12
 Tube Layout: L1 Volume Only

Station ID:
 Site Code: 88
 Date Start: 17-May-10
 Date End: 23-May-10
 Roche Bros Wy,west of Washington St(138)
 EB = Out WB = In

Start Time	17-May-1 Mon	EB		WB		Combined		18-May Tue	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	83	0	62	0	145		0	102	0	74	0	176
12:15		2	70	2	65	4	135		0	76	0	67	0	143
12:30		0	82	2	70	2	152		0	84	0	71	0	155
12:45		0	67	0	101	0	168		0	71	0	87	0	158
01:00		3	77	1	91	4	168		1	70	1	99	2	169
01:15		0	65	0	91	0	156		1	79	1	92	2	171
01:30		1	86	1	92	2	178		2	79	1	83	3	162
01:45		0	83	0	86	0	169		3	73	2	70	5	143
02:00		0	74	0	74	0	148		0	70	0	88	0	158
02:15		1	80	1	72	2	152		0	71	1	76	1	147
02:30		0	77	1	86	1	163		2	88	1	77	3	165
02:45		1	79	0	84	1	163		0	73	0	95	0	168
03:00		0	100	0	102	0	202		0	101	2	111	2	212
03:15		0	86	0	94	0	180		2	100	0	88	2	188
03:30		0	100	2	85	2	185		0	96	0	90	0	186
03:45		1	94	4	94	5	188		0	91	5	83	5	174
04:00		0	101	2	94	2	195		1	95	2	101	3	196
04:15		0	94	0	81	0	175		0	99	1	89	1	188
04:30		0	113	1	92	1	205		0	109	3	90	3	199
04:45		0	91	1	102	1	193		1	101	5	78	6	179
05:00		2	110	5	84	7	194		3	102	6	92	9	194
05:15		3	101	7	93	10	194		2	103	6	73	8	176
05:30		2	113	7	78	9	191		6	103	5	100	11	203
05:45		3	111	10	90	13	201		6	109	13	86	19	195
06:00		10	89	14	80	24	169		7	102	13	88	20	190
06:15		17	83	23	79	40	162		15	70	23	58	38	128
06:30		17	89	27	56	44	145		18	79	31	55	49	134
06:45		11	60	29	60	40	120		23	53	39	63	62	116
07:00		24	69	48	67	72	136		25	71	56	46	81	117
07:15		27	71	48	44	75	115		38	48	59	31	97	79
07:30		37	56	79	41	116	97		37	32	64	35	101	67
07:45		46	33	86	45	132	78		36	34	83	44	119	78
08:00		48	66	103	42	151	108		32	58	95	34	127	92
08:15		46	40	83	18	129	58		43	50	97	19	140	69
08:30		57	24	80	16	137	40		53	22	92	12	145	34
08:45		51	26	80	26	131	52		50	12	77	14	127	26
09:00		52	20	76	10	128	30		69	33	96	13	165	46
09:15		56	20	58	5	114	25		69	17	86	8	155	25
09:30		54	21	80	16	134	37		67	16	80	7	147	23
09:45		53	17	82	11	135	28		76	10	89	3	165	13
10:00		76	10	96	1	172	11		73	7	81	1	154	8
10:15		69	11	83	2	152	13		57	9	78	1	135	10
10:30		74	1	89	0	163	1		60	0	88	0	148	0
10:45		81	0	90	0	171	0		66	1	97	1	163	2
11:00		74	1	89	1	163	2		93	0	84	0	177	0
11:15		78	5	74	0	152	5		67	0	73	0	140	0
11:30		81	0	79	0	160	0		90	0	68	0	158	0
11:45		78	0	58	0	136	0		76	1	76	0	152	1
Total		1236	2949	1701	2683	2937	5632		1270	2870	1780	2593	3050	5463
Day Total		4185		4384		8569			4140		4373		8513	
% Total	0.0%	14.4%	34.4%	19.9%	31.3%			14.9%	33.7%	20.9%	30.5%			
Peak		10:45	05:00	10:00	00:45	10:00	04:30		11:00	05:00	07:45	02:45	10:45	05:00
Vol.		314	435	358	375	658	786		326	417	367	384	638	768
P.H.F.		0.969	0.962	0.869	0.928	0.956	0.959		0.876	0.956	0.946	0.865	0.901	0.946

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

Community: Easton
 Com #_U/RFC: 88_U0
 Recorder #: Jamar #12
 Tube Layout: L1 Volume Only

Station ID:
 Site Code: 88
 Date Start: 17-May-10
 Date End: 23-May-10
 Roche Bros Wy,west of Washington St(138)
 EB = Out WB = In

Start Time	19-May-1 Wed	EB		WB		Combined		20-May Thu	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	86	0	82	0	168		1	93	1	83	2	176
12:15		0	90	0	64	0	154		1	76	1	63	2	139
12:30		1	74	1	63	2	137		0	82	0	76	0	158
12:45		0	83	0	83	0	166		1	77	1	80	2	157
01:00		0	61	0	79	0	140		2	66	1	78	3	144
01:15		0	72	0	90	0	162		0	66	0	98	0	164
01:30		1	78	1	96	2	174		0	70	0	94	0	164
01:45		0	68	0	71	0	139		0	84	0	91	0	175
02:00		1	75	1	86	2	161		0	85	0	86	0	171
02:15		0	68	1	87	1	155		0	89	0	63	0	152
02:30		1	92	0	108	1	200		3	74	3	79	6	153
02:45		0	99	0	89	0	188		0	81	0	90	0	171
03:00		0	95	0	76	0	171		0	92	0	94	0	186
03:15		0	88	0	78	0	166		0	82	0	68	0	150
03:30		0	89	0	92	0	181		0	89	0	87	0	176
03:45		0	90	3	115	3	205		1	87	5	92	6	179
04:00		2	111	4	94	6	205		0	97	1	92	1	189
04:15		0	84	0	94	0	178		0	98	3	95	3	193
04:30		0	110	0	102	0	212		2	106	3	91	5	197
04:45		0	118	6	91	6	209		0	94	3	102	3	196
05:00		4	110	2	91	6	201		2	119	3	77	5	196
05:15		1	102	3	103	4	205		5	104	9	100	14	204
05:30		3	115	6	89	9	204		4	110	11	96	15	206
05:45		4	102	9	85	13	187		4	92	7	89	11	181
06:00		6	108	12	97	18	205		14	116	29	76	43	192
06:15		17	88	23	52	40	140		9	83	20	74	29	157
06:30		8	66	31	56	39	122		16	66	37	67	53	133
06:45		29	64	73	48	102	112		28	73	49	69	77	142
07:00		24	71	59	39	83	110		29	78	48	54	77	132
07:15		37	37	46	40	83	77		30	45	51	41	81	86
07:30		45	49	79	39	124	88		49	61	79	38	128	99
07:45		40	46	69	24	109	70		36	42	71	44	107	86
08:00		33	27	87	28	120	55		38	62	114	39	152	101
08:15		51	42	69	19	120	61		49	49	101	33	150	82
08:30		48	24	77	18	125	42		74	35	93	31	167	66
08:45		70	20	89	30	159	50		68	34	88	19	156	53
09:00		52	38	66	19	118	57		60	32	80	17	140	49
09:15		59	28	80	7	139	35		71	21	92	7	163	28
09:30		60	9	69	5	129	14		60	17	81	12	141	29
09:45		57	14	91	9	148	23		61	9	88	7	149	16
10:00		61	22	90	7	151	29		72	15	87	4	159	19
10:15		68	2	80	0	148	2		77	3	95	0	172	3
10:30		59	3	69	3	128	6		82	4	93	2	175	6
10:45		79	1	105	1	184	2		94	0	87	0	181	0
11:00		75	0	80	0	155	0		78	0	81	0	159	0
11:15		82	0	79	0	161	0		79	1	77	1	156	2
11:30		82	1	78	1	160	2		70	0	72	0	142	0
11:45		83	0	79	0	162	0		94	1	69	1	163	2
Total		1243	2920	1717	2650	2960	5570		1364	2960	1834	2700	3198	5660
Day Total		4163		4367		8530			4324		4534		8858	
% Total	0.0%	14.6%	34.2%	20.1%	31.1%				15.4%	33.4%	20.7%	30.5%		
Peak		11:00	04:45	10:00	03:45	10:45	04:30		10:30	04:45	08:00	04:00	10:00	04:45
Vol.		322	445	344	405	660	827		333	427	396	380	687	802
P.H.F.		0.970	0.943	0.819	0.880	0.897	0.975		0.886	0.897	0.868	0.931	0.949	0.973

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

Community: Easton
 Com #_U/RFC: 88_U0
 Recorder #: Jamar #12
 Tube Layout: L1 Volume Only

Station ID:
 Site Code: 88
 Date Start: 17-May-10
 Date End: 23-May-10
 Roche Bros Wy,west of Washington St(138)
 EB = Out WB = In

Start Time	21-May-1 Fri	EB		WB		Combined		22-May Sat	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	96	0	85	1	181		0	92	0	90	0	182
12:15		0	104	0	91	0	195		0	89	0	73	0	162
12:30		0	107	0	92	0	199		2	109	1	81	3	190
12:45		0	108	0	83	0	191		0	88	0	72	0	160
01:00		1	81	1	85	2	166		1	71	1	65	2	136
01:15		1	73	1	118	2	191		1	65	3	83	4	148
01:30		1	88	1	103	2	191		2	54	0	73	2	127
01:45		0	72	0	77	0	149		0	78	0	93	0	171
02:00		1	95	1	78	2	173		0	101	0	94	0	195
02:15		0	90	1	94	1	184		0	90	0	61	0	151
02:30		2	78	2	80	4	158		1	88	1	74	2	162
02:45		0	80	0	84	0	164		0	97	0	75	0	172
03:00		0	80	0	105	0	185		1	94	7	74	8	168
03:15		0	112	0	87	0	199		1	85	0	65	1	150
03:30		1	95	2	93	3	188		0	84	0	57	0	141
03:45		0	95	2	80	2	175		0	72	3	62	3	134
04:00		1	95	1	72	2	167		1	65	2	50	3	115
04:15		0	71	0	86	0	157		0	53	1	74	1	127
04:30		0	95	0	81	0	176		0	64	1	67	1	131
04:45		0	104	1	93	1	197		3	70	2	55	5	125
05:00		2	104	7	78	9	182		0	74	4	63	4	137
05:15		2	94	11	87	13	181		0	68	0	59	0	127
05:30		9	79	12	82	21	161		3	57	3	62	6	119
05:45		8	99	12	67	20	166		3	64	10	67	13	131
06:00		11	88	16	60	27	148		1	62	10	51	11	113
06:15		11	76	26	68	37	144		11	57	15	55	26	112
06:30		16	73	31	60	47	133		9	60	10	52	19	112
06:45		23	71	34	63	57	134		4	54	19	43	23	97
07:00		21	55	49	36	70	91		16	57	25	42	41	99
07:15		36	50	66	49	102	99		27	42	31	40	58	82
07:30		56	49	95	42	151	91		18	43	28	34	46	77
07:45		48	40	73	34	121	74		20	32	36	25	56	57
08:00		34	65	87	46	121	111		27	39	52	27	79	66
08:15		53	43	86	31	139	74		34	25	41	19	75	44
08:30		57	46	97	31	154	77		39	18	51	23	90	41
08:45		51	30	88	14	139	44		53	22	70	13	123	35
09:00		55	15	87	9	142	24		51	16	72	7	123	23
09:15		51	13	89	11	140	24		47	17	76	7	123	24
09:30		81	10	74	14	155	24		48	9	72	11	120	20
09:45		73	14	101	6	174	20		58	13	95	11	153	24
10:00		60	18	80	6	140	24		60	16	89	10	149	26
10:15		70	18	92	3	162	21		76	8	94	1	170	9
10:30		77	4	71	2	148	6		82	0	92	1	174	1
10:45		74	1	82	1	156	2		78	5	86	2	164	7
11:00		102	1	104	1	206	2		89	1	103	0	192	1
11:15		66	0	88	0	154	0		102	0	88	1	190	1
11:30		103	0	100	0	203	0		81	1	84	1	165	2
11:45		91	0	78	0	169	0		76	1	80	2	156	3
Total		1350	2975	1849	2668	3199	5643		1126	2470	1458	2167	2584	4637
Day Total		4325		4517		8842			3596		3625		7221	
% Total	0.0%	15.3%	33.6%	20.9%	30.2%			15.6%	34.2%	20.2%	30.0%			
Peak		11:00	12:00	10:45	00:45	11:00	12:00		10:30	12:00	10:15	01:15	10:30	12:00
Vol.		362	415	374	389	732	766		351	378	375	343	720	694
P.H.F.		0.879	0.961	0.899	0.824	0.888	0.962		0.860	0.867	0.910	0.912	0.938	0.913

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

Community: Easton
 Com #_U/RFC: 88_U0
 Recorder #: Jamar #12
 Tube Layout: L1 Volume Only

Station ID:
 Site Code: 88
 Date Start: 17-May-10
 Date End: 23-May-10
 Roche Bros Wy,west of Washington St(138)
 EB = Out WB = In

Start Time	23-May-1 Sun	EB		WB		Combined		24-May Mon	EB		WB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	2	84	2	74	4	158	*	*	*	*	*	*		
12:15	1	84	0	87	1	171	*	*	*	*	*	*		
12:30	0	76	0	87	0	163	*	*	*	*	*	*		
12:45	0	77	0	60	0	137	*	*	*	*	*	*		
01:00	0	66	0	77	0	143	*	*	*	*	*	*		
01:15	1	67	1	79	2	146	*	*	*	*	*	*		
01:30	1	88	1	69	2	157	*	*	*	*	*	*		
01:45	1	68	1	75	2	143	*	*	*	*	*	*		
02:00	0	84	2	65	2	149	*	*	*	*	*	*		
02:15	2	80	1	69	3	149	*	*	*	*	*	*		
02:30	0	64	0	56	0	120	*	*	*	*	*	*		
02:45	0	56	0	54	0	110	*	*	*	*	*	*		
03:00	1	59	1	67	2	126	*	*	*	*	*	*		
03:15	0	68	0	70	0	138	*	*	*	*	*	*		
03:30	0	62	0	41	0	103	*	*	*	*	*	*		
03:45	1	63	4	60	5	123	*	*	*	*	*	*		
04:00	1	63	3	70	4	133	*	*	*	*	*	*		
04:15	0	60	0	66	0	126	*	*	*	*	*	*		
04:30	0	66	0	55	0	121	*	*	*	*	*	*		
04:45	0	57	0	62	0	119	*	*	*	*	*	*		
05:00	0	68	2	74	2	142	*	*	*	*	*	*		
05:15	0	72	0	63	0	135	*	*	*	*	*	*		
05:30	0	61	3	48	3	109	*	*	*	*	*	*		
05:45	2	59	6	42	8	101	*	*	*	*	*	*		
06:00	2	55	7	42	9	97	*	*	*	*	*	*		
06:15	3	48	4	33	7	81	*	*	*	*	*	*		
06:30	3	38	4	35	7	73	*	*	*	*	*	*		
06:45	4	29	9	33	13	62	*	*	*	*	*	*		
07:00	2	40	9	35	11	75	*	*	*	*	*	*		
07:15	6	37	14	28	20	65	*	*	*	*	*	*		
07:30	14	29	14	30	28	59	*	*	*	*	*	*		
07:45	7	33	17	19	24	52	*	*	*	*	*	*		
08:00	9	25	52	23	61	48	*	*	*	*	*	*		
08:15	26	25	38	11	64	36	*	*	*	*	*	*		
08:30	34	15	46	18	80	33	*	*	*	*	*	*		
08:45	42	12	49	13	91	25	*	*	*	*	*	*		
09:00	40	26	68	9	108	35	*	*	*	*	*	*		
09:15	54	13	68	8	122	21	*	*	*	*	*	*		
09:30	57	4	60	1	117	5	*	*	*	*	*	*		
09:45	56	3	64	2	120	5	*	*	*	*	*	*		
10:00	54	3	62	1	116	4	*	*	*	*	*	*		
10:15	64	0	77	0	141	0	*	*	*	*	*	*		
10:30	65	0	80	0	145	0	*	*	*	*	*	*		
10:45	64	0	66	0	130	0	*	*	*	*	*	*		
11:00	73	0	96	0	169	0	*	*	*	*	*	*		
11:15	72	0	69	0	141	0	*	*	*	*	*	*		
11:30	86	0	80	0	166	0	*	*	*	*	*	*		
11:45	67	1	82	1	149	2	*	*	*	*	*	*		
Total		917	2088	1162	1912	2079	4000	0	0	0	0	0	0	
Day Total		3005		3074		6079		0	0	0	0	0	0	
% Total	0.0%	15.1%	34.3%	19.1%	31.5%			0.0%	0.0%	0.0%	0.0%			
Peak		11:00	12:00	11:00	00:15	11:00	12:00							
Vol.		298	321	327	311	625	629							
P.H.F.		0.866	0.955	0.852	0.894	0.925	0.920							

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

Community: Stoughton
 Com#_UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton T/L

