

ROAD SAFETY AUDIT

Belmont Street (Route 123)
between Manley Street and VA Eastern Driveway
City of Brockton

March 2011

Prepared for:
Massachusetts Department of Transportation



Prepared by:
Howard/Stein-Hudson Associates
38 Chauncy Street
Boston, MA 02111



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Background

The segment of Belmont Street (Route 123) between Manley Street and the VA Eastern Driveway in the City of Brockton, Massachusetts, has 2 intersection locations listed in the Top 5% of High Crash Locations within the Old Colony Planning Council (OCPC) area and also within the *Top 200 High Crash Intersection Locations 2006-2008* in Massachusetts. The Massachusetts Department of Transportation (MassDOT) has determined that the City would be eligible to receive Highway Safety Improvement Program (HSIP) funding for reconstruction of this roadway segment if a Road Safety Audit (RSA) were conducted and the proposed design incorporated safety improvements identified in the RSA.

The RSA is intended to identify potential safety improvements that can be evaluated and included as part of the design process for the reconstruction. The short-term, low-cost potential improvements could be considered by the responsible agency for implementation prior to reconstruction, as appropriate.

Belmont Street from Manley Street to the VA Main Driveway is currently at the 25% design stage, funded by MassDOT, while Belmont Street east of the VA Main Driveway will be redesigned as part of a separate reconstruction project. The safety issues associated with Belmont Street between Patterson Avenue and Linwood Street were assessed as part of an earlier RSA. However, during the RSA, the team focused on safety issues and the safety benefits of the proposed improvements along the entire roadway segment between Manley Street and the VA Eastern Driveway. The 25% design plans for the segment evaluated during this RSA are provided in **Appendix A**.

Project Data

The audit team conducted an RSA for the Belmont Street corridor on Wednesday, March 2, 2011. The RSA agenda appears in **Appendix B**. **Table 1** lists the audit team members and their affiliations. **Appendix C** provides contact information for all team members.

Table 1. Participating Audit Team Members

Audit Team Member	Agency/Affiliation
Howard Newton	Brockton Engineering
Jacques Borge	Brockton Engineering
Captain McCabe	Brockton Police Department
Lieutenant Mills	Brockton Police Department
Mike Thoreson	Brockton DPW
Elaine Czaja	Brockton DPW
Jeff Gillpatrick	Brockton Fire Department
Peter Tupper	Brockton Fire Department
Jass Stewart	Brockton City Council
George Riddell	Brockton Area Transit
Jeffrey Thibeault	Belmont West Apartments
Janet Cassidy	Belmont West Apartments
Jim Hoyle	FHWA
Dave Shedd	MassDOT
Alex Duggan	MassDOT Projects
Barbara Lachance	MassDOT District 5 Traffic
Bill Travers	MassDOT District 5 Projects
Edward C. Feeney	MassDOT District 5 Traffic
Peter A. Lopez	VA Boston Healthcare
Brian Ackley	Tetra Tech
Charles Kilmer	Old Colony Planning Council
Bill McNulty	Old Colony Planning Council
Rodrigo Marion	Old Colony Planning Council
Ray Guarino	Old Colony Planning Council
Pat Ciaramella	Old Colony Planning Council
Bonnie Polin	MassDOT Highway Division Safety Section
Lisa Schletzbaum	MassDOT Highway Division Safety Section
Dave Matton	Howard/Stein-Hudson Associates
Joe SanClemente	Howard/Stein-Hudson Associates

Project Location Description

The segment of Belmont Street (Route 123) between Manley Street and the VA Eastern Driveway is located in the City of Brockton, as shown in the aerial image in **Figure 1**. The segment is located just east of Route 24 (exit 17). Within the study area, Route 123 serves as a major east–west roadway and provides access to numerous commercial, residential, and institutional uses.

Figure 1. Locus Map



Not to scale.

The RSA team evaluated the segment of Belmont Street (Route 123) between Manley Street and the VA Eastern Driveway as a whole and paid particular attention to the following three intersection locations:

Belmont Street (Route 123)/Manley Street/FedEx Driveway – is a 4-way signalized intersection. The Belmont Street eastbound and westbound approaches each consist of two multi-purpose travel lanes; no dedicated turning lanes are provided. The FedEx Driveway southbound approach intersects Belmont Street approximately 40 feet east of Manley Street resulting in a skewed alignment between the northbound and southbound approaches. Belmont Street Pedestrian crossings are provided across the northern, southern, and western legs of the intersection; however, pedestrian signal indications are only provided across the Manley Street approach.

Belmont Street (Route 123)/VA Main Driveway/Belmont Court – is a 4-way signalized intersection. The Belmont Street eastbound and westbound approaches each consist of two multi-purpose travel lanes; no dedicated turning lanes are provided. The VA Main Driveway consists of one travel lane, separated by an approximately 50 foot wide landscaped median, in the vicinity of the intersection. The Belmont Court entrance and exit lanes are similarly split by the presence of a divider island in an effort to line up the northbound and southbound approaches of the VA Main Driveway. Crosswalks are provided across the eastern, western, and southern legs of the intersection; however, pedestrian signal indications are only provided across the Belmont Street crossings.

Belmont Street (Route 123)/VA Eastern Driveway – is an unsignalized T-intersection. The Belmont Street eastbound and westbound approaches each consist of two multi-purpose travel lanes; no dedicated turning lanes are provided. The VA Eastern Driveway intersects Belmont Street from the south and operates under stop control; left turns out of the VA Eastern Driveway on Belmont Street are prohibited. A sidewalk is provided along the northern and southern sides of Belmont Street.

These three intersections form the junctions of the following roadways, which are categorized according to MassDOT Office of Transportation Planning functional classifications:

Belmont Street (Route 123) is an urban principal arterial and falls under MassDOT jurisdiction. Belmont Street is an east–west roadway and is dedicated as Route 123. Within the study area, Belmont Street consists of 2 travel lanes in each direction. The speed limit along Belmont Street is posted 35 miles per hour (mph) in the eastbound direction and 40 mph in the westbound direction.

Manley Street is an urban minor arterial and is owned by the City. Manley Street generally runs north–south between Belmont Street and West Chestnut Street and provides access to several commercial and industrial uses. In addition, two new car dealerships are currently planned at the southern end of Manley Street. Manley Street generally consists of one travel lane in each direction.

FedEx Driveway is privately owned and provides access to FedEx and other commercial/industrial businesses. FedEx Driveway generally runs north–south and consists of one travel lane in each direction.

VA Main Driveway is the primary access driveway for the VA Medical Center – Brockton. The VA Main Driveway generally runs north–south and consists of one travel lane in each direction, separated by a large landscaped median, in the vicinity of the intersection. The VA Main Driveway provides connection to the internal roadways within the VA Campus and to West Chestnut Street and Manley Street.

Belmont Court is a privately owned driveway providing access to the Belmont West residential apartments. Belmont Court generally runs north–south and consists of one travel lane in each direction in the vicinity of the intersection.

VA Eastern Driveway is secondary access driveway for the VA Medical Center – Brockton. VA Eastern Driveway generally runs north–south and consists of one travel lane in each direction in the vicinity of the intersection.

Prior to the RSA, in order to begin assessing possible safety issues, the team reviewed collision diagrams and a crash detail summary based on crash records supplied by the Brockton Police Department. From January 2008 through December 2010, 68 crashes related to the roadway segment and the three intersections were reported, including 27 (approximately 44%) were angle type crashes, 21 (approximately 31%) were rear-end type crashes, 9 (approximately 13%) were single vehicle crashes, and 8 (approximately 12%) were sideswipe same direction vehicle crashes. Crashes generally occurred on dry pavement (42, or nearly 62%) in clear weather conditions (42, or nearly 62%) and during daylight hours (46, or nearly 68%). In addition, there were 36 crashes reported between February 2007 and December 2010 that were handled by an incident report and did not require a detailed crash report with the Brockton Police Department. **Appendix D** provides the detailed crash data for the roadway segment from January 2008 through December 2010. Speed regulations and traffic volume data are presented in **Appendix E**.

Road Safety Audit Observations

Based on field observations on Wednesday, March 2, 2011, the RSA team determined that the segment of Belmont Street (Route 123) between Manley Street and the VA Eastern Driveway has the following issues that affect safety:

- Access management;
- Drainage;
- Intersection geometry;
- Lack of dedicated turning lanes;
- Lane Width;
- Limited bicycle accommodations;
- Limited pedestrian accommodations;
- Limited transit accommodations; and
- Utility pole placement.

The following sections describe in more detail the safety issues and enhancements determined during the RSA. These safety enhancements are also discussed as they relate to both the existing conditions and the design plans which are currently at the 25% design level. Several of these issues require further study and engineering judgment to determine the feasibility of implementing enhancements to address them.

Corridor-wide Issues

Observations:

The RSA team noted the following corridor-wide observations:

Roadway Width

Lanes and Shoulders – Belmont Street consists of 2 fairly narrow travel lanes in each direction with no shoulder, resulting in a narrow “feel” for motorists traveling along the roadway. RSA team members noted that the lack of a shoulder often resulted in motorists “shying” away from the curb line and thus traveling in more than one lane at a time. According to Brockton Police crash records, 8 of the 68 crashes reported from January 2008 through December 2010 were sideswipe same direction crashes. The limited cross-section combined with a lack of a shoulder likely contributed to these crashes. RSA team members also noted that the portion of Belmont over Route 24 was recently reconstructed with a full shoulder. Therefore, motorists traveling eastbound along Belmont Street experience a noticeable decrease in cross-sectional width as they travel from the recently reconstructed portion of the roadway to the narrower existing section.



Truck traveling in both lanes along Belmont Street westbound.



Utility pole located near the curb line and leaning towards the travel lane.

Utility Poles – In addition, utility poles along the north and south sides of the roadway are located very close to the curb line resulting in a further visual narrowing of the roadway. Furthermore, some of the utility poles are leaning towards the roadway and, in some cases, into and over the travel lane.

Emergency Response – RSA team members noted that the Fire response vehicles have had several unreported incidents involving minor sideswipe crashes (e.g., damage to and/or loss of side view mirrors, etc.) along the corridor. RSA team members also noted that Opticom is not currently provided at the signalized intersections within the study area.

Bus Stops

The Brockton Area Transit Authority (BAT) provides the Route 3 bus service between the VA Hospital and BAT Centre in downtown Brockton. Within the study area, Route 3 serves a stop within the VA Hospital campus as well as 2 flag stops in each direction of Belmont Street between the VA Main Driveway and the VA Eastern Driveway. According to the crash records, 1 crash (sideswipe same direction) was reported involving a bus. RSA team members noted the potential for rear-end and sideswipe crashes between motorists traveling along the outside lanes of Belmont Street and buses serving the bus stops along the roadway.



BAT bus stop along Belmont Street

Motorists unfamiliar with the roadway may not expect buses to stop within the travel lane to serve passengers. In addition, travel speeds along the corridor may make it difficult for motorists, even those familiar with the corridor, to perceive and react to a bus stopping within the outside travel lane.

One of the BAT bus stops is located approximately 200 feet in advance of the VA Main Driveway along the Belmont Street westbound outside lane. According to RSA team members, BAT buses serving this stop often have difficulty merging into the inside lane before making a left turn into the VA Hospital. A second bus stop along the westbound direction Belmont Street is located only approximately 150 feet upstream of this location.

An RSA team member also noted that there are several school bus stops along Belmont Street; during the turning movement counts conducted at the intersection, it was noted that several vehicles traveling along Belmont Street eastbound did not stop for the flashing lights of the bus while students boarded.

Pedestrian Accessibility

RSA team members noted the prevalence of pedestrians with disabilities associated with the VA Hospital that use sidewalks along Belmont Street and often cross Belmont Street to access the adjacent commercial uses; however, curb ramps and sidewalks within the study area are generally in poor condition, do not appear to meet current ADA standards, and were obstructed with snow in some locations.

During the RSA, team members also noted that pedestrian signal indications are not provided across all pedestrian crossings at signalized intersections along Belmont Street within the study area.

Drainage

RSA team members noted that there are drainage issues along Belmont Street attributed to the relatively flat roadway profile, which can result in ponding and icing. According to the crash records, 22 of the 68 crashes (or approximately 33%) occurred on wet pavement.



Drainage issues along Belmont Street

Speed

RSA team members noted that vehicle travel speeds appear to be faster to the east of the VA Main Driveway.

According to speed data collected by OCPC on Belmont Street west of Linwood Street on Wednesday, July 29 and Thursday, July 30, 2009, 85th percentile speeds were recorded at 45 mph in the westbound direction (versus 40 mph posted) and 41 mph in the eastbound direction (versus 35 mph posted). Higher travel speeds along the corridor may have contributed to the crash history within the study area. Detailed speed data is provided in Appendix E.

General Observations

The RSA team also noted the following general observations:

- Pavement Markings – Are generally in worn and in poor condition.
- Bicycle Accommodations – No dedicated bicycle accommodations are currently provided.
- Solar Glare – Due to the east–west orientation of Belmont Street, solar glare can be an issue for motorists during sunrise and sunset.

Design-Specific Comments:

The RSA team noted the following with respect to the proposed 25% Design Plans:

1. Designer should ensure that pedestrian clearance intervals are timed appropriately for slow/disabled pedestrians. One crash was reported involving a pedestrian that resulted in personal injury. Inadequate pedestrian clearance time may have been a contributing factor.
2. Given the prevalence of pedestrians with disabilities in the study area, the designer should consider the appropriateness of additional measures to protect pedestrians at signalized crossings, including, but not limited to, audible pedestrian signals and pedestrian countdown indications.
3. Designer should ensure that vehicle clearance times are appropriately timed along the Belmont Street corridor based on 85th percentile speed data. RSA team members noted that travel speeds may increase along the corridor as result of the proposed widening of the travel lanes and addition of a shoulder.
4. The current design plans include interconnection between the traffic signals at Manley Street and the VA Main Driveway. The designer should evaluate signal offsets that discourage travel speeds above the posted speed limit.
5. The RSA noted that the portion of Belmont Street east of the VA Main Driveway will be reconstructed as part of a separate phase of construction. It was discussed that the design team is currently evaluating ways to transition the proposed widened cross-section along Belmont Street between Manley Street and the VA Main Driveway to match with the existing cross-section east of the VA Main Driveway during the interim period.

Intersection #1. Belmont Street (Route 123)/Manley Street/FedEx Driveway

Observations:

The intersection of Belmont Street (Route 123)/Manley Street/FedEx Driveway is ranked #15 according to MassDOT's *Top 200 High Crash Intersection Locations 2006-2008* in Massachusetts. From January 2008 through December 2010, 30 crashes were reported at this intersection location, of which 15 (or 50%) were angle type. Of the 30 crashes at this intersection, 13 (or 43%) resulted in personal injury; no fatalities were reported during this time period.

The following details the observations made by the RSA team at this location:

Intersection Geometry

The intersection of Belmont Street (Route 123)/Manley Street/FedEx Driveway is a four-way signalized intersection. The Belmont Street eastbound and westbound approaches each consist of two multi-purpose travel lanes; no dedicated turning lanes are provided. The traffic signal phasing provides a Belmont Street westbound lead phase to allow for protected left-turns onto Manley Street; followed by permitted phasing for eastbound and westbound Belmont Street; and then a lag phase for Belmont Street eastbound to allow for protected lefts onto FedEx Driveway.



Looking southbound on FedEx Driveway - skewed alignment

Manley Street intersects Belmont Street from the south at an acute angle and consists of one wide northbound travel lane that often functions as two lanes at the intersection approach. The FedEx Driveway southbound approach intersects Belmont Street approximately 40 feet east of Manley Street resulting in a skewed alignment between the northbound and southbound approaches. The FedEx Driveway southbound approach consists of one multi-purpose lane. The Manley Street northbound and FedEx Driveway southbound approaches operate on the same signal phase with permitted turns.

According to the crash records, ten rear-end crashes occurred along Belmont Street eastbound and westbound of which six resulted in personal injury. Given the lack of dedicated turning lanes, combined with drainage conditions and fairly moderate 85th percentile travel speeds along Belmont Street, these crashes may have been the result of motorists traveling along Belmont Street having to unexpectedly stop for a second vehicle traveling in the same direction waiting to make a left-turn.

Similarly, three angle crashes and one head-on crash occurred at this location involving left-turns into the FedEx Driveway and vehicles traveling through along Belmont Street westbound. These crashes may be the result of the double threat (when a vehicle traveling in the opposing inside lane stops to allow the left-turn and a second motorist traveling in the outside lane, not seeing the turning vehicle, continues traveling through) and/or motorist confusion over when to make the turn safely.

RSA team members also noted an offset in the alignment along Belmont Street eastbound; the curb alignment along the south side of the roadway to the east of Manley Street is shifted several feet north of the curb line west of Manley Street.

In addition, RSA team members noted that large vehicles including tractor trailers (and fire trucks) often travel through the intersection and have difficulty staying within their lane when making turns onto Manley Street. In particular, trucks have difficulty making a right turn onto Manley Street due to the acute angle at the intersection. One crash reported at the intersection (sideswipe same direction) involved a vehicle driving underneath the trailer section of a tractor trailer that was attempting to make a right-turn onto Manley Street. RSA team members noted that the stone wall at the southwest corner of intersection is crushed and that vehicles often need to either use both lanes along Belmont Street eastbound and/or use the Manley Street northbound travel lane to make a right turn onto Manley Street. According to the crash records, one crash was also reported involving a vehicle backing up at the Manley Street northbound approach to make room for a truck making a wide right turn.



Offset alignment along Belmont Street eastbound.

Access Management

The RSA team made the following observations with respect to access management at the intersection:

Mobil Gas Station (southwest corner) – The Mobil Gas Station is currently provided with three curb cuts, including one on Belmont Street approximately 125 feet upstream of Manley Street; a second curb cut on Belmont Street only approximately 25 feet upstream of Manley Street; and a third curb cut on Manley Street approximately 100 feet south of Belmont Street.

Given the proximity to Route 24, RSA team members noted that the gas station experiences a moderate amount of pass-by traffic from Route 24 resulting in left-turn demand from the gas station back towards the Route 24 ramps. According to the crash records, seven angle crashes

were reported involving motorists attempting to make a left-turn out of the Mobil gas station, across three to four lanes of traffic, with vehicles traveling along Belmont Street eastbound. Of the seven crashes, three resulted in personal injury.

Quality Inn (northwest corner) – The access driveway to the Quality Inn along Belmont Street is approximately 50 to 70 feet in width resulting in potential conflicts between vehicles and pedestrians walking along the north side of Belmont Street and those walking between the Quality Inn and the intersection.



Wide curb cut on Belmont Street serving Quality Inn.

Vacant Building (northeast corner) – The parcel located at the northeast corner of the intersection is currently occupied by a vacant building and is provided with three access driveways, including two on FedEx Driveway and one on Belmont Street. One of the curb cuts on FedEx Driveway is only approximately 20 feet north of the intersection with Belmont Street, which could potentially cause vehicular conflicts between vehicles exiting the site and vehicles turning into/out of FedEx Driveway.

Design-Specific Comments:

The RSA team noted the following with respect to the proposed 25% Design Plans:

1. The current design proposes to increase the radius at the southwest corner of the intersection to facilitate right turns from Belmont Street eastbound onto Manley Street. The designer should ensure that a WB-50 can adequately make this maneuver.
2. A pedestrian crossing is currently provided on the west side of the intersection and the proposed design would move this to the east side of the intersection. The designer noted that the crosswalk was moved to the east side due to the relocation of the northwest and southwest corners of the intersection. Since the proposed design includes an exclusive pedestrian phase, the RSA questioned whether it would be feasible to also maintain a crosswalk along the west side of the intersection. Maintaining the crosswalk along the west side of the intersection may potentially be facilitated by reducing the size of the curb cut on Belmont Street to the Quality Inn.

3. The current design proposes an exclusive pedestrian phase. The RSA team noted the potential for vehicular pedestrian conflicts without turn restrictions during the pedestrian phase.
4. The current design proposes to provide an exclusive left-turn lane and a shared left-turn /through lane for the Manley Street northbound approach. RSA team members questioned whether a double left-turn lane was warranted. If so, the designer should also ensure that a WB-50 can make the left-turn onto Belmont Street westbound from both lanes.
5. The current design for the intersection proposes to maintain the 2 existing curb cuts providing access to the Mobil Gas station. RSA team members questioned whether a median island along Belmont Street could be installed to physically preclude left-turn into and out of the gas station, while encouraging access/egress to the gas station via the traffic signal at Manley Street. However, the team noted concern over providing fuel truck access to the storage tanks and the limited cross-section/right-of-way along Belmont Street which may preclude installation of a median island. Alternately, the team suggested: closure of the curb cut closest to the intersection and left-turn restrictions out of the gas station onto Belmont Street through signage and/or installation of forced right-turn islands.
6. The RSA team noted that two new car dealerships are proposed to open on Manley Street and West Chestnut in the future. Designer should consider potential changes in traffic volumes and patterns.
7. The propose design currently calls for protected and permitted left-turn phasing at the Belmont Street eastbound and westbound approaches. As RSA team member noted that protected phasing would provide the safest alternative.
8. The RSA team discussed the potential of narrowing the Quality Inn curb cut on Belmont Street to improve pedestrian safety; however, the team also discussed whether vehicular access to the Quality Inn could be relocated entirely to FedEx Driveway. Since a portion of the FedEx Driveway is believed to be a private way, relocation of the driveway would require coordination with the property owners and the designer, facilitated by the City. The designer should discuss the feasibility and appropriateness of relocating the Quality Inn Driveway to FedEx Driveway with the City.
9. Consider the feasibility, and appropriateness, of consolidating the three curb cuts providing access to the vacant building located on the northeast corner of the intersection. Specifically, the curb cut on FedEx Driveway, closest to Belmont Street, and the curb cut on Belmont Street.

Intersection #2. Belmont Street (Route 123)/VA Main Driveway/Belmont Court

Observations:

The intersection of Belmont Street (Route 123)/VA Main Driveway/Belmont Court is ranked #178 according to MassDOT's *Top 200 High Crash Intersection Locations 2006-2008* in Massachusetts. From January 2008 through December 2010, 23 crashes were reported at this intersection location, of which 10 (or 43%) were angle type, 5 (or 22%) were rear-end type, and one crash involved a pedestrian. Of the 23 crashes at this intersection, 12 (or 52%) resulted in personal injury; no fatalities were reported during this time period.

The RSA team made the following observations with respect to intersection geometry, sight distance, and traffic signal control placement at this intersection location:

Intersection Geometry

The VA Main Driveway consists of one travel lane in each direction, separated by an approximately 50 foot wide landscaped median, in the vicinity of the intersection. Due to the separation of the VA Main Driveway, the Belmont Court entrance and exit lanes are similarly split by the presence of a divider island in an effort to line up the northbound and southbound approaches. The separation of the northbound and southbound lanes results in a very wide (approximately 150 feet) intersection along Belmont Street, which requires longer pedestrian and vehicular clearance times. Inadequate clearance intervals may have contributed to some of the crash experience at this intersection.



Median islands on side streets result in wide intersection along Belmont Street.

Similar to Intersection #1, dedicated turning lanes are not provided along Belmont Street at this intersection location, nor is protected phasing, which may have also contributed to the crash history at this location. RSA team members noted that motorists traveling eastbound on Belmont Street destined for the Belmont West Apartments often make right turns into the VA Main Driveway and then make a u-turn to utilize the traffic signal at the VA Main Driveway northbound approach rather than making a left directly from Belmont Street. Similarly, motorists traveling westbound along Belmont Street use the traffic signal at the Belmont Court southbound

approach to avoid making a left-turn turn into the VA Main Driveway directly from Belmont Street. RSA team members noted that motorists destined for Belmont West Apartments also cut through the VA Hospital property via West Chestnut Street to take advantage of the traffic signal rather than making a left-turn from Belmont Street.



Large turnaround area at VA Main Driveway

RSA team members also noted a large turnaround located between the VA Main Driveway northbound and southbound travel lanes. According to RSA team members; this area is used by snow removal trucks to turnaround so they do not need to go out onto Belmont Street and also by BAT buses. The excess pavement surrounding the turnaround area may add to drive confusion at the intersection approach; while, no crashes were reported at this intersection involving the turnaround area, they may have gone unreported since it is on private property.

Sight Distance

An RSA team member noted that the traffic signal controller cabinet located on the northwest corner of the intersection limits sight distance to the west of the intersection. In addition, the median island on Belmont Court limits sight distance between vehicles traveling along Belmont Street westbound and vehicles making a right turn from Belmont Court southbound.

Traffic Control Equipment Placement

No overhead vehicle indications are currently provided at any of the intersection approaches making it difficult for motorists to have two signal indications within the cone of vision at all times. The Manual on Uniform Traffic Control Devices (MUTCD) recommends that “the two signal faces required for each approach should be continuously visible to traffic approaching the traffic control signal”.