Start Time	17-May-10		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	*	*	18	30	29	56	*	*	*	*	*	*	*	*	24	43
01:00	*	*	18	26	15	16	*	*	*	*	*	*	*	*	16	21
02:00	*	*	11	9	9	10	*	*	*	*	*	*	*	*	10	10
03:00	*	*	8	13	5	9	*	*	*	*	*	*	*	*	6	11
04:00	*	*	30	20	33	24	*	*	*	*	*	*	*	*	32	22
05:00	*	*	155	64	136	61	*	*	*	*	*	*	*	*	146	62
06:00	*	*	528	166	497	149	*	*	*	*	*	*	*	*	512	158
07:00	*	*	673	335	693	347	*	*	*	*	*	*	*	*	683	341
08:00	*	*	603	403	622	357	*	*	*	*	*	*	*	*	612	380
09:00	*	*	444	372	449	375	*	*	*	*	*	*	*	*	446	374
10:00	*	*	369	368	355	397	*	*	*	*	*	*	*	*	362	382
11:00	*	*	403	352	389	361	*	*	*	*	*	*	*	*	396	356
12:00 PM	*	*	388	395	417	386	*	*	*	*	*	*	*	*	402	390
01:00	*	*	358	387	390	384	*	*	*	*	*	*	*	*	374	386
02:00	*	*	429	453	422	467	*	*	*	*	*	*	*	*	426	460
03:00	*	*	428	559	448	566	*	*	*	*	*	*	*	*	438	562
04:00	*	*	473	606	532	653	*	*	*	*	*	*	*	*	502	630
05:00	*	*	503	738	537	779	*	*	*	*	*	*	*	*	520	758
06:00	*	*	395	544	382	622	*	*	*	*	*	*	*	*	388	583
07:00	*	*	256	379	278	371	*	*	*	*	*	*	*	*	267	375
08:00	*	*	211	222	212	279	*	*	*	*	*	*	*	*	212	250
09:00	*	*	114	155	145	188	*	*	*	*	*	*	*	*	130	172
10:00	*	*	75	97	84	116	*	*	*	*	*	*	*	*	80	106
11:00	*	*	43	79	63	85	*	*	*	*	*	*	*	*	53	82
Total	0	0	6933	6772	7142	7058	0	0	0	0	0	0	0	0	7037	6914
Day	0	0	13705		14200		0	0	0	0	0	0	0	0	13951	
AM Peak			07:00	08:00	07:00	10:00									07:00	10:00
Vol.			673	403	693	397									683	382
PM Peak			17:00	17:00	17:00	17:00									17:00	17:00
Vol.			503	738	537	779									520	758

Comb. Total 0 13705 14200 0 0 0 0 13951

Old Colony Planning Council
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Community: Stoughton
Com#_UR/FC: 285_U5
Recorder #: Jamar #10
Layout: L6 Basic (2')

Station ID:
Site Code: 285
Date Start: 18-May-10
Date End: 19-May-10
Washington St (138), at Easton T/L

Start Time	18-May-1 Tue	NB		SB		Combined		19-May Wed	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		7	92	9	87	16	179		9	112	18	91	27	203
12:15		5	102	9	102	14	204		6	112	16	83	22	195
12:30		4	95	9	106	13	201		8	98	17	97	25	195
12:45		2	99	3	100	5	199		6	95	5	115	11	210
01:00		7	96	10	85	17	181		4	77	4	102	8	179
01:15		4	66	7	111	11	177		6	111	2	99	8	210
01:30		3	100	4	96	7	196		4	96	6	100	10	196
01:45		4	96	5	95	9	191		1	106	4	83	5	189
02:00		2	100	0	119	2	219		3	99	7	97	10	196
02:15		2	99	2	105	4	204		1	104	1	107	2	211
02:30		4	112	4	102	8	214		4	107	1	126	5	233
02:45		3	118	3	127	6	245		1	112	1	137	2	249
03:00		2	111	4	124	6	235		1	118	2	135	3	253
03:15		2	97	4	141	6	238		0	94	4	134	4	228
03:30		2	115	1	138	3	253		4	100	1	143	5	243
03:45		2	105	4	156	6	261		0	136	2	154	2	290
04:00		3	114	3	149	6	263		7	136	4	133	11	269
04:15		5	117	4	143	9	260		4	120	7	152	11	272
04:30		12	116	7	162	19	278		7	141	6	194	13	335
04:45		10	126	6	152	16	278		15	135	7	174	22	309
05:00		20	128	9	194	29	322		24	127	8	214	32	341
05:15		33	123	11	161	44	284		26	134	14	215	40	349
05:30		41	129	16	192	57	321		33	158	19	174	52	332
05:45		61	123	28	191	89	314		53	118	20	176	73	294
06:00		79	115	23	146	102	261		76	102	20	179	96	281
06:15		116	104	34	153	150	257		107	101	31	168	138	269
06:30		149	95	50	111	199	206		144	98	39	138	183	236
06:45		184	81	59	134	243	215		170	81	59	137	229	218
07:00		138	62	68	129	206	191		115	67	75	97	190	164
07:15		168	62	82	98	250	160		175	73	77	113	252	186
07:30		201	68	68	82	269	150		222	67	91	93	313	160
07:45		166	64	117	70	283	134		181	71	104	68	285	139
08:00		182	60	89	79	271	139		165	53	77	75	242	128
08:15		156	68	94	63	250	131		194	61	99	68	293	129
08:30		138	40	115	45	253	85		130	58	92	68	222	126
08:45		127	43	105	35	232	78		133	40	89	68	222	108
09:00		123	42	90	40	213	82		136	49	84	59	220	108
09:15		115	22	78	48	193	70		117	31	88	59	205	90
09:30		104	35	90	34	194	69		104	35	96	36	200	71
09:45		102	15	114	33	216	48		92	30	107	34	199	64
10:00		97	23	94	29	191	52		84	32	92	37	176	69
10:15		92	21	88	34	180	55		93	26	92	31	185	57
10:30		92	18	93	21	185	39		94	12	108	23	202	35
10:45		88	13	93	13	181	26		84	14	105	25	189	39
11:00		94	9	84	21	178	30		78	20	83	30	161	50
11:15		120	9	103	15	223	24		113	16	108	16	221	32
11:30		102	15	85	21	187	36		95	21	86	20	181	41
11:45		87	10	80	22	167	32		103	6	84	19	187	25
Total		3260	3673	2158	4614	5418	8287		3232	3910	2162	4896	5394	8806
Day Total		6933		6772		13705			7142		7058		14200	
% Total	0.0%	23.8%	26.8%	15.7%	33.7%				22.8%	27.5%	15.2%	34.5%		
Peak		07:15	04:45	07:45	05:00	07:15	05:00		07:30	04:45	10:30	04:30	07:30	04:30
Vol.		717	506	415	738	1073	1241		762	554	404	797	1133	1334
P.H.F.		0.892	0.981	0.887	0.951	0.948	0.964		0.858	0.877	0.935	0.927	0.905	0.956

Old Colony Planning Council
 70 School Street
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Community: Stoughton
 Com#_UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton T/L

Start Time	17-May-10 Mon	18-May-10 Tue	19-May-10 Wed	20-May-10 Thu	21-May-10 Fri	22-May-10 Sat	23-May-10 Sun	Week Average
12:00 AM	*	48	85	*	*	*	*	66
01:00	*	44	31	*	*	*	*	38
02:00	*	20	19	*	*	*	*	20
03:00	*	21	14	*	*	*	*	18
04:00	*	50	57	*	*	*	*	54
05:00	*	219	197	*	*	*	*	208
06:00	*	694	646	*	*	*	*	670
07:00	*	1008	1040	*	*	*	*	1024
08:00	*	1006	979	*	*	*	*	992
09:00	*	816	824	*	*	*	*	820
10:00	*	737	752	*	*	*	*	744
11:00	*	755	750	*	*	*	*	752
12:00 PM	*	783	803	*	*	*	*	793
01:00	*	745	774	*	*	*	*	760
02:00	*	882	889	*	*	*	*	886
03:00	*	987	1014	*	*	*	*	1000
04:00	*	1079	1185	*	*	*	*	1132
05:00	*	1241	1316	*	*	*	*	1278
06:00	*	939	1004	*	*	*	*	972
07:00	*	635	649	*	*	*	*	642
08:00	*	433	491	*	*	*	*	462
09:00	*	269	333	*	*	*	*	301
10:00	*	172	200	*	*	*	*	186
11:00	*	122	148	*	*	*	*	135
Total	0	13705	14200	0	0	0	0	13953
Percentage	0.0%	98.2%	101.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00					07:00
Vol.		1008	1040					1024
PM Peak		17:00	17:00					17:00
Vol.		1241	1316					1278

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Community: Stoughton
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 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton 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
5/18/10	0	0	0	0	1	1	10	5	1	0	0	0	0	0	18
01:00	0	0	0	0	0	2	5	8	3	0	0	0	0	0	18
02:00	0	0	0	0	0	3	1	5	1	0	0	0	1	0	11
03:00	0	0	0	0	0	1	2	3	2	0	0	0	0	0	8
04:00	0	0	0	0	0	1	4	9	11	3	1	0	0	1	30
05:00	4	0	0	0	0	5	21	63	41	20	1	0	0	0	155
06:00	10	0	1	2	13	56	141	206	78	19	2	0	0	0	528
07:00	15	1	5	13	39	111	255	163	62	8	1	0	0	0	673
08:00	24	0	4	2	23	100	228	173	44	4	1	0	0	0	603
09:00	15	2	6	15	33	117	142	91	20	3	0	0	0	0	444
10:00	10	1	2	2	22	73	149	81	26	3	0	0	0	0	369
11:00	10	0	2	7	30	105	155	78	15	1	0	0	0	0	403
12 PM	12	0	2	15	29	96	141	68	21	4	0	0	0	0	388
13:00	6	1	7	5	26	100	144	61	8	0	0	0	0	0	358
14:00	17	2	3	8	21	121	175	65	16	1	0	0	0	0	429
15:00	17	0	1	9	47	110	154	70	17	3	0	0	0	0	428
16:00	25	4	10	10	31	116	179	83	14	1	0	0	0	0	473
17:00	25	1	2	6	41	133	191	85	17	2	0	0	0	0	503
18:00	16	1	3	2	14	94	158	81	25	1	0	0	0	0	395
19:00	7	0	2	0	12	57	95	61	19	2	1	0	0	0	256
20:00	5	0	0	1	16	59	89	30	11	0	0	0	0	0	211
21:00	3	0	0	2	7	35	46	17	4	0	0	0	0	0	114
22:00	0	0	0	0	3	22	26	21	2	1	0	0	0	0	75
23:00	0	0	1	0	1	8	15	10	5	2	1	0	0	0	43
Total	221	13	51	99	409	1526	2526	1537	463	78	8	0	1	1	6933

Daily
 15th Percentile : 36 MPH
 50th Percentile : 43 MPH
 85th Percentile : 49 MPH
 95th Percentile : 53 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 4063
 Percent in Pace : 58.6%
 Number of Vehicles > 45 MPH : 2088
 Percent of Vehicles > 45 MPH : 30.1%

Old Colony Planning Council
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Community: Stoughton
 Com#_UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton T/L

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
5/19/10	1	0	0	0	1	7	2	14	3	1	0	0	0	0	29
01:00	0	0	0	0	0	2	6	4	3	0	0	0	0	0	15
02:00	0	0	0	0	1	1	3	1	3	0	0	0	0	0	9
03:00	0	0	0	0	0	0	3	1	1	0	0	0	0	0	5
04:00	0	0	0	0	1	6	12	10	3	1	0	0	0	0	33
05:00	0	0	0	0	2	18	57	40	11	8	0	0	0	0	136
06:00	7	0	0	2	25	114	163	134	43	8	0	1	0	0	497
07:00	16	6	15	23	47	167	224	158	34	2	0	1	0	0	693
08:00	13	1	3	26	61	184	184	123	22	2	3	0	0	0	622
09:00	16	0	7	9	39	154	136	71	15	1	1	0	0	0	449
10:00	14	0	2	4	21	88	142	65	16	3	0	0	0	0	355
11:00	5	0	3	7	42	117	119	83	13	0	0	0	0	0	389
12 PM	15	0	5	5	28	119	149	80	12	3	1	0	0	0	417
13:00	12	1	9	7	29	112	140	64	14	1	1	0	0	0	390
14:00	17	1	4	8	34	128	150	66	10	3	1	0	0	0	422
15:00	26	1	11	5	24	102	188	71	18	2	0	0	0	0	448
16:00	30	1	5	15	48	162	176	78	14	2	1	0	0	0	532
17:00	34	2	4	10	59	128	188	95	15	2	0	0	0	0	537
18:00	19	0	2	4	19	88	144	77	26	3	0	0	0	0	382
19:00	5	0	2	4	12	69	99	65	16	5	0	1	0	0	278
20:00	6	0	0	0	14	61	80	41	6	4	0	0	0	0	212
21:00	3	0	2	0	22	51	44	19	4	0	0	0	0	0	145
22:00	2	0	1	1	9	22	32	14	3	0	0	0	0	0	84
23:00	0	0	0	0	5	12	27	14	2	2	1	0	0	0	63
Total	241	13	75	130	543	1912	2468	1388	307	53	9	3	0	0	7142

Daily
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 51 MPH
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 4380
 Percent in Pace : 61.3%
 Number of Vehicles > 45 MPH : 1760
 Percent of Vehicles > 45 MPH : 24.6%

Grand Total	462	26	126	229	952	3438	4994	2925	770	131	17	3	1	1	14075
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Overall
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 8432
 Percent in Pace : 59.9%
 Number of Vehicles > 45 MPH : 3848
 Percent of Vehicles > 45 MPH : 27.3%

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Community: Stoughton
 Com#_UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton 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
5/18/10	0	0	0	0	2	6	11	8	1	2	0	0	0	0	30
01:00	0	0	0	1	3	5	7	8	2	0	0	0	0	0	26
02:00	0	0	0	1	0	2	1	3	1	1	0	0	0	0	9
03:00	0	0	0	1	2	4	5	0	1	0	0	0	0	0	13
04:00	0	0	0	0	1	3	6	7	1	2	0	0	0	0	20
05:00	2	0	0	0	0	12	26	18	5	1	0	0	0	0	64
06:00	13	0	0	0	4	34	78	29	7	0	1	0	0	0	166
07:00	28	0	1	2	32	96	138	32	5	1	0	0	0	0	335
08:00	36	0	2	2	30	136	152	36	8	1	0	0	0	0	403
09:00	14	3	1	5	41	165	118	22	2	1	0	0	0	0	372
10:00	19	1	5	11	44	141	111	31	4	1	0	0	0	0	368
11:00	25	0	5	5	45	132	113	23	3	0	1	0	0	0	352
12 PM	24	3	6	9	49	169	113	21	1	0	0	0	0	0	395
13:00	16	0	1	10	48	153	131	25	3	0	0	0	0	0	387
14:00	32	0	7	10	59	177	147	16	5	0	0	0	0	0	453
15:00	29	4	12	24	106	196	159	22	6	0	1	0	0	0	559
16:00	51	1	3	18	82	238	188	25	0	0	0	0	0	0	606
17:00	36	2	5	28	128	344	172	21	2	0	0	0	0	0	738
18:00	32	2	3	18	77	206	166	33	5	1	0	1	0	0	544
19:00	13	1	4	3	37	131	150	36	3	1	0	0	0	0	379
20:00	6	2	6	4	51	94	51	8	0	0	0	0	0	0	222
21:00	3	0	0	3	32	59	46	10	2	0	0	0	0	0	155
22:00	2	1	0	1	13	45	27	6	2	0	0	0	0	0	97
23:00	0	0	0	3	14	34	19	9	0	0	0	0	0	0	79
Total	381	20	61	159	900	2582	2135	449	69	12	3	1	0	0	6772

Daily
 15th Percentile : 33 MPH
 50th Percentile : 39 MPH
 85th Percentile : 44 MPH
 95th Percentile : 48 MPH

 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 4717
 Percent in Pace : 69.7%
 Number of Vehicles > 45 MPH : 534
 Percent of Vehicles > 45 MPH : 7.9%

Old Colony Planning Council
 70 School Street
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Community: Stoughton
 Com#_UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton 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
5/19/10	0	0	0	1	12	19	17	6	1	0	0	0	0	0	56
01:00	0	0	0	0	0	2	8	4	2	0	0	0	0	0	16
02:00	0	0	0	0	0	3	4	3	0	0	0	0	0	0	10
03:00	0	0	0	0	1	5	1	1	1	0	0	0	0	0	9
04:00	0	0	0	0	6	10	5	3	0	0	0	0	0	0	24
05:00	0	0	0	0	1	19	28	8	5	0	0	0	0	0	61
06:00	8	0	0	2	9	53	51	23	2	1	0	0	0	0	149
07:00	25	0	6	0	22	119	149	25	1	0	0	0	0	0	347
08:00	33	1	5	2	36	128	126	21	4	1	0	0	0	0	357
09:00	27	3	9	23	37	144	116	14	2	0	0	0	0	0	375
10:00	28	0	3	16	31	134	151	32	2	0	0	0	0	0	397
11:00	18	1	4	4	54	154	95	29	2	0	0	0	0	0	361
12 PM	26	1	2	12	27	127	153	30	6	2	0	0	0	0	386
13:00	21	1	3	7	36	150	127	38	0	0	1	0	0	0	384
14:00	42	1	10	14	52	192	131	20	4	1	0	0	0	0	467
15:00	44	1	3	15	87	250	145	21	0	0	0	0	0	0	566
16:00	43	1	8	18	101	304	144	32	2	0	0	0	0	0	653
17:00	71	2	18	36	109	346	155	34	6	2	0	0	0	0	779
18:00	40	3	7	17	73	269	190	19	3	1	0	0	0	0	622
19:00	16	0	5	7	53	146	117	21	6	0	0	0	0	0	371
20:00	18	3	11	18	51	97	62	17	1	1	0	0	0	0	279
21:00	7	1	1	11	43	77	37	11	0	0	0	0	0	0	188
22:00	3	2	0	3	21	50	27	7	3	0	0	0	0	0	116
23:00	0	0	2	2	15	23	31	10	2	0	0	0	0	0	85
Total	470	21	97	208	877	2821	2070	429	55	9	1	0	0	0	7058

Daily
 15th Percentile : 32 MPH
 50th Percentile : 39 MPH
 85th Percentile : 44 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 4891
 Percent in Pace : 69.3%
 Number of Vehicles > 45 MPH : 494
 Percent of Vehicles > 45 MPH : 7.0%

Grand Total	851	41	158	367	1777	5403	4205	878	124	21	4	1	0	0	13830
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Overall
 15th Percentile : 32 MPH
 50th Percentile : 39 MPH
 85th Percentile : 44 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 9608
 Percent in Pace : 69.5%
 Number of Vehicles > 45 MPH : 1028
 Percent of Vehicles > 45 MPH : 7.4%