Additionally, the RSA team noted that the signal post located on the north side



Unprotected signal post and limited sight lines at Belmont Court.

of the intersection adjacent to the median island is not protected. According to the crash records, two crashes involved single vehicles crashing into the signal post; one of the crashes resulted in personal injury.

Design-Specific Comments:

The RSA team noted the following with respect to the proposed 25% Design Plans:

1. The current design plans do not include provisions for dedicated left-turn lanes along Belmont Street. While traffic volumes may not warrant the installation of dedicated left-turn lanes, the RSA team noted that the designer should conduct a cost –benefit analysis for installing left-turn lanes taking into account the occurrence of personal injury crashes at this intersection location (12 or 52%). If dedicated turning lanes are deemed infeasible, the designer should at a minimum consider lead phasing be implemented to allow for protected lefts. Lead phasing would improve safety for left-turns and would also benefit the BAT buses which, according to RSA team members, are currently experiencing long delays when taking a left into the VA Hospital from Belmont Street
2. The current design proposes to maintain the wide intersection along Belmont Street. RSA team members noted that modifying the width of the VA Main Driveway would also require changes to Belmont Court to ensure that the northbound and southbound approaches are lined up. However, narrowing the intersection would result in operational benefits and reduce pedestrian crossing distances. If intersection width is maintained, the designer should ensure that vehicle and pedestrian clearance times are adequate.

Intersection #3. Belmont Street (Route 123)/VA Eastern Driveway

Observations:

The RSA team noted the following observations with respect to the intersection of Belmont Street (Route 123)/VA Eastern Driveway:

1. Tree overgrowth along the sidewalk along the north side of Belmont Street.
2. A stone wall is currently located along the south side of Belmont Street on each side of the VA Eastern Driveway entrance. The currently proposed widening of Belmont Street on the south side of the roadway will push the travel lane closer to the stone wall, which may result in reduced sight lines for vehicles exiting the VA Eastern Driveway.



Stone wall along south side of Belmont Street.

Enhancements:

Trim overgrowth along the north side of the Belmont Street.

Consider the potential impacts of widening Belmont Street on sight distance for vehicles exiting the VA Eastern Driveway northbound approach.

Potential Safety Enhancements

Based on its observations and discussions, the RSA team identified the issues and possible enhancements that could improve safety along the segment of Belmont Street (Route 123) between Manley Street and the VA Eastern Driveway in Brockton, Massachusetts. Many of the enhancements identified during the RSA have already been evaluated as part of the design process, although further design work or consideration may be necessary to determine the feasibility of making some of the improvements.

Short-term enhancements include:

- Trim Overgrowth; and
- Work with land owners and City to improve snow removal along sidewalks.

To enhance the safety of the intersection, the *long-term enhancements* are to:

- Improve access management;
- Improve bicycle accommodations;
- Improve drainage;
- Improve intersection geometry;
- Improve pavement and lane use markings;
- Improve pedestrian accommodations;
- Improve visibility of traffic signal indications; and
- Relocate obstructions.

Table 5 summarizes these safety issues, possible enhancements, estimated safety payoff, time frame, cost, and responsibility. Safety payoff estimates are based on engineering judgment and are categorized as low, medium, and high. The time frame is categorized as short-term (<1 year), mid-term (1 to 3 years), or long-term (typically >3 years). Long-term improvements are typically considered to be substantial improvements with an expected time frame for implementation greater than 3 years; however, if improvements to the study area are selected as an HSIP project, then redesign of the segment would be advertised for construction sooner. The costs are categorized as low (<\$10,000), medium (\$10,001 to \$50,000), or high (>\$50,000). It is the responsibility of MassDOT to ensure that the designer incorporates the relevant safety enhancements identified as part of this RSA. The RSA is intended to identify potential safety improvements that can be evaluated and included as part of the design process for the reconstruction. The short-term low-cost potential improvements could be considered by the responsible agency for implementation prior to reconstruction.

Table 2. Summary of Potential Safety Enhancements

Location	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsibility ¹	Status ²
Corridor-wide Issues	Widen roadway cross-section to provide wider travel lanes and shoulder to reduce motorists “shying” from the curbline and potentially reduce sideswipe crashes.	High	Long-term	High	-	Included in design
	Relocate utility poles away from curb line and roadway to eliminate conflicts with vehicles in the outside travel lanes.	High	Long-term	High	-	Included in design
	Install pedestrian signal indications along the east-west direction of Belmont Street at signalized intersections within the study area to allow for safe pedestrian crossing of the side streets.	Medium	Long-term	High	-	Included in design
	Improve/reconstruct curb ramps and sidewalks within the study area to meet current ADA standards.	Low	Long-term	High	-	Included in design
	Improve drainage along Belmont Street within study area to reduce ponding and icing.	High	Long-term	High	-	Included in design
	Re-stripe and maintain durable pavement markings throughout the corridor.	Low	Short-term	Medium	-	Included in design
	Provide bicycle accommodations within the study area (e.g., 4-foot shoulder, bicycle detection at signals, signage, pavement markings, etc.) in accordance with the 2006 <i>Project Development and Design Guide</i> , as appropriate.	Medium	Long-term	Medium	-	Included in design
	Install backplates on all signal heads facing east-west to reduce solar glare and improve visibility of signal indications.	Low	Long-term	Low	-	Included in design
	Evaluate the feasibility of consolidating the BAT bus stop currently located along Belmont Street westbound approximately 200 feet in advance of the VA Main Driveway to allow for a longer merge distance.	Low	Short-term	Low	BAT	For on-going consideration

Notes:

1. It is the responsibility of MassDOT to ensure that the designer incorporates the relevant safety enhancements identified as part of this RSA.
2. The designer shall ensure that all enhancements listed as “Included in Design” are designed per current MassDOT standards, as appropriate.

Location	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsibility ¹	Status ²
Corridor-wide Issues (continued)	Ensure that pedestrian clearance intervals at signalized intersections in study area are adequate for slower pedestrians and those with disabilities.	High	Long-term	Low	Designer	Needs further evaluation in next submittal
	Given the prevalence of pedestrians with disabilities in the study area, consider the appropriateness of additional measures to protect pedestrians at signalized crossings, including, but not limited to, audible pedestrian signals and pedestrian countdown indications.	Medium	Long-term	Medium	Designer	Needs further evaluation in next submittal
	Ensure vehicle clearances are appropriately timed along the Belmont Street corridor based on 85th percentile speed data and consider potential increases in future travel speeds that may result from proposed roadway widening.	High	Long-term	Low	Designer	Needs further evaluation in next submittal
	Evaluate traffic signal offsets that discourage travel speeds above the posted speed limit, while maintaining a good level of service in terms of capacity.	Low	Long-term	Low	Designer	Needs further evaluation in next submittal
	Continue to consider ways to transition the proposed widened cross-section along Belmont Street between Manley Street and the VA Main Driveway to match with the existing cross-section east of the VA Main Driveway during the interim period.	Medium	Long-term	Low	Designer	Needs further evaluation in next submittal
	Work with adjacent land owners to improve snow clearing from curb ramps and sidewalks.	Low	Short-term	Low	City of Brockton.	For on-going consideration
	Continue to enforce travel speeds along Belmont Street within the study area.	Low	Long-term	Low	Brockton Police Department.	For on-going consideration

Notes:

1. It is the responsibility of MassDOT to ensure that the designer incorporates the relevant safety enhancements identified as part of this RSA.
2. The designer shall ensure that all enhancements listed as "Included in Design" are designed per current MassDOT standards, as appropriate.

Location	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsibility ¹	Status ²
Intersection #1: Belmont Street (Route 123)/Manley Street/FedEx Driveway	Install left-turn pockets at the Belmont Street eastbound and westbound approaches to help reduce incidence of rear-end and angle type crashes.	High	Long-term	High	-	Included in design
	Reduce/eliminate offset in the curb alignment along the south side of Belmont Street eastbound.	High	Long-term	High	-	Included in design
	Increase radius at southwest corner of the intersection to facilitate right turns from Belmont Street eastbound onto Manley Street. Design will be pulling back this corner.	High	Long-term	High	-	Included in design
	Relocate/reconfigure FedEx Driveway southbound approach to reduce/eliminate skew in alignment where feasible.	High	Long-term	High	-	Included in design
	Designer should ensure that a WB-50 can adequately make a right-turn onto Manley Street.	Medium	Long-term	Low	Designer	Needs further evaluation in next submittal
	Consider the feasibility of narrowing the Quality Inn curb cut on Belmont Street to improve pedestrian safety.	Low	Long-term	Low	Designer	Needs further evaluation in next submittal
	Consider the feasibility of maintaining a pedestrian crossing across the western leg of the intersection in addition to the proposed crosswalk across the eastern leg.	Medium	Long-term	Medium	Designer	Needs further evaluation in next submittal
	Consider the feasibility/appropriateness of prohibiting right turns on red during the proposed exclusive pedestrian phase.	Medium	Long-term	Low	Designer	Needs further evaluation in next submittal
	Designer should ensure that a WB-50 can adequately make a left-turn from both of the proposed left turn lanes on Manley Street, assuming that both lanes are warranted. Consider future demand from proposed car dealerships.	Medium	Long-term	Low	Designer	Needs further evaluation in next submittal

Notes:

1. It is the responsibility of MassDOT to ensure that the designer incorporates the relevant safety enhancements identified as part of this RSA.
2. The designer shall ensure that all enhancements listed as "Included in Design" are designed per current MassDOT standards, as appropriate.

Location	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsibility ¹	Status ²
Intersection #1: Belmont Street (Route 123)/Manley Street/FedEx Driveway (continued)	Consider the feasibility, and appropriateness, of consolidating the three curb cuts providing access to the vacant building located on the northeast corner of the intersection to improve access management. Specifically, the curb cut on FedEx Driveway, closest to Belmont Street, and the curb cut on Belmont Street.	Low	Long-term	Low	Designer /City of Brockton	Needs further evaluation in next submittal
	Designer to evaluate feasibility of limiting/restricting left-turns from the Mobil Gas Station onto Belmont Street and encourage access/egress via Manley Street (e.g., median, forced right-turn island, signage, etc.). Consider impacts on fuel truck access and right -of-way.	High	Long-term	Medium	Designer	Needs further evaluation in next submittal
	Consider the feasibility, and safety benefits, of providing protected only left-turn phasing at the Belmont Street eastbound and westbound approaches.	Medium	Long-term	Medium	Designer	Needs further evaluation in next submittal
	Approach land owners of Quality Inn and FedEx Driveway to determine the feasibility and appropriateness of relocating Quality Inn Driveway to the FedEx Driveway to improve access management along Belmont Street.	High	Long-term	Medium	City of Brockton/ Designer	Needs further evaluation in next submittal or for on-going consideration by City

Location	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsibility ¹	Status ²
Intersection #2: Belmont Street (Route 123)/VA Main Driveway/Belmont Court	Relocate traffic signal control cabinet, currently located on the northwest corner of the intersection, to improve sight lines to the west of the intersection.	Low	Long-term	Medium	-	Included in design
	Install overhead traffic signal indications to improve visibility.	High	Long-term	High	-	Included in design
	Designer to evaluate the cost vs. safety benefits, or pros/cons, of providing dedicated left-turn lanes at the Belmont Street approaches. Consider new traffic volume data collected by OCPC. If dedicated turning lanes are deemed infeasible, designer should at a minimum consider lead phasing be implemented to allow for protected lefts.	High	Long-term	High	Designer	Needs further evaluation in next submittal
Intersection #3: Belmont Street (Route 123)/VA East Driveway	Evaluate the feasibility of the reducing the width of the intersection along Belmont Street by narrowing median. Consider operational benefits and reduced pedestrian crossing distances. If intersection width is maintained, designer should ensure that vehicle and pedestrian clearance times are adequate and evaluate the appropriateness of reducing sight distance limitations caused by the median island on Belmont Court.	High	Long-term	High	Designer /VA Hospital	Needs further evaluation in next submittal
	Trim overgrowth along the north side of the Belmont Street. Consider the potential impacts of widening Belmont Street on sight distance for vehicles exiting the VA East Driveway northbound approach.	Low	Short-term	Low	-	Included in Design
		Medium	Long-term	Low	Designer	Needs further evaluation in next submittal

Notes:

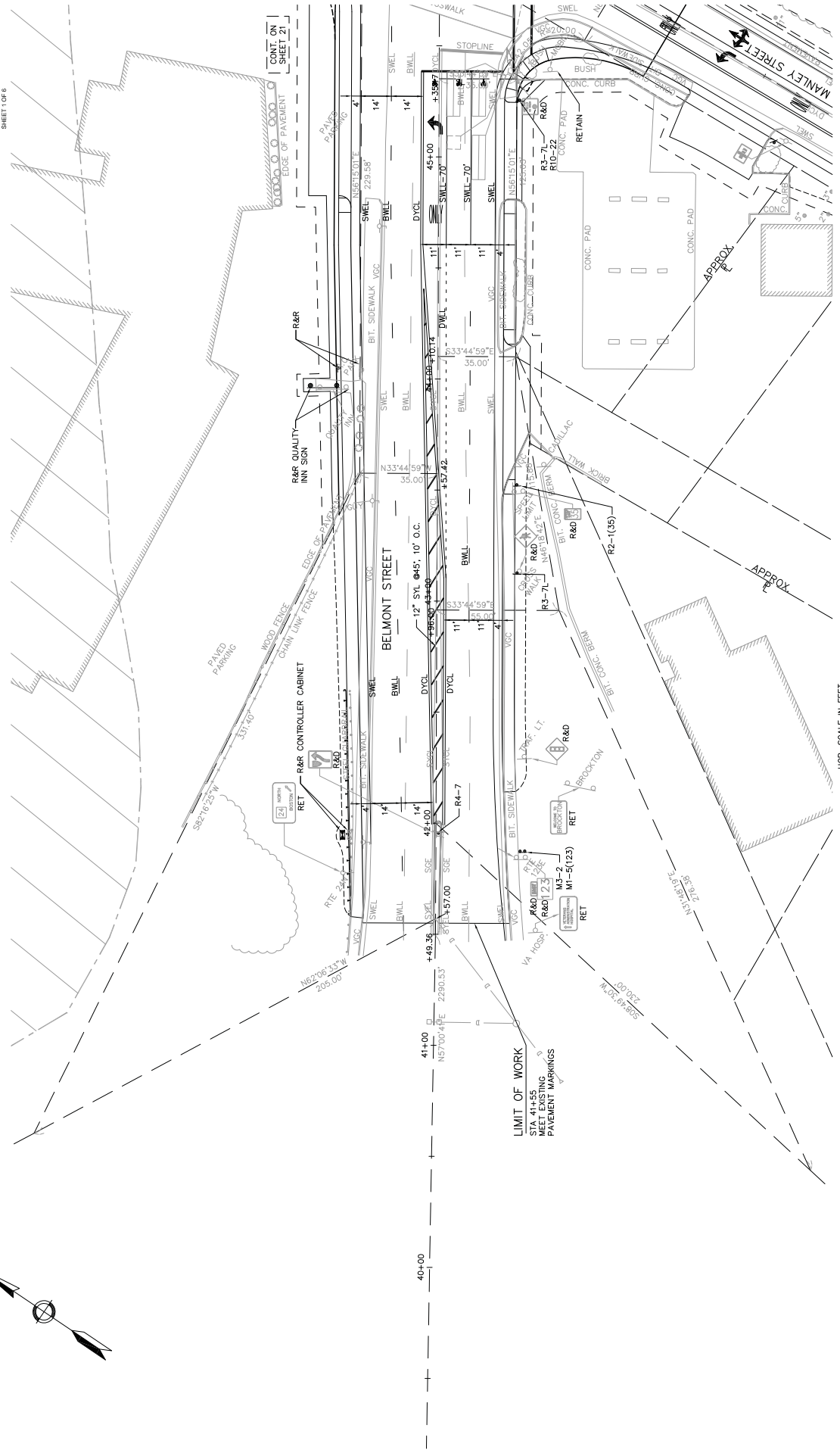
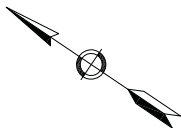
1. It is the responsibility of the MassDOT to ensure that the designer incorporates the relevant safety enhancements identified as part of this RSA.
2. The designer shall ensure that all enhancements listed as "Included in Design" are designed per current MassDOT standards, as appropriate.

Appendix A. 25% Design Plans

**BROCKTON
BELMONT STREET (ROUTE 123)**

STATE	FED. APPROVAL NO.	SHEET TOTAL
MASS.	NO.	20
		66

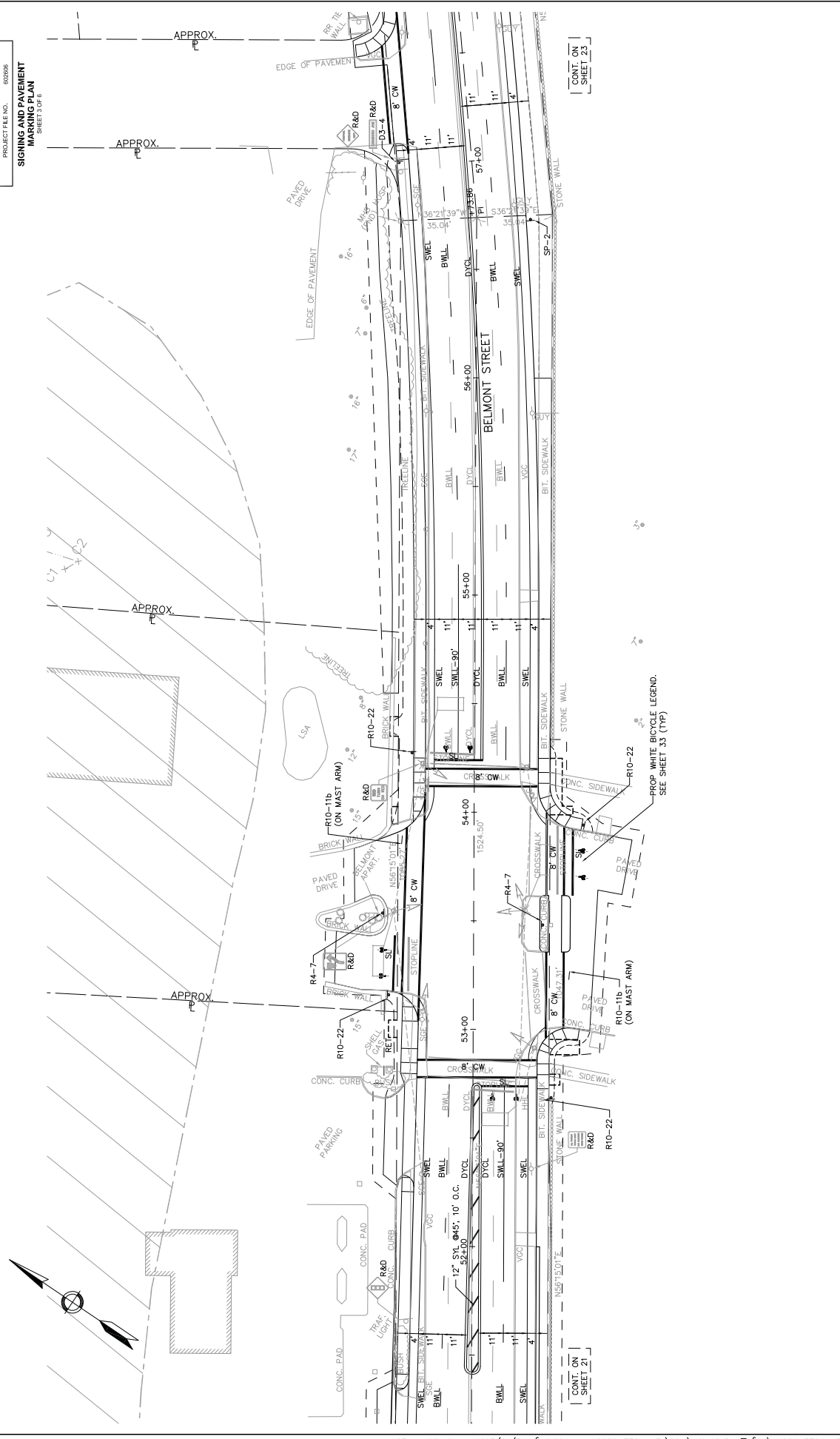
PROJECT FILE NO. 020209
**SIGNING AND PAVEMENT
 MARKING PLAN**
 SHEET OF 6



**BROCKTON
BELMONT STREET (ROUTE 123)
SIGNING AND PAVEMENT
MARKING PLAN
SHEET 3 OF 6**

DATE	REV. APPROVAL	SHEET	TOTAL
MASSE	NO.	22	66
PROJECT FILE NO.	020208		

TRAFFIC SIGNAL PLAN
SEE SHEET 29



CONT. ON
SHEET 25

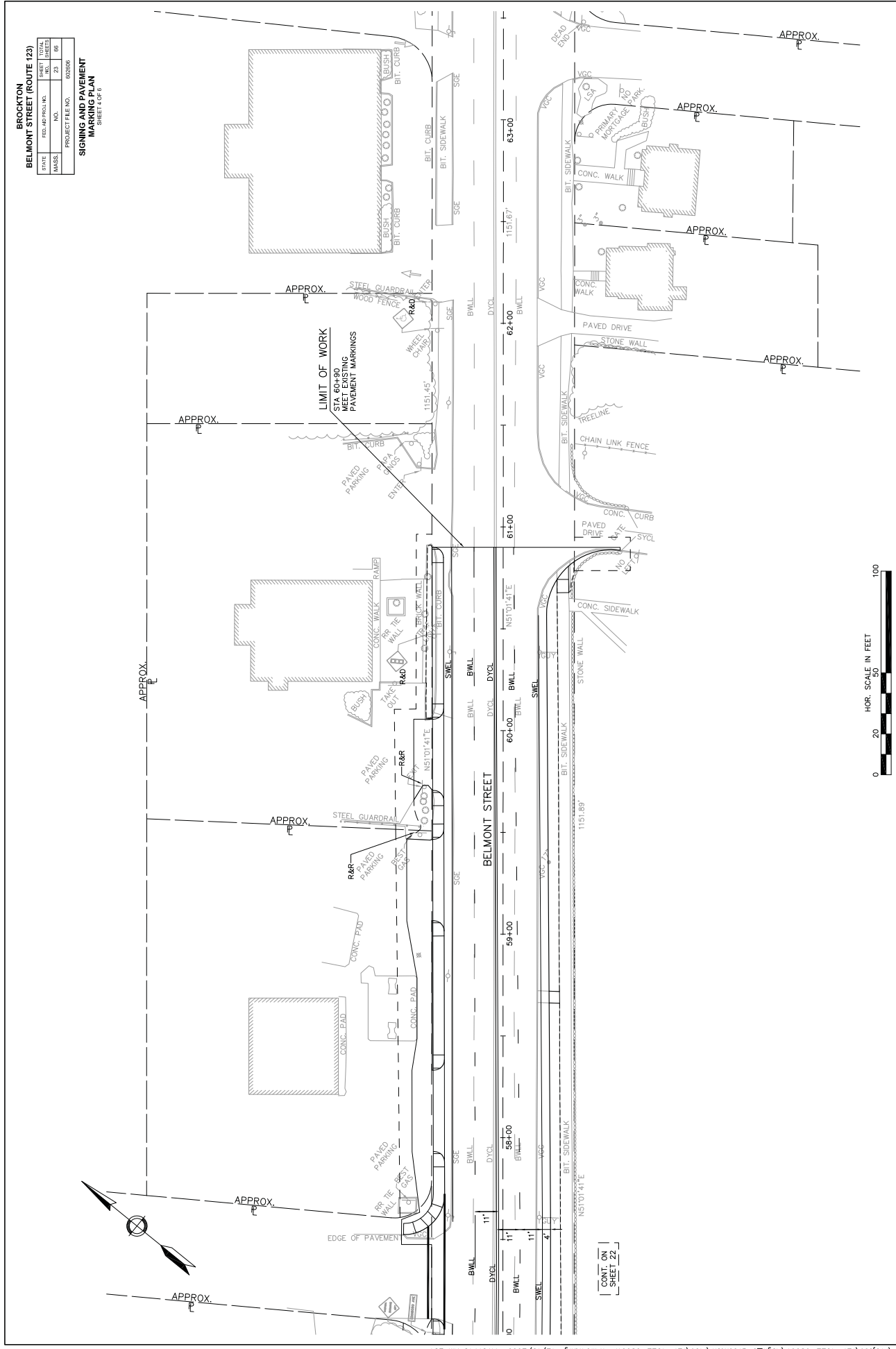
CONT. ON
SHEET 21

**BROCKTON
BELMONT STREET (ROUTE 123)**

DATE	REV. APPROVAL NO.	SHEET NO.	TOTAL SHEETS
M.A.S.S.	NO.	23	66

PROJECT FILE NO. 020206

SIGNING AND PAVEMENT MARKING PLAN
SHEET 4 OF 6

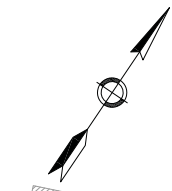
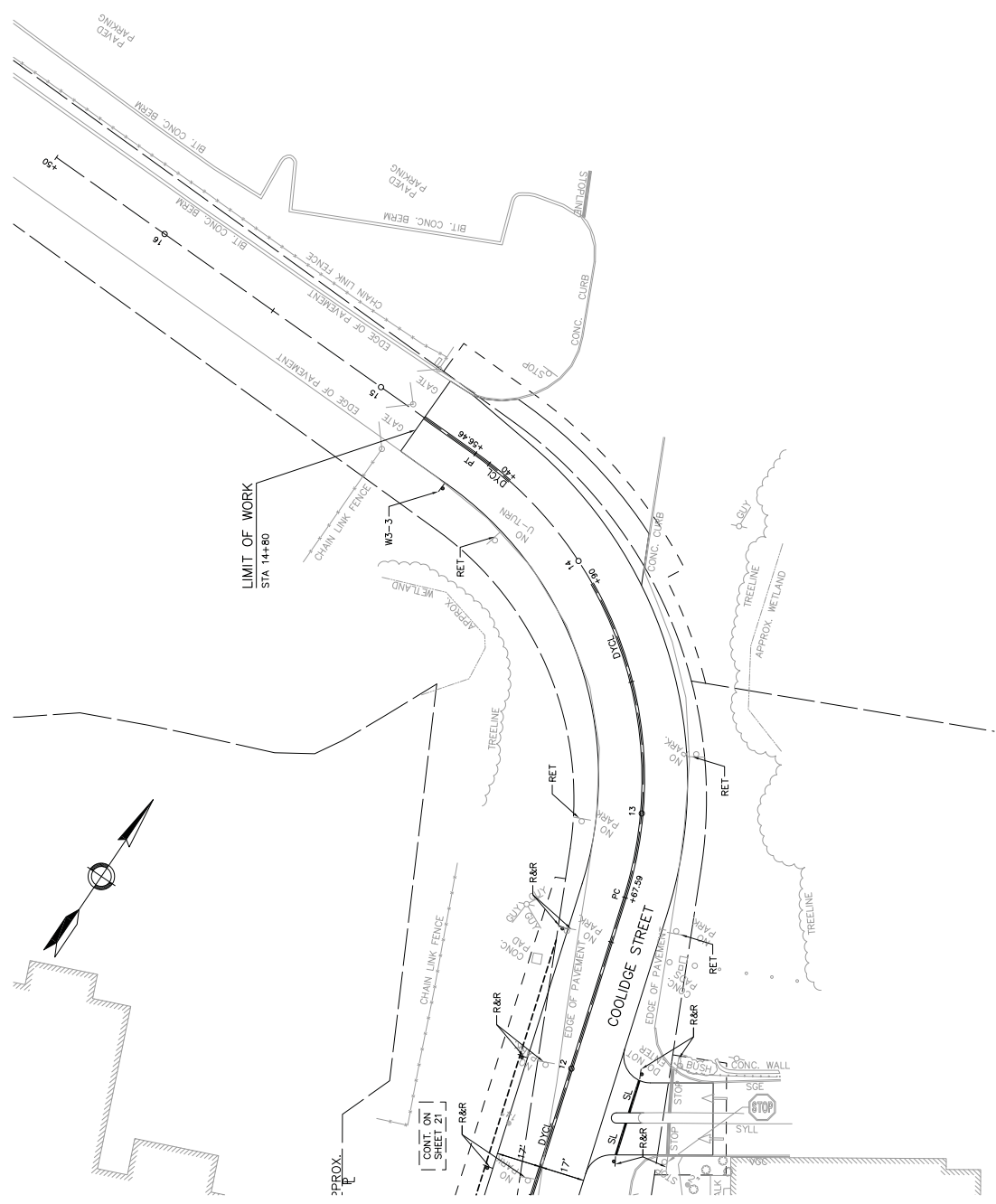