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

Community: Stoughton
 Com#_UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton T/L

NB, SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
5/18/10	0	0	0	0	3	7	21	13	2	2	0	0	0	0	0	48
01:00	0	0	0	1	3	7	12	16	5	0	0	0	0	0	0	44
02:00	0	0	0	1	0	5	2	8	2	1	0	0	1	0	0	20
03:00	0	0	0	1	2	5	7	3	3	0	0	0	0	0	0	21
04:00	0	0	0	0	1	4	10	16	12	5	1	0	0	0	1	50
05:00	6	0	0	0	0	17	47	81	46	21	1	0	0	0	0	219
06:00	23	0	1	2	17	90	219	235	85	19	3	0	0	0	0	694
07:00	43	1	6	15	71	207	393	195	67	9	1	0	0	0	0	1008
08:00	60	0	6	4	53	236	380	209	52	5	1	0	0	0	0	1006
09:00	29	5	7	20	74	282	260	113	22	4	0	0	0	0	0	816
10:00	29	2	7	13	66	214	260	112	30	4	0	0	0	0	0	737
11:00	35	0	7	12	75	237	268	101	18	1	1	0	0	0	0	755
12 PM	36	3	8	24	78	265	254	89	22	4	0	0	0	0	0	783
13:00	22	1	8	15	74	253	275	86	11	0	0	0	0	0	0	745
14:00	49	2	10	18	80	298	322	81	21	1	0	0	0	0	0	882
15:00	46	4	13	33	153	306	313	92	23	3	1	0	0	0	0	987
16:00	76	5	13	28	113	354	367	108	14	1	0	0	0	0	0	1079
17:00	61	3	7	34	169	477	363	106	19	2	0	0	0	0	0	1241
18:00	48	3	6	20	91	300	324	114	30	2	0	1	0	0	0	939
19:00	20	1	6	3	49	188	245	97	22	3	1	0	0	0	0	635
20:00	11	2	6	5	67	153	140	38	11	0	0	0	0	0	0	433
21:00	6	0	0	5	39	94	92	27	6	0	0	0	0	0	0	269
22:00	2	1	0	1	16	67	53	27	4	1	0	0	0	0	0	172
23:00	0	0	1	3	15	42	34	19	5	2	1	0	0	0	0	122
Total	602	33	112	258	1309	4108	4661	1986	532	90	11	1	1	1	1	13705

Daily
 15th Percentile : 35 MPH
 50th Percentile : 41 MPH
 85th Percentile : 47 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 8769
 Percent in Pace : 64.0%
 Number of Vehicles > 45 MPH : 2622
 Percent of Vehicles > 45 MPH : 19.1%

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

Community: Stoughton
 Com#_UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton T/L

NB, SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
5/19/10	1	0	0	1	13	26	19	20	4	1	0	0	0	0	85
01:00	0	0	0	0	0	4	14	8	5	0	0	0	0	0	31
02:00	0	0	0	0	1	4	7	4	3	0	0	0	0	0	19
03:00	0	0	0	0	1	5	4	2	2	0	0	0	0	0	14
04:00	0	0	0	0	7	16	17	13	3	1	0	0	0	0	57
05:00	0	0	0	0	3	37	85	48	16	8	0	0	0	0	197
06:00	15	0	0	4	34	167	214	157	45	9	0	1	0	0	646
07:00	41	6	21	23	69	286	373	183	35	2	0	1	0	0	1040
08:00	46	2	8	28	97	312	310	144	26	3	3	0	0	0	979
09:00	43	3	16	32	76	298	252	85	17	1	1	0	0	0	824
10:00	42	0	5	20	52	222	293	97	18	3	0	0	0	0	752
11:00	23	1	7	11	96	271	214	112	15	0	0	0	0	0	750
12 PM	41	1	7	17	55	246	302	110	18	5	1	0	0	0	803
13:00	33	2	12	14	65	262	267	102	14	1	2	0	0	0	774
14:00	59	2	14	22	86	320	281	86	14	4	1	0	0	0	889
15:00	70	2	14	20	111	352	333	92	18	2	0	0	0	0	1014
16:00	73	2	13	33	149	466	320	110	16	2	1	0	0	0	1185
17:00	105	4	22	46	168	474	343	129	21	4	0	0	0	0	1316
18:00	59	3	9	21	92	357	334	96	29	4	0	0	0	0	1004
19:00	21	0	7	11	65	215	216	86	22	5	0	1	0	0	649
20:00	24	3	11	18	65	158	142	58	7	5	0	0	0	0	491
21:00	10	1	3	11	65	128	81	30	4	0	0	0	0	0	333
22:00	5	2	1	4	30	72	59	21	6	0	0	0	0	0	200
23:00	0	0	2	2	20	35	58	24	4	2	1	0	0	0	148
Total	711	34	172	338	1420	4733	4538	1817	362	62	10	3	0	0	14200

Daily
 15th Percentile : 34 MPH
 50th Percentile : 40 MPH
 85th Percentile : 46 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 9271
 Percent in Pace : 65.3%
 Number of Vehicles > 45 MPH : 2254
 Percent of Vehicles > 45 MPH : 15.9%

Grand Total	1313	67	284	596	2729	8841	9199	3803	894	152	21	4	1	1	27905
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Overall
 15th Percentile : 34 MPH
 50th Percentile : 41 MPH
 85th Percentile : 46 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 18040
 Percent in Pace : 64.6%
 Number of Vehicles > 45 MPH : 4876
 Percent of Vehicles > 45 MPH : 17.5%

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

Community: Stoughton
 Com# UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton T/L

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
5/18/10	0	12	5	0	1	0	0	0	0	0	0	0	0	18	1
01:00	0	12	4	0	1	0	0	1	0	0	0	0	0	18	2
02:00	0	4	4	0	2	1	0	0	0	0	0	0	0	11	3
03:00	0	6	1	1	0	0	0	0	0	0	0	0	0	8	0
04:00	0	18	8	0	4	0	0	0	0	0	0	0	0	30	4
05:00	1	84	48	0	17	3	0	0	1	0	0	0	0	154	21
06:00	1	351	119	3	51	0	0	3	0	0	0	0	0	528	54
07:00	1	464	150	3	41	2	0	11	0	1	0	0	0	673	55
08:00	0	380	164	5	46	1	1	6	0	0	0	0	0	603	54
09:00	2	265	128	3	39	0	0	6	1	0	0	0	0	444	46
10:00	1	214	102	3	43	3	0	1	0	0	0	0	0	367	47
11:00	1	241	120	0	35	3	0	1	1	0	0	0	0	402	40
12 PM	5	229	109	4	33	4	0	3	0	0	0	0	0	387	40
13:00	0	234	98	0	19	1	1	3	2	0	0	0	0	358	26
14:00	0	284	111	5	25	2	0	1	0	0	0	0	0	428	28
15:00	0	273	125	3	22	1	0	3	0	0	0	0	0	427	26
16:00	1	319	113	0	32	5	0	2	1	0	0	0	0	473	40
17:00	2	337	124	1	32	2	0	2	0	0	0	1	0	501	37
18:00	1	269	96	0	24	1	0	2	0	0	0	0	0	393	27
19:00	1	194	48	0	10	0	0	2	0	0	0	0	0	255	12
20:00	0	154	42	0	13	0	0	0	0	0	0	0	0	209	13
21:00	0	80	32	0	1	0	0	0	0	0	0	0	0	113	1
22:00	0	61	11	0	3	0	0	0	0	0	0	0	0	75	3
23:00	0	30	10	0	3	0	0	0	0	0	0	0	0	43	3
Total	17	4515	1772	31	497	29	2	47	6	1	0	1	0	6918	583
Percent	0.2%	65.3%	25.6%	0.4%	7.2%	0.4%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%		
AM Peak	09:00	07:00	08:00	08:00	06:00	05:00	08:00	07:00	05:00	07:00				07:00	07:00
Vol.	2	464	164	5	51	3	1	11	1	1				673	55
PM Peak	12:00	17:00	15:00	14:00	12:00	16:00	13:00	12:00	13:00			17:00		17:00	12:00
Vol.	5	337	125	5	33	5	1	3	2			1		501	40

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

Community: Stoughton
 Com#_UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton T/L

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
5/19/10	0	22	7	0	0	0	0	0	0	0	0	0	0	29	0
01:00	1	5	6	0	3	0	0	0	0	0	0	0	0	15	3
02:00	0	5	2	0	2	0	0	0	0	0	0	0	0	9	2
03:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5	1
04:00	0	21	10	0	2	0	0	0	0	0	0	0	0	33	2
05:00	0	70	49	0	13	3	0	0	1	0	0	0	0	136	17
06:00	0	336	108	6	42	1	0	2	0	0	1	0	0	496	46
07:00	0	479	158	6	43	0	0	4	1	1	0	0	0	692	49
08:00	0	422	143	3	45	2	0	1	3	1	0	0	0	620	52
09:00	0	263	132	4	40	4	0	3	1	0	1	0	0	448	49
10:00	0	207	109	6	31	0	0	2	0	0	0	0	0	355	33
11:00	0	224	123	2	35	1	0	2	2	0	0	0	0	389	40
12 PM	0	262	117	4	26	3	0	3	0	0	0	0	0	415	32
13:00	0	239	111	2	33	0	0	3	0	0	0	0	0	388	36
14:00	0	261	120	3	29	1	0	2	2	0	0	0	0	418	34
15:00	1	300	113	3	25	2	0	2	0	0	0	0	0	446	29
16:00	2	342	149	0	35	2	0	0	0	0	0	0	0	530	37
17:00	0	377	127	3	26	0	0	2	0	0	0	0	0	535	28
18:00	0	240	116	0	22	1	0	0	1	1	0	0	0	381	25
19:00	0	199	63	0	13	1	0	2	0	0	0	0	0	278	16
20:00	0	158	45	0	8	0	0	0	0	0	0	0	0	211	8
21:00	0	106	34	0	5	0	0	0	0	0	0	0	0	145	5
22:00	0	63	17	0	4	0	0	0	0	0	0	0	0	84	4
23:00	0	43	18	0	2	0	0	0	0	0	0	0	0	63	2
Total	4	4646	1879	42	485	21	0	28	11	3	2	0	0	7121	550
Percent	0.1%	65.2%	26.4%	0.6%	6.8%	0.3%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%		
AM Peak	01:00	07:00	07:00	06:00	08:00	09:00		07:00	08:00	07:00	06:00			07:00	08:00
Vol.	1	479	158	6	45	4		4	3	1	1			692	52
PM Peak	16:00	17:00	16:00	12:00	16:00	12:00		12:00	14:00	18:00				17:00	16:00
Vol.	2	377	149	4	35	3		3	2	1				535	37
Grand Total	21	9161	3651	73	982	50	2	75	17	4	2	1	0	14039	1133
Percent		65.3%	26.0%	0.5%	7.0%	0.4%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%		8.1%

Old Colony Planning Council
 70 School Street
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Community: Stoughton
 Com#_UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton T/L

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
5/18/10	0	26	4	0	0	0	0	0	0	0	0	0	0	30	0
01:00	0	21	4	0	0	0	0	1	0	0	0	0	0	26	1
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0
03:00	0	11	1	0	0	1	0	0	0	0	0	0	0	13	1
04:00	0	13	4	0	2	1	0	0	0	0	0	0	0	20	3
05:00	0	44	11	2	6	1	0	0	0	0	0	0	0	64	7
06:00	1	126	29	1	6	0	0	2	0	0	0	0	0	165	8
07:00	1	269	52	0	9	2	0	0	1	0	0	0	0	334	12
08:00	0	320	62	3	13	1	0	4	0	0	0	0	0	403	18
09:00	5	281	65	3	12	1	0	3	1	0	0	0	0	371	17
10:00	5	287	49	2	18	1	0	1	2	1	0	0	0	366	23
11:00	4	280	50	1	12	1	0	2	2	0	0	0	0	352	17
12 PM	3	315	59	0	12	2	0	1	2	0	0	0	0	394	17
13:00	1	316	55	2	11	0	1	1	0	0	0	0	0	387	13
14:00	3	352	74	4	14	1	0	4	0	0	0	0	1	453	20
15:00	4	431	99	1	16	2	0	2	0	0	0	0	1	556	21
16:00	1	461	113	4	24	0	0	0	1	1	0	0	0	605	26
17:00	6	603	109	2	15	0	0	3	1	0	0	0	0	739	19
18:00	2	459	69	0	10	1	0	1	1	0	0	0	0	543	13
19:00	1	328	42	1	4	0	0	1	0	0	0	0	0	377	5
20:00	0	184	31	0	5	0	0	1	0	0	0	0	0	221	6
21:00	0	138	15	0	1	0	0	0	0	0	0	0	0	154	1
22:00	0	87	8	0	1	0	0	0	0	0	0	0	0	96	1
23:00	0	63	15	0	1	0	0	0	0	0	0	0	0	79	1
Total	37	5423	1021	26	192	15	1	27	11	2	0	0	2	6757	250
Percent	0.5%	80.3%	15.1%	0.4%	2.8%	0.2%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%		
AM Peak	09:00	08:00	09:00	08:00	10:00	07:00		08:00	10:00	10:00				08:00	10:00
Vol.	5	320	65	3	18	2		4	2	1				403	23
PM Peak	17:00	17:00	16:00	14:00	16:00	12:00	13:00	14:00	12:00	16:00			14:00	17:00	16:00
Vol.	6	603	113	4	24	2	1	4	2	1			1	739	26

Old Colony Planning Council
 70 School Street
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Community: Stoughton
 Com# UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton T/L

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
5/19/10	0	49	6	0	1	0	0	0	0	0	0	0	0	56	1
01:00	0	14	1	0	0	0	0	1	0	0	0	0	0	16	1
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0
03:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0
04:00	0	17	4	1	1	1	0	0	0	0	0	0	0	24	2
05:00	0	43	11	1	6	0	0	0	0	0	0	0	0	61	6
06:00	0	125	22	0	0	0	0	0	0	0	0	0	0	147	0
07:00	2	287	45	1	9	1	0	0	0	0	0	0	0	345	10
08:00	5	292	47	3	9	0	0	1	0	0	0	0	0	357	10
09:00	5	285	66	1	15	2	0	0	1	0	0	0	0	375	18
10:00	0	302	73	2	17	2	0	0	0	0	0	0	0	396	19
11:00	1	279	57	1	17	2	0	1	2	0	0	0	0	360	22
12 PM	8	301	60	0	13	1	0	1	0	0	0	0	0	384	15
13:00	2	286	78	1	14	1	0	1	0	0	0	0	0	383	16
14:00	6	359	79	2	18	2	0	1	0	0	0	0	0	467	21
15:00	3	439	103	2	13	1	1	2	1	0	0	0	0	565	18
16:00	5	513	106	2	22	2	0	1	0	1	0	0	0	652	26
17:00	6	656	96	2	15	1	0	0	2	0	0	0	0	778	18
18:00	4	542	61	0	13	0	0	1	1	0	0	0	0	622	15
19:00	4	306	48	1	4	0	0	5	0	0	0	0	0	368	9
20:00	5	235	36	0	2	0	0	0	0	0	0	0	0	278	2
21:00	0	163	23	0	2	0	0	0	0	0	0	0	0	188	2
22:00	0	103	11	0	0	0	0	0	1	0	0	0	0	115	1
23:00	0	72	12	0	1	0	0	0	0	0	0	0	0	85	1
Total	56	5684	1048	20	192	16	1	15	8	1	0	0	0	7041	233
Percent	0.8%	80.7%	14.9%	0.3%	2.7%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%		
AM Peak	08:00	10:00	10:00	08:00	10:00	09:00		01:00	11:00					10:00	11:00
Vol.	5	302	73	3	17	2		1	2					396	22
PM Peak	12:00	17:00	16:00	14:00	16:00	14:00	15:00	19:00	17:00	16:00				17:00	16:00
Vol.	8	656	106	2	22	2	1	5	2	1				778	26
Grand Total	93	11107	2069	46	384	31	2	42	19	3	0	0	2	13798	483
Percent		80.5%	15.0%	0.3%	2.8%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		3.5%

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

Community: Stoughton
 Com# UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton T/L

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
5/18/10	0	38	9	0	1	0	0	0	0	0	0	0	0	48	1
01:00	0	33	8	0	1	0	0	2	0	0	0	0	0	44	3
02:00	0	12	5	0	2	1	0	0	0	0	0	0	0	20	3
03:00	0	17	2	1	0	1	0	0	0	0	0	0	0	21	1
04:00	0	31	12	0	6	1	0	0	0	0	0	0	0	50	7
05:00	1	128	59	2	23	4	0	0	1	0	0	0	0	218	28
06:00	2	477	148	4	57	0	0	5	0	0	0	0	0	693	62
07:00	2	733	202	3	50	4	0	11	1	1	0	0	0	1007	67
08:00	0	700	226	8	59	2	1	10	0	0	0	0	0	1006	72
09:00	7	546	193	6	51	1	0	9	2	0	0	0	0	815	63
10:00	6	501	151	5	61	4	0	2	2	1	0	0	0	733	70
11:00	5	521	170	1	47	4	0	3	3	0	0	0	0	754	57
12 PM	8	544	168	4	45	6	0	4	2	0	0	0	0	781	57
13:00	1	550	153	2	30	1	2	4	2	0	0	0	0	745	39
14:00	3	636	185	9	39	3	0	5	0	0	0	0	1	881	48
15:00	4	704	224	4	38	3	0	5	0	0	0	0	1	983	47
16:00	2	780	226	4	56	5	0	2	2	1	0	0	0	1078	66
17:00	8	940	233	3	47	2	0	5	1	0	0	1	0	1240	56
18:00	3	728	165	0	34	2	0	3	1	0	0	0	0	936	40
19:00	2	522	90	1	14	0	0	3	0	0	0	0	0	632	17
20:00	0	338	73	0	18	0	0	1	0	0	0	0	0	430	19
21:00	0	218	47	0	2	0	0	0	0	0	0	0	0	267	2
22:00	0	148	19	0	4	0	0	0	0	0	0	0	0	171	4
23:00	0	93	25	0	4	0	0	0	0	0	0	0	0	122	4
Total	54	9938	2793	57	689	44	3	74	17	3	0	1	2	13675	833
Percent	0.4%	72.7%	20.4%	0.4%	5.0%	0.3%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%		
AM Peak	09:00	07:00	08:00	08:00	10:00	05:00	08:00	07:00	11:00	07:00				07:00	08:00
Vol.	7	733	226	8	61	4	1	11	3	1				1007	72
PM Peak	12:00	17:00	17:00	14:00	16:00	12:00	13:00	14:00	12:00	16:00		17:00	14:00	17:00	16:00
Vol.	8	940	233	9	56	6	2	5	2	1		1	1	1240	66

Old Colony Planning Council
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Community: Stoughton
 Com# UR/FC: 285_U5
 Recorder #: Jamar #10
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-May-10
 Date End: 19-May-10
 Washington St (138), at Easton T/L

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
5/19/10	0	71	13	0	1	0	0	0	0	0	0	0	0	85	1
01:00	1	19	7	0	3	0	0	1	0	0	0	0	0	31	4
02:00	0	14	3	0	2	0	0	0	0	0	0	0	0	19	2
03:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14	1
04:00	0	38	14	1	3	1	0	0	0	0	0	0	0	57	4
05:00	0	113	60	1	19	3	0	0	1	0	0	0	0	197	23
06:00	0	461	130	6	42	1	0	2	0	0	1	0	0	643	46
07:00	2	766	203	7	52	1	0	4	1	1	0	0	0	1037	59
08:00	5	714	190	6	54	2	0	2	3	1	0	0	0	977	62
09:00	5	548	198	5	55	6	0	3	2	0	1	0	0	823	67
10:00	0	509	182	8	48	2	0	2	0	0	0	0	0	751	52
11:00	1	503	180	3	52	3	0	3	4	0	0	0	0	749	62
12 PM	8	563	177	4	39	4	0	4	0	0	0	0	0	799	47
13:00	2	525	189	3	47	1	0	4	0	0	0	0	0	771	52
14:00	6	620	199	5	47	3	0	3	2	0	0	0	0	885	55
15:00	4	739	216	5	38	3	1	4	1	0	0	0	0	1011	47
16:00	7	855	255	2	57	4	0	1	0	1	0	0	0	1182	63
17:00	6	1033	223	5	41	1	0	2	2	0	0	0	0	1313	46
18:00	4	782	177	0	35	1	0	1	2	1	0	0	0	1003	40
19:00	4	505	111	1	17	1	0	7	0	0	0	0	0	646	25
20:00	5	393	81	0	10	0	0	0	0	0	0	0	0	489	10
21:00	0	269	57	0	7	0	0	0	0	0	0	0	0	333	7
22:00	0	166	28	0	4	0	0	0	1	0	0	0	0	199	5
23:00	0	115	30	0	3	0	0	0	0	0	0	0	0	148	3
Total	60	10330	2927	62	677	37	1	43	19	4	2	0	0	14162	783
Percent	0.4%	72.9%	20.7%	0.4%	4.8%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		
AM Peak	08:00	07:00	07:00	10:00	09:00	09:00		07:00	11:00	07:00	06:00			07:00	09:00
Vol.	5	766	203	8	55	6		4	4	1	1			1037	67
PM Peak	12:00	17:00	16:00	14:00	16:00	12:00	15:00	19:00	14:00	16:00				17:00	16:00
Vol.	8	1033	255	5	57	4	1	7	2	1				1313	63
Grand Total	114	20268	5720	119	1366	81	4	117	36	7	2	1	2	27837	1616
Percent		72.8%	20.5%	0.4%	4.9%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		5.8%

Appendix D
Turning Movement Counts



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833
www.ocpcrpa.org

Community: Easton
 Weather: Clear
 Board # & Staff: DB-400 (6) & RG
 Traffic Control: Signal

File Name : 88_Washington(138)&RocheBros_AM
 Site Code : 88
 Start Date : 5/20/2010
 Page No : 1

Groups Printed- 3 - FHWA 4 - 13

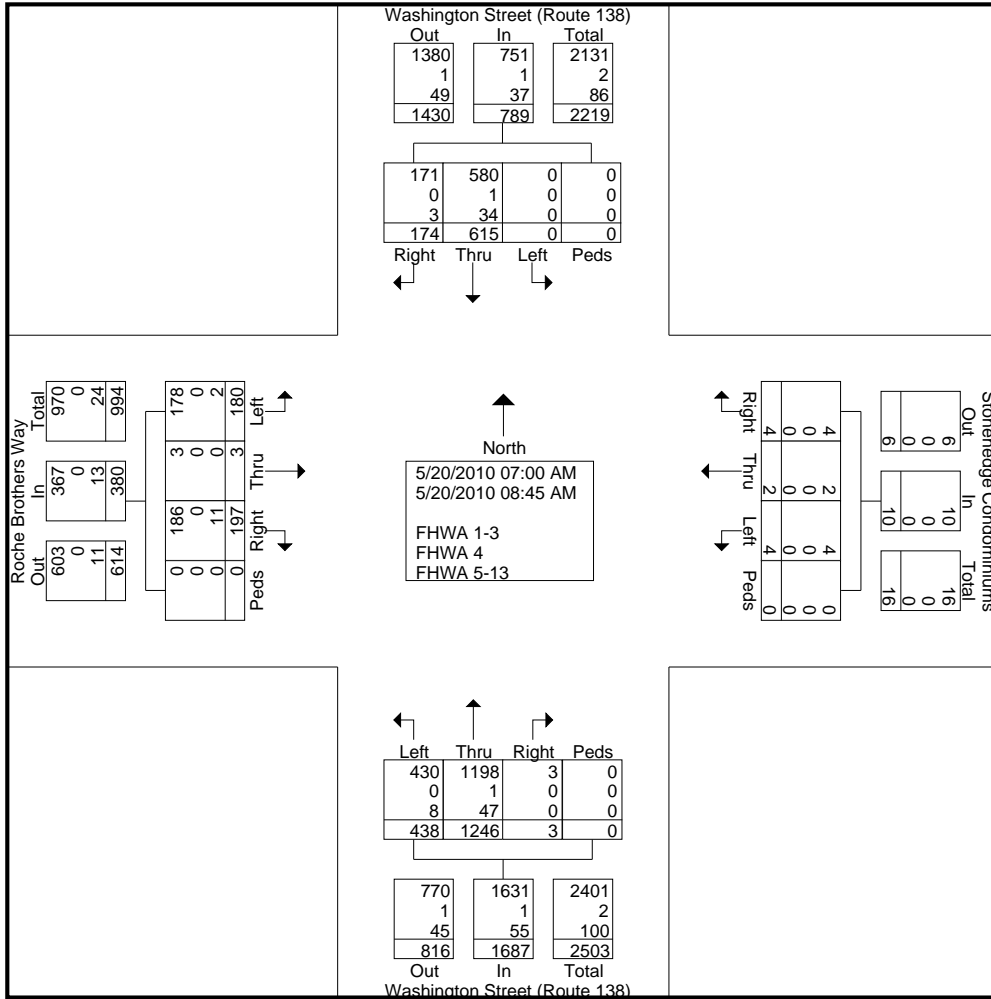
Start Time	Washington Street (Route 138) Southbound					Stonehedge Condominiums Westbound					Washington Street (Route 138) Northbound					Roche Brothers Way Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	77	7	0	84	2	1	0	0	3	33	132	1	0	166	15	1	10	0	26	279
07:15 AM	0	70	14	0	84	0	0	1	0	1	40	168	0	0	208	23	0	10	0	33	326
07:30 AM	0	68	21	0	89	0	0	0	0	0	48	190	0	0	238	22	0	25	0	47	374
07:45 AM	0	89	22	0	111	0	0	2	0	2	62	163	0	0	225	15	0	21	0	36	374
Total	0	304	64	0	368	2	1	3	0	6	183	653	1	0	837	75	1	66	0	142	1353
08:00 AM	0	54	30	0	84	0	1	0	0	1	65	185	0	0	250	24	0	17	0	41	376
08:15 AM	0	94	31	0	125	2	0	0	0	2	66	153	1	0	220	24	2	27	0	53	400
08:30 AM	0	94	29	0	123	0	0	1	0	1	55	119	0	0	174	34	0	47	0	81	379
08:45 AM	0	69	20	0	89	0	0	0	0	0	69	136	1	0	206	23	0	40	0	63	358
Total	0	311	110	0	421	2	1	1	0	4	255	593	2	0	850	105	2	131	0	238	1513
Grand Total	0	615	174	0	789	4	2	4	0	10	438	1246	3	0	1687	180	3	197	0	380	2866
Apprch %	0	77.9	22.1	0		40	20	40	0		26	73.9	0.2	0		47.4	0.8	51.8	0		
Total %	0	21.5	6.1	0	27.5	0.1	0.1	0.1	0	0.3	15.3	43.5	0.1	0	58.9	6.3	0.1	6.9	0	13.3	
FHWA 1-3	0	580	171	0	751	4	2	4	0	10	430	1198	3	0	1631	178	3	186	0	367	2759
% FHWA 1-3	0	94.3	98.3	0	95.2	100	100	100	0	100	98.2	96.1	100	0	96.7	98.9	100	94.4	0	96.6	96.3
FHWA 4	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% FHWA 4	0	0.2	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
FHWA 5-13	0	34	3	0	37	0	0	0	0	0	8	47	0	0	55	2	0	11	0	13	105
% FHWA 5-13	0	5.5	1.7	0	4.7	0	0	0	0	0	1.8	3.8	0	0	3.3	1.1	0	5.6	0	3.4	3.7



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833
www.ocpcrpa.org

Community: Easton
 Weather: Clear
 Board # & Staff: DB-400 (6) & RG
 Traffic Control: Signal

File Name : 88_Washington(138)&RocheBros_AM
 Site Code : 88
 Start Date : 5/20/2010
 Page No : 2

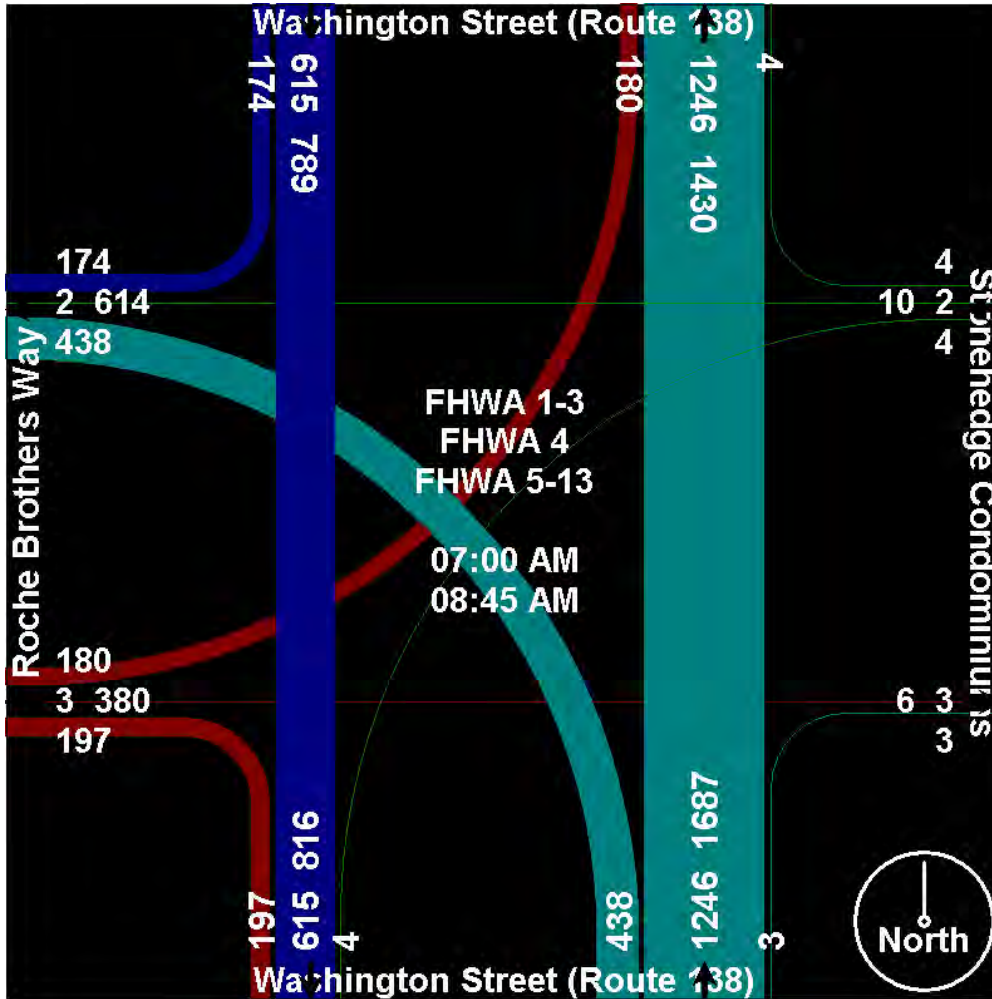




Old Colony Planning Council
70 School Street
Brockton, MA 02301
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www.ocpcrpa.org

Community: Easton
Weather: Clear
Board # & Staff: DB-400 (6) & RG
Traffic Control: Signal

File Name : 88_Washington(138)&RocheBros_AM
Site Code : 88
Start Date : 5/20/2010
Page No : 3



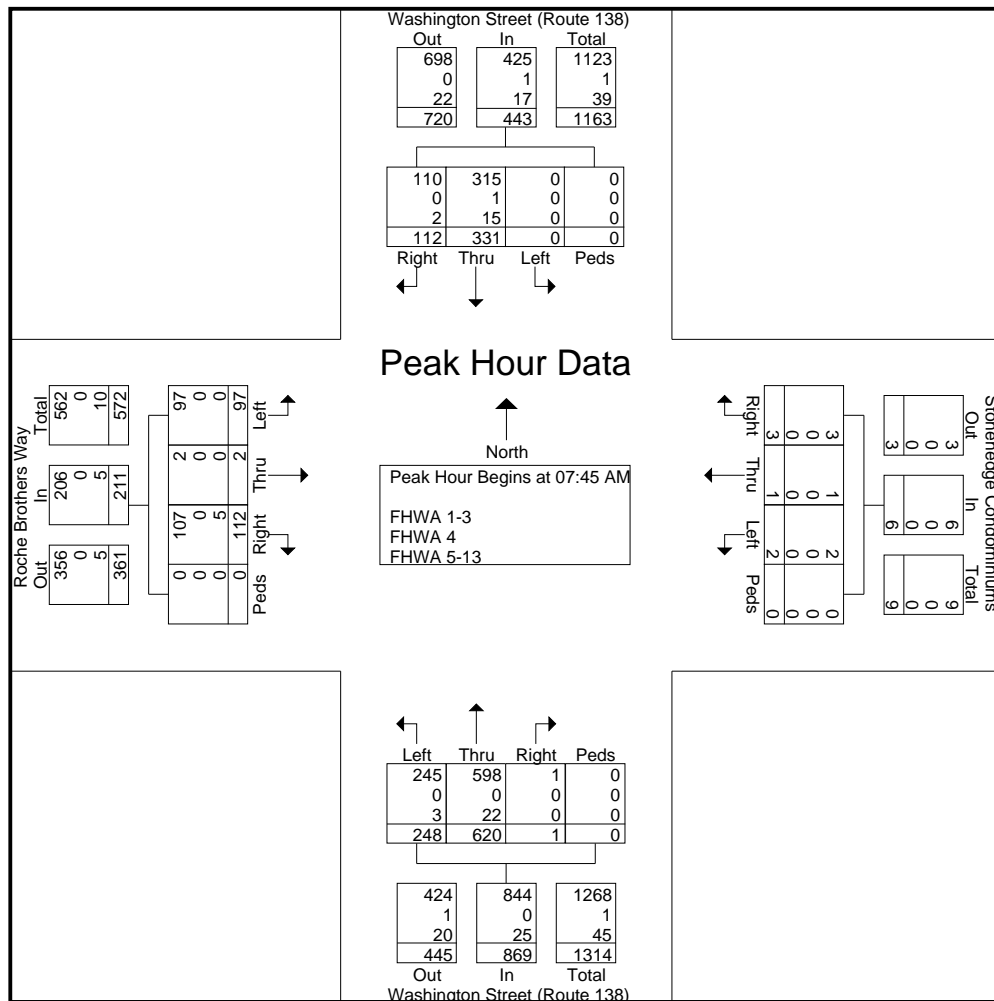


Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833
www.ocpcrpa.org

Community: Easton
 Weather: Clear
 Board # & Staff: DB-400 (6) & RG
 Traffic Control: Signal

File Name : 88_Washington(138)&RocheBros_AM
 Site Code : 88
 Start Date : 5/20/2010
 Page No : 4

Start Time	Washington Street (Route 138) Southbound					Stonehedge Condominiums Westbound					Washington Street (Route 138) Northbound					Roche Brothers Way Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	89	22	0	111	0	0	2	0	2	62	163	0	0	225	15	0	21	0	36	374
08:00 AM	0	54	30	0	84	0	1	0	0	1	65	185	0	0	250	24	0	17	0	41	376
08:15 AM	0	94	31	0	125	2	0	0	0	2	66	153	1	0	220	24	2	27	0	53	400
08:30 AM	0	94	29	0	123	0	0	1	0	1	55	119	0	0	174	34	0	47	0	81	379
Total Volume	0	331	112	0	443	2	1	3	0	6	248	620	1	0	869	97	2	112	0	211	1529
% App. Total	0	74.7	25.3	0		33.3	16.7	50	0		28.5	71.3	0.1	0		46	0.9	53.1	0		
PHF	.000	.880	.903	.000	.886	.250	.250	.375	.000	.750	.939	.838	.250	.000	.869	.713	.250	.596	.000	.651	.956
FHWA 1-3	0	315	110	0	425	2	1	3	0	6	245	598	1	0	844	97	2	107	0	206	1481
% FHWA 1-3	0	95.2	98.2	0	95.9	100	100	100	0	100	98.8	96.5	100	0	97.1	100	100	95.5	0	97.6	96.9
FHWA 4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% FHWA 4	0	0.3	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
FHWA 5-13	0	15	2	0	17	0	0	0	0	0	3	22	0	0	25	0	0	5	0	5	47
% FHWA 5-13	0	4.5	1.8	0	3.8	0	0	0	0	0	1.2	3.5	0	0	2.9	0	0	4.5	0	2.4	3.1