CONT. ON SHEET 22

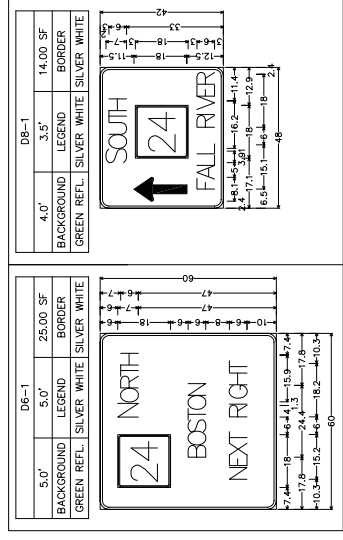
**BROCKTON
BELMONT STREET (ROUTE 123)**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.		25	66
PROJECT FILE NO.		020200	

**SIGNING AND PAVEMENT
MARKING PLAN**
SHEET 1 OF 6



IDENTIFICATION NUMBER	SIZE OF SIGN (INCHES)		TEXT	TEXT DIMENSIONS (LETTER HEIGHT, VERTICAL SPACING, ARROW, RITE MKR)		NUMBER SIGNS REQUIRED	COLOR		POST SIZE NUMBER REQUIRED	UNIT AREA (SF)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		BACK-LEGEND	BORDER						
D3-1	42	12	BELMONT ST	SEE CITY STANDARD	SEE CITY STANDARD	1	SEE CITY STANDARD	SEE CITY STANDARD	-	PER EACH	PER EACH
D3-2	42	12	MANLEY ST	SEE CITY STANDARD	SEE CITY STANDARD	1	SEE CITY STANDARD	SEE CITY STANDARD	-	PER EACH	PER EACH
D3-3	48	12	COOLIDGE ST	SEE CITY STANDARD	SEE CITY STANDARD	1	SEE CITY STANDARD	SEE CITY STANDARD	-	PER EACH	PER EACH
D3-4	48	12	EDINBORO AVE	SEE CITY STANDARD	SEE CITY STANDARD	1	SEE CITY STANDARD	SEE CITY STANDARD	-	PER EACH	PER EACH



NOTES:
 1. SIGNS SHALL BE FABRICATED WITH EITHER HIGH INTENSITY (ASTM TYPE II, OR IV) OR PRISMATIC ENCLOSED LENS REFLECTIVE SHEETING MEETING OR EXCEEDING THE REQUIREMENTS OF (ASTM TYPE VI, VII, IX, OR X).
 2. ALL SUPPORTS SHALL BE BREAKAWAY TYPE CONFORMING TO NCHRP CRITERIA 350. FOR D6/DB ASSEMBLY A STANDARD 5-INCH TUBULAR ROUND STEEL POST SHALL BE USED.

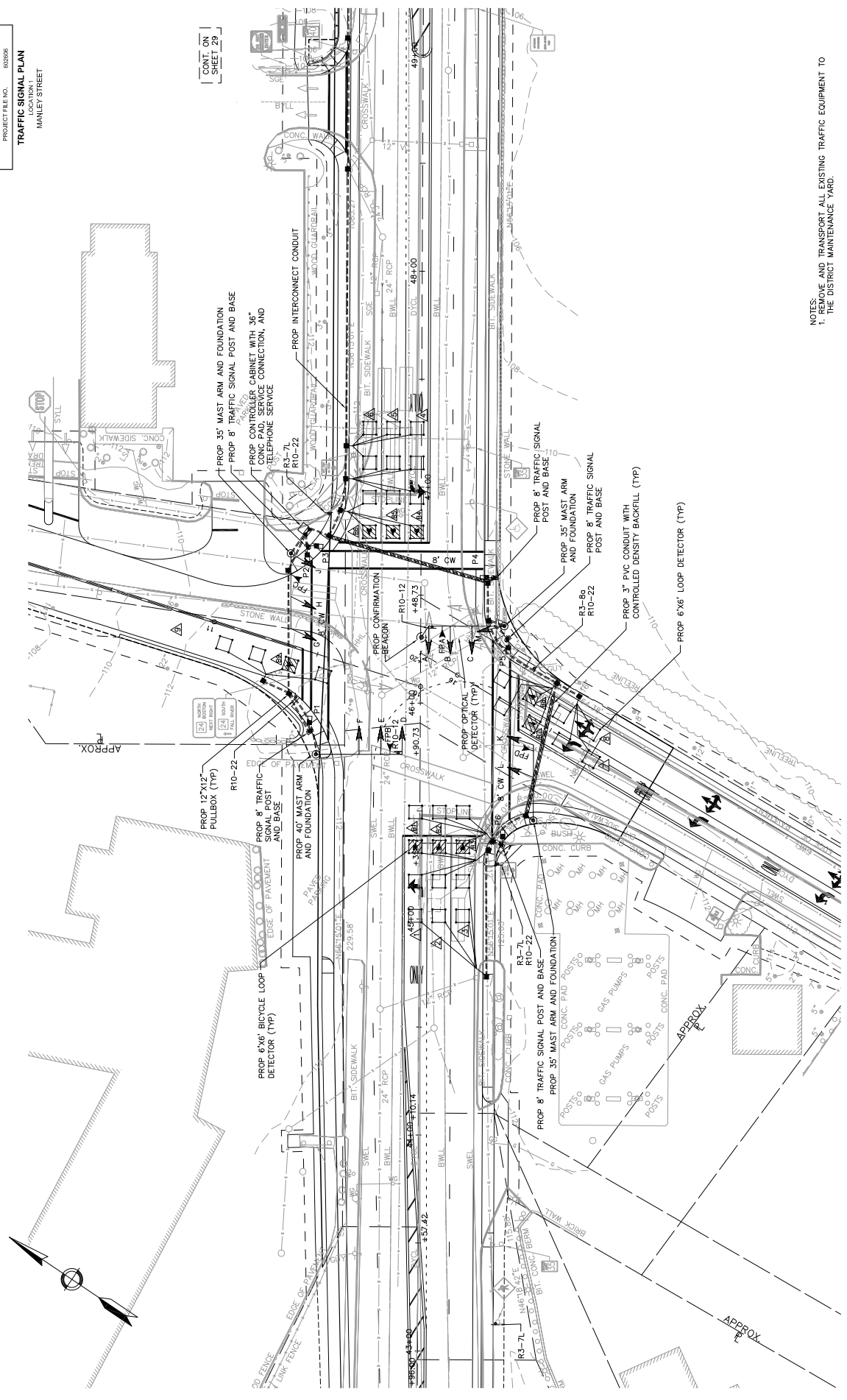
IDENTIFICATION NUMBER	SIZE OF SIGN (INCHES)		TEXT	TEXT DIMENSIONS (LETTER HEIGHT, VERTICAL SPACING, ARROW, RITE MKR)		NUMBER SIGNS REQUIRED	COLOR		POST SIZE NUMBER REQUIRED	UNIT AREA (SF)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		BACK-LEGEND	BORDER						
R2-1(35)	24	30	SPEED LIMIT 35	SEE 2003 MUTCD	SEE 2003 MUTCD	2	SEE 2003 MUTCD	SEE 2003 MUTCD	P5-1 (2)	5.00	10.00
R2-1(40)	24	30	SPEED LIMIT 40	SEE 2003 MUTCD	SEE 2003 MUTCD	1	SEE 2003 MUTCD	SEE 2003 MUTCD	P5-1 (1)	5.00	5.00
R3-7L	30	30	LEFT LANE MUST TURN LEFT	SEE 2003 MUTCD	SEE 2003 MUTCD	4	SEE 2003 MUTCD	SEE 2003 MUTCD	P5-1 (4)	6.25	25.00
R3-8a	30	30	LEFT TURN ONLY	SEE 2003 MUTCD	SEE 2003 MUTCD	2	SEE 2003 MUTCD	SEE 2003 MUTCD	P5-1 (2)	6.25	12.50
R4-7	24	30	LEFT TURN ONLY	SEE 2003 MUTCD	SEE 2003 MUTCD	3	SEE 2003 MUTCD	SEE 2003 MUTCD	MOUNT ON TRAFFIC SIGNAL POST (1) P5-1 (2)	5.00	15.00
R7-1	12	18	NO PARKING	SEE 2003 MUTCD	SEE 2003 MUTCD	3	SEE 2003 MUTCD	SEE 2003 MUTCD	P5-1 (3)	1.50	4.50
R10-11b	24	24	NO TRUCKS ON RED	SEE 2003 MUTCD	SEE 2003 MUTCD	2	SEE 2003 MUTCD	SEE 2003 MUTCD	MOUNT ON MAST ARM (2)	4.00	8.00
R10-12	24	30	LEFT TURN ON RED	SEE 2003 MUTCD	SEE 2003 MUTCD	2	SEE 2003 MUTCD	SEE 2003 MUTCD	MOUNT ON MAST ARM (2)	5.00	10.00
R10-22	18	24	NO RIGHT TURN	SEE MHD STANDARD	SEE MHD STANDARD	8	SEE MHD STANDARD	SEE MHD STANDARD	MOUNT WITH R3-7R (2) R3-8a (1) P5-1 (5)	3.00	24.00
M3-2	24	12	EAST	SEE 2003 MUTCD	SEE 2003 MUTCD	1	SEE 2003 MUTCD	SEE 2003 MUTCD	MOUNT WITH M1-5(123) (1)	2.00	2.00
M1-5(123)	45	36	123	SEE MHD STANDARD	SEE MHD STANDARD	1	SEE MHD STANDARD	SEE MHD STANDARD	P5-2 (1)	11.25	11.25
W3-3	30	30	AWAY FROM TRUCKS	SEE 2003 MUTCD	SEE 2003 MUTCD	1	SEE 2003 MUTCD	SEE 2003 MUTCD	P5-1 (1)	6.25	6.25
SP-1	18	24	USE SHOULDER	2 3 2	3.5 3 3.5	1	WHITE	BLACK	P5-1 (1)	3.00	3.00
SP-2	24	24	ALL VEHICLES MUST STOP AT STOP SIGN	2 2 2	3.5 3 3.5	1	WHITE	BLACK	P5-1 (1)	4.00	4.00

TOTAL AREA OF SIGNS: 140.50 SF

**BROCKTON
BELMONT STREET (ROUTE 123)
TRAFFIC SIGNAL PLAN**

STATE	FED. APPROVAL NO.	SHEET	TOTAL SHEETS
MASS.	NOL.	27	66
PROJECT FILE NO.		020208	

LOCATION:
MANLEY STREET



NOTES:
1. REMOVE AND TRANSPORT ALL EXISTING TRAFFIC EQUIPMENT TO THE DISTRICT MAINTENANCE YARD.



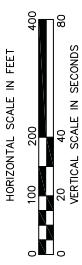
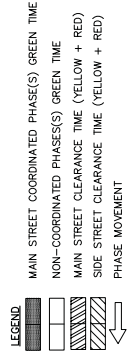
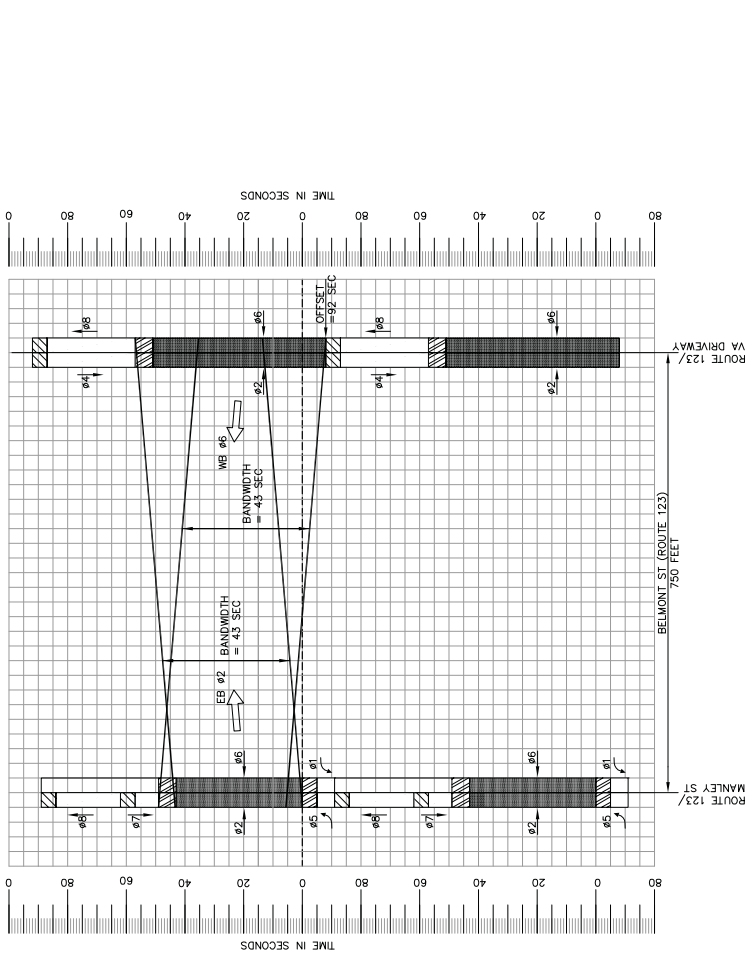
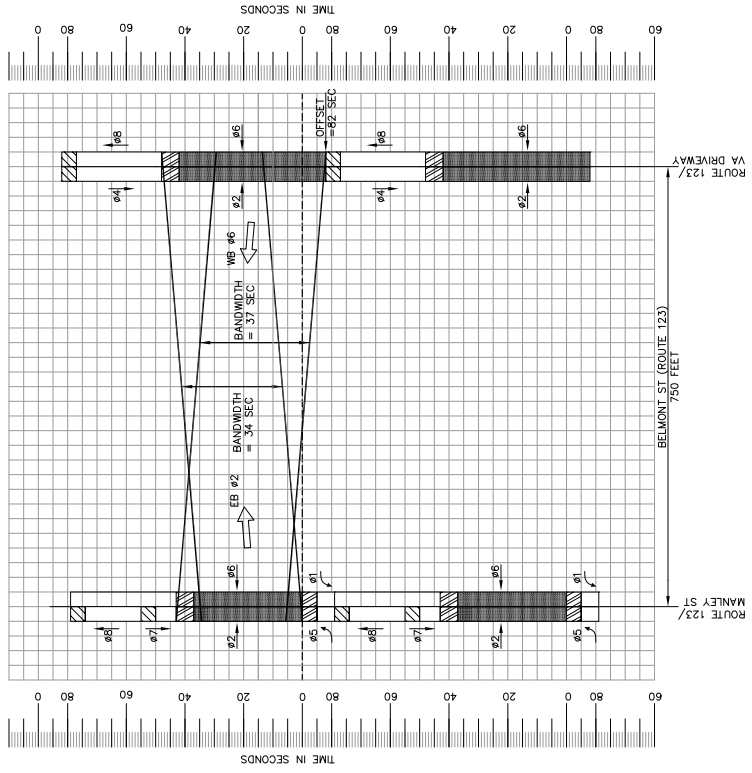
BROCKTON
BELMONT STREET (ROUTE 123)

STATE	FED. AID PROJ. NO.	SHEET	TOTAL SHEETS
MASS.	NOI.	31	86
PROJECT FILE NO. 020806			

PLAN 2 - WEEKLY PM PEAK
 90 SECOND CYCLE
 40 MPH DESIGN SPEED

PLAN 1 - WEEKLY AM PEAK
 100 SECOND CYCLE
 40 MPH DESIGN SPEED

TIME SPACE DIAGRAM



DAILY AND WEEKLY COORDINATION PROGRAM

PLAN	MONDAY-FRIDAY	SATURDAY	SUNDAY
PLAN 1	0600-0900	-	-
PLAN 2	1500-1800	-	-
FREE OPERATION	0000-0600 0900-1500 1800-2400	0000-2400	0000-2400

COORDINATION NOTES

- #2 & #6 "CALL NOT ACTUATED" DURING COORDINATION.
- OFFSET REFERENCED TO BEGINNING OF #2 & #6 GREEN.
- PHASES WITH "XX" IN PHASE ARE NOT ACTUATED.
- SPLIT TIME EQUALS GREEN PLUS CLEARANCES.
- INHIBIT MAX SHALL BE IN EFFECT DURING COORDINATION.

COORDINATION DATA
 ROUTE 123/VIA DRIVEWAY

	PLAN 1	PLAN 2
CYCLE LENGTH	100 SEC	90 SEC
OFFSET	92	82
SPLIT #1 & #5	65(46)	56(40)
SPLIT #PFD	0(30)	0(30)
SPLIT #4 & #8	35(24)	34(20)
COORDINATED PHASE	#2 & #6	#2 & #6

NOTES:
 XX = TIMES WITHOUT PEDESTRIAN PHASE ACTUATED.
 (XX) = TIMES WITH PEDESTRIAN PHASE ACTUATED.
 ALL ENTRIES IN SECONDS

COORDINATION DATA
 ROUTE 123/MANLEY ST
 (MASTER)

	PLAN 1	PLAN 2
CYCLE LENGTH	100 SEC	90 SEC
OFFSET	0	0
SPLIT #1 & #5	11(11)	11(11)
SPLIT #2 & #6	49(27)	43(30)
SPLIT #PFD	0(24)	0(24)
SPLIT #7	13(17)	12(11)
SPLIT #8	27(21)	24(14)
COORDINATED PHASE	#2 & #6	#2 & #6

NOTES:
 XX = TIMES WITHOUT PEDESTRIAN PHASE ACTUATED.
 (XX) = TIMES WITH PEDESTRIAN PHASE ACTUATED.
 ALL ENTRIES IN SECONDS

Appendix B. RSA Meeting Agenda

Agenda

Road Safety Audit Brockton

Belmont Street between Manley St – VA Hospital

Meeting Location: Old Colony Planning Council
70 School Street, Brockton, MA
Wednesday, March 2nd, 2011
10:00 AM – 12:00 noon

Type of meeting: High Crash Location – Road Safety Audit
Attendees: Invited Participants to Comprise a Multidisciplinary Team
Please bring: Thoughts and Enthusiasm!!

10:00 AM Welcome and Introductions

10:15 AM Review of Site Specific Material

- Crash, Speed & Volume Summaries– provided in advance
- Existing Geometries and Conditions

11:00 AM Visit the Site

- Drive to the area of Belmont Street between Manley Street and VA Hospital
- As a group, identify areas for improvement

11:30 AM Post Visit Discussion / Completion of RSA

- Discuss observations and finalize findings
- Discuss potential improvements and finalize recommendations

12:00 noon Adjourn for the Day – but the RSA has not ended

Instructions for Participants:

- Before attending the RSA on march 2nd, participants are encouraged to drive through the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.

Appendix C. RSA Audit Team Contact List

Participating Audit Team Members

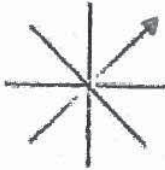
Date: Wednesday, March 2, 2011 Location: Old Colony Planning Council, 70 School Street, Brockton, MA

Audit Team Members	Agency/Affiliation	E-mail Address	Phone Number
Howard Newton	Brockton Engineering		
Jacques Borge	Brockton Engineering		
Captain McCabe	Brockton Police Department	LMcCabe@brocktonpolice.com	
Lieutenant Mills	Brockton Police Department	DMills@brocktonpolice.com	
Mike Thoreson	Brockton DPW	MThoreson@cobma.us	
Elaine Czaja	Brockton DPW	ECzaja@cobma.us	
Jeff Gillpatrick	Brockton Fire Department	jjgillpatrick@cobma.us	
Peter Tupper	Brockton Fire Department	ptupper@cobma.us	
Jass Stewart	Brockton City Council	jass@JassStewart.com	
George Riddell	Brockton Area Transit	griddell@rideBAT.com	
Jeffrey Thibeault	Belmont West Apartments	JTbone38@comcast.net	
Janet Cassidy	Belmont West Apartments	Belmont@churchillforge.com	
Jim Hoyle	FHWA	Jim.hoyle@dot.gov	
Dave Shedd	MassDOT	David.Shedd@state.ma.us	
Alex Duggan	MassDOT Projects	alex.duggan@state.ma.us	
Barbara Lachance	MassDOT District 5 Traffic	barbara.lachance@state.ma.us	
Bill Travers	MassDOT District 5 Projects	Bill.Travers@state.ma.us	
Edward C. Feeney	MassDOT District 5 Traffic	Edward.Feeney@state.ma.us	
Peter A. Lopez	VA Boston Healthcare	Peter.lopez@va.gov	
Brian Ackley	Tetra Tech	Brian.ackley@tetratech.com	
Charles Kilmer	Old Colony Planning Council	ckilmer@ocpcrpa.org	
Bill McNulty	Old Colony Planning Council	wmcnulty@ocpcrpa.org	
Rodrigo Marion	Old Colony Planning Council	rmarion@ocpcrpa.org	
Ray Guarino	Old Colony Planning Council	rguarino@ocpcrpa.org	
Pat Ciaramella	Old Colony Planning Council	pciaramella@ocpcrpa.org	

Road Safety Audit
Belmont Street, Brockton
Prepared by Howard/Stein-Hudson Associates, Inc.