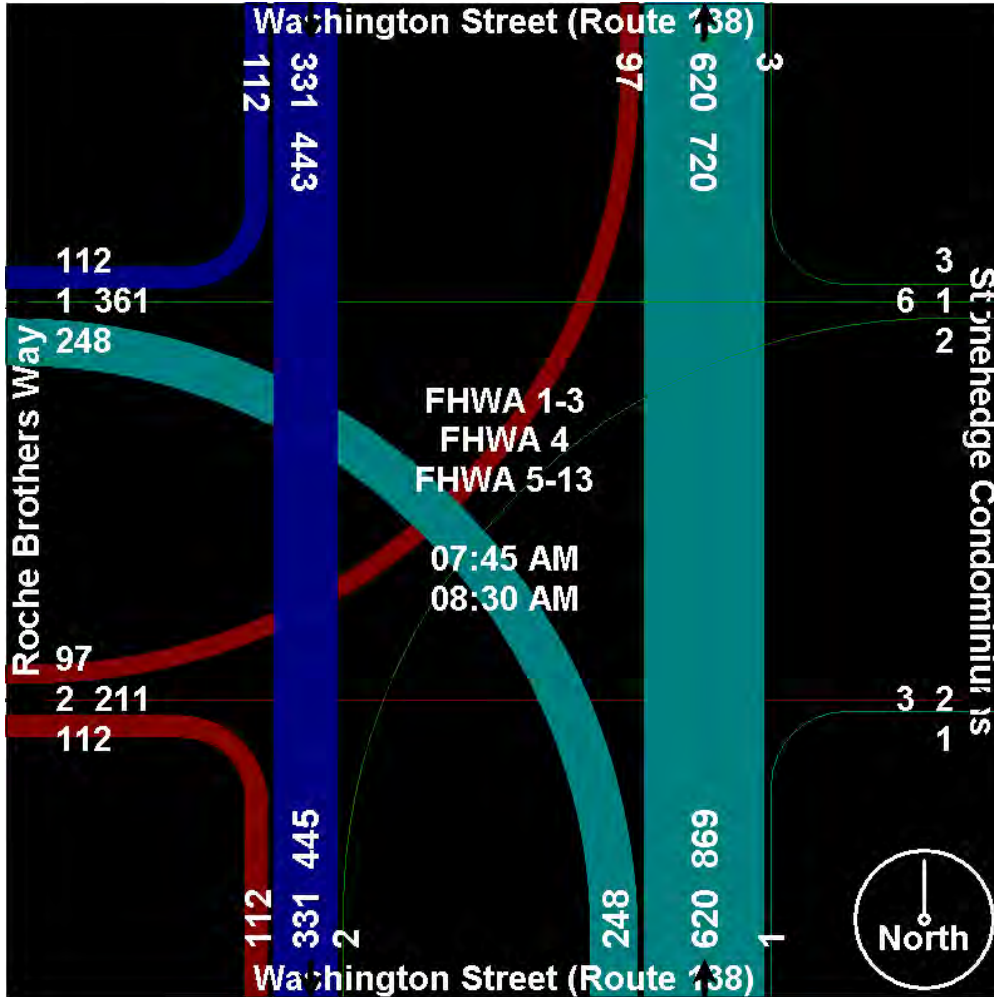




Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833
www.ocpcrpa.org

Community: Easton
Weather: Clear
Board # & Staff: DB-400 (6) & RG
Traffic Control: Signal

File Name : 88_Washington(138)&RocheBros_AM
Site Code : 88
Start Date : 5/20/2010
Page No : 5





Old Colony Planning Council
70 School Street
Brockton, MA 02301

508-583-1833
www.ocpcrpa.org

File Name : 88_Washington(138)&RocheBros_AM
Site Code : 88
Start Date : 5/20/2010
Page No : 6

Community: Easton
Weather: Clear
Board # & Staff: DB-400 (6) & RG
Traffic Control: Signal

Image 1



Old Colony Planning Council

Intersection Bicycle Directional Counting Field Sheet

Community: Easton

Street: Washington Street (Route 138)

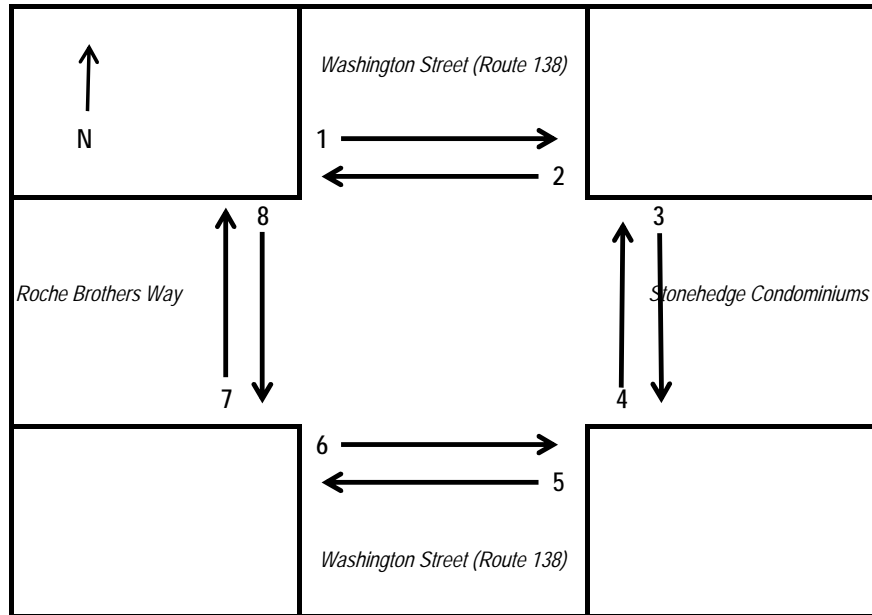
Location: @ Roche Brothers Way / Stonehedge Condominiums

Weather: Clear

Board #: DB-400 (6)

Staff: RG

Date: 5/20/2010



Interval		1	2	3	4	5	6	7	8
7:00 AM - 7:15 AM	Bikes								
7:15 AM - 7:30 AM	Bikes								
7:30 AM - 7:45 AM	Bikes								
7:45 AM - 8:00 AM	Bikes								4
8:00 AM - 8:15 AM	Bikes								
8:15 AM - 8:30 AM	Bikes								
8:30 AM - 8:45 AM	Bikes								
8:45 AM - 9:00 AM	Bikes								
Total	Bikes	0	0	0	0	0	0	0	4

Comments:



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833
www.ocpcrpa.org

Community: Easton
 Weather: Clear
 Board # & Staff: TDC-8 (1) & EA
 Traffic Control: Signal

File Name : 88_Washington(138)&RocheBros_MD
 Site Code : 88
 Start Date : 5/20/2010
 Page No : 1

Groups Printed- 3 - FHWA 4 - 13

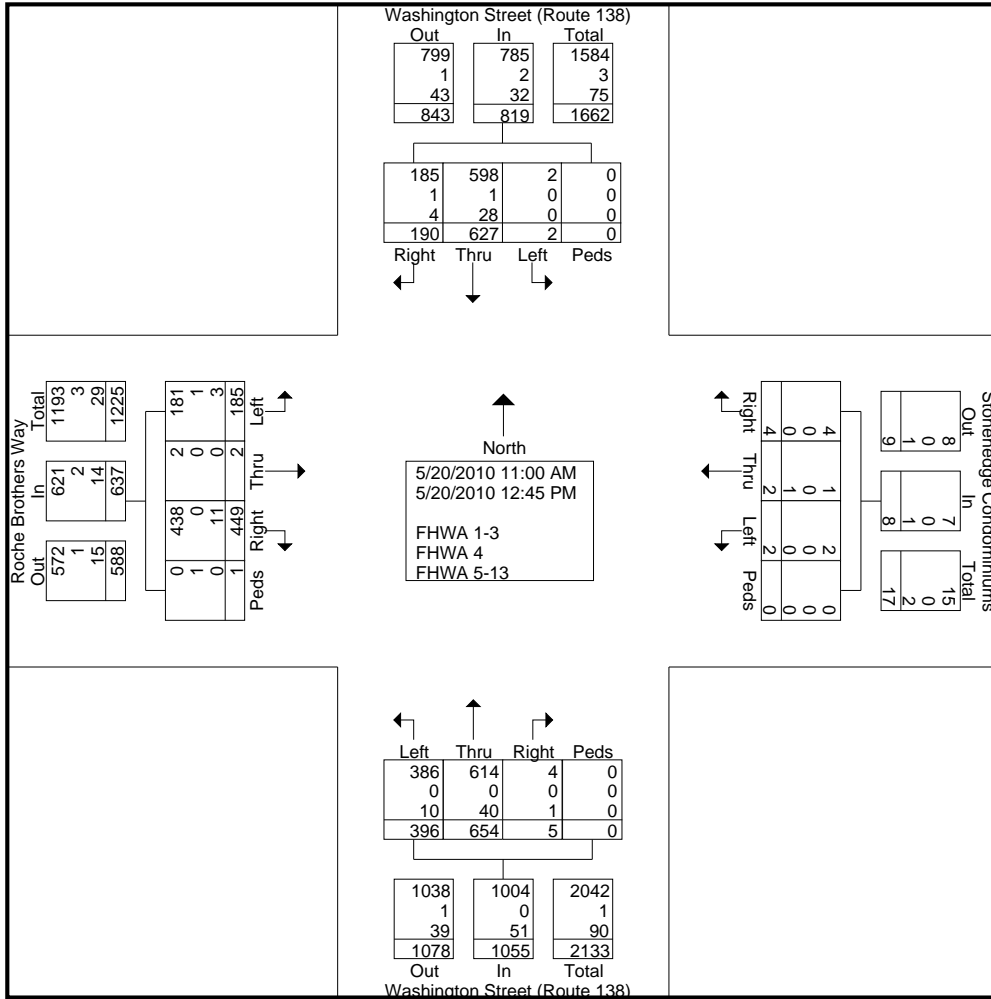
Start Time	Washington Street (Route 138) Southbound					Stonehedge Condominiums Westbound					Washington Street (Route 138) Northbound					Roche Brothers Way Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
11:00 AM	0	71	23	0	94	0	0	0	0	0	50	91	2	0	143	20	0	60	1	81	318
11:15 AM	0	77	23	0	100	2	1	1	0	4	39	71	0	0	110	26	0	40	0	66	280
11:30 AM	0	69	29	0	98	0	0	1	0	1	54	76	0	0	130	16	0	56	0	72	301
11:45 AM	0	73	30	0	103	0	0	0	0	0	47	81	0	0	128	31	0	68	0	99	330
Total	0	290	105	0	395	2	1	2	0	5	190	319	2	0	511	93	0	224	1	318	1229
12:00 PM	0	79	18	0	97	0	0	0	0	0	55	82	0	0	137	30	2	55	0	87	321
12:15 PM	0	83	19	0	102	0	1	0	0	1	41	82	2	0	125	23	0	60	0	83	311
12:30 PM	0	82	18	0	100	0	0	2	0	2	61	89	0	0	150	19	0	61	0	80	332
12:45 PM	2	93	30	0	125	0	0	0	0	0	49	82	1	0	132	20	0	49	0	69	326
Total	2	337	85	0	424	0	1	2	0	3	206	335	3	0	544	92	2	225	0	319	1290
Grand Total	2	627	190	0	819	2	2	4	0	8	396	654	5	0	1055	185	2	449	1	637	2519
Apprch %	0.2	76.6	23.2	0		25	25	50	0		37.5	62	0.5	0		29	0.3	70.5	0.2		
Total %	0.1	24.9	7.5	0	32.5	0.1	0.1	0.2	0	0.3	15.7	26	0.2	0	41.9	7.3	0.1	17.8	0	25.3	
FHWA 1-3	2	598	185	0	785	2	1	4	0	7	386	614	4	0	1004	181	2	438	0	621	2417
% FHWA 1-3	100	95.4	97.4	0	95.8	100	50	100	0	87.5	97.5	93.9	80	0	95.2	97.8	100	97.6	0	97.5	96
FHWA 4	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	4
% FHWA 4	0	0.2	0.5	0	0.2	0	0	0	0	0	0	0	0	0	0	0.5	0	0	100	0.3	0.2
FHWA 5-13	0	28	4	0	32	0	1	0	0	1	10	40	1	0	51	3	0	11	0	14	98
% FHWA 5-13	0	4.5	2.1	0	3.9	0	50	0	0	12.5	2.5	6.1	20	0	4.8	1.6	0	2.4	0	2.2	3.9



Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833
www.ocpcrpa.org

Community: Easton
 Weather: Clear
 Board # & Staff: TDC-8 (1) & EA
 Traffic Control: Signal

File Name : 88_Washington(138)&RocheBros_MD
 Site Code : 88
 Start Date : 5/20/2010
 Page No : 2

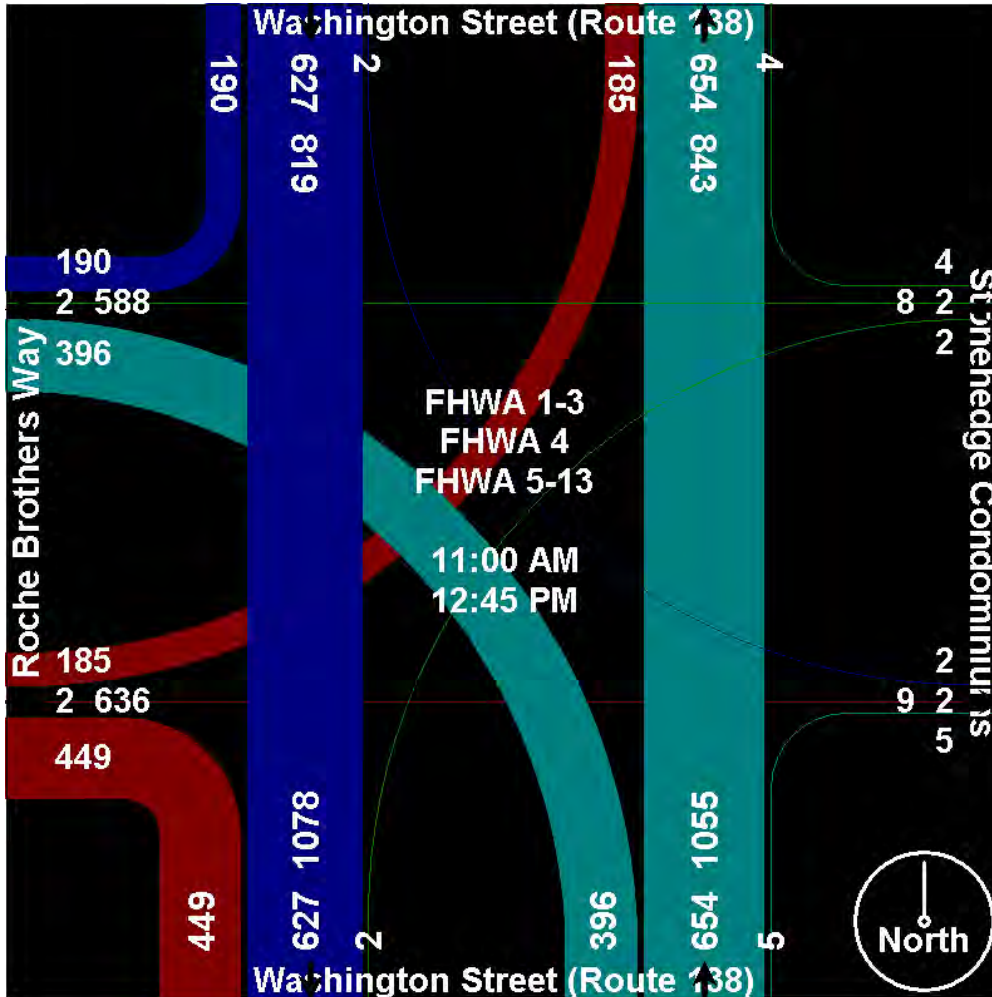




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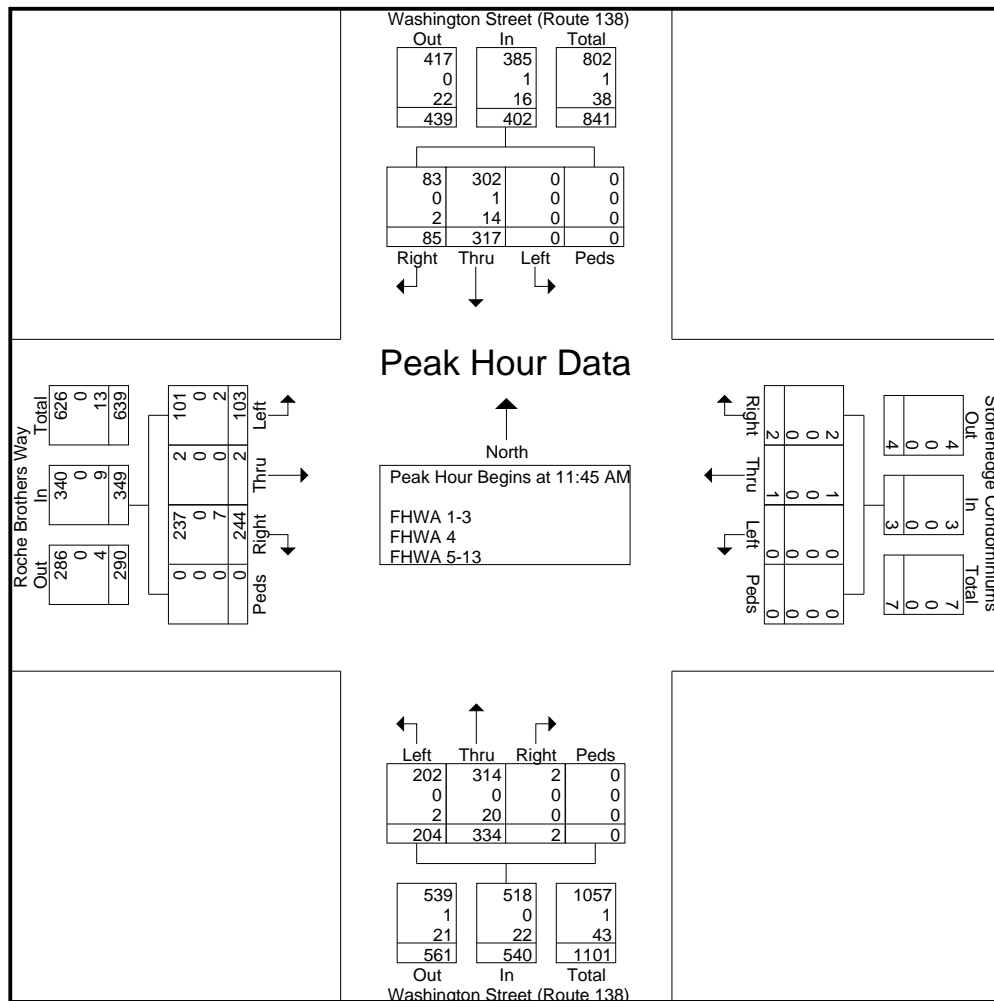


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 Page No : 4

Start Time	Washington Street (Route 138) Southbound					Stonehedge Condominiums Westbound					Washington Street (Route 138) Northbound					Roche Brothers Way Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	73	30	0	103	0	0	0	0	0	47	81	0	0	128	31	0	68	0	99	330
12:00 PM	0	79	18	0	97	0	0	0	0	0	55	82	0	0	137	30	2	55	0	87	321
12:15 PM	0	83	19	0	102	0	1	0	0	1	41	82	2	0	125	23	0	60	0	83	311
12:30 PM	0	82	18	0	100	0	0	2	0	2	61	89	0	0	150	19	0	61	0	80	332
Total Volume	0	317	85	0	402	0	1	2	0	3	204	334	2	0	540	103	2	244	0	349	1294
% App. Total	0	78.9	21.1	0		0	33.3	66.7	0		37.8	61.9	0.4	0		29.5	0.6	69.9	0		
PHF	.000	.955	.708	.000	.976	.000	.250	.250	.000	.375	.836	.938	.250	.000	.900	.831	.250	.897	.000	.881	.974
FHWA 1-3	0	302	83	0	385	0	1	2	0	3	202	314	2	0	518	101	2	237	0	340	1246
% FHWA 1-3	0	95.3	97.6	0	95.8	0	100	100	0	100	99.0	94.0	100	0	95.9	98.1	100	97.1	0	97.4	96.3
FHWA 4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% FHWA 4	0	0.3	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
FHWA 5-13	0	14	2	0	16	0	0	0	0	0	2	20	0	0	22	2	0	7	0	9	47
% FHWA 5-13	0	4.4	2.4	0	4.0	0	0	0	0	0	1.0	6.0	0	0	4.1	1.9	0	2.9	0	2.6	3.6

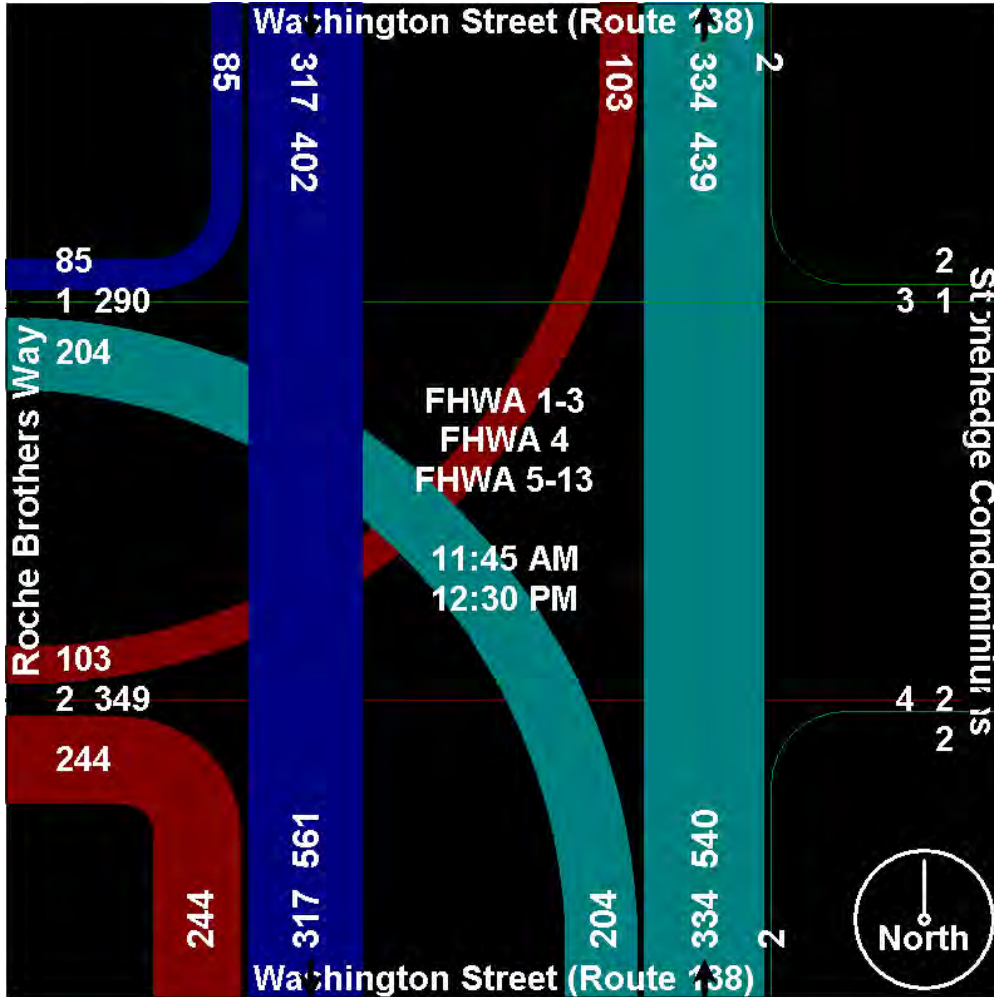




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Site Code : 88
Start Date : 5/20/2010
Page No : 6

Image 1



Old Colony Planning Council

Intersection Bicycle Directional Counting Field Sheet

Community: Easton

Street: Washington Street (Route 138)

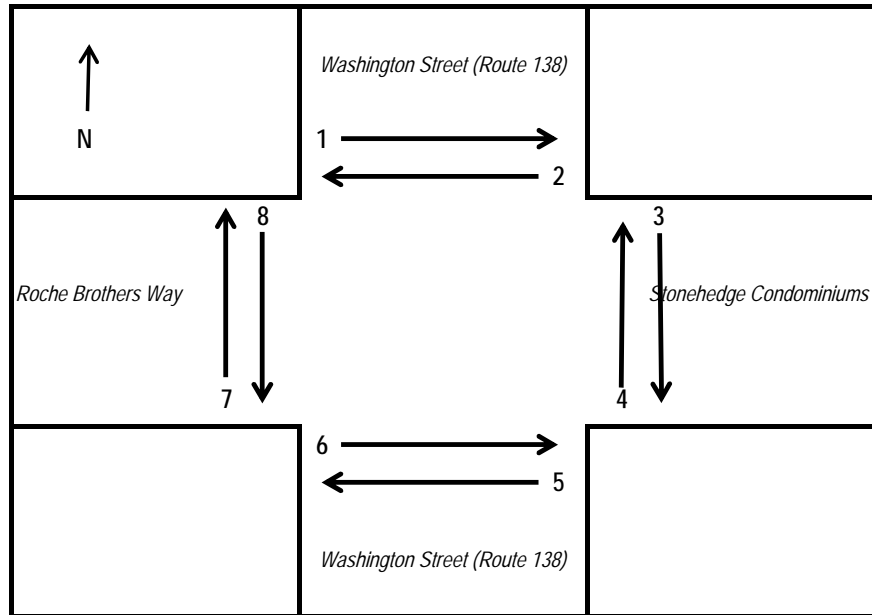
Location: @ Roche Brothers Way / Stonehedge Condominiums

Weather: Clear

Board #: TDC-8 (1)

Staff: EA

Date: 5/20/2010



Interval		1	2	3	4	5	6	7	8
11:00 AM - 11:15 AM	Bikes			1					
11:15 AM - 11:30 AM	Bikes								
11:30 AM - 11:45 AM	Bikes								1
11:45 AM - 12:00 PM	Bikes								
12:00 PM - 12:15 PM	Bikes								
12:15 PM - 12:30 PM	Bikes								
12:30 PM - 12:45 PM	Bikes								
12:45 PM - 1:00 PM	Bikes								
Total	Bikes	0	0	1	0	0	0	0	1

Comments:



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File Name : 88_Washington(138)&RocheBros_PM
 Site Code : 88
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Groups Printed- 3 - FHWA 4 - 13

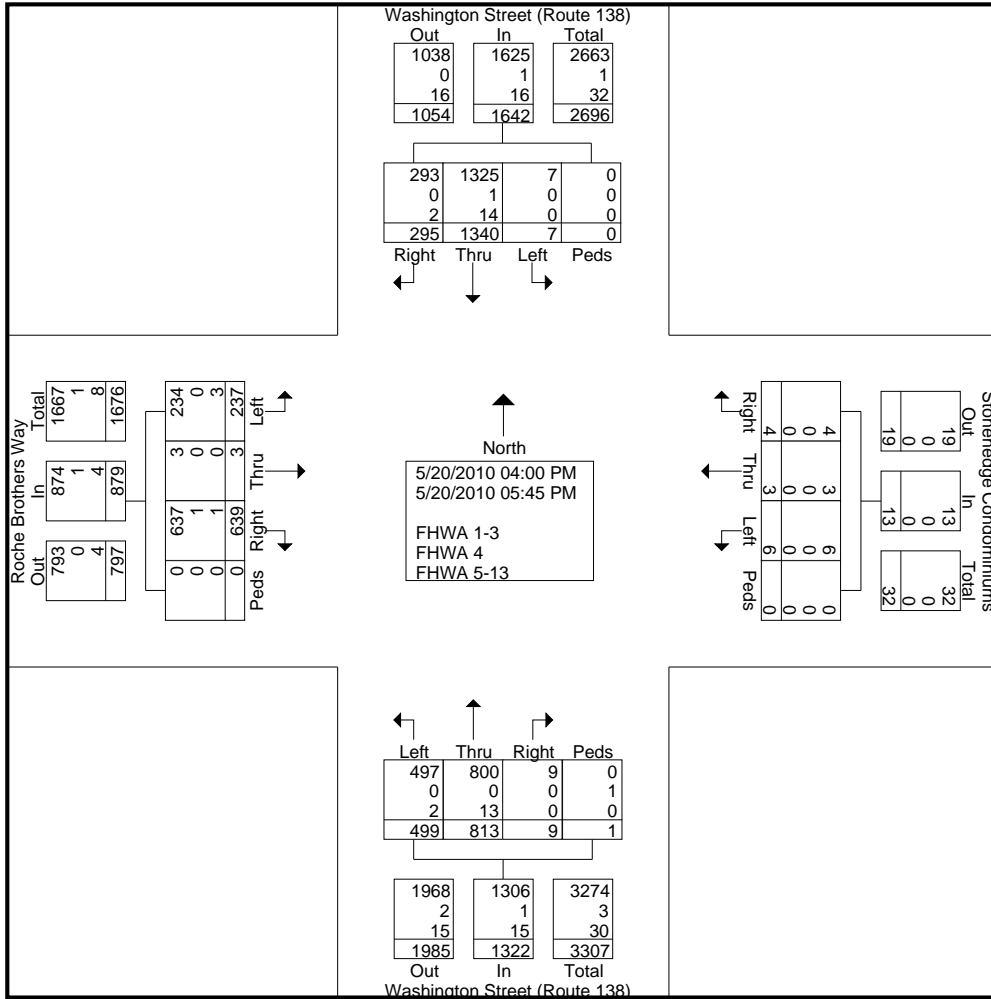
Start Time	Washington Street (Route 138) Southbound					Stonehedge Condominiums Westbound					Washington Street (Route 138) Northbound					Roche Brothers Way Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	167	28	0	195	0	0	0	0	0	64	95	0	0	159	32	0	75	0	107	461
04:15 PM	0	140	36	0	176	0	0	0	0	0	75	94	0	0	169	34	0	76	0	110	455
04:30 PM	1	138	39	0	178	1	0	2	0	3	48	106	1	0	155	27	1	87	0	115	451
04:45 PM	2	173	45	0	220	0	0	0	0	0	66	94	7	0	167	28	0	69	0	97	484
Total	3	618	148	0	769	1	0	2	0	3	253	389	8	0	650	121	1	307	0	429	1851
05:00 PM	1	186	36	0	223	2	1	1	0	4	61	110	0	0	171	22	0	106	0	128	526
05:15 PM	2	164	35	0	201	0	0	0	0	0	62	106	1	0	169	28	2	89	0	119	489
05:30 PM	1	204	37	0	242	1	2	1	0	4	57	101	0	0	158	32	0	85	0	117	521
05:45 PM	0	168	39	0	207	2	0	0	0	2	66	107	0	1	174	34	0	52	0	86	469
Total	4	722	147	0	873	5	3	2	0	10	246	424	1	1	672	116	2	332	0	450	2005
Grand Total	7	1340	295	0	1642	6	3	4	0	13	499	813	9	1	1322	237	3	639	0	879	3856
Apprch %	0.4	81.6	18	0		46.2	23.1	30.8	0		37.7	61.5	0.7	0.1		27	0.3	72.7	0		
Total %	0.2	34.8	7.7	0	42.6	0.2	0.1	0.1	0	0.3	12.9	21.1	0.2	0	34.3	6.1	0.1	16.6	0	22.8	
FHWA 1-3	7	1325	293	0	1625	6	3	4	0	13	497	800	9	0	1306	234	3	637	0	874	3818
% FHWA 1-3	100	98.9	99.3	0	99	100	100	100	0	100	99.6	98.4	100	0	98.8	98.7	100	99.7	0	99.4	99
FHWA 4	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	3
% FHWA 4	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	100	0.1	0	0	0.2	0	0.1	0.1
FHWA 5-13	0	14	2	0	16	0	0	0	0	0	2	13	0	0	15	3	0	1	0	4	35
% FHWA 5-13	0	1	0.7	0	1	0	0	0	0	0	0.4	1.6	0	0	1.1	1.3	0	0.2	0	0.5	0.9



Old Colony Planning Council
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Community: Easton
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 Board # & Staff: DB-400 (6) & BH
 Traffic Control: Signal

File Name : 88_Washington(138)&RocheBros_PM
 Site Code : 88
 Start Date : 5/20/2010
 Page No : 2