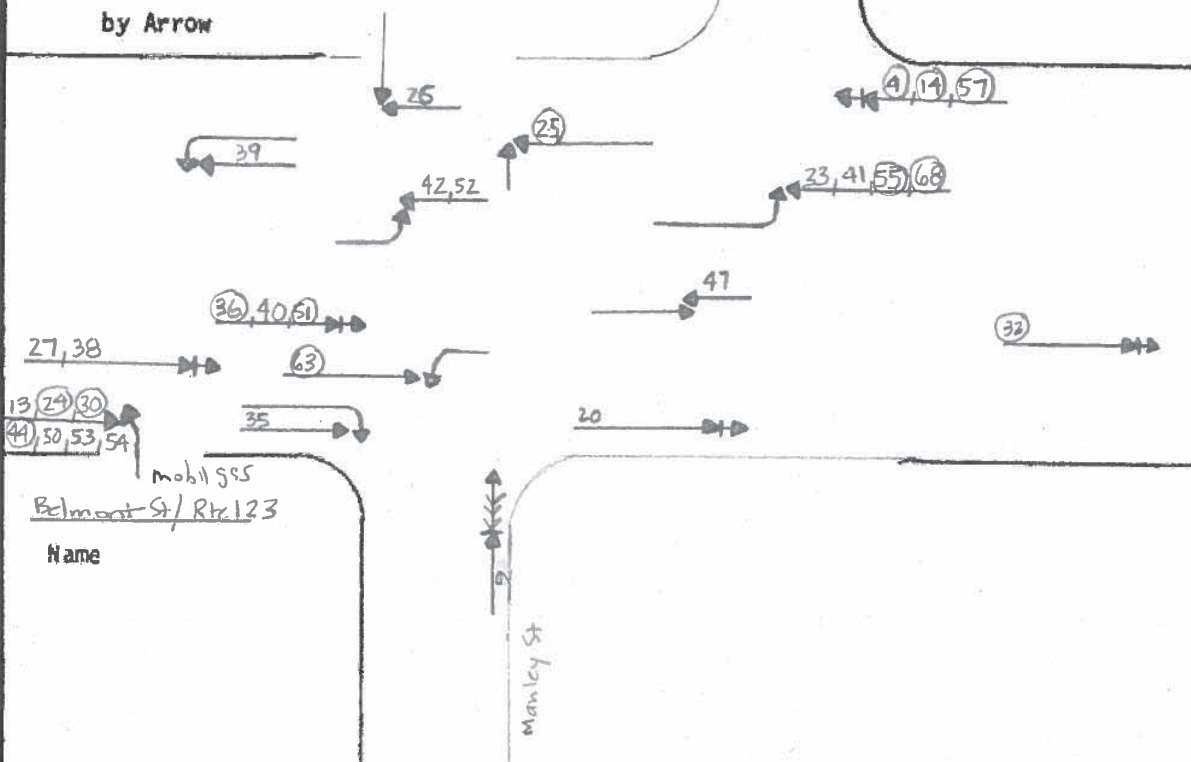
Audit Team Members	Agency/Affiliation	E-mail Address	Phone Number
Bonnie Polin	MassDOT Highway Division Safety Section	bonnie.polin@state.ma.us	(617) 973-7991
Lisa Schletzbaum	MassDOT Highway Division Safety Section	lisa.schletzbaum@state.ma.us	(617) 973-7685
Dave Matton	Howard/Stein-Hudson Associates	dmatton@hshassoc.com	(617) 482-7080
Joe SanClemente	Howard/Stein-Hudson Associates	js@hshassoc.com	(617) 482-7080

Appendix D. Detailed Crash Data



Indicate North
by Arrow

COLLISION DIAGRAM



Name Belmont St/ Rte 123

Manley St

SYMBOLS	TYPES OF COLLISIONS	SHOW FOR EACH ACCIDENT
<ul style="list-style-type: none"> Moving Vehicle Backing Vehicle Non-Involved Vehicle Pedestrian Parked Vehicle Fixed Object Fatal Accident Injury Accident 	<ul style="list-style-type: none"> Rear-End Head On Side Swipe Out of Control Left Turn Right Angle 	<ol style="list-style-type: none"> 1. Approximate location of accident 2. Type of collision and vehicles involved. 3. Time, Day, Date 4. Any other pertinent factors mentioned on the report (i.e. presence of oil on road, ruts, etc.)
INTERSECTION <u>Belmont St / Rte 123</u> and <u>Manley St</u> PERIOD FROM: <u>1/2008</u> to <u>12/2010</u>		

source: Brockton Police Dept A-6

COLLISION
DIAGRAM

Belmont St / Rt 123

Name _____

VA driveway

Name _____

SYMBOLS	TYPES OF COLLISIONS	SHOW FOR EACH ACCIDENT
<ul style="list-style-type: none"> ← Moving Vehicle ←>>>> Backing Vehicle ← - - - Non-Involved Vehicle X - - - Pedestrian ▣ Parked Vehicle □ Fixed Object ● Fatal Accident ○ Injury Accident 	<ul style="list-style-type: none"> ←> Rear-End ←> Head On ←> Side Swipe ←> Out of Control ←> Left Turn ←> Right Angle 	<ol style="list-style-type: none"> 1. Approximate location of accident 2. Type of collision and vehicles involved. 3. Time, Day, Date 4. Any other pertinent factors mentioned on the report (i.e. presence of oil on road, ruts, etc.)

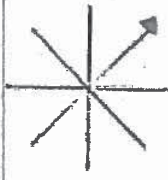
INTERSECTION Belmont St / Rt 123 and VA Hospital (main driveway)

PERIOD FROM: 1/2009 to 12/2010

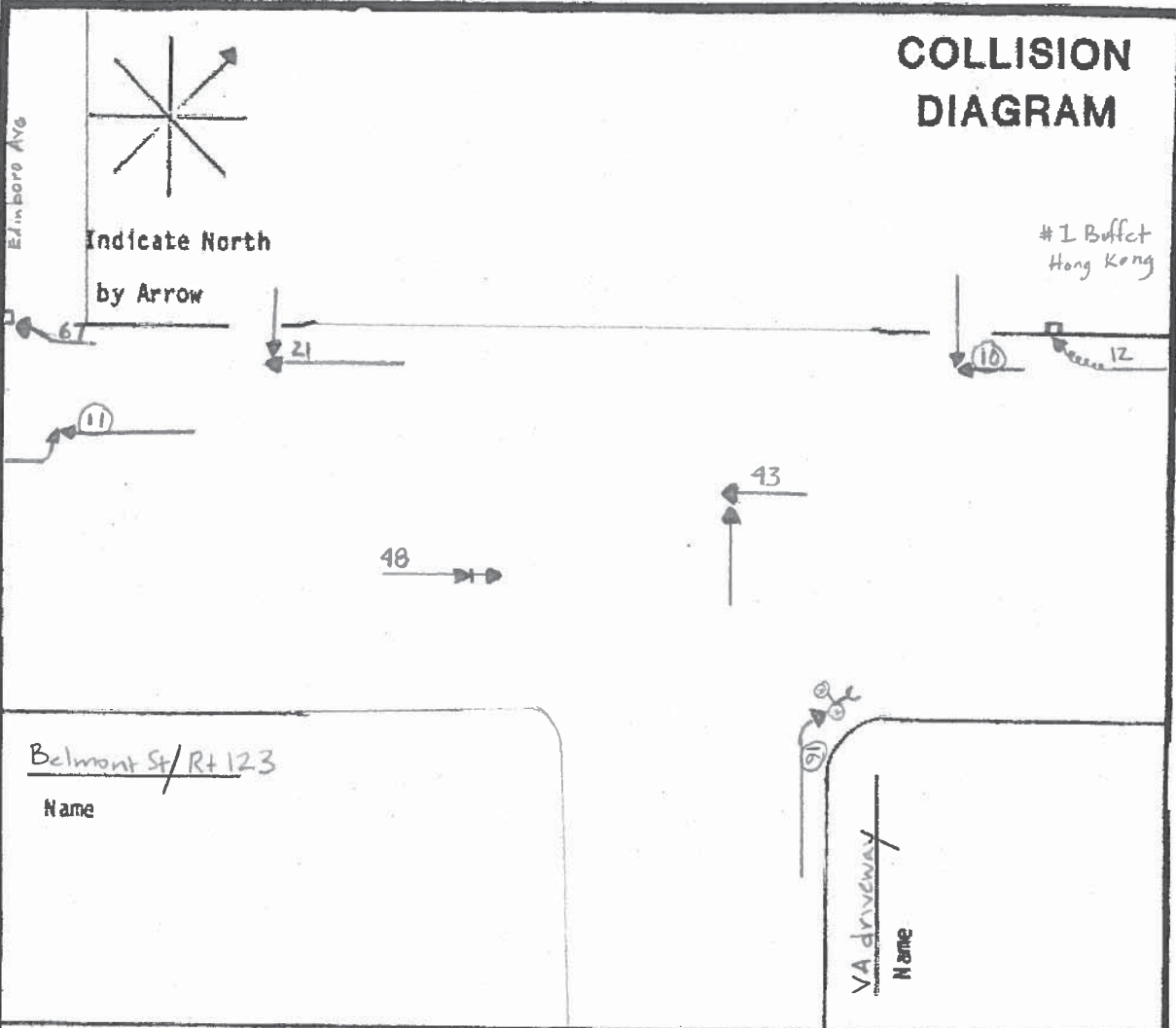
COLLISION DIAGRAM

Edinboro Ave

Indicate North
by Arrow



#1 Buffet
Hong Kong



Belmont St/ Rt 123
Name

VA driveway
Name

SYMBOLS	TYPES OF COLLISIONS	SHOW FOR EACH ACCIDENT
<ul style="list-style-type: none"> ← Moving Vehicle ←→ Backing Vehicle - - - Non-Involved Vehicle * - - - Pedestrian ▣ Parked Vehicle □ Fixed Object ● Fatal Accident ○ Injury Accident 	<ul style="list-style-type: none"> ←+ Rear-End ←→ Head On ← Side Swipe ← 0.0.0.0 Out of Control ← Left Turn ← Right Angle 	<ol style="list-style-type: none"> 1. Approximate location of accident 2. Type of collision and vehicles involved. 3. Time, Day, Date 4. Any other pertinent factors mentioned on the report (i.e. presence of oil on road, ruts, etc.)

INTERSECTION Belmont St/ Rt 123

PERIOD FROM: 7/2008

and VA driveway

to 12/2010

source: Brockton Police Dept. A-6

Crash Data Summary Table

Intersection of Belmont Street and VA Hospital, Brockton, MA
1/2/2008 - 12/2010

#	Crash Date	Crash Day	Time of Day	Manner of Collision	Light Condition	Weather Condition	Road Surface	Driver Contributing Code	Apes	Comments			
	mm/dd			Type	Type	Type	Type	D1	D2	D3	D4		
1	1/21/08	Monday	4:20 PM	Sideswipe, same direction	Dawn	Clear	Dry	Made an improper turn	69			Operator turned very wide while attempting to go into the Shell station	
2	2/25/08	Monday	7:48 AM	Angle	Daylight	Clear	Dry	Unknown	23	41			
3	3/4/08	Tuesday	6:49 PM	Angle	Dark - lighted roadway	Rain	Wet	Failed to yield to right of way	51	19			
4	3/6/08	Saturday	10:00 AM	Rear-end	Daylight	Rain	Wet	Followed too closely	26	59			
5	3/15/08	Saturday	12:34 PM	Rear-end	Daylight	Snow	Wet	No Improper Driving	39	47	53	17	Rear-end crash that ended up causing an angle crash into another vehicle while making room for a truck turning into Manley - then left the scene
6	4/3/08	Thursday	7:49 PM	Single Vehicle Crash	Daylight	Clear	Dry	Unknown	53	70			
7	4/17/08	Sunday	5:57 PM	Single Vehicle Crash	Daylight	Clear	Dry	No Improper Driving	77	46			
8	5/1/08	Friday	7:50 PM	Angle	Dark - lighted roadway	Rain	Wet	Unknown	60	58			
9	6/23/08	Monday	3:40 PM	Angle	Daylight	Rain	Wet	Unknown	57	49			
10	8/25/08	Monday	12:30 PM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	38	43			
11	9/3/08	Wednesday	7:54 PM	Angle	Dark - lighted roadway	Clear	Dry	Failed to yield to right of way	33	64			
12	9/11/08	Thursday	6:00 PM	Single Vehicle Crash	Daylight	Clear	Dry	Failure to keep in proper lane or running off road	74				
13	9/21/08	Friday	7:44 AM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	38	28			
14	9/26/08	Friday	6:02 AM	Rear-end	Dark - lighted roadway	Rain	Wet	Followed too closely	33	46			
15	9/26/08	Friday	7:58 PM	Angle	Dark - lighted roadway	Rain	Wet	Failed to yield to right of way	52	29			
16	10/4/08	Saturday	2:42 PM	Angle	Daylight	Clear	Dry	Inattention	58				
17	10/22/08	Saturday	11:29 AM	Angle	Daylight	Clear	Dry	Followed too closely	33	30			
18	11/3/08	Monday	2:52 PM	Single Vehicle Crash	Daylight	Cloudy	Snow	No Improper Driving	19	50			
19	11/5/08	Wednesday	8:59 AM	Angle	Daylight	Clear	Dry	Other improper action	62	46			
20	11/13/08	Thursday	4:54 PM	Rear-end	Daylight	Clear	Dry	No Improper Driving	20	51			
21	11/14/08	Friday	4:54 PM	Angle	Dark - lighted roadway	Clear	Dry	Inattention	33	22			
22	12/16/08	Tuesday	11:54 AM	Rear-end	Daylight	Cloudy	Wet	Cellular telephone	71	34			
23	12/19/08	Friday	5:58 PM	Single Vehicle Crash	Dark - lighted roadway	Snow	Snow	Driving too fast for conditions	22				
24	12/24/08	Wednesday	12:16 PM	Angle	Daylight	Cloudy	Wet	Visibility Obstructed	30	21			
25	1/2/09	Friday	8:25 AM	Angle	Daylight	Cloudy	Wet	Unknown	25	32			
26	1/22/09	Thursday	9:16 PM	Angle	Dark - lighted roadway	Clear	Dry	Failed to yield to right of way	50	41			
27	2/5/09	Thursday	4:38 PM	Rear-end	Daylight	Clear	Dry	Unknown	21	38			
28	2/7/09	Friday	6:47 PM	Angle	Dark - lighted roadway	Clear	Dry	Unknown	58	40			
29	3/6/09	Saturday	8:51 AM	Sideswipe, same direction	Daylight	Clear	Sand, mud, dirt, oil, gravel	Failed to yield to right of way	20	41		In front of 940 Belmont St. but not sure where	
30	3/22/09	Sunday	2:08 PM	Angle	Daylight	Cloudy	Dry	Failed to yield to right of way	22	60			
31	3/23/09	Monday	4:02 PM	Rear-end	Daylight	Clear	Dry	Followed too closely	17	57			
32	5/7/09	Thursday	12:48 PM	Sideswipe, same direction	Daylight	Cloudy	Wet	Followed too closely	58	32			
33	5/21/09	Thursday	9:30 AM	Rear-end	Daylight	Clear	Dry	Failed to yield to right of way	33	55			
34	6/9/09	Tuesday	10:46 AM	Angle	Daylight	Rain	Wet	Unknown	57	20			
35	6/22/09	Monday	2:14 PM	Sideswipe, same direction	Daylight	Rain	Wet	Failure to keep in proper lane or running off road	44	23			
36	9/25/09	Friday	4:59 PM	Rear-end	Daylight	Clear	Dry	Unknown	20	33			
37	10/16/09	Friday	3:28 PM	Angle	Daylight	Cloudy	Wet	Failed to yield to right of way	25	31			
38	10/21/09	Wednesday	8:59 PM	Rear-end	Dark - roadway not lighted	Clear	Dry	Followed too closely	18	28			
39	11/5/09	Thursday	9:08 PM	Angle	Dark - lighted roadway	Clear	Dry	Failed to yield to right of way	31	48			
40	11/14/09	Saturday	11:02 AM	Rear-end	Daylight	Rain	Wet	Inattention	unk	67			
41	11/19/09	Thursday	7:48 AM	Head on	Daylight	Clear	Dry	Made an improper turn	29	23			
42	12/6/09	Sunday	6:16 PM	Single Vehicle Crash	Dark - lighted roadway	Clear	Wet	Disregarded traffic signs, signals, road markings	28	24			
43	12/11/09	Friday	6:02 PM	Angle	Dark - roadway not lighted	Clear	Dry	Failed to yield to right of way	18	34			
44	12/30/09	Wednesday	8:17 AM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	66	35			
45	2/15/10	Monday	10:35 AM	Single Vehicle Crash	Daylight	Clear	Dry	Other improper action	57				
46	3/24/10	Wednesday	4:32 PM	Rear-end	Daylight	Clear	Wet	Other improper action	28	45			
47	4/17/10	Thursday	3:54 PM	Sideswipe, opposite direction	Daylight	Clear	Dry	Unknown	59	38			
48	5/5/10	Wednesday	3:31 PM	Rear-end	Daylight	Clear	Dry	Followed too closely	28	17			
49	5/10/10	Monday	5:24 PM	Sideswipe, same direction	Daylight	Clear	Dry	Other improper action	29	65		In front of 940 Belmont St. but not sure where	
50	5/14/10	Friday	2:28 PM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	37	19			
51	6/6/10	Sunday	1:42 PM	Rear-end	Daylight	Clear	Dry	Inattention	37	37			
52	6/10/10	Thursday	6:52 AM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	19	44			
53	6/30/10	Wednesday	9:02 AM	Rear-end	Daylight	Clear	Dry	No Improper Driving	40	58			
54	8/17/10	Tuesday	7:58 AM	Angle	Daylight	Clear	Dry	Inattention	39	55			
55	8/20/10	Friday	8:52 AM	Angle	Daylight	Clear	Dry	Failure to keep in proper lane or running off road	26	38			
56	9/11/10	Saturday	8:47 AM	Sideswipe, same direction	Daylight	Clear	Dry	Inattention	26	31		In front of 940 Belmont St. but not sure where	
57	9/16/10	Thursday	4:19 PM	Rear-end	Dusk	Cloudy	Dry	Physical Impairment	31	40		Operator had a sudden blinding migraine attack	
58	9/26/10	Sunday	3:17 PM	Single Vehicle Crash	Daylight	Cloudy	Dry	Inattention	38				
59	9/27/10	Monday	4:41 PM	Rear-end	Daylight	Cloudy	Dry	Failed to yield to right of way	70	19			
60	10/11/10	Monday	6:00 PM	Rear-end	Dusk	Clear	Dry	Inattention	50	26	70		
61	11/5/10	Friday	2:28 PM	Rear-end	Daylight	Clear	Dry	Inattention	35	17		In front of 940 Belmont St. but not sure where	
62	11/8/10	Monday	4:21 PM	Sideswipe, same direction	Dusk	Rain	Wet	No Improper Driving	46	unk		In front of 940 Belmont St. but not sure where - bus sideswiped by van	
63	11/12/10	Friday	5:59 AM	Angle	Daylight	Clear	Dry	Failed to yield to right of way	50	46			

64	11/24/10	Wednesday	4:46 PM	Rear-end	Dusk	Clear	Dry	Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.	26	82	Operator claims that he swerved to avoid a vehicle changing lanes and struck a pole. Other operator claims that she didn't change lanes. In front of 940 Belmont St. But not sure where Operator swerved to avoid car entering traffic from Edinboro Ave. and in doing so hit a telephone pole Officer noted that the light cycle at this intersection is poorly timed
65	11/30/10	Tuesday	6:51 PM	Single Vehicle Crash	Dark - lighted roadway	Clear	Dry	Exceeded authorized speed limit	22		
66	12/17/10	Wednesday	3:04 PM	Sideswipe, same direction	Daylight	Rain	Wet	No Improper Driving	22	49	
67	12/8/10	Wednesday	8:47 PM	Single Vehicle Crash	Dark - lighted roadway	Clear	Dry	No Improper Driving	52		
68	12/8/10	Thursday	5:56 AM	Angle	Dawn	Clear	Dry	Unknown	43	56	

Unable to map

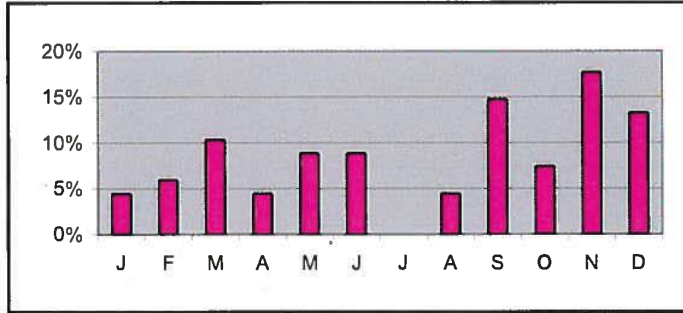
Incident Reports

2/13/2007	Tuesday	10:56 AM	No report filed								
3/3/2008	Monday	10:20 AM	Vehicle cut off by another vehicle & sideswiped pole								
3/3/2008	Monday	11:35 AM	Two car crash by Best Gas - paper exchange								
3/5/2008	Monday	10:25 AM	Two car crash - paper exchange								
3/22/2008	Saturday	12:05 PM	No personal injury								
3/26/2008	Wednesday	11:37 AM	Minor crash by Mobil - paper exchange								
4/9/2008	Wednesday	3:37 PM	No personal injury - paper exchange								
5/19/2008	Monday	3:44 PM	No personal injury - paper exchange								
7/13/2008	Tuesday	3:04 PM	No personal injury - rear end crash by Sanilli's								
8/20/2008	Wednesday	3:44 PM	No report filed								
9/25/2008	Monday	12:41 PM	No report filed - no personal injury								
10/17/2008	Monday	3:27 AM	Two car crash by Quality Inn								
4/3/2009	Friday	3:38 PM	Two car crash - no personal injury								
5/6/2009	Wednesday	2:10 PM	No report filed - no personal injury								
7/30/2009	Thursday	8:08 AM	No report filed								
10/12/2009	Monday	12:23 PM	Minor crash by Shell - paper exchange								
11/22/2009	Sunday	1:57 PM	Minor crash by Shell - paper exchange								
12/8/2009	Tuesday	9:00 AM	No crash found								
12/29/2009	Tuesday	5:35 PM	No personal injury - paper exchange								
1/4/2010	Monday	3:54 PM	Handled by state police								
1/6/2010	Wednesday	5:31 PM	Operator cut off and then crashed - by Bay State Gas								
1/13/2010	Wednesday	6:10 PM	Two car crash - no personal injury								
1/25/2010	Monday	1:33 PM	Handled by VA police								
2/5/2010	Friday	11:09 AM	Handled by state police								
3/2/2010	Tuesday	11:20 AM	No personal injury - paper exchange								
3/12/2010	Friday	9:58 AM	No report filed - paper exchange								
3/23/2010	Thursday	9:57 AM	Handled by state police								
5/5/2010	Wednesday	1:22 PM	Handled by state police								
5/7/2010	Friday	9:21 AM	Two car crash - no personal injury								
5/17/2010	Monday	12:58 PM	No report filed - paper exchange								
6/4/2010	Friday	12:09 PM	No report filed - paper exchange								
6/22/2010	Tuesday	2:56 PM	Mailer settled								
6/23/2010	Wednesday	4:01 PM	No personal injury - paper exchange								
6/24/2010	Thursday	2:05 PM	Two car crash - no personal injury								
6/28/2010	Monday	5:09 PM	No report filed - paper exchange								
7/27/2010	Tuesday	7:49 AM	Handled by state police								

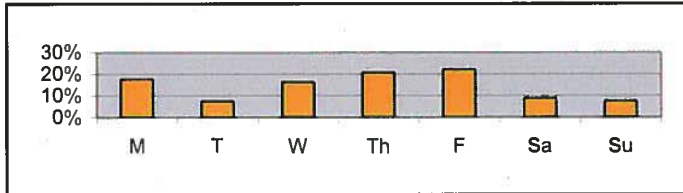
Summary based on Crash Reports obtained from the Brockton Police Department

Crash Data Summary Tables and Charts

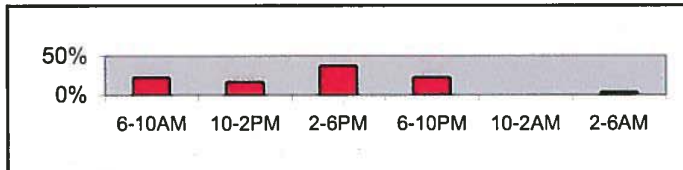
Month	
J	4%
F	6%
M	10%
A	4%
M	9%
J	9%
J	0%
A	4%
S	15%
O	7%
N	18%
D	13%



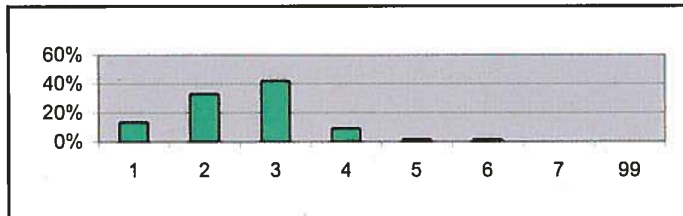
Day of the week	
Monday	18%
Tuesday	7%
Wednesday	16%
Thursday	21%
Friday	22%
Saturday	9%
Sunday	7%



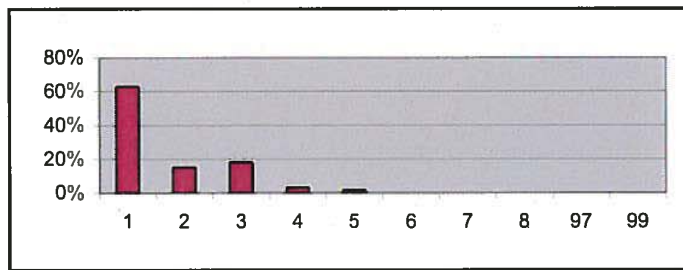
Time of Day	
6 AM to 10 AM	22%
10 AM to 2 PM	16%
2 PM to 6 PM	37%
6 PM to 10 PM	22%
10 PM to 2 AM	0%
2 AM to 6 AM	3%



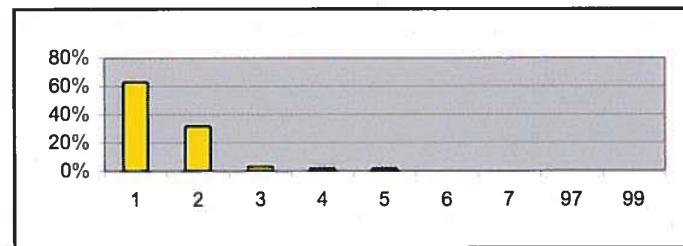
Manner of Collision	
Single Vehicle Crash	13%
Rear-end	33%
Angle	42%
Sideswipe, same dire	9%
Sideswipe, opposite	1%
Head on	1%
Rear to Rear	0%
Unknown	0%



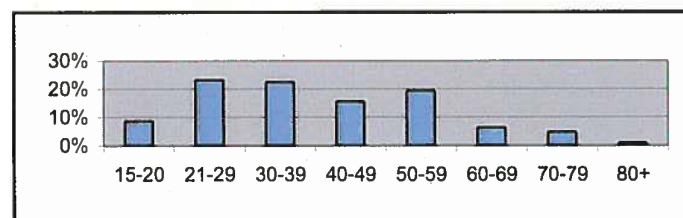
Weather Condition	
Clear	63%
Cloudy	15%
Rain	18%
Snow	3%
Sleet, Hail, Freezing	1%
Fog, Smog, Smoke	0%
Severe Crosswinds	0%
Blowing sand, snow	0%
Other	0%
Unknown	0%



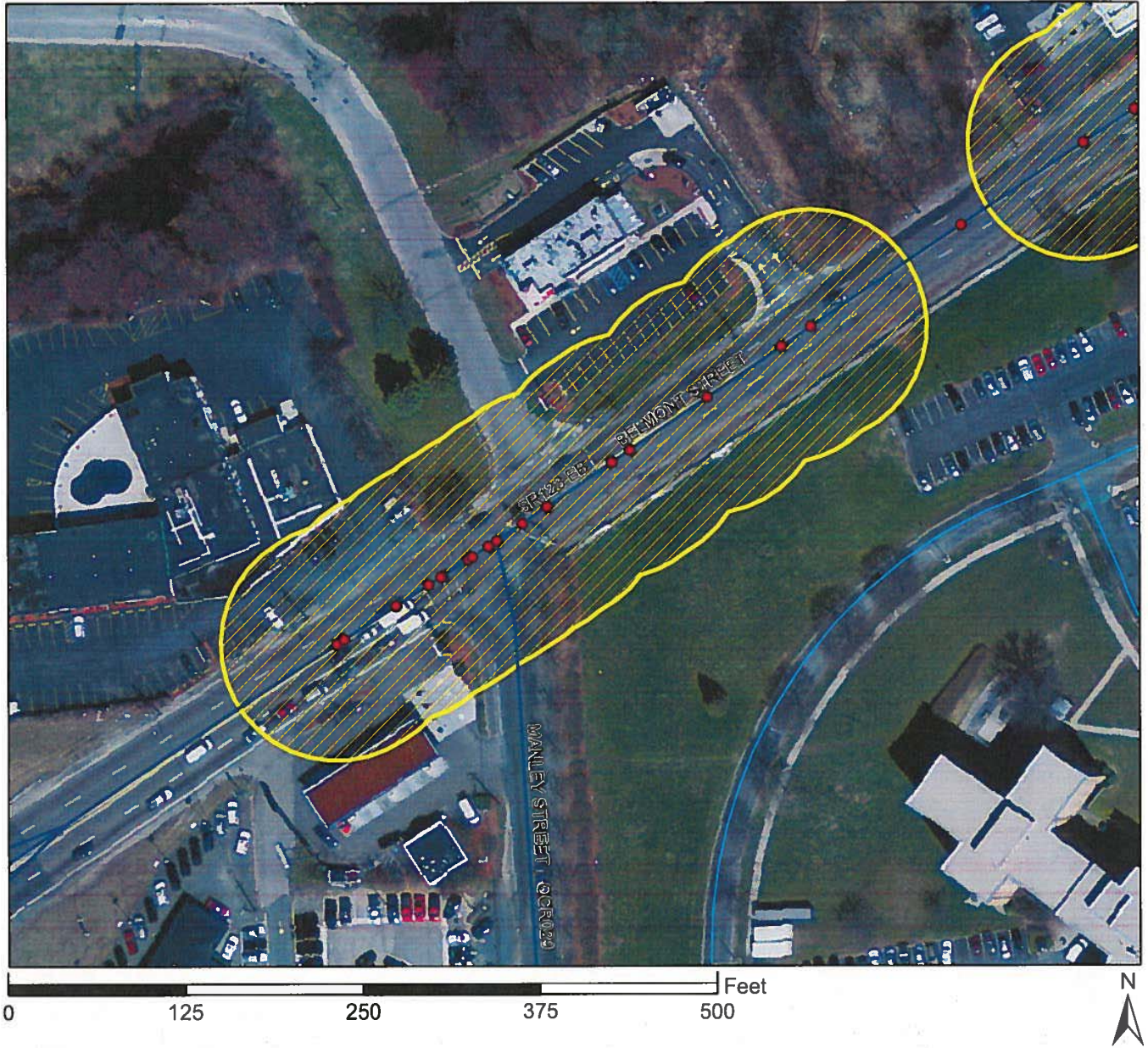
Road Surface	
Dry	63%
Wet	31%
Snow	3%
Ice	1%
Sand, mud, dirt, oil, c	1%
Water (standing, mov	0%
Slush	0%
Other	0%
Unknown	0%



Driver Ages	
15-20	8%
21-29	23%
30-39	22%
40-49	15%
50-59	19%
60-69	6%
70-79	5%
80+	1%



Top Crash Intersections 2006-2008



RANK
15

BROCKTON

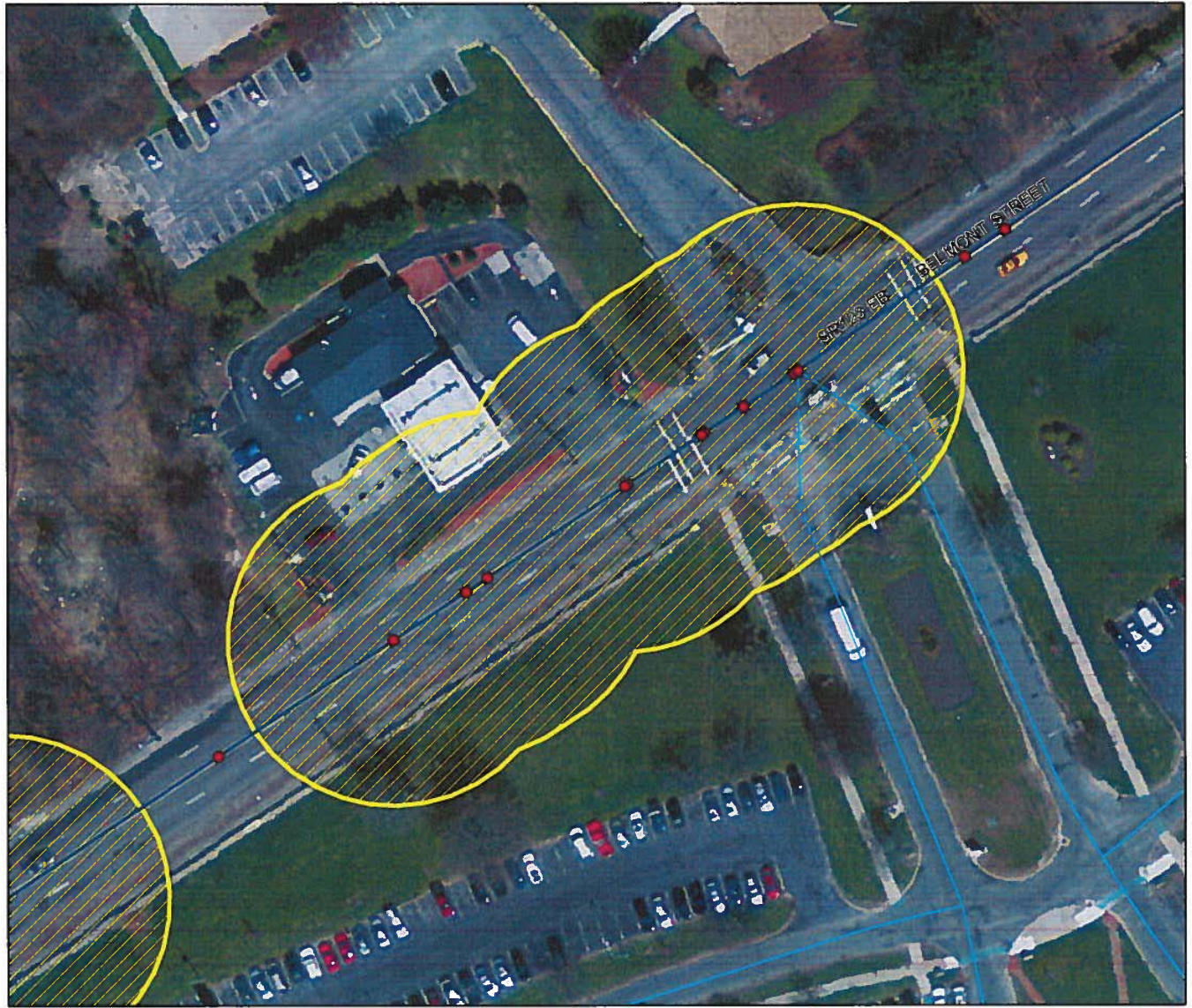
BELMONT STREET ROUTE 123
MANLEY STREET

MassDOT District 5
RPA OCPC
EPDO 207
Number of Fatal Crashes 0
Number of Injury Crashes 35
Number of Non-Injury Crashes 32
Total Crashes 67

Legend

- Crash Locations 2006-2008
- Local Roads
- All Functional Classification Except Local Roads
- Top Crash Intersections

Top Crash Intersections 2006-2008



0 100 200 300 400 Feet



BROCKTON

RANK
178

BELMONT STREET ROUTE 123
VA HOSPITAL

MassDOT District 5
RPA OCPC
EPDO 112

Number of Fatal Crashes 0
Number of Injury Crashes 17
Number of Non-Injury Crashes 27
Total Crashes 44

Legend

- Crash Locations 2006-2008
- ~ Local Roads
- ~ All Functional Classification Except Local Roads
- Top Crash Intersections

Appendix E. Additional Information

FILE FOLDER

November 15, 1967

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NUMBER 393

Highway Location: ATTLEBORO, NORTON, EASTON AND BROCKTON

Authority in Control: COMMONWEALTH OF MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

Name of Highway: Attleboro - State Highway - Route 123
Norton - State Highway - Route 123
Easton - State Highway - Route 123
Brockton - State Highway - Route 123

In accordance with the provisions of Section 13 of Chapter 90 of the General Laws (Ter. Ed.) the following Special Speed Regulation is hereby promulgated.

Special Speed Regulation number 27 dated April 3, 1951 is hereby amended by striking out the Regulation in its entirety and Special Speed Regulation number 132 dated March 26, 1957 is hereby amended by striking out all clauses in the Towns of Norton and Easton and all clauses in the City of Brockton west of the City.

The following designated speed limits are established at which motor vehicles may be operated in the areas described.

EASTBOUND

Beginning in Attleboro at the beginning of State highway, thence easterly on Route 123
0.75 miles at 45 miles per hour to the Norton town line.

Thence easterly in Norton
0.67 miles at 45 miles per hour
0.27 " " 40 " " "
0.97 " " 45 " " "
0.20 " " 35 " " "
0.64 " " 45 " " "
0.27 " " 40 " " "
0.28 " " 35 " " " ending at the end of State highway in Norton.

Rev.
7-12-73

And beginning again in Easton 195 feet east of the junction of Route 138, thence easterly in Easton line. 0.78 miles at 45 miles per hour to the Brockton city

Thence easterly in Brockton 0.21 miles at 45 miles per hour 1.37 " " 40 " " " (Rev. 10-27-70) 0.27 " " 35 " " " to the end of State highway west of the city, the total distance being 6.68 miles.

WESTBOURD

Beginning in Brockton 202 feet west of the beginning of State highway west of city, thence westerly in Brockton 0.26 miles at 35 miles per hour (Rev. 10-27-70) 1.37 " " 40 " " " 0.21 " " 45 " " " to the Easton town line.

Thence westerly in Easton 0.69 miles at 45 miles per hour ending at Station 36+65.

And beginning again in Norton at the beginning of State highway, thence westerly in Norton 0.26 miles at 35 miles per hour 0.30 " " 40 " " " 0.64 " " 45 " " " 0.18 " " 35 " " " 0.97 " " 45 " " " 0.28 " " 40 " " " 0.56 " " 45 " " " to the Attleboro town line.

Thence westerly in Attleboro 0.75 miles at 45 miles per hour ending at the end of State highway in Attleboro, the total distance being 6.57 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense, Section 14 of Chapter 90.

Rev.
7-12-71

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly do hereby certify in writing, that this regulation is consistent with the public interest.

Standard signs must be erected at the beginning of each zone.

FOR THE DEPARTMENT

DATE: November 15, 1967

BY: Edward J. Ribbs, kk
EDWARD J. RIBBS
Commissioner

Richard E. McLaughlin
Registrar of Motor Vehicles

for Highway Engineering

November 6, 1970

Mr. Cantone

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 393 A

Highway Location: BROCKTON
Authority in Control: COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
Name of Highway: Brockton-State Highway-Route 123

In accordance with the provisions of Section 18 of Chapter 90 of the General Laws (Ter. Ed.) the following Special Speed Regulation is hereby promulgated

Special Speed Regulation number 393 dated November 15, 1967 is hereby amended in Brockton as follows:

The following designated speed limits are established at which motor vehicles may be operated in the areas described.

EASTBOUND - Brockton

By striking out the clause reading
1.27 miles at 40 miles per hour
0.27 " " 35 " " "
And inserting in place thereof
1.23 miles at 40 miles per hour
0.41 " " 35 " " "

WESTBOUND - Brockton

By striking out the clause reading
0.23 miles at 35 miles per hour
1.37 " " 40 " " "
And inserting in place thereof
0.40 miles at 35 miles per hour
1.23 " " 40 " " "

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense, Section 14 of Chapter 90.

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly do hereby certify in writing, that this regulation is consistent with the public interest.

No. 393 A

-2-

Standard signs must be erected at the beginning of each zone.

FOR THE DEPARTMENT

DATE: November 6, 1970

BY: Edward J. Ribbs kk

EDWARD J. RIBBS

COMMISSIONER

for Highway Engineering

Richard E. McLaughlin
Registrar of Motor Vehicles

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

Community: Brockton
 Com #_U/RC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

Start Time	27-Jul-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	101	161	97	160	*	*	*	*	*	*	99	160
01:00	*	*	*	*	76	101	68	84	*	*	*	*	*	*	72	92
02:00	*	*	*	*	47	68	42	61	*	*	*	*	*	*	44	64
03:00	*	*	*	*	56	52	52	41	*	*	*	*	*	*	54	46
04:00	*	*	*	*	94	54	89	58	*	*	*	*	*	*	92	56
05:00	*	*	*	*	254	133	235	134	*	*	*	*	*	*	244	134
06:00	*	*	*	*	452	281	462	309	*	*	*	*	*	*	457	295
07:00	*	*	*	*	607	612	635	612	*	*	*	*	*	*	621	612
08:00	*	*	*	*	585	759	627	824	*	*	*	*	*	*	606	792
09:00	*	*	*	*	634	726	629	804	*	*	*	*	*	*	632	765
10:00	*	*	*	*	691	627	688	700	*	*	*	*	*	*	690	664
11:00	*	*	*	*	760	730	747	739	*	*	*	*	*	*	754	734
12:00 PM	*	*	*	*	818	801	973	802	*	*	*	*	*	*	896	802
01:00	*	*	*	*	841	727	861	788	*	*	*	*	*	*	851	758
02:00	*	*	*	*	765	789	823	805	*	*	*	*	*	*	794	797
03:00	*	*	*	*	796	848	816	869	*	*	*	*	*	*	806	858
04:00	*	*	*	*	797	864	856	915	*	*	*	*	*	*	826	890
05:00	*	*	*	*	831	818	824	885	*	*	*	*	*	*	828	852
06:00	*	*	*	*	627	672	647	680	*	*	*	*	*	*	637	676
07:00	*	*	*	*	495	529	535	582	*	*	*	*	*	*	515	556
08:00	*	*	*	*	418	443	474	487	*	*	*	*	*	*	446	465
09:00	*	*	*	*	358	354	413	392	*	*	*	*	*	*	386	373
10:00	*	*	*	*	245	301	267	303	*	*	*	*	*	*	256	302
11:00	*	*	*	*	194	231	165	213	*	*	*	*	*	*	180	222
Total	0	0	0	0	11542	11681	12025	12247	0	0	0	0	0	0	11786	11965
Day	0	0	0	0	23223	23223	24272	24272	0	0	0	0	0	0	23751	23751
AM Peak					11:00	08:00	11:00	08:00							11:00	08:00
Vol.					760	759	747	824							754	792
PM Peak					13:00	16:00	12:00	16:00							12:00	16:00
Vol.					841	864	973	915							896	890
Comb. Total	0	0	0	0	23223	23223	24272	24272	0	0	0	0	0	0	23751	23751

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

Start Time	27-Jul-09 Mon	28-Jul-09 Tue	29-Jul-09 Wed	30-Jul-09 Thu	31-Jul-09 Fri	01-Aug-09 Sat	02-Aug-09 Sun	Week Average
12:00 AM	*	*	262	257	*	*	*	260
01:00	*	*	177	152	*	*	*	164
02:00	*	*	115	103	*	*	*	109
03:00	*	*	108	93	*	*	*	100
04:00	*	*	148	147	*	*	*	148
05:00	*	*	387	369	*	*	*	378
06:00	*	*	733	771	*	*	*	752
07:00	*	*	1219	1247	*	*	*	1233
08:00	*	*	1344	1451	*	*	*	1398
09:00	*	*	1360	1433	*	*	*	1396
10:00	*	*	1318	1388	*	*	*	1353
11:00	*	*	1480	1386	*	*	*	1488
12:00 PM	*	*	1619	1775	*	*	*	1697
01:00	*	*	1568	1649	*	*	*	1608
02:00	*	*	1554	1628	*	*	*	1591
03:00	*	*	1644	1685	*	*	*	1664
04:00	*	*	1661	1771	*	*	*	1716
05:00	*	*	1649	1709	*	*	*	1679
06:00	*	*	1299	1327	*	*	*	1313
07:00	*	*	1024	1117	*	*	*	1070
08:00	*	*	861	961	*	*	*	911
09:00	*	*	712	805	*	*	*	758
10:00	*	*	546	570	*	*	*	558
11:00	*	*	425	378	*	*	*	402
Total	0	0	23223	24272	0	0	0	23746
Percentage	0.0%	0.0%	97.8%	102.2%	0.0%	0.0%	0.0%	
AM Peak			11:00	11:00				11:00
Vol.			1490	1486				1488
PM Peak			16:00	12:00				16:00
Vol.			1661	1775				1716

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

WB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76		
07/29/09	2	0	1	1	5	22	40	19	7	3	1	0	0	0	0	101
01:00	1	0	0	4	10	22	23	10	5	1	0	0	0	0	0	76
02:00	2	0	0	1	2	12	13	13	2	2	0	0	0	0	0	47
03:00	0	0	0	0	6	5	17	14	12	2	0	0	0	0	0	58
04:00	2	0	0	3	2	21	28	24	9	3	1	0	1	0	0	94
05:00	5	1	2	0	18	35	87	67	30	9	0	0	0	0	0	254
06:00	16	0	1	10	45	105	128	95	43	7	2	0	0	0	0	452
07:00	29	0	0	12	78	194	176	83	26	9	0	0	0	0	0	607
08:00	50	0	5	25	93	194	164	43	9	2	0	0	0	0	0	585
09:00	55	0	1	23	87	190	195	62	14	6	1	0	0	0	0	634
10:00	66	19	53	116	188	169	68	12	0	0	0	0	0	0	0	691
11:00	67	10	17	86	214	215	120	25	6	0	0	0	0	0	0	760
12 PM	78	0	7	44	167	295	180	39	6	2	0	0	0	0	0	818
13:00	80	1	4	66	204	263	171	44	5	2	1	0	0	0	0	841
14:00	79	2	5	28	147	278	166	51	8	1	0	0	0	0	0	765
15:00	78	3	3	30	137	268	200	57	14	5	1	0	0	0	0	796
16:00	88	2	6	42	126	271	166	76	15	5	0	0	0	0	0	797
17:00	88	1	4	21	128	283	226	70	7	3	0	0	0	0	0	831
18:00	60	2	0	15	85	180	179	79	23	1	1	0	1	1	1	627
19:00	23	1	3	8	51	176	151	58	20	3	1	0	0	0	0	495
20:00	30	0	4	10	49	143	130	43	7	1	1	0	0	0	0	418
21:00	19	1	3	8	51	120	94	47	13	1	1	0	0	0	0	358
22:00	6	1	1	4	28	72	86	35	9	3	0	0	0	0	0	245
23:00	4	0	1	3	24	68	56	28	8	2	0	0	0	0	0	194
Total	928	44	121	560	1945	3601	2864	1094	298	73	11	0	2	1	11542	

Daily
 15th Percentile : 31 MPH
 50th Percentile : 39 MPH
 85th Percentile : 45 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 6465
 Percent in Pace : 56.0%
 Number of Vehicles > 40 MPH : 4343
 Percent of Vehicles > 40 MPH : 37.6%

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

WB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
07:30/09	2	0	0	1	11	29	32	13	7	1	1	0	0	0	0	97
01:00	0	0	1	0	5	28	21	7	2	3	1	0	0	0	0	68
02:00	0	0	0	0	0	13	13	12	4	0	0	0	0	0	0	42
03:00	0	0	0	0	3	8	16	14	7	3	0	0	1	0	0	52
04:00	0	0	0	0	3	19	33	17	13	4	0	0	0	0	0	89
05:00	3	0	1	2	8	44	84	62	23	7	1	0	0	0	0	235
06:00	20	0	1	10	43	106	138	98	39	5	2	0	0	0	0	462
07:00	55	0	4	21	88	183	177	85	18	3	0	1	0	0	0	635
08:00	57	0	3	14	85	203	169	79	15	1	1	0	0	0	0	627
09:00	64	1	5	22	70	189	180	85	9	3	0	1	0	0	0	629
10:00	65	2	2	40	90	209	201	64	11	4	0	0	0	0	0	688
11:00	73	2	6	68	190	227	136	38	7	0	0	0	0	0	0	747
12 PM	110	2	15	76	253	311	160	42	4	0	0	0	0	0	0	973
13:00	92	0	7	48	167	292	190	47	15	3	0	0	0	0	0	861
14:00	91	4	4	37	144	288	184	58	11	2	0	0	0	0	0	823
15:00	81	1	2	16	128	234	238	90	21	4	0	0	1	0	0	816
16:00	86	2	15	31	121	285	223	68	21	3	1	0	0	0	0	856
17:00	97	0	3	20	99	275	224	77	28	1	0	0	0	0	0	824
18:00	48	2	8	8	43	192	218	94	29	5	0	0	0	0	0	647
19:00	23	1	5	10	51	186	170	63	20	2	4	0	0	0	0	535
20:00	27	2	7	19	58	147	159	44	10	1	0	0	0	0	0	474
21:00	18	2	4	18	65	135	118	40	11	2	0	0	0	0	0	413
22:00	16	1	0	6	39	91	82	22	8	1	1	0	0	0	0	267
23:00	7	0	1	4	22	42	51	30	4	2	2	0	0	0	0	165
Total	1035	22	94	471	1786	3736	3217	1249	337	60	14	2	2	4	1	12025