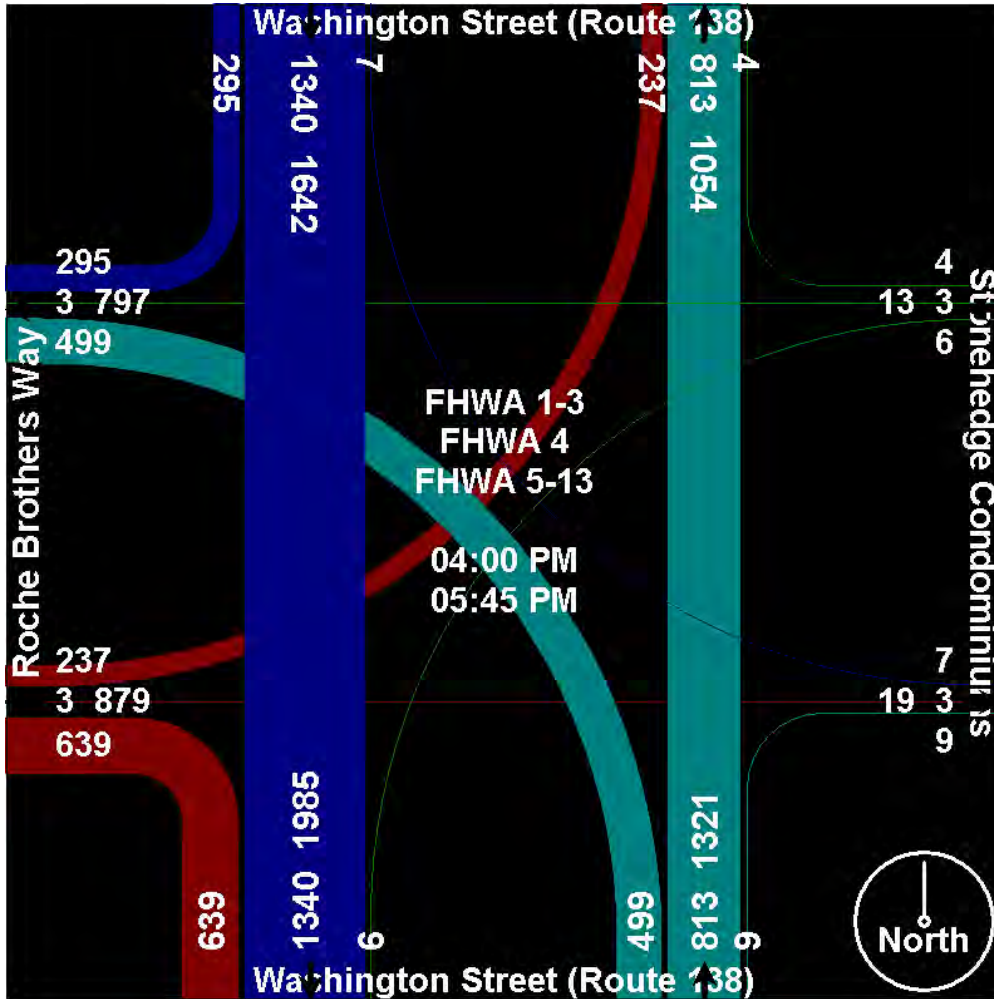




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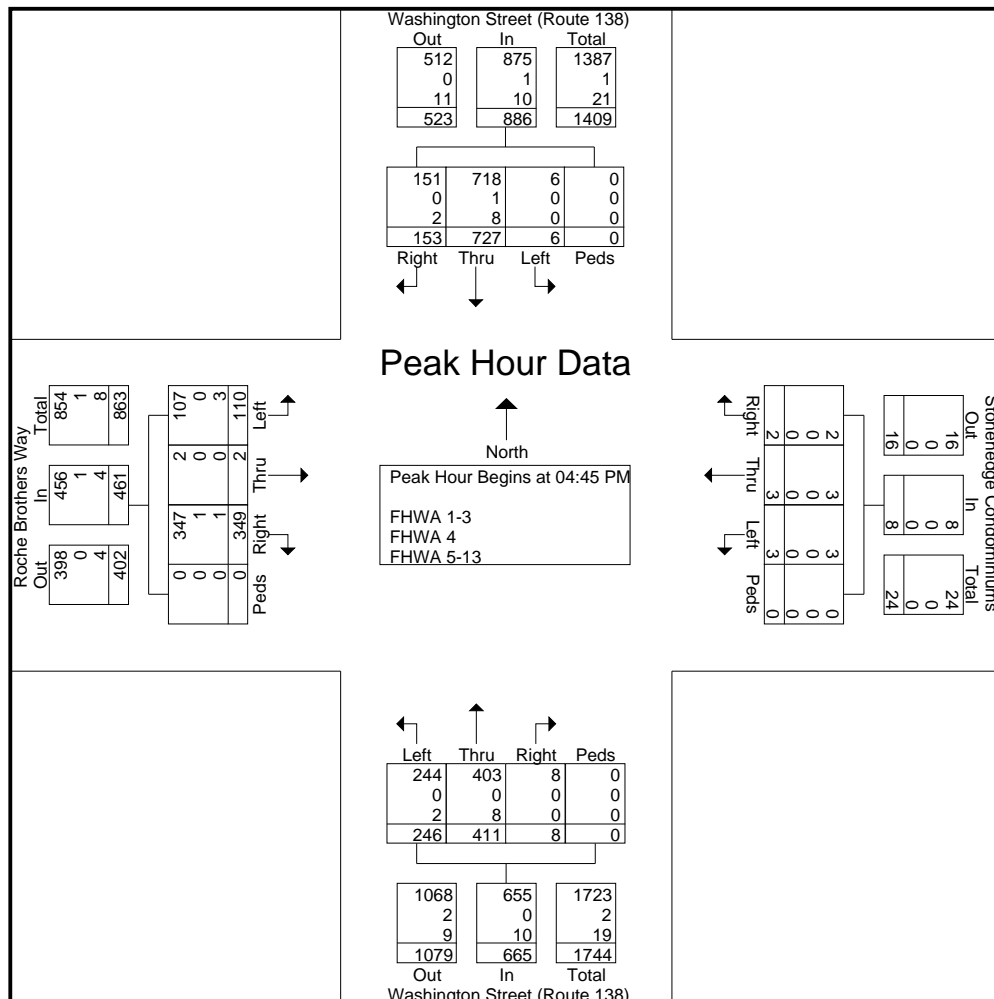


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Start Time	Washington Street (Route 138) Southbound					Stonehedge Condominiums Westbound					Washington Street (Route 138) Northbound					Roche Brothers Way Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	173	45	0	220	0	0	0	0	0	66	94	7	0	167	28	0	69	0	97	484
05:00 PM	1	186	36	0	223	2	1	1	0	4	61	110	0	0	171	22	0	106	0	128	526
05:15 PM	2	164	35	0	201	0	0	0	0	0	62	106	1	0	169	28	2	89	0	119	489
05:30 PM	1	204	37	0	242	1	2	1	0	4	57	101	0	0	158	32	0	85	0	117	521
Total Volume	6	727	153	0	886	3	3	2	0	8	246	411	8	0	665	110	2	349	0	461	2020
% App. Total	0.7	82.1	17.3	0		37.5	37.5	25	0		37	61.8	1.2	0		23.9	0.4	75.7	0		
PHF	.750	.891	.850	.000	.915	.375	.375	.500	.000	.500	.932	.934	.286	.000	.972	.859	.250	.823	.000	.900	.960
FHWA 1-3	6	718	151	0	875	3	3	2	0	8	244	403	8	0	655	107	2	347	0	456	1994
% FHWA 1-3	100	98.8	98.7	0	98.8	100	100	100	0	100	99.2	98.1	100	0	98.5	97.3	100	99.4	0	98.9	98.7
FHWA 4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% FHWA 4	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0.1
FHWA 5-13	0	8	2	0	10	0	0	0	0	0	2	8	0	0	10	3	0	1	0	4	24
% FHWA 5-13	0	1.1	1.3	0	1.1	0	0	0	0	0	0.8	1.9	0	0	1.5	2.7	0	0.3	0	0.9	1.2

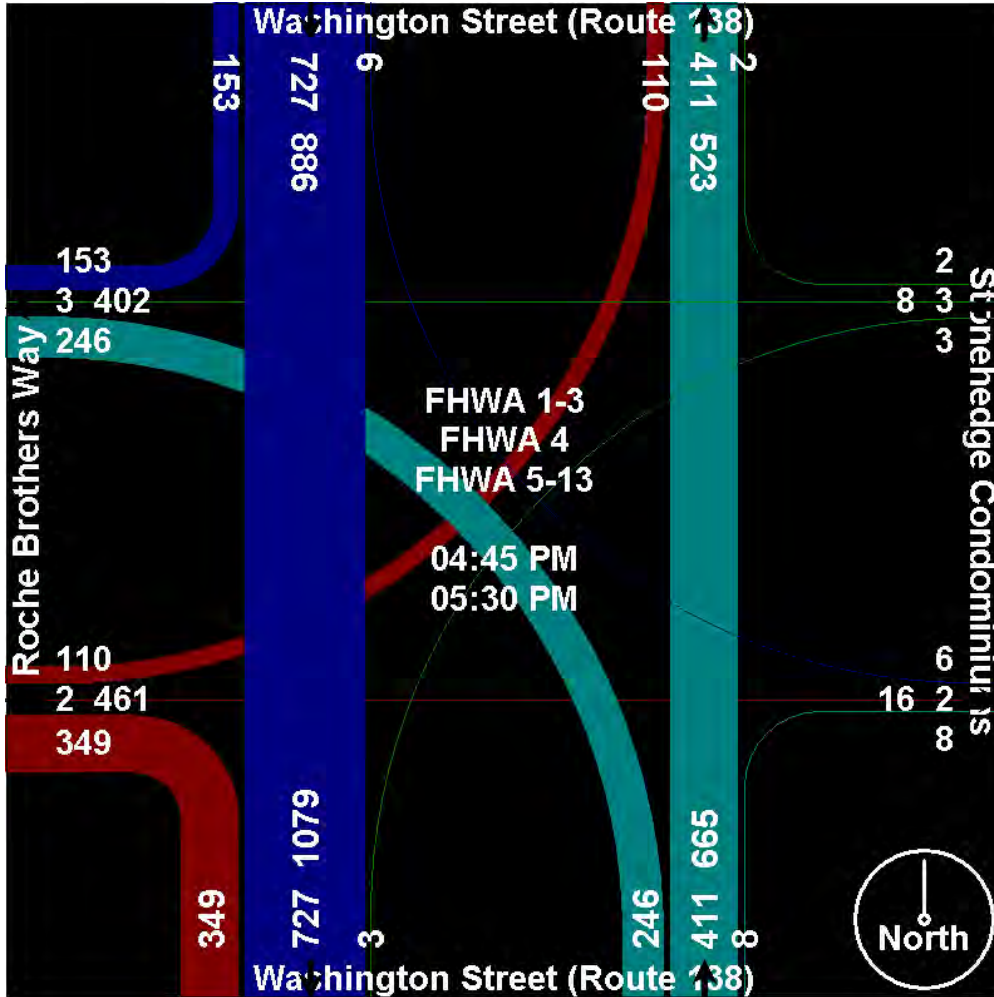




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File Name : 88_Washington(138)&RocheBros_PM
Site Code : 88
Start Date : 5/20/2010
Page No : 6

Community: Easton
Weather: Clear
Board # & Staff: DB-400 (6) & BH
Traffic Control: Signal

Image 1



Old Colony Planning Council

Intersection Bicycle Directional Counting Field Sheet

Community: Easton

Street: Washington Street (Route 138)

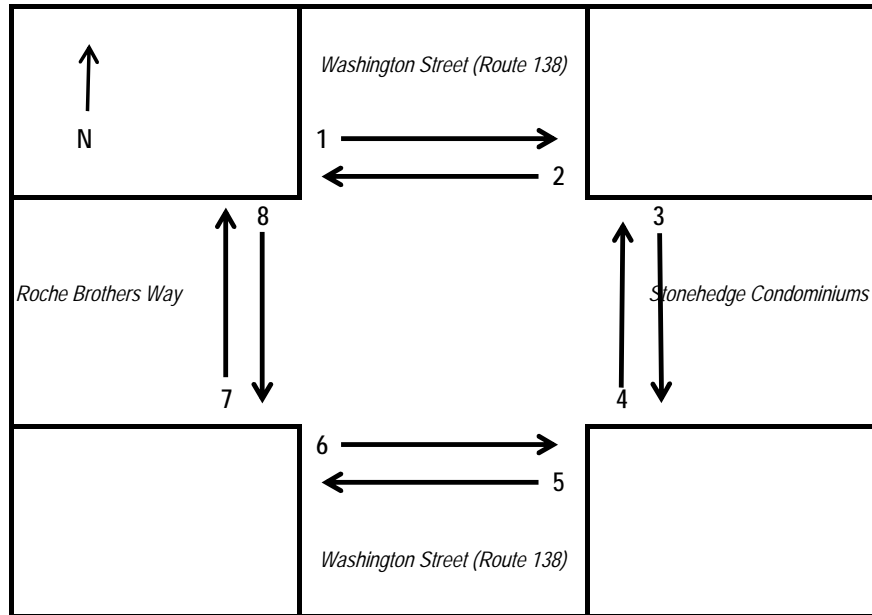
Location: @ Roche Brothers Way / Stonehedge Condominiums

Weather: Clear

Board #: DB-400 (6)

Staff: BH

Date: 5/20/2010



Interval		1	2	3	4	5	6	7	8
4:00 PM - 4:15 PM	Bikes				1				
4:15 PM - 4:30 PM	Bikes								
4:30 PM - 4:45 PM	Bikes						1		
4:45 PM - 5:00 PM	Bikes								
5:00 PM - 5:15 PM	Bikes								1
5:15 PM - 5:30 PM	Bikes				2				
5:30 PM - 5:45 PM	Bikes								
5:45 PM - 6:00 PM	Bikes				1				
Total	Bikes	0	0	0	4	0	1	0	1

Comments:



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File Name : 88_Washington(138)&RocheBros_SATMD
 Site Code : 88
 Start Date : 5/22/2010
 Page No : 1

Groups Printed- 3 - FHWA 4 - 13

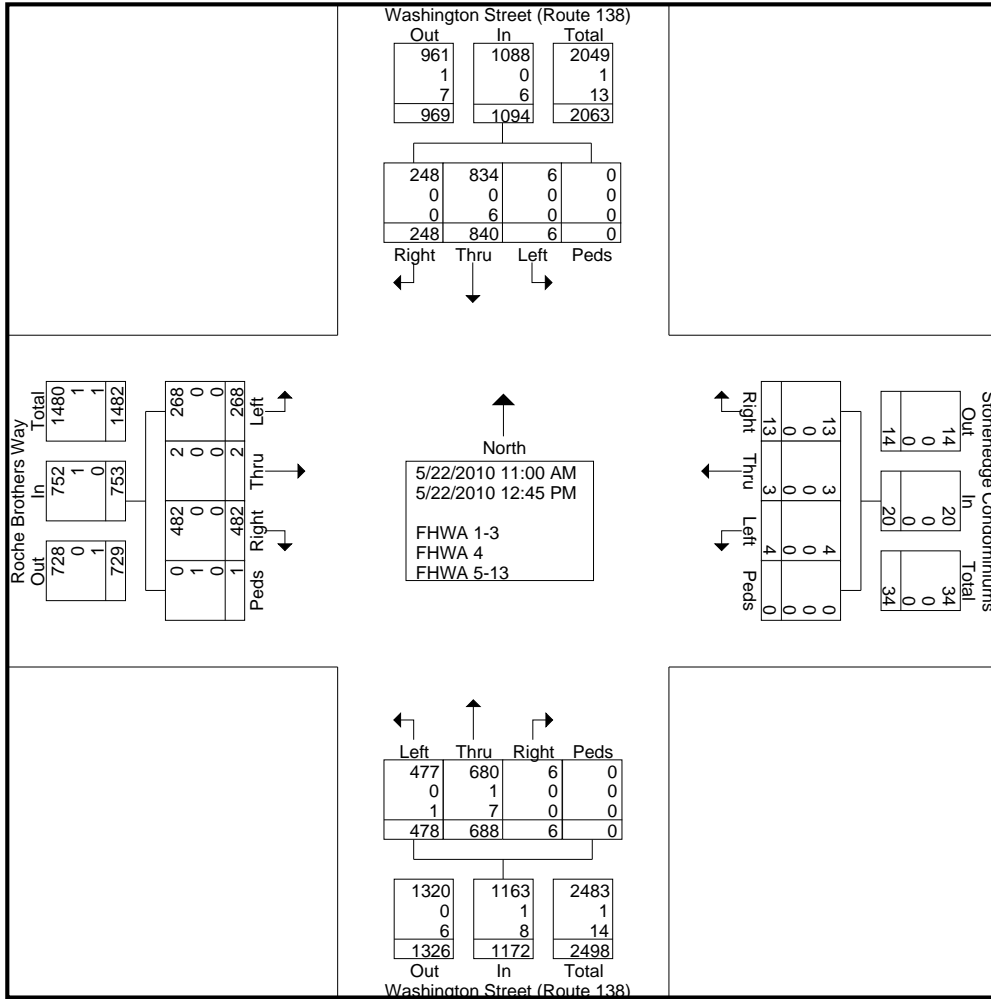
Start Time	Washington Street (Route 138) Southbound					Stonehedge Condominiums Westbound					Washington Street (Route 138) Northbound					Roche Brothers Way Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
11:00 AM	0	89	44	0	133	0	0	0	0	0	63	84	0	0	147	26	1	68	0	95	375
11:15 AM	1	99	35	0	135	0	0	2	0	2	61	84	1	0	146	48	0	58	0	106	389
11:30 AM	1	96	27	0	124	0	0	1	0	1	65	93	0	0	158	36	0	41	0	77	360
11:45 AM	1	77	24	0	102	2	0	0	0	2	60	94	2	0	156	30	0	53	0	83	343
Total	3	361	130	0	494	2	0	3	0	5	249	355	3	0	607	140	1	220	0	361	1467
12:00 PM	2	113	33	0	148	1	0	3	0	4	71	79	0	0	150	33	0	64	0	97	399
12:15 PM	0	151	23	0	174	1	1	2	0	4	57	83	2	0	142	31	0	57	0	88	408
12:30 PM	0	115	25	0	140	0	0	3	0	3	63	88	1	0	152	39	0	75	0	114	409
12:45 PM	1	100	37	0	138	0	2	2	0	4	38	83	0	0	121	25	1	66	1	93	356
Total	3	479	118	0	600	2	3	10	0	15	229	333	3	0	565	128	1	262	1	392	1572
Grand Total	6	840	248	0	1094	4	3	13	0	20	478	688	6	0	1172	268	2	482	1	753	3039
Apprch %	0.5	76.8	22.7	0		20	15	65	0		40.8	58.7	0.5	0		35.6	0.3	64	0.1		
Total %	0.2	27.6	8.2	0	36	0.1	0.1	0.4	0	0.7	15.7	22.6	0.2	0	38.6	8.8	0.1	15.9	0	24.8	
FHWA 1-3	6	834	248	0	1088	4	3	13	0	20	477	680	6	0	1163	268	2	482	0	752	3023
% FHWA 1-3	100	99.3	100	0	99.5	100	100	100	0	100	99.8	98.8	100	0	99.2	100	100	100	0	99.9	99.5
FHWA 4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	2
% FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	100	0.1	0.1
FHWA 5-13	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	14
% FHWA 5-13	0	0.7	0	0	0.5	0	0	0	0	0	0.2	1	0	0	0.7	0	0	0	0	0	0.5



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File Name : 88_Washington(138)&RocheBros_SATMD
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 Start Date : 5/22/2010
 Page No : 2