Daily
 15th Percentile : 31 MPH
 50th Percentile : 39 MPH
 85th Percentile : 45 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 6953
 Percent in Pace : 57.8%
 Number of Vehicles > 40 MPH : 4881
 Percent of Vehicles > 40 MPH : 40.6%

Grand Total	1963	66	215	1031	3731	7337	6081	2343	635	133	25	2	4	1	23567
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Overall
 15th Percentile : 31 MPH
 50th Percentile : 39 MPH
 85th Percentile : 45 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 13418
 Percent in Pace : 56.9%
 Number of Vehicles > 40 MPH : 9224
 Percent of Vehicles > 40 MPH : 39.1%

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76	Total
07/29/09	5	0	3	7	40	54	43	8	1	0	0	0	0	999	161
01:00	3	0	0	2	13	43	35	5	0	0	0	0	0	0	101
02:00	1	0	0	0	16	28	16	7	0	0	0	0	0	0	68
03:00	0	0	0	2	12	22	12	4	0	0	0	0	0	0	52
04:00	1	0	0	2	10	15	21	3	2	0	0	0	0	0	54
05:00	4	0	0	3	19	30	55	20	2	0	0	0	0	0	133
06:00	20	0	1	6	40	88	99	24	2	1	0	0	0	0	281
07:00	65	1	2	14	119	267	123	20	1	0	0	0	0	0	612
08:00	66	1	3	44	207	299	118	19	2	0	0	0	0	0	759
09:00	86	1	3	55	219	252	98	11	1	0	0	0	0	0	726
10:00	68	2	3	50	240	215	47	2	0	0	0	0	0	0	627
11:00	95	2	12	105	249	208	52	6	1	0	0	0	0	0	730
12 PM	108	2	10	75	270	242	88	6	0	0	0	0	0	0	801
13:00	110	10	7	63	246	202	80	8	1	0	0	0	0	0	727
14:00	130	4	17	50	250	254	70	13	1	0	0	0	0	0	789
15:00	104	6	8	74	260	274	109	12	1	0	0	0	0	0	848
16:00	120	3	5	92	282	259	86	16	1	0	0	0	0	0	864
17:00	113	2	2	48	210	300	125	16	2	0	0	0	0	0	816
18:00	68	4	5	23	181	249	119	20	3	0	0	0	0	0	672
19:00	42	9	1	23	111	219	105	15	3	1	0	0	0	0	529
20:00	38	7	4	22	135	166	61	7	2	1	0	0	0	0	443
21:00	18	2	2	23	98	137	67	6	1	0	0	0	0	0	354
22:00	21	5	1	7	65	127	67	8	0	0	0	0	0	0	301
23:00	14	1	0	11	61	86	50	7	1	0	0	0	0	0	231
Total	1300	62	89	801	3353	4036	1746	263	28	3	0	0	0	0	11681

Daily
 15th Percentile : 27 MPH
 50th Percentile : 36 MPH
 85th Percentile : 41 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 7389
 Percent in Pace : 63.3%
 Number of Vehicles > 40 MPH : 2040
 Percent of Vehicles > 40 MPH : 17.5%

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
07/30/09	8	0	0	4	39	60	43	4	2	0	0	0	0	0	0	160
01:00	1	0	0	0	16	42	17	4	4	0	0	0	0	0	0	84
02:00	0	1	1	1	9	21	24	4	0	0	0	0	0	0	0	61
03:00	1	0	0	1	10	16	9	3	0	1	0	0	0	0	0	41
04:00	2	0	0	1	14	16	13	11	1	0	0	0	0	0	0	58
05:00	9	0	0	1	14	51	43	15	0	1	0	0	0	0	0	134
06:00	32	3	3	6	50	112	77	23	2	1	0	0	0	0	0	309
07:00	63	1	3	33	96	271	123	19	3	0	0	0	0	0	0	612
08:00	92	0	2	31	244	322	121	10	2	0	0	0	0	0	0	824
09:00	91	4	8	63	228	309	87	12	2	0	0	0	0	0	0	804
10:00	101	2	1	39	205	275	66	10	1	0	0	0	0	0	0	700
11:00	100	2	10	94	294	183	51	5	0	0	0	0	0	0	0	739
12 PM	137	4	16	93	284	204	51	13	0	0	0	0	0	0	0	802
13:00	117	3	9	68	219	278	91	2	1	0	0	0	0	0	0	788
14:00	112	9	9	89	239	253	83	11	0	0	0	0	0	0	0	805
15:00	124	1	6	70	270	271	102	21	3	1	0	0	0	0	0	869
16:00	113	5	4	72	279	326	103	12	1	0	0	0	0	0	0	915
17:00	125	3	7	45	221	322	136	26	0	0	0	0	0	0	0	885
18:00	75	4	3	18	112	289	145	30	4	0	0	0	0	0	0	680
19:00	54	6	3	4	111	264	119	19	2	0	0	0	0	0	0	582
20:00	39	6	8	20	138	203	60	11	2	0	0	0	0	0	0	487
21:00	32	2	0	32	98	170	45	12	1	0	0	0	0	0	0	392
22:00	22	7	4	23	79	104	54	8	2	0	0	0	0	0	0	303
23:00	5	1	2	8	44	80	59	9	5	0	0	0	0	0	0	213
Total	1455	64	99	816	3313	4442	1722	294	38	4	0	0	0	0	0	12247

Daily
 15th Percentile : 27 MPH
 50th Percentile : 36 MPH
 85th Percentile : 41 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 7755
 Percent in Pace : 63.3%
 Number of Vehicles > 40 MPH : 2058
 Percent of Vehicles > 40 MPH : 16.8%

Grand Total	2755	126	188	1617	6666	8478	3468	557	66	7	0	0	0	0	0	23928
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Overall
 15th Percentile : 27 MPH
 50th Percentile : 36 MPH
 85th Percentile : 41 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 15144
 Percent in Pace : 63.3%
 Number of Vehicles > 40 MPH : 4098
 Percent of Vehicles > 40 MPH : 17.1%

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

WB, EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
07/29/09	7	0	4	8	45	76	83	27	8	3	1	0	0	0	0	262
01:00	4	0	0	6	23	85	58	15	5	1	0	0	0	0	0	177
02:00	3	0	0	1	18	40	29	20	2	2	0	0	0	0	0	115
03:00	0	0	0	2	18	27	29	18	12	2	0	0	0	0	0	108
04:00	3	0	0	5	12	36	49	27	11	3	1	0	1	0	0	148
05:00	9	1	2	3	37	65	142	87	32	9	0	0	0	0	0	387
06:00	36	0	2	16	85	193	227	119	45	8	2	0	0	0	0	733
07:00	94	1	2	26	197	461	299	103	27	9	0	0	0	0	0	1219
08:00	116	1	8	69	300	493	282	62	11	2	0	0	0	0	0	1344
09:00	141	1	4	78	306	442	293	73	15	6	1	0	0	0	0	1360
10:00	134	21	56	166	428	384	115	14	0	0	0	0	0	0	0	1318
11:00	162	12	29	191	463	423	172	31	7	0	0	0	0	0	0	1490
12 PM	186	2	17	119	437	537	268	45	6	2	0	0	0	0	0	1619
13:00	190	11	11	129	450	465	251	52	6	2	1	0	0	0	0	1568
14:00	209	6	22	78	397	532	236	64	9	1	0	0	0	0	0	1554
15:00	182	9	11	104	397	542	309	69	15	5	1	0	0	0	0	1644
16:00	208	5	11	134	408	530	252	92	16	5	0	0	0	0	0	1661
17:00	201	3	6	69	338	583	351	86	9	3	0	0	0	0	0	1649
18:00	128	6	5	38	266	429	298	99	26	1	1	0	1	1	0	1299
19:00	65	10	4	31	162	395	256	73	23	4	1	0	0	0	0	1024
20:00	68	7	8	32	184	309	191	50	9	2	1	0	0	0	0	861
21:00	37	3	5	31	149	257	161	53	14	1	1	0	0	0	0	712
22:00	27	6	2	11	93	199	153	43	9	3	0	0	0	0	0	546
23:00	18	1	1	14	85	154	106	35	9	2	0	0	0	0	0	425
Total	2228	106	210	1361	5298	7637	4610	1357	326	76	11	0	2	1		23223

Daily
 15th Percentile : 29 MPH
 50th Percentile : 37 MPH
 85th Percentile : 44 MPH
 95th Percentile : 48 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 12935
 Percent in Pace : 55.7%
 Number of Vehicles > 40 MPH : 6383
 Percent of Vehicles > 40 MPH : 27.5%

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

WB, EB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
07:30/09	10	0	0	5	50	89	75	17	9	1	1	0	0	0	257
01:00	1	0	1	0	21	70	38	11	6	3	1	0	0	0	152
02:00	0	1	1	1	9	34	37	16	4	0	0	0	0	0	103
03:00	1	0	0	1	13	24	25	17	7	4	0	0	1	0	93
04:00	2	0	0	1	17	35	46	28	14	4	0	0	0	0	147
05:00	12	0	1	3	22	95	127	77	23	8	1	0	0	0	369
06:00	52	3	4	16	93	218	215	121	41	6	2	0	0	0	771
07:00	118	1	7	54	184	454	300	104	21	3	0	1	0	0	1247
08:00	149	0	5	45	329	525	290	89	17	1	1	0	0	0	1451
09:00	155	5	13	85	298	498	267	97	11	3	0	1	0	0	1433
10:00	166	4	3	79	295	484	267	74	12	4	0	0	0	0	1388
11:00	173	4	16	162	484	410	187	43	7	0	0	0	0	0	1486
12 PM	247	6	31	169	537	515	211	55	4	0	0	0	0	0	1775
13:00	209	3	16	116	386	570	281	49	16	3	0	0	0	0	1649
14:00	203	13	13	126	383	541	267	69	11	2	0	0	0	0	1628
15:00	205	2	8	86	398	505	340	111	24	5	0	0	1	0	1685
16:00	199	7	19	103	400	611	326	80	22	3	1	0	0	0	1771
17:00	222	3	10	65	320	597	360	103	28	1	0	0	0	0	1709
18:00	123	6	11	26	155	481	363	124	33	5	0	0	0	0	1327
19:00	77	7	8	14	162	450	289	82	22	2	4	0	0	0	1117
20:00	66	8	15	39	196	350	219	55	12	1	0	0	0	0	961
21:00	50	4	4	50	163	305	163	52	12	2	0	0	0	0	805
22:00	38	8	4	29	118	195	136	30	10	1	1	0	0	0	570
23:00	12	1	3	12	66	122	110	39	9	2	2	0	0	0	378
Total	2490	86	193	1287	5099	8178	4939	1543	375	64	14	2	2	0	24272

Daily
 15th Percentile : 29 MPH
 50th Percentile : 37 MPH
 85th Percentile : 44 MPH
 95th Percentile : 48 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 13277
 Percent in Pace : 54.7%
 Number of Vehicles > 40 MPH : 6939
 Percent of Vehicles > 40 MPH : 28.6%

Grand Total	4718	192	403	2648	10397	15815	9549	2900	701	140	25	2	4	1	47495
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Overall
 15th Percentile : 29 MPH
 50th Percentile : 37 MPH
 85th Percentile : 44 MPH
 95th Percentile : 48 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 26212
 Percent in Pace : 55.2%
 Number of Vehicles > 40 MPH : 13322
 Percent of Vehicles > 40 MPH : 28.0%

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

WB	Start Time	Cars & Bikes	Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	07/29/09	0	71	24	1	3	1	0	0	1	0	0	0	0	101	6
	01:00	0	56	17	0	1	1	0	0	1	0	0	0	0	76	3
	02:00	0	26	18	0	1	0	0	0	2	0	0	0	0	47	3
	03:00	0	42	8	0	5	1	0	0	0	0	0	0	0	56	6
	04:00	0	57	29	1	6	0	0	0	1	0	0	0	0	94	8
	05:00	2	146	70	1	33	0	0	1	1	0	0	0	0	254	36
	06:00	2	309	101	4	28	1	1	5	0	1	0	0	0	452	40
	07:00	5	391	149	8	42	4	0	6	0	0	1	0	0	606	61
	08:00	1	390	148	4	35	4	0	4	1	0	0	0	0	587	48
	09:00	1	422	159	9	33	2	0	6	4	0	0	0	0	636	54
	10:00	4	459	169	4	42	11	0	2	2	0	0	0	0	693	61
	11:00	4	488	194	7	52	6	0	9	1	0	0	0	0	761	75
	12 PM	1	556	201	10	39	4	0	6	2	0	0	0	0	819	61
	13:00	5	577	189	7	53	4	1	5	1	0	0	0	0	842	71
	14:00	2	503	207	10	29	7	0	6	2	0	0	0	0	766	54
	15:00	3	537	205	6	29	7	2	7	1	0	0	0	0	797	52
	16:00	0	574	169	3	39	3	1	7	1	0	0	0	0	797	54
	17:00	3	617	170	5	27	3	0	5	2	0	1	0	0	833	43
	18:00	4	450	132	5	32	4	0	2	0	0	0	0	0	629	43
	19:00	1	340	120	4	23	3	0	2	1	0	0	0	0	494	33
	20:00	1	293	102	2	16	0	0	3	0	0	0	0	0	417	21
	21:00	3	280	65	1	8	1	0	0	0	0	0	0	0	358	10
	22:00	0	174	56	0	13	1	0	0	1	0	0	0	0	245	15
	23:00	0	156	31	1	6	0	0	0	0	0	0	0	0	194	7
	Total	42	7914	2733	93	595	68	5	76	25	1	2	0	0	11554	865
	Percent	0.4%	68.5%	23.7%	0.8%	5.1%	0.6%	0.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%		7.5%
	AM Peak	07:00	11:00	11:00	09:00	11:00	10:00	06:00	11:00	09:00	06:00	07:00			11:00	11:00
	Vol.	5	488	194	9	52	11	1	9	4	1	1			761	75
	PM Peak	13:00	17:00	14:00	12:00	13:00	14:00	15:00	15:00	12:00		17:00			13:00	13:00
	Vol.	5	617	207	10	53	7	2	7	2		1			842	71

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
07/30/09	0	73	21	2	1	0	0	0	0	0	0	0	0	97	3
01:00	0	48	15	0	5	0	0	0	0	0	0	0	0	68	5
02:00	0	28	12	0	2	0	0	0	0	0	0	0	0	42	2
03:00	0	26	18	0	7	1	0	0	0	0	0	0	0	52	8
04:00	0	53	22	2	9	1	0	1	1	0	0	0	0	89	14
05:00	0	142	64	1	26	1	0	0	1	0	0	0	0	235	29
06:00	2	301	114	5	36	2	0	1	1	0	0	0	0	462	45
07:00	3	430	153	5	35	4	0	4	2	0	0	0	0	636	50
08:00	1	406	168	4	36	4	0	6	2	0	1	0	0	628	53
09:00	1	408	157	6	43	9	0	6	2	0	0	0	0	632	66
10:00	5	449	173	10	42	5	0	3	2	0	0	0	1	690	63
11:00	0	505	174	9	46	8	0	5	2	0	0	0	0	749	70
12 PM	6	679	215	8	48	8	0	8	2	0	0	0	0	974	74
13:00	2	572	229	9	37	9	0	3	1	0	0	0	0	862	59
14:00	5	559	192	8	38	8	2	8	4	0	0	0	0	824	68
15:00	2	556	198	6	49	4	0	3	0	0	0	0	0	818	62
16:00	3	602	200	4	37	3	0	5	1	0	1	0	0	856	51
17:00	4	607	166	6	33	3	0	5	1	0	0	0	0	825	48
18:00	5	473	138	3	25	1	0	1	0	0	0	0	0	646	30
19:00	4	400	104	2	17	1	0	4	2	0	0	0	0	534	26
20:00	4	357	92	1	13	3	0	1	2	0	0	0	0	473	20
21:00	3	299	95	1	12	1	0	0	1	0	0	0	0	412	15
22:00	2	212	43	0	9	0	0	1	0	0	0	0	0	267	10
23:00	2	116	40	0	5	1	0	0	0	0	0	0	0	164	6
Total	54	8301	2803	92	611	77	2	65	27	0	2	0	1	12035	877
Percent	0.4%	69.0%	23.3%	0.8%	5.1%	0.6%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%		7.3%
AM Peak	10:00	11:00	11:00	10:00	11:00	09:00		08:00	07:00		08:00		10:00	11:00	11:00
Vol.	5	505	174	10	46	9		6	2		1		1	749	70
PM Peak	12:00	12:00	13:00	13:00	15:00	13:00	14:00	12:00	14:00		16:00			12:00	12:00
Vol.	6	679	229	9	49	9	2	8	4		1			974	74
Grand Total	96	16215	5536	185	1206	145	7	141	52	1	4	0	1	23589	1742
Percent	0.4%	68.7%	23.5%	0.8%	5.1%	0.6%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%		7.4%

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
07/29/09	1	148	10	0	0	1	0	0	1	0	0	0	0	161	2
01:00	0	86	12	0	2	1	0	0	0	0	0	0	0	101	3
02:00	0	54	10	0	1	0	0	2	1	0	0	0	0	68	4
03:00	1	44	6	0	0	1	0	0	0	0	0	0	0	52	1
04:00	0	40	8	1	3	0	0	0	2	0	0	0	0	54	6
05:00	0	101	19	2	8	2	0	1	0	0	0	0	0	133	13
06:00	1	206	52	3	8	10	0	1	0	0	0	0	0	281	22
07:00	0	494	73	6	23	8	0	7	1	0	1	0	0	614	47
08:00	2	635	86	4	24	2	0	4	3	1	0	0	1	761	38
09:00	3	585	99	2	20	6	0	9	2	0	0	0	0	726	39
10:00	2	503	79	6	24	5	0	6	3	1	0	0	0	629	45
11:00	1	594	91	8	24	5	1	5	0	2	0	0	0	731	45
12 PM	1	659	99	4	23	4	0	6	3	1	1	0	0	801	42
13:00	3	587	99	5	17	5	0	8	3	0	0	0	0	727	38
14:00	1	670	82	2	26	3	0	3	1	0	1	0	0	789	36
15:00	4	702	105	2	17	3	0	12	4	0	0	0	0	849	38
16:00	4	719	104	3	19	6	0	8	1	0	0	0	0	864	37
17:00	2	711	79	2	19	1	0	5	0	0	0	0	0	819	27
18:00	2	589	67	2	7	2	0	2	2	1	0	0	0	674	16
19:00	0	454	57	3	9	1	0	4	0	0	0	0	0	528	17
20:00	0	395	40	0	5	0	0	3	0	0	0	0	0	443	8
21:00	1	313	32	0	6	0	0	2	0	0	0	0	0	354	8
22:00	1	273	24	0	1	1	0	0	0	0	0	0	0	300	2
23:00	0	210	20	0	1	0	0	1	0	0	0	0	0	232	2
Total	30	9772	1353	55	287	67	1	89	27	6	3	0	1	11691	536
Percent	0.3%	83.6%	11.6%	0.5%	2.5%	0.6%	0.0%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%		4.6%
AM Peak	09:00	08:00	09:00	11:00	08:00	08:00	11:00	09:00	08:00	11:00	07:00	07:00	07:00	08:00	07:00
Vol.	3	635	99	8	24	10	1	9	3	2	1	1	1	761	47
PM Peak	15:00	16:00	15:00	13:00	14:00	16:00		15:00	15:00	12:00	12:00			16:00	12:00
Vol.	4	719	105	5	26	6		12	4	1	1			864	42

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
07/30/09	0	141	18	0	0	0	0	0	0	0	0	0	0	159	0
01:00	0	68	12	0	2	0	0	0	2	0	0	0	0	84	4
02:00	0	48	11	1	0	0	0	0	1	0	0	0	0	61	2
03:00	0	36	5	0	0	0	0	0	0	0	0	0	0	41	0
04:00	1	44	6	1	2	1	0	0	3	0	0	0	0	58	7
05:00	0	108	17	0	4	1	0	1	3	0	0	0	0	134	9
06:00	3	226	53	1	12	8	0	2	2	0	1	0	0	308	26
07:00	1	495	78	4	23	3	1	5	4	0	0	0	0	614	40
08:00	1	678	94	4	30	4	0	10	4	1	0	0	0	826	53
09:00	0	667	91	4	29	4	0	8	2	0	0	0	0	805	47
10:00	4	567	99	6	17	2	0	2	3	0	0	1	0	701	31
11:00	5	574	123	4	20	5	0	4	5	0	0	0	0	740	38
12 PM	2	669	102	3	18	2	0	5	1	0	0	0	0	802	29
13:00	2	656	90	7	19	5	0	6	4	0	0	0	0	789	41
14:00	5	674	95	5	14	6	1	5	0	0	1	0	0	806	32
15:00	3	705	128	1	22	1	0	4	3	0	1	0	1	869	33
16:00	3	760	121	4	15	3	0	8	1	0	0	0	1	916	32
17:00	10	747	96	3	18	3	0	7	1	0	1	0	0	886	33
18:00	1	584	84	1	6	1	0	5	0	0	0	0	0	682	13
19:00	1	502	64	2	7	1	0	5	1	1	0	0	0	584	17
20:00	0	440	35	1	6	2	0	1	1	0	1	0	0	487	12
21:00	0	357	27	0	4	0	0	1	2	0	0	0	0	391	7
22:00	4	274	20	1	3	0	0	0	1	0	0	0	0	303	5
23:00	1	189	21	0	1	1	0	0	0	0	0	0	0	213	2
Total	47	10209	1490	53	272	53	2	79	44	2	5	1	2	12259	513
Percent	0.4%	83.3%	12.2%	0.4%	2.2%	0.4%	0.0%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%		4.2%
AM Peak	11:00	08:00	11:00	10:00	08:00	06:00	07:00	08:00	11:00	08:00	06:00	10:00		08:00	08:00
Vol.	5	678	123	6	30	8	1	10	5	1	1	1		826	53
PM Peak	17:00	16:00	15:00	13:00	15:00	14:00	14:00	16:00	13:00	19:00	14:00		15:00	16:00	13:00
Vol.	10	760	128	7	22	6	1	8	4	1	1		1	916	41
Grand Total	77	19981	2843	108	559	120	3	168	71	8	8	1	3	23950	1049
Percent	0.3%	83.4%	11.9%	0.5%	2.3%	0.5%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%		4.4%

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

WB_EB	Start Time	Cars & Bikes	Trailers	2 Axle Long	2 Axle Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	07/29/09	1	219	34	1	3	2	0	0	2	0	0	0	0	262	8
	01:00	0	142	29	0	3	2	0	0	1	0	0	0	0	177	6
	02:00	0	80	28	0	2	0	0	0	2	3	0	0	0	115	7
	03:00	1	86	14	0	5	2	0	0	0	0	0	0	0	108	7
	04:00	0	97	37	2	9	0	0	0	3	0	0	0	0	148	14
	05:00	2	247	89	3	41	2	0	2	1	0	0	0	0	387	49
	06:00	3	515	153	7	36	11	1	6	0	1	0	0	0	733	62
	07:00	5	885	222	14	65	12	0	13	1	0	2	0	1	1220	108
	08:00	3	1025	234	8	59	6	0	8	4	1	0	0	0	1348	86
	09:00	4	1007	258	11	53	8	0	15	6	0	0	0	0	1362	93
	10:00	6	962	248	10	66	16	0	8	5	1	0	0	0	1322	106
	11:00	5	1082	285	15	76	11	1	14	1	2	0	0	0	1492	120
	12 PM	2	1215	300	14	62	8	0	12	5	1	1	0	0	1620	103
	13:00	8	1164	288	12	70	9	1	13	4	0	0	0	0	1569	109
	14:00	3	1173	289	12	55	10	0	9	3	0	1	0	0	1555	90
	15:00	7	1239	310	8	46	10	2	19	5	0	0	0	0	1646	90
	16:00	4	1293	273	6	58	9	1	15	2	0	0	0	0	1661	91
	17:00	5	1328	249	7	46	4	0	10	2	0	1	0	0	1652	70
	18:00	6	1039	199	7	39	6	0	4	2	1	0	0	0	1303	59
	19:00	1	794	177	7	32	4	0	6	1	0	0	0	0	1022	50
	20:00	1	688	142	2	21	0	0	6	0	0	0	0	0	860	29
	21:00	4	593	97	1	14	1	0	2	0	0	0	0	0	712	18
	22:00	1	447	80	0	14	2	0	0	1	0	0	0	0	545	17
	23:00	0	366	51	1	7	0	0	1	0	0	0	0	0	426	9
	Total	72	17686	4086	148	882	135	6	165	52	7	5	0	1	23245	1401
	Percent	0.3%	76.1%	17.6%	0.6%	3.8%	0.6%	0.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%		6.0%
	AM Peak	10:00	11:00	11:00	11:00	11:00	10:00	06:00	09:00	09:00	11:00	07:00		07:00	11:00	11:00
	Vol.	6	1082	285	15	76	16	1	15	6	2	2		1	1492	120
	PM Peak	13:00	17:00	15:00	12:00	13:00	14:00	15:00	15:00	12:00	12:00	12:00			16:00	13:00
	Vol.	8	1328	310	14	70	10	2	19	5	1	1			1661	109

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

Community: Brockton
 Com #_U/RFC: 44_U3
 Recorder #: Jamar #15
 Tube Layout: L6 Basic (2')

Station ID:
 Site Code: 44
 Date Start: 29-Jul-09
 Date End: 30-Jul-09
 Belmont St (123), west of Linwood St

WB, EB																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total	
07/30/09	0	214	39	2	1	0	0	0	0	0	0	0	0	256	3	
01:00	0	116	27	0	7	0	0	0	2	0	0	0	0	152	9	
02:00	0	76	23	1	2	0	0	0	1	0	0	0	0	103	4	
03:00	0	62	23	0	7	1	0	0	0	0	0	0	0	93	8	
04:00	1	97	28	3	11	2	0	1	4	0	0	0	0	147	21	
05:00	0	250	81	1	30	2	0	1	4	0	0	0	0	369	38	
06:00	5	527	167	6	48	10	0	3	3	0	1	0	0	770	71	
07:00	4	925	231	9	58	7	1	9	6	0	0	0	0	1250	90	
08:00	2	1084	262	8	66	8	0	16	6	1	1	0	0	1454	106	
09:00	1	1075	248	10	72	13	0	14	4	0	0	0	0	1437	113	
10:00	9	1016	272	16	59	7	0	5	5	0	0	1	1	1391	94	
11:00	5	1079	297	13	66	13	0	9	7	0	0	0	0	1489	108	
12 PM	8	1348	317	11	66	10	0	13	3	0	0	0	0	1776	103	
13:00	4	1228	319	16	56	14	0	9	5	0	0	0	0	1651	100	
14:00	10	1233	287	13	52	14	3	13	4	0	1	0	0	1630	100	
15:00	5	1261	326	7	71	5	0	7	3	0	1	0	1	1687	95	
16:00	6	1362	321	8	52	6	0	13	2	0	1	0	1	1772	83	
17:00	14	1354	262	9	51	6	0	12	2	0	1	0	0	1711	81	
18:00	6	1057	222	4	31	2	0	6	0	0	0	0	0	1328	43	
19:00	5	902	168	4	24	2	0	9	3	1	0	0	0	1118	43	
20:00	4	797	127	2	19	5	0	2	3	0	1	0	0	960	32	
21:00	3	656	122	1	16	1	0	1	3	0	0	0	0	803	22	
22:00	6	486	63	1	12	0	0	1	1	0	0	0	0	570	15	
23:00	3	305	61	0	6	2	0	0	0	0	0	0	0	377	8	
Total	101	18510	4293	145	883	130	4	144	71	2	7	1	3	24294	1390	
Percent	0.4%	76.2%	17.7%	0.6%	3.6%	0.5%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%		5.7%	
AM Peak	10:00	08:00	11:00	10:00	09:00	09:00	07:00	08:00	11:00	08:00	06:00	10:00	10:00	11:00	09:00	
Vol.	9	1084	297	16	72	13	1	16	7	1	1	1	1	1489	113	
PM Peak	17:00	16:00	15:00	13:00	15:00	13:00	14:00	12:00	13:00	19:00	14:00		15:00	12:00	12:00	
Vol.	14	1362	326	16	71	14	3	13	5	1	1		1	1776	103	
Grand Total	173	36196	8379	293	1765	265	10	309	123	9	12	1	4	47539	2791	
Percent	0.4%	76.1%	17.6%	0.6%	3.7%	0.6%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%		5.9%	

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

Community: Brockton
 Com #_URFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Manley St, north of West Chestnut St

Start Time	17-Nov-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	66	82	77	82	*	*	*	*	*	*	*	*	78	74
01:00	*	*	47	41	48	41	*	*	*	*	*	*	*	*	50	44
02:00	*	*	24	29	24	29	*	*	*	*	*	*	*	*	24	28
03:00	*	*	11	41	38	41	*	*	*	*	*	*	*	*	16	40
04:00	*	*	24	23	20	23	*	*	*	*	*	*	*	*	24	26
05:00	*	*	28	50	25	50	*	*	*	*	*	*	*	*	26	48
06:00	*	*	30	125	40	125	*	*	*	*	*	*	*	*	35	125
07:00	*	*	116	291	120	309	*	*	*	*	*	*	*	*	118	300
08:00	*	*	269	390	279	371	*	*	*	*	*	*	*	*	274	380
09:00	*	*	325	358	329	364	*	*	*	*	*	*	*	*	327	361
10:00	*	*	276	332	263	321	*	*	*	*	*	*	*	*	270	326
11:00	*	*	250	302	265	325	*	*	*	*	*	*	*	*	258	314
12:00 PM	*	*	232	279	224	263	*	*	*	*	*	*	*	*	228	271
01:00	*	*	241	304	257	296	*	*	*	*	*	*	*	*	249	300
02:00	*	*	295	324	256	285	*	*	*	*	*	*	*	*	276	304
03:00	*	*	292	294	311	308	*	*	*	*	*	*	*	*	302	301
04:00	*	*	326	344	360	342	*	*	*	*	*	*	*	*	343	343
05:00	*	*	367	390	381	380	*	*	*	*	*	*	*	*	374	385
06:00	*	*	409	368	379	360	*	*	*	*	*	*	*	*	394	364
07:00	*	*	316	270	334	252	*	*	*	*	*	*	*	*	325	261
08:00	*	*	215	165	213	180	*	*	*	*	*	*	*	*	214	172
09:00	*	*	175	120	140	139	*	*	*	*	*	*	*	*	158	130
10:00	*	*	129	98	133	103	*	*	*	*	*	*	*	*	131	100
11:00	*	*	98	54	107	71	*	*	*	*	*	*	*	*	102	62
Total	0	0	4580	5060	4608	5060	0	0	0	0	0	0	0	0	4596	5059
Day			9640	9668	9668	9668									9655	9655
AM Peak			09:00	08:00	09:00	08:00									09:00	08:00
Vol.			325	390	329	371									327	380
PM Peak			18:00	17:00	17:00	17:00									18:00	17:00
Vol.			409	390	381	380									394	385
Comb. Total			0	9640	9668	9668	0	0	0	0	0	0	0	0	9655	9655

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Manley St, north of West Chestnut St

Start Time	17-Nov-08 Mon	18-Nov-08 Tue	19-Nov-08 Wed	20-Nov-08 Thu	21-Nov-08 Fri	22-Nov-08 Sat	23-Nov-08 Sun	Week Average
12:00 AM	*	145	159	*	*	*	*	152
01:00	*	100	89	*	*	*	*	94
02:00	*	50	53	*	*	*	*	52
03:00	*	49	61	*	*	*	*	55
04:00	*	54	46	*	*	*	*	50
05:00	*	73	75	*	*	*	*	74
06:00	*	155	165	*	*	*	*	160
07:00	*	407	429	*	*	*	*	418
08:00	*	659	650	*	*	*	*	654
09:00	*	683	693	*	*	*	*	688
10:00	*	608	584	*	*	*	*	596
11:00	*	552	590	*	*	*	*	571
12:00 PM	*	511	487	*	*	*	*	499
01:00	*	545	553	*	*	*	*	549
02:00	*	619	541	*	*	*	*	580
03:00	*	586	619	*	*	*	*	602
04:00	*	670	702	*	*	*	*	686
05:00	*	757	761	*	*	*	*	759
06:00	*	777	739	*	*	*	*	758
07:00	*	586	586	*	*	*	*	586
08:00	*	380	393	*	*	*	*	386
09:00	*	295	279	*	*	*	*	287
10:00	*	227	236	*	*	*	*	232
11:00	*	152	178	*	*	*	*	165
Total	0	9640	9668	0	0	0	0	9653
Percentage	0.0%	99.9%	100.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	09:00					09:00
Vol.		683	693					688
PM Peak		18:00	17:00					17:00
Vol.		777	761					759

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

SB

Manley St, north of West Chestnut St

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
11/18/08	0	0	0	0	17	27	25	10	0	0	0	0	0	0	0	79
01:00	0	0	0	1	7	23	17	5	0	0	0	0	0	0	0	53
02:00	0	0	0	0	1	13	9	1	0	0	0	0	0	0	0	24
03:00	0	0	0	1	5	2	2	0	1	0	0	0	0	0	0	11
04:00	2	0	2	0	4	9	6	1	0	0	0	0	0	0	0	24
05:00	1	0	0	1	4	11	11	0	0	0	0	0	0	0	0	28
06:00	1	0	0	0	3	13	10	3	0	0	0	0	0	0	0	30
07:00	10	2	1	2	12	49	36	3	1	0	0	0	0	0	0	116
08:00	17	0	3	18	60	93	67	10	1	0	0	0	0	0	0	269
09:00	21	7	3	9	44	110	102	26	3	0	0	0	0	0	0	325
10:00	13	5	5	14	66	102	56	12	3	0	0	0	0	0	0	276
11:00	10	10	5	10	64	88	49	14	0	0	0	0	0	0	0	250
12 PM	9	1	3	6	51	81	61	19	1	0	0	0	0	0	0	232
13:00	4	3	4	16	61	97	47	8	1	0	0	0	0	0	0	241
14:00	17	4	5	25	75	106	57	6	0	0	0	0	0	0	0	295
15:00	16	4	5	16	69	106	60	14	2	0	0	0	0	0	0	292
16:00	9	6	2	25	80	124	66	11	2	1	0	0	0	0	0	326
17:00	17	3	1	18	78	173	68	8	1	0	0	0	0	0	0	367
18:00	21	9	8	18	100	177	71	3	2	0	0	0	0	0	0	409
19:00	7	2	6	10	67	151	89	4	0	0	0	0	0	0	0	316
20:00	7	0	0	8	43	91	55	8	3	0	0	0	0	0	0	215
21:00	5	0	0	3	23	74	59	11	0	0	0	0	0	0	0	175
22:00	2	3	1	8	19	49	38	7	2	0	0	0	0	0	0	129
23:00	1	0	0	0	17	37	29	12	2	0	0	0	0	0	0	98
Total	190	59	54	209	970	1806	1070	196	25	1	0	0	0	0	0	4580

Daily

- 15th Percentile : 31 MPH
- 50th Percentile : 38 MPH
- 85th Percentile : 43 MPH
- 95th Percentile : 45 MPH

Mean Speed(Average) : 36 MPH

10 MPH Pace Speed : 36-45 MPH

Number in Pace : 2876

Percent in Pace : 62.8%

Number of Vehicles > 30 MPH : 4068

Percent of Vehicles > 30 MPH : 88.8%

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

Manley St, north of West Chestnut St

SB	Start Time	15	16	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
11/19/08		3	1	0	3	9	29	20	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	
01:00		1	2	0	1	3	20	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	
02:00		1	1	0	0	3	11	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
03:00		1	0	0	0	1	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
04:00		1	0	0	0	6	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
05:00		0	0	0	0	4	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
06:00		0	0	0	0	4	13	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	
07:00		4	0	1	3	15	46	38	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	
08:00		15	0	4	31	52	95	72	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	279	
09:00		15	6	1	16	66	123	91	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	329	
10:00		11	3	5	18	51	96	59	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263	
11:00		18	3	4	22	55	94	56	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	
12 PM		10	6	7	6	60	87	37	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224	
13:00		14	7	3	18	55	98	53	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	257	
14:00		7	4	3	25	72	96	39	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	
15:00		10	2	4	24	87	125	50	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	311	
16:00		27	3	4	17	92	133	65	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	360	
17:00		13	1	8	7	83	174	86	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	381	
18:00		20	5	3	40	101	164	40	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	379	
19:00		13	0	2	6	94	153	56	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	334	
20:00		6	0	1	12	50	88	44	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	
21:00		8	0	2	2	33	52	38	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	
22:00		1	1	1	5	37	38	41	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	
23:00		3	0	4	1	12	45	34	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	
Total		202	45	57	257	1045	1810	979	190	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4608	

Daily
 15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2855
 Percent in Pace : 62.0%
 Number of Vehicles > 30 MPH : 4047
 Percent of Vehicles > 30 MPH : 87.8%

Grand Total	392	104	111	466	2015	3616	2049	386	43	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9188
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Overall
 15th Percentile : 31 MPH
 50th Percentile : 38 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 5665
 Percent in Pace : 61.7%
 Number of Vehicles > 30 MPH : 8115
 Percent of Vehicles > 30 MPH : 88.3%

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

NB
 Manley St, north of West Chestnut St

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
11/18/08	1	0	2	3	22	19	14	5	0	0	0	0	0	999	0
01:00	0	0	2	2	11	17	12	2	0	0	1	0	0	0	66
02:00	0	0	0	0	2	12	8	4	0	0	0	0	0	0	47
03:00	1	0	0	1	7	15	8	4	2	0	0	0	0	0	26
04:00	1	0	0	0	7	16	3	3	0	0	0	0	0	0	38
05:00	1	0	1	1	9	18	10	3	2	0	0	0	0	0	30
06:00	1	0	0	6	17	42	42	17	0	0	0	0	0	0	45
07:00	13	2	1	7	59	107	82	13	7	0	0	0	0	0	125
08:00	18	4	5	13	46	169	110	22	3	0	0	0	0	0	291
09:00	20	22	10	20	54	117	96	15	4	0	0	0	0	0	390
10:00	15	4	11	16	64	142	67	13	0	0	0	0	0	0	358
11:00	12	3	6	19	59	121	64	13	4	1	0	0	0	0	332
12 PM	17	5	1	8	81	109	52	6	0	0	0	0	0	0	302
13:00	7	1	2	22	92	110	60	9	1	0	0	0	0	0	279
14:00	22	0	15	22	86	129	42	7	1	0	0	0	0	0	304
15:00	12	8	11	6	56	130	62	7	2	0	0	0	0	0	324
16:00	12	7	8	18	66	136	83	13	1	0	0	0	0	0	294
17:00	20	0	5	22	121	160	55	7	0	0	0	0	0	0	344
18:00	23	14	5	23	110	142	46	4	1	0	0	0	0	0	390
19:00	13	1	2	18	86	110	37	3	0	0	0	0	0	0	368
20:00	4	0	2	9	50	72	22	5	1	0	0	0	0	0	270
21:00	5	0	1	3	28	62	18	3	0	0	0	0	0	0	165
22:00	2	0	1	9	30	38	16	2	0	0	0	0	0	0	120
23:00	2	0	0	3	8	20	11	9	1	0	0	0	0	0	98
Total	222	71	91	251	1171	2013	1020	189	30	1	1	0	0	0	5060

Daily
 15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 3184
 Percent in Pace : 62.9%
 Number of Vehicles > 30 MPH : 4425
 Percent of Vehicles > 30 MPH : 87.5%

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

NB Manley St, north of West Chestnut St

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
11/19/08	3	1	0	5	21	25	23	4	0	0	0	0	0	0	82
01:00	2	0	0	2	8	21	8	0	0	0	0	0	0	0	41
02:00	1	0	0	0	6	14	6	2	0	0	0	0	0	0	29
03:00	2	0	0	3	5	18	9	4	0	0	0	0	0	0	41
04:00	1	0	0	1	8	7	3	3	0	0	0	0	0	0	23
05:00	0	0	0	4	14	18	8	5	1	0	0	0	0	0	50
06:00	0	0	0	1	21	44	43	14	2	0	0	0	0	0	125
07:00	5	0	0	8	76	127	77	12	4	0	0	0	0	0	309
08:00	16	9	7	8	80	136	101	11	3	0	0	0	0	0	371
09:00	25	9	3	14	50	156	86	19	1	1	0	0	0	0	364
10:00	12	4	6	18	81	123	63	12	2	0	0	0	0	0	321
11:00	20	6	7	10	53	141	71	17	0	0	0	0	0	0	325
12 PM	13	3	0	22	64	103	47	10	1	0	0	0	0	0	263
13:00	20	5	7	17	89	104	43	10	1	0	0	0	0	0	296
14:00	8	3	8	14	62	113	65	10	2	0	0	0	0	0	285
15:00	18	5	7	10	67	148	43	10	0	0	0	0	0	0	308
16:00	15	2	2	21	68	157	66	11	0	0	0	0	0	0	342
17:00	14	9	5	20	103	163	56	8	2	0	0	0	0	0	380
18:00	20	3	9	30	116	135	43	4	0	0	0	0	0	0	360
19:00	13	1	6	16	64	98	41	10	2	1	0	0	0	0	252
20:00	14	3	0	11	45	83	19	5	0	0	0	0	0	0	180
21:00	7	0	2	5	39	52	29	3	2	0	0	0	0	0	139
22:00	6	0	2	3	32	39	15	5	1	0	0	0	0	0	103
23:00	6	0	0	4	10	28	16	5	2	0	0	0	0	0	71
Total	241	63	71	247	1182	2053	981	194	26	2	0	0	0	0	5060

Daily
 15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 3235
 Percent in Pace : 63.9%
 Number of Vehicles > 30 MPH : 4438
 Percent of Vehicles > 30 MPH : 87.7%

Grand Total	463	134	162	498	2353	4066	2001	383	56	3	1	0	0	0	10120
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Overall
 15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 6419
 Percent in Pace : 63.4%
 Number of Vehicles > 30 MPH : 8863
 Percent of Vehicles > 30 MPH : 87.6%

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

SB, NB

Manley St, north of West Chestnut St

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
11/18/08	1	0	2	3	39	46	39	15	0	0	0	0	0	0	145
01:00	0	0	2	3	18	40	29	7	0	0	1	0	0	0	100
02:00	0	0	0	0	3	25	17	5	0	0	0	0	0	0	50
03:00	1	0	0	2	12	17	10	4	3	0	0	0	0	0	49
04:00	3	0	2	0	11	25	9	4	0	0	0	0	0	0	54
05:00	2	0	1	2	13	29	21	3	2	0	0	0	0	0	73
06:00	2	0	0	6	20	55	52	20	0	0	0	0	0	0	155
07:00	23	4	2	9	71	156	118	16	8	0	0	0	0	0	407
08:00	35	4	8	31	106	262	177	32	4	0	0	0	0	0	659
09:00	41	29	13	29	98	227	198	41	7	0	0	0	0	0	683
10:00	28	9	16	30	130	244	123	25	3	0	0	0	0	0	608
11:00	22	13	11	29	123	209	113	27	4	1	0	0	0	0	552
12 PM	26	6	4	14	132	190	113	25	1	0	0	0	0	0	511
13:00	11	4	6	38	153	207	107	17	2	0	0	0	0	0	545
14:00	39	4	20	47	161	235	99	13	1	0	0	0	0	0	619
15:00	28	12	16	22	125	236	122	21	4	0	0	0	0	0	586
16:00	21	13	10	43	146	260	149	24	3	1	0	0	0	0	670
17:00	37	3	6	40	199	333	123	15	1	0	0	0	0	0	757
18:00	44	23	13	41	210	319	117	7	3	0	0	0	0	0	777
19:00	20	3	8	28	153	261	106	7	0	0	0	0	0	0	586
20:00	11	0	2	17	93	163	77	13	4	0	0	0	0	0	380
21:00	10	0	1	6	51	136	77	14	0	0	0	0	0	0	295
22:00	4	3	2	17	49	87	54	9	2	0	0	0	0	0	227
23:00	3	0	0	3	25	57	40	21	3	0	0	0	0	0	152
Total	412	130	145	460	2141	3819	2090	385	55	2	1	0	0	0	9640

Daily
 15th Percentile : 31 MPH
 50th Percentile : 38 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 5960
 Percent in Pace : 61.8%
 Number of Vehicles > 30 MPH : 8493
 Percent of Vehicles > 30 MPH : 88.1%

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

Manley St, north of West Chestnut St

SB, NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
11/19/08	6	2	0	8	30	54	43	14	1	1	0	0	0	0	159
01:00	3	2	0	3	11	41	24	4	1	0	0	0	0	0	89
02:00	2	1	0	0	9	25	12	3	0	1	0	0	0	0	53
03:00	3	0	0	3	6	27	17	5	0	0	0	0	0	0	61
04:00	2	0	0	1	14	15	9	5	0	0	0	0	0	0	46
05:00	0	0	0	4	18	31	15	6	1	0	0	0	0	0	75
06:00	0	0	0	1	25	57	60	20	2	0	0	0	0	0	165
07:00	9	0	1	11	91	173	115	20	9	0	0	0	0	0	429
08:00	31	9	11	39	132	231	173	18	5	1	0	0	0	0	650
09:00	40	15	4	30	116	279	177	28	3	1	0	0	0	0	693
10:00	23	7	11	36	132	219	122	32	2	0	0	0	0	0	584
11:00	38	9	11	32	108	235	127	30	0	0	0	0	0	0	590
12 PM	23	9	7	28	124	190	84	21	1	0	0	0	0	0	487
13:00	34	12	10	35	144	202	96	17	2	1	0	0	0	0	553
14:00	15	7	11	39	134	209	104	20	2	0	0	0	0	0	541
15:00	28	7	11	34	154	273	93	18	1	0	0	0	0	0	619
16:00	42	5	6	38	160	290	131	28	2	0	0	0	0	0	702
17:00	27	10	13	27	186	337	142	16	3	0	0	0	0	0	761
18:00	40	8	12	70	217	299	83	10	0	0	0	0	0	0	739
19:00	26	1	8	22	158	251	97	18	3	2	0	0	0	0	586
20:00	20	3	1	23	95	171	63	17	0	0	0	0	0	0	393
21:00	15	0	4	7	72	104	67	7	3	0	0	0	0	0	279
22:00	7	1	3	8	69	77	56	14	1	0	0	0	0	0	236
23:00	9	0	4	5	22	73	50	13	2	0	0	0	0	0	178
Total	443	108	128	504	2227	3863	1960	384	44	7	0	0	0	0	9668

Daily
 15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 6090
 Percent in Pace : 63.0%
 Number of Vehicles > 30 MPH : 8485
 Percent of Vehicles > 30 MPH : 87.8%

Grand Total	855	238	273	964	4368	7682	4050	769	99	9	1	0	0	0	19308
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Overall
 15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 12050
 Percent in Pace : 62.4%
 Number of Vehicles > 30 MPH : 16978
 Percent of Vehicles > 30 MPH : 87.9%

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

SB

Manley St, north of West Chestnut St

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
11/18/08	0	57	18	0	1	1	0	0	2	0	0	0	0	79	4
01:00	1	46	4	0	0	1	0	0	1	0	0	0	0	53	2
02:00	1	12	9	0	2	0	0	0	0	0	0	0	0	24	2
03:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0
04:00	2	11	5	1	3	1	0	0	1	0	0	0	0	24	6
05:00	1	18	5	1	2	1	0	0	0	0	0	0	0	28	4
06:00	0	14	9	0	4	0	0	1	2	0	0	0	0	30	7
07:00	4	77	25	3	4	1	0	0	1	0	0	0	0	115	9
08:00	4	190	51	3	14	1	0	2	2	1	0	0	0	268	23
09:00	1	247	57	4	13	2	0	0	0	0	0	0	0	324	19
10:00	2	185	56	8	16	1	0	3	4	0	0	0	0	275	32
11:00	3	154	60	5	21	5	0	0	2	0	0	0	0	250	33
12 PM	2	143	53	3	28	0	0	0	3	0	0	0	0	231	33
13:00	0	157	54	7	13	3	0	3	3	0	0	0	0	240	29
14:00	3	183	61	9	27	6	0	4	1	0	0	0	0	294	47
15:00	1	183	72	5	21	1	0	6	2	0	0	0	0	291	35
16:00	4	198	89	6	25	1	0	1	2	0	0	0	0	326	35
17:00	2	239	96	5	17	1	0	6	0	0	0	0	0	366	29
18:00	4	281	91	6	15	7	0	3	1	0	0	0	0	408	32
19:00	2	231	63	2	15	2	0	0	0	0	0	0	0	315	19
20:00	0	168	37	0	9	0	0	0	0	0	0	0	0	214	9
21:00	0	144	23	1	5	0	0	0	1	0	0	0	0	174	7
22:00	3	96	20	0	6	1	0	2	1	0	0	0	0	129	10
23:00	2	75	15	0	3	1	0	0	2	0	0	0	0	98	6
Total	42	3119	974	69	264	37	0	31	30	1	0	0	0	4567	432
Percent	0.9%	68.3%	21.3%	1.5%	5.8%	0.8%	0.0%	0.7%	0.7%	0.0%	0.0%	0.0%	0.0%		9.5%
AM Peak	07:00	09:00	11:00	10:00	11:00	11:00		10:00	10:00	08:00				09:00	11:00
Vol.	4	247	60	8	21	5		3	4	1				324	33
PM Peak	16:00	18:00	17:00	14:00	12:00	18:00		15:00	13:00					18:00	14:00
Vol.	4	281	96	9	28	7		6	3					408	47