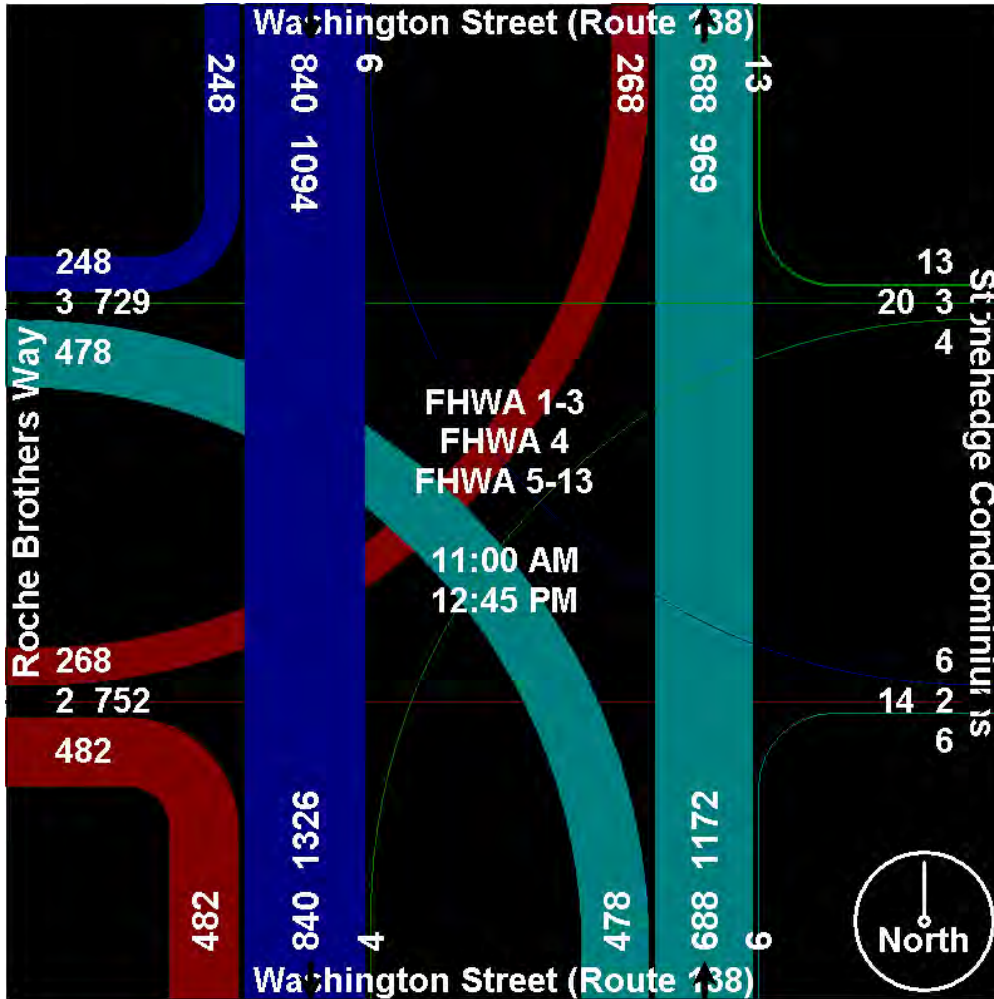




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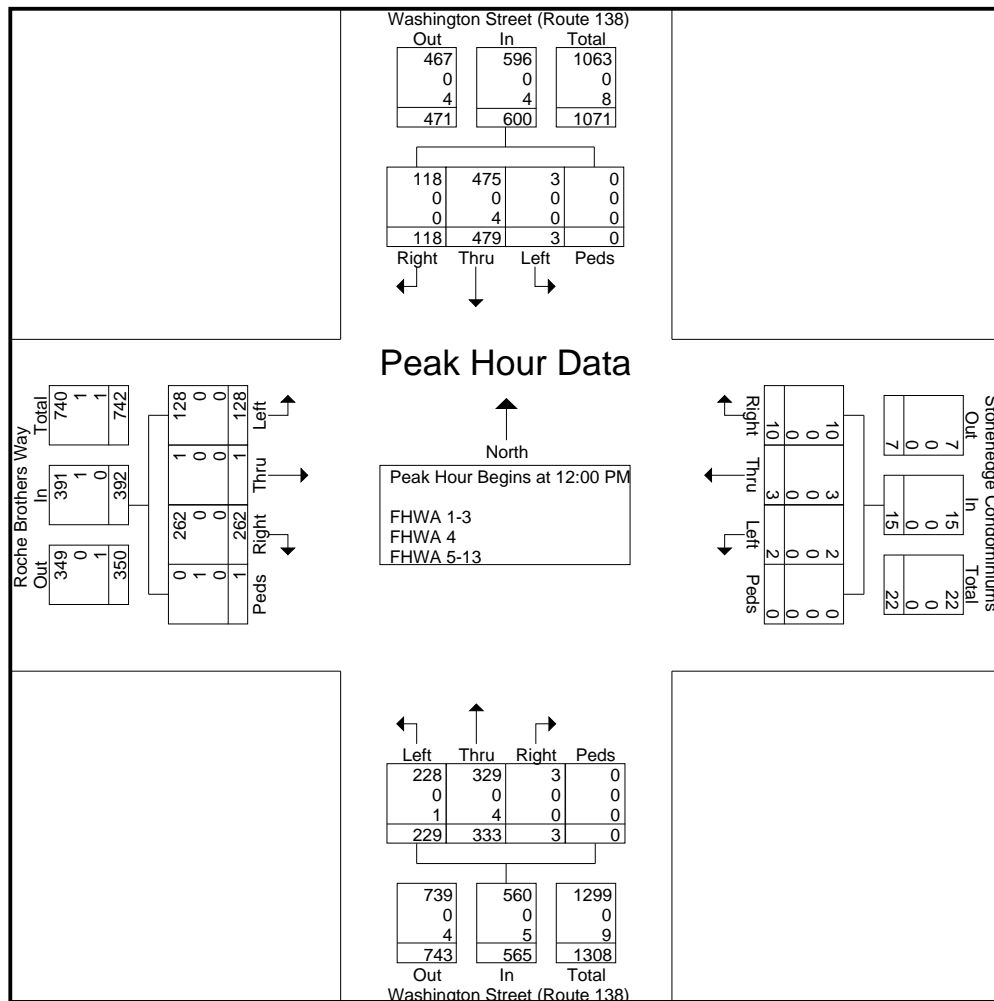


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 Page No : 4

Start Time	Washington Street (Route 138) Southbound					Stonehedge Condominiums Westbound					Washington Street (Route 138) Northbound					Roche Brothers Way Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	2	113	33	0	148	1	0	3	0	4	71	79	0	0	150	33	0	64	0	97	399
12:15 PM	0	151	23	0	174	1	1	2	0	4	57	83	2	0	142	31	0	57	0	88	408
12:30 PM	0	115	25	0	140	0	0	3	0	3	63	88	1	0	152	39	0	75	0	114	409
12:45 PM	1	100	37	0	138	0	2	2	0	4	38	83	0	0	121	25	1	66	1	93	356
Total Volume	3	479	118	0	600	2	3	10	0	15	229	333	3	0	565	128	1	262	1	392	1572
% App. Total	0.5	79.8	19.7	0		13.3	20	66.7	0		40.5	58.9	0.5	0		32.7	0.3	66.8	0.3		
PHF	.375	.793	.797	.000	.862	.500	.375	.833	.000	.938	.806	.946	.375	.000	.929	.821	.250	.873	.250	.860	.961
FHWA 1-3	3	475	118	0	596	2	3	10	0	15	228	329	3	0	560	128	1	262	0	391	1562
% FHWA 1-3	100	99.2	100	0	99.3	100	100	100	0	100	99.6	98.8	100	0	99.1	100	100	100	0	99.7	99.4
FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0.1
FHWA 5-13	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	9
% FHWA 5-13	0	0.8	0	0	0.7	0	0	0	0	0	0.4	1.2	0	0	0.9	0	0	0	0	0	0.6

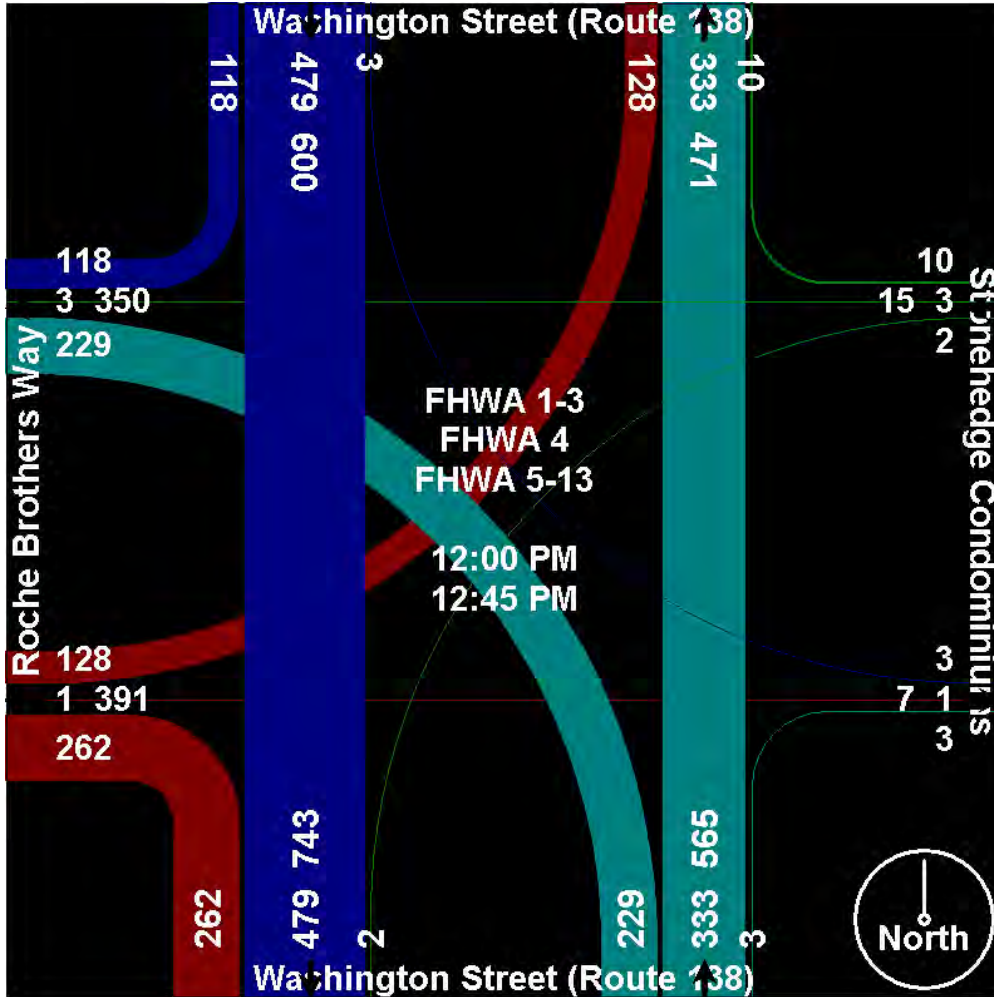




Old Colony Planning Council
70 School Street
Brockton, MA 02301
508-583-1833
www.ocpcrpa.org

Community: Easton
Weather: Clear
Board # & Staff: DB-400 (6) & BH
Traffic Control: Signal

File Name : 88_Washington(138)&RocheBros_SATMD
Site Code : 88
Start Date : 5/22/2010
Page No : 5





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Image 1



Old Colony Planning Council

Intersection Bicycle Directional Counting Field Sheet

Community: Easton

Street: Washington Street (Route 138)

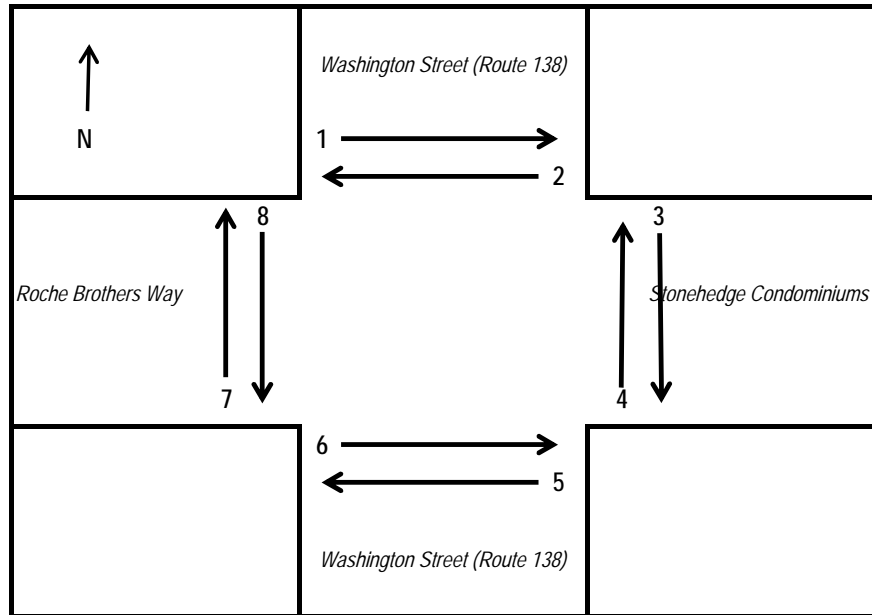
Location: @ Roche Brothers Way / Stonehedge Condominiums

Weather: Clear

Board #: DB-400 (6)

Staff: BH

Date: 5/22/2010



Interval		1	2	3	4	5	6	7	8
11:00 AM - 11:15 AM	Bikes	2			1				1
11:15 AM - 11:30 AM	Bikes								
11:30 AM - 11:45 AM	Bikes								
11:45 AM - 12:00 PM	Bikes								
12:00 PM - 12:15 PM	Bikes				1				1
12:15 PM - 12:30 PM	Bikes				3		1		
12:30 PM - 12:45 PM	Bikes								
12:45 PM - 1:00 PM	Bikes								
Total	Bikes	2	0	0	5	0	1	0	2

Comments:

Timings
3: Roches Bros. Way & Route 138

AM Peak
8/27/2010

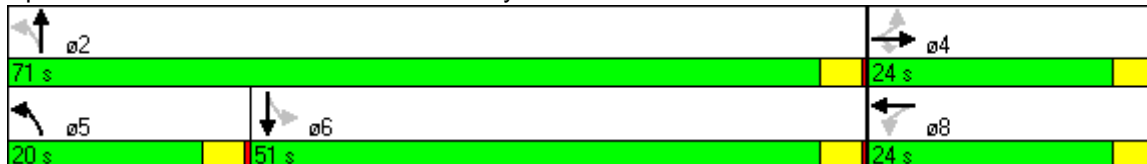


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Configurations		↕	↗		↕		↕↗	↕↗
Volume (vph)	97	2	112	2	1	248	620	331
Turn Type	Perm		Perm	Perm		pm+pt		
Protected Phases		4			8	5	2	6
Permitted Phases	4		4	8		2		
Detector Phases	4	4	4	8	8	5	2	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	20.0	71.0	51.0
Total Split (%)	25.3%	25.3%	25.3%	25.3%	25.3%	21.1%	74.7%	53.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag						Lead		Lag
Lead-Lag Optimize?						Yes		Yes
Recall Mode	None	None	None	None	None	None	Max	Max
Act Effct Green (s)		14.8	14.8		14.8		69.1	69.1
Actuated g/C Ratio		0.16	0.16		0.16		0.75	0.75
v/c Ratio		0.68	0.44		0.03		0.59	0.20
Control Delay		42.4	7.9		23.8		7.5	3.4
Queue Delay		0.0	0.0		0.0		0.0	0.0
Total Delay		42.4	7.9		23.8		7.5	3.4
LOS		D	A		C		A	A
Approach Delay		24.1			23.8		7.5	3.4
Approach LOS		C			C		A	A

Intersection Summary

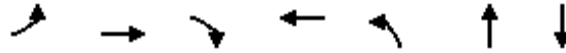
Cycle Length: 95	
Actuated Cycle Length: 92	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Roches Bros. Way & Route 138



Timings
3: Roches Bros. Way & Route 138

Midday Peak
8/27/2010



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT
Lane Configurations		↕	↗	↕		↕↗	↕↗
Volume (vph)	103	2	244	1	204	334	317
Turn Type	Perm		Perm		pm+pt		
Protected Phases		4		8	5	2	6
Permitted Phases	4		4		2		
Detector Phases	4	4	4	8	5	2	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	24.0	24.0	24.0	24.0	20.0	61.0	41.0
Total Split (%)	28.2%	28.2%	28.2%	28.2%	23.5%	71.8%	48.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag					Lead		Lag
Lead-Lag Optimize?					Yes		Yes
Recall Mode	None	None	None	None	None	Max	Max
Act Effct Green (s)		12.2	12.2	12.2		58.3	58.3
Actuated g/C Ratio		0.16	0.16	0.16		0.74	0.74
v/c Ratio		0.57	0.58	0.03		0.36	0.17
Control Delay		33.5	6.9	19.3		4.9	3.2
Queue Delay		0.0	0.0	0.0		0.0	0.0
Total Delay		33.5	6.9	19.3		4.9	3.2
LOS		C	A	B		A	A
Approach Delay		14.9		19.3		4.9	3.2
Approach LOS		B		B		A	A

Intersection Summary

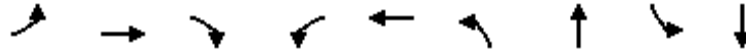
Cycle Length: 85	
Actuated Cycle Length: 78.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Roches Bros. Way & Route 138



Timings
3: Roches Bros. Way & Route 138

Saturday Midday Peak
8/27/2010



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕	↗		↕		↕↗		↕↗
Volume (vph)	128	1	262	2	3	229	333	3	479
Turn Type	Perm		Perm	Perm		pm+pt		Perm	
Protected Phases		4			8	5	2		6
Permitted Phases	4		4	8		2		6	
Detector Phases	4	4	4	8	8	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	20.0	61.0	41.0	41.0
Total Split (%)	28.2%	28.2%	28.2%	28.2%	28.2%	23.5%	71.8%	48.2%	48.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag						Lead		Lag	Lag
Lead-Lag Optimize?						Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	Max
Act Effct Green (s)		13.7	13.7		13.7		57.7		57.7
Actuated g/C Ratio		0.17	0.17		0.17		0.73		0.73
v/c Ratio		0.64	0.58		0.05		0.43		0.29
Control Delay		35.2	6.8		16.7		6.1		4.3
Queue Delay		0.0	0.0		0.0		0.0		0.0
Total Delay		35.2	6.8		16.7		6.1		4.3
LOS		D	A		B		A		A
Approach Delay		16.1			16.7		6.1		4.3
Approach LOS		B			B		A		A

Intersection Summary

Cycle Length: 85	
Actuated Cycle Length: 79.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Roches Bros. Way & Route 138