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

Manley St, north of West Chestnut St

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
11/19/08	1	67	7	0	2	0	0	0	0	0	0	0	0	77	2
01:00	2	36	8	0	1	1	0	0	0	0	0	0	0	48	2
02:00	1	14	7	0	2	0	0	0	0	0	0	0	0	24	2
03:00	0	14	4	1	0	0	0	0	1	0	0	0	0	20	2
04:00	1	15	1	2	3	0	0	0	1	0	0	0	0	23	6
05:00	1	11	7	0	4	0	0	1	1	0	0	0	0	25	6
06:00	0	24	8	1	5	0	0	0	2	0	0	0	0	40	8
07:00	0	85	26	1	3	2	0	0	3	0	0	0	0	120	9
08:00	6	199	46	4	15	4	0	2	2	0	0	0	0	278	27
09:00	2	245	53	8	14	3	0	1	2	0	0	0	0	328	28
10:00	3	166	60	5	19	3	0	3	4	0	0	0	0	263	34
11:00	5	175	52	6	13	3	0	3	7	0	0	0	0	264	32
12 PM	0	133	59	4	22	4	0	1	0	0	0	0	0	223	31
13:00	2	173	50	5	17	4	0	4	2	0	0	0	0	257	32
14:00	1	169	58	1	17	3	0	4	2	0	0	0	0	255	27
15:00	1	206	62	7	24	0	0	6	5	0	0	0	0	311	42
16:00	2	238	77	5	28	2	0	5	2	0	0	0	0	359	42
17:00	1	238	103	6	22	6	0	4	1	0	0	0	0	381	39
18:00	5	268	76	5	21	2	0	0	1	0	0	0	0	378	29
19:00	2	251	61	3	12	2	0	2	0	0	0	0	0	333	19
20:00	0	161	35	2	10	3	0	0	1	0	0	0	0	212	16
21:00	1	102	33	1	1	0	0	0	1	0	0	0	0	139	3
22:00	2	106	18	1	4	0	0	0	1	0	0	0	0	132	6
23:00	1	81	19	0	4	2	0	0	0	0	0	0	0	107	6
Total	40	3177	930	68	263	44	0	36	39	0	0	0	0	4597	450
Percent	0.9%	69.1%	20.2%	1.5%	5.7%	1.0%	0.0%	0.8%	0.8%	0.0%	0.0%	0.0%	0.0%		9.8%
AM Peak	08:00	09:00	10:00	09:00	10:00	08:00		10:00	11:00					09:00	10:00
Vol.	6	245	60	8	19	4		3	7					328	34
PM Peak	18:00	18:00	17:00	15:00	16:00	17:00		15:00	15:00					17:00	15:00
Vol.	5	268	103	7	28	6		6	5					381	42
Grand Total	82	6296	1904	137	527	81	0	67	69	1	0	0	0	9164	882
Percent	0.9%	68.7%	20.8%	1.5%	5.8%	0.9%	0.0%	0.7%	0.8%	0.0%	0.0%	0.0%	0.0%		9.6%

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

Manley St, north of West Chestnut St

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
11/18/08	1	47	12	0	1	2	0	0	3	0	0	0	0	66	6
01:00	1	34	4	1	4	1	0	1	1	0	0	0	0	47	8
02:00	0	15	7	0	1	2	0	1	0	0	0	0	0	26	4
03:00	1	24	5	1	4	1	0	0	2	0	0	0	0	38	8
04:00	0	15	7	2	3	0	0	1	2	0	0	0	0	30	8
05:00	0	32	5	4	3	0	0	0	1	0	0	0	0	45	8
06:00	0	76	29	5	4	1	0	3	6	0	0	1	0	125	20
07:00	1	178	71	8	24	5	0	1	3	0	0	0	0	291	41
08:00	1	265	102	0	15	0	0	4	2	0	0	0	0	389	21
09:00	3	260	71	5	11	1	1	2	3	0	0	0	0	357	23
10:00	0	220	75	7	23	2	0	3	2	0	0	0	0	332	37
11:00	0	199	74	7	15	2	0	3	1	0	0	0	0	301	28
12 PM	1	183	61	7	19	2	1	2	2	0	0	0	0	278	33
13:00	0	195	75	8	14	0	0	6	4	0	0	0	1	303	33
14:00	0	226	60	7	15	2	0	5	7	0	0	0	0	322	36
15:00	3	185	69	7	20	3	0	5	1	0	0	0	0	293	36
16:00	1	245	67	9	15	0	0	2	4	0	0	0	0	343	30
17:00	0	290	80	4	11	0	0	3	1	0	0	0	0	389	19
18:00	4	280	60	4	9	5	0	4	1	0	0	0	0	367	23
19:00	0	214	45	0	6	1	0	1	2	0	0	0	0	269	10
20:00	0	128	22	3	8	3	0	0	0	0	0	0	0	165	15
21:00	1	99	14	0	3	0	0	1	1	0	1	0	0	119	5
22:00	0	74	17	0	3	1	0	1	1	0	0	0	0	97	6
23:00	1	41	6	0	3	0	0	0	2	0	0	0	0	53	5
Total	19	3525	1038	89	234	34	2	49	52	0	1	1	1	5045	463
Percent	0.4%	69.9%	20.6%	1.8%	4.6%	0.7%	0.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%		9.2%
AM Peak	09:00	08:00	08:00	07:00	07:00	07:00	09:00	08:00	06:00			06:00		08:00	07:00
Vol.	3	265	102	8	24	5	1	4	6			1		389	41
PM Peak	18:00	17:00	17:00	16:00	15:00	18:00	12:00	13:00	14:00		20:00		13:00	17:00	14:00
Vol.	4	290	80	9	20	5	1	6	7		1		1	389	36

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

Manley St, north of West Chestnut St

NB	Start Time	Bikes	Cars & Trailers	2 Axle Long	2 Axle 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
	11/19/08	0	70	6	1	2	0	0	1	2	0	0	0	0	82	6
	01:00	0	29	7	1	2	0	0	0	1	0	0	0	0	40	4
	02:00	0	22	5	0	2	0	0	0	0	0	0	0	0	29	2
	03:00	1	24	5	1	2	2	0	2	3	0	0	0	0	40	10
	04:00	0	11	5	2	2	0	0	0	3	0	0	0	0	23	7
	05:00	0	30	7	4	5	1	0	1	2	0	0	0	0	50	13
	06:00	0	77	33	4	3	1	0	2	4	0	0	1	0	125	15
	07:00	1	190	75	8	27	3	0	0	3	1	0	0	0	308	42
	08:00	0	260	81	7	14	2	0	3	3	0	0	0	0	370	29
	09:00	1	266	71	6	12	0	0	1	5	0	0	0	0	362	24
	10:00	1	221	60	7	27	0	0	1	3	0	0	0	0	320	38
	11:00	1	212	75	8	18	2	0	4	4	0	0	0	0	324	36
	12 PM	0	187	54	0	11	0	0	6	5	0	0	0	0	263	22
	13:00	1	211	52	3	19	1	1	4	3	0	0	0	0	295	31
	14:00	0	205	51	4	23	0	0	0	1	0	0	0	0	284	28
	15:00	1	221	50	5	19	2	0	5	3	0	1	0	0	307	35
	16:00	0	230	77	6	16	3	0	6	3	0	0	0	0	341	34
	17:00	3	272	74	5	16	3	0	4	2	0	0	0	0	379	30
	18:00	0	267	72	2	15	1	0	1	1	0	0	0	0	359	20
	19:00	0	195	44	2	8	0	0	1	1	0	0	0	0	251	12
	20:00	2	133	32	1	8	2	0	1	0	0	0	0	0	179	12
	21:00	0	105	25	0	5	0	0	1	2	0	0	0	0	138	8
	22:00	0	77	19	1	3	0	0	1	1	0	0	0	0	102	6
	23:00	1	60	5	0	1	1	0	0	2	0	0	0	0	70	4
	Total	13	3575	985	78	280	24	1	45	57	1	1	1	0	5041	468
	Percent	0.3%	70.9%	19.5%	1.5%	5.2%	0.5%	0.0%	0.9%	1.1%	0.0%	0.0%	0.0%	0.0%		9.3%
	AM Peak	03:00	09:00	08:00	07:00	07:00	07:00		11:00	09:00	07:00		06:00		08:00	07:00
	Vol.	1	266	81	8	27	3		4	5	1		1		370	42
	PM Peak	17:00	17:00	16:00	16:00	14:00	16:00	13:00	12:00	12:00		15:00			17:00	15:00
	Vol.	3	272	77	6	23	3	1	6	5		1			379	35
	Grand Total	32	7100	2023	167	494	58	3	94	109	1	2	2	1	10086	931
	Percent	0.3%	70.4%	20.1%	1.7%	4.9%	0.6%	0.0%	0.9%	1.1%	0.0%	0.0%	0.0%	0.0%		9.2%

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

Manley St, north of West Chestnut St																
SB, 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
11/18/08		1	104	30	0	2	3	0	0	5	0	0	0	0	145	10
01:00		2	80	8	1	4	2	0	1	2	0	0	0	0	100	10
02:00		1	27	16	0	3	2	0	1	0	0	0	0	0	50	6
03:00		1	34	6	1	4	1	0	0	2	0	0	0	0	49	8
04:00		2	26	12	3	6	1	0	1	3	0	0	0	0	54	14
05:00		1	50	10	5	5	1	0	0	1	0	0	0	0	73	12
06:00		0	90	38	5	8	1	0	4	8	0	0	1	0	155	27
07:00		5	255	96	11	28	6	0	1	4	0	0	0	0	406	50
08:00		5	455	153	3	29	1	0	6	4	1	0	0	0	657	44
09:00		4	507	128	9	24	3	1	2	3	0	0	0	0	681	42
10:00		2	405	131	15	39	3	0	6	6	0	0	0	0	607	69
11:00		3	353	134	12	36	7	0	3	3	0	0	0	0	551	61
12 PM		3	326	114	10	47	2	1	2	4	0	0	0	0	509	66
13:00		0	352	129	15	27	3	0	9	7	0	0	0	1	543	62
14:00		3	409	121	16	42	8	0	9	8	0	0	0	0	616	83
15:00		4	368	141	12	41	4	0	11	3	0	0	0	0	584	71
16:00		5	443	156	15	40	1	0	3	6	0	0	0	0	669	65
17:00		2	529	176	9	28	1	0	9	1	0	0	0	0	755	48
18:00		8	561	151	10	24	12	0	7	2	0	0	0	0	775	55
19:00		2	445	108	2	21	3	0	1	2	0	0	0	0	584	29
20:00		0	296	59	3	17	3	0	0	0	0	1	0	0	379	24
21:00		1	243	37	1	8	0	0	1	2	0	0	0	0	293	12
22:00		3	170	37	0	9	2	0	3	2	0	0	0	0	226	16
23:00		3	116	21	0	6	1	0	0	4	0	0	0	0	151	11
Total		61	6644	2012	158	498	71	2	80	82	1	1	1	1	9612	895
Percent		0.6%	69.1%	20.9%	1.6%	5.2%	0.7%	0.0%	0.8%	0.9%	0.0%	0.0%	0.0%	0.0%		9.3%
AM Peak	07:00	09:00	08:00	10:00	10:00	11:00	09:00	08:00	08:00	06:00	08:00	06:00	06:00	06:00	09:00	10:00
Vol.	5	507	153	15	39	7	1	6	8	1			1	681	69	
PM Peak	18:00	18:00	17:00	14:00	12:00	18:00	12:00	15:00	14:00		20:00			13:00	18:00	14:00
Vol.	8	561	176	16	47	12	1	11	8		1		1	775	83	

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

Community: Brockton
 Com #_U/RFC: 44_U5
 Recorder #: Jamar #15
 Tube Layout: L6 Basic

Station ID: 7016
 Site Code: 44
 Date Start: 18-Nov-08
 Date End: 19-Nov-08
 Date Start: 18-Nov-08

Manley St, north of West Chestnut St

SB, NB	Start Time	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
	11/19/08	1	137	13	1	4	0	1	2	0	0	0	0	159	8
	01:00	2	65	15	1	3	1	0	1	0	0	0	0	88	6
	02:00	1	36	12	0	4	0	0	0	0	0	0	0	53	4
	03:00	1	38	9	2	2	0	0	4	0	0	0	0	60	12
	04:00	1	26	6	4	5	0	0	2	4	0	0	0	46	13
	05:00	1	41	14	4	9	1	0	2	3	0	0	0	75	19
	06:00	0	101	41	5	8	1	0	6	0	0	1	0	165	23
	07:00	1	275	101	9	30	5	0	6	1	0	0	0	428	51
	08:00	6	459	127	11	29	6	0	5	0	0	0	0	648	56
	09:00	3	511	124	14	26	3	0	7	0	0	0	0	690	52
	10:00	4	387	120	12	46	3	0	7	0	0	0	0	583	72
	11:00	6	387	127	14	31	5	0	11	0	0	0	0	588	68
	12 PM	0	320	113	4	33	4	0	5	0	0	0	0	486	53
	13:00	3	384	102	8	36	5	1	5	0	0	0	0	552	63
	14:00	1	374	109	5	40	3	0	3	0	0	0	0	539	55
	15:00	2	427	112	12	43	2	0	8	0	1	0	0	618	77
	16:00	2	468	154	11	44	5	0	5	0	0	0	0	700	76
	17:00	4	510	177	11	38	9	0	3	0	0	0	0	760	69
	18:00	5	535	148	7	36	3	0	2	0	0	0	0	737	49
	19:00	2	446	105	5	20	2	0	1	0	0	0	0	584	31
	20:00	2	294	67	3	18	5	0	1	0	0	0	0	391	28
	21:00	1	207	58	1	6	0	0	3	0	0	0	0	277	11
	22:00	2	183	37	2	7	0	0	2	0	0	0	0	234	12
	23:00	2	141	24	0	5	3	0	2	0	0	0	0	177	10
	Total	53	6752	1915	146	523	68	1	96	1	1	1	0	9638	918
	Percent	0.5%	70.1%	19.9%	1.5%	5.4%	0.7%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%		9.5%
	AM Peak	08:00	09:00	08:00	09:00	10:00	08:00	11:00	11:00	07:00		06:00		09:00	10:00
	Vol.	6	511	127	14	46	6	7	11	1		1		690	72
	PM Peak	18:00	18:00	17:00	15:00	16:00	17:00	13:00	15:00		15:00			17:00	15:00
	Vol.	5	535	177	12	44	9	1	8		1			760	77
	Grand Total	114	13396	3927	304	1021	139	3	178	2	2	2	1	19250	1813
	Percent	0.6%	69.6%	20.4%	1.6%	5.3%	0.7%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%		9.4%



Old Colony Planning Council

70 School Street
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 508-583-1833
 www.ocpcrpa.org

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

File Name : 44_Belmont(123)&Mass(VA Main Entrance)_AM
 Site Code : 44
 Start Date : 3/8/2011
 Page No : 1

Groups Printed- 3 - FHWA 4 - 13

Start Time	Belmont Court (Belmont West Apts) Southbound					Belmont Street (Route 123) Westbound					Mass Avenue (VA Hosp Main Entrance) Northbound					Belmont Street (Route 123) 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		
06:00 AM	1	0	7	0	8	10	82	1	0	93	3	0	0	0	3	1	59	19	0	79	183
06:15 AM	5	0	11	2	18	2	117	3	0	122	3	0	1	1	5	2	86	11	0	99	244
06:30 AM	5	0	6	1	12	8	135	1	0	144	3	1	1	0	5	2	116	21	0	139	300
06:45 AM	3	0	3	2	8	6	135	1	1	143	2	0	3	1	6	2	215	38	2	257	414
Total	14	0	27	5	46	26	469	6	1	502	11	1	5	2	19	7	476	89	2	574	1141
07:00 AM	5	0	6	0	11	14	141	4	0	159	5	0	3	0	8	1	164	41	1	207	385
07:15 AM	7	1	7	0	15	16	141	2	0	159	7	0	1	3	11	1	133	56	2	192	377
07:30 AM	11	2	11	1	25	10	125	2	0	137	4	0	4	0	8	3	230	46	1	280	450
07:45 AM	5	1	6	1	13	9	142	0	1	152	10	2	11	1	24	2	237	55	2	296	485
Total	28	4	30	2	64	49	549	8	1	607	26	2	19	4	51	7	764	198	6	975	1697
08:00 AM	8	1	6	0	15	7	144	4	0	155	8	1	4	1	14	2	233	54	1	290	474
08:15 AM	5	1	10	2	18	9	145	5	0	159	12	2	4	2	20	1	251	23	6	281	478
08:30 AM	5	1	8	1	15	10	157	2	0	169	9	1	4	0	14	3	245	43	0	291	489
08:45 AM	1	1	9	0	11	14	128	6	0	148	7	0	4	0	11	2	210	27	1	240	410
Total	19	4	33	3	59	40	574	17	0	631	36	4	16	3	59	8	939	147	8	1102	1851
Grand Total	61	8	90	10	169	115	1592	31	2	1740	73	7	40	9	129	22	2179	434	16	2651	4689
Apprch %	36.1	4.7	53.3	5.9		6.6	91.5	1.8	0.1		56.6	5.4	31	7		0.8	82.2	16.4	0.6		
Total %	1.3	0.2	1.9	0.2	3.6	2.5	34	0.7	0	37.1	1.6	0.1	0.9	0.2	2.8	0.5	46.5	9.3	0.3	56.5	
FHWA 1-3	60	8	90	0	158	105	1495	29	0	1629	68	7	33	0	108	22	2039	432	0	2493	4388
% FHWA 1-3	98.4	100	100	0	93.5	91.3	93.9	93.5	0	93.6	93.2	100	82.5	0	83.7	100	93.6	99.5	0	94	93.6
FHWA 4	0	0	0	4	4	8	30	1	2	41	2	0	6	3	11	0	23	0	4	27	83
% FHWA 4	0	0	0	40	2.4	7	1.9	3.2	100	2.4	2.7	0	15	33.3	8.5	0	1.1	0	25	1	1.8
FHWA 5-13	1	0	0	6	7	2	67	1	0	70	3	0	1	6	10	0	117	2	12	131	218
% FHWA 5-13	1.6	0	0	60	4.1	1.7	4.2	3.2	0	4	4.1	0	2.5	66.7	7.8	0	5.4	0.5	75	4.9	4.6

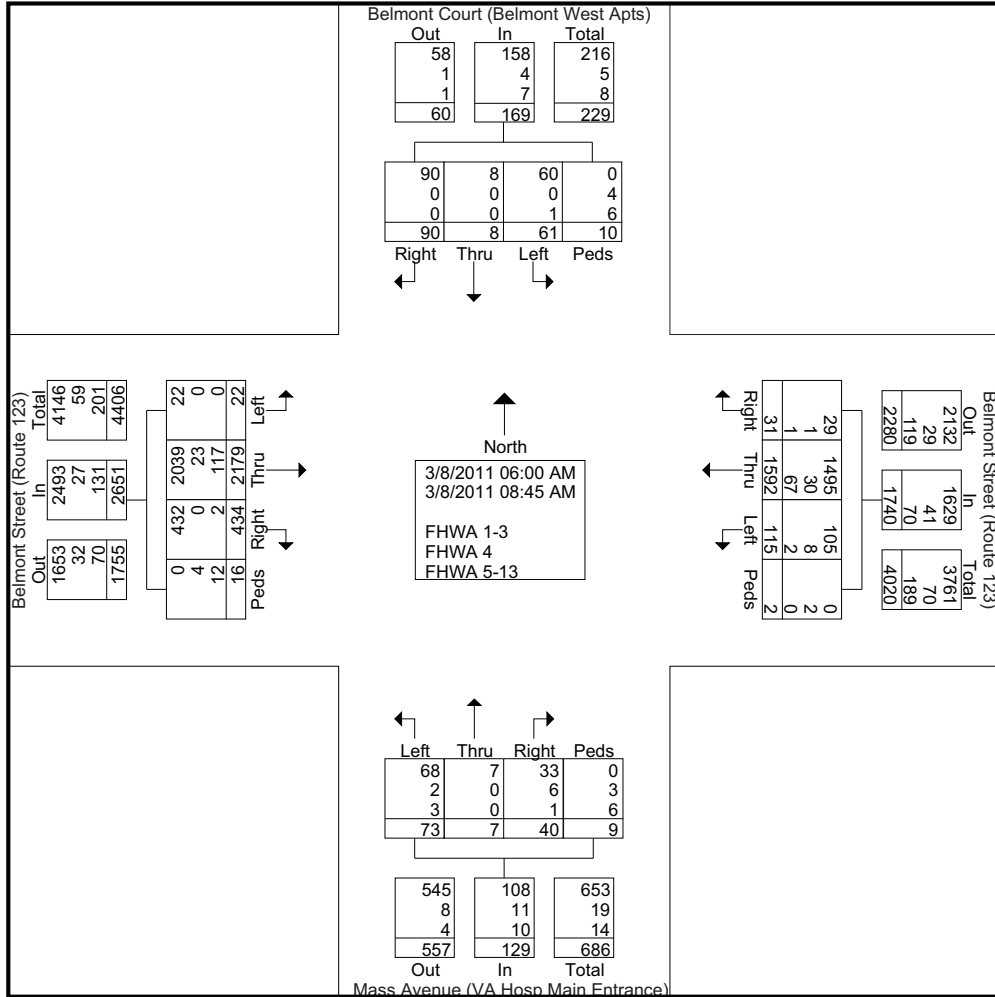


Old Colony Planning Council

70 School Street
 Brockton, MA 02301
 508-583-1833
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Community: Brockton
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 Traffic Control: Signal

File Name : 44_Belmont(123)&Mass(VA Main Entrance)_AM
 Site Code : 44
 Start Date : 3/8/2011
 Page No : 2



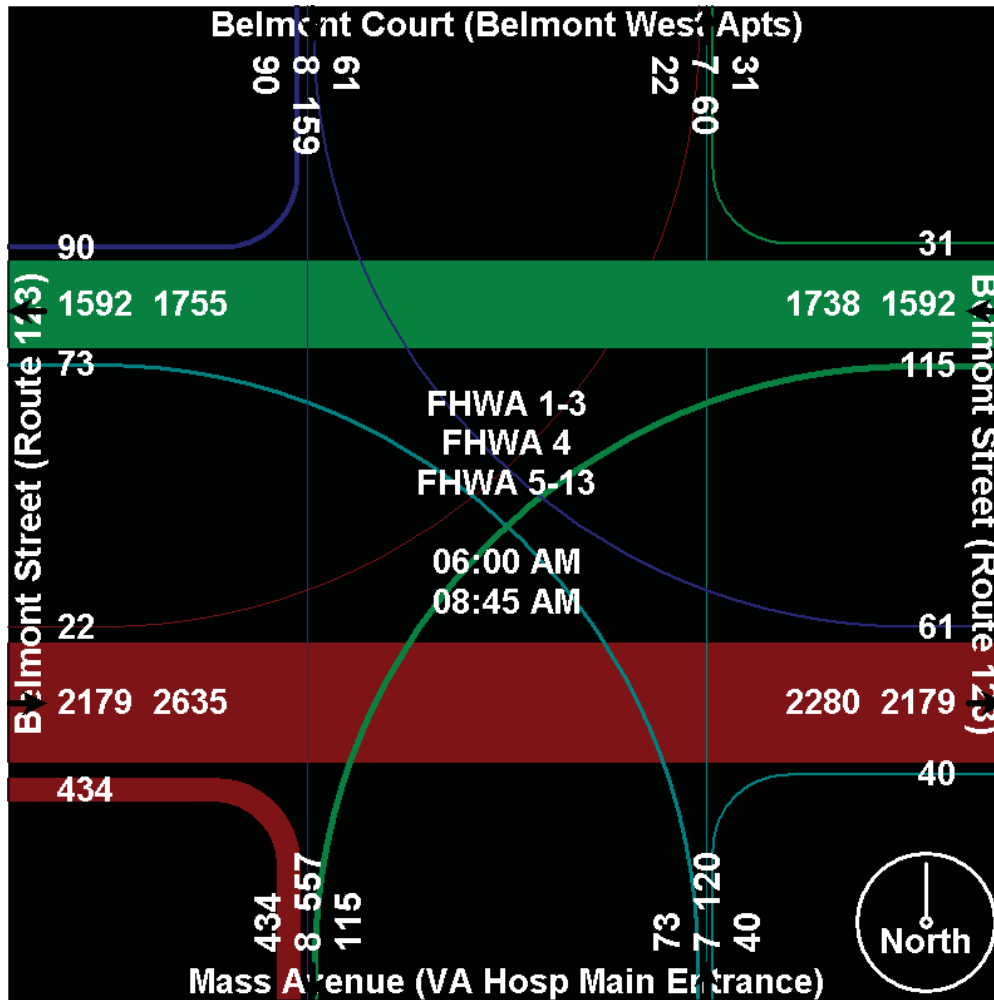


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File Name : 44_Belmont(123)&Mass(VA Main Entrance)_AM
Site Code : 44
Start Date : 3/8/2011
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Community: Brockton
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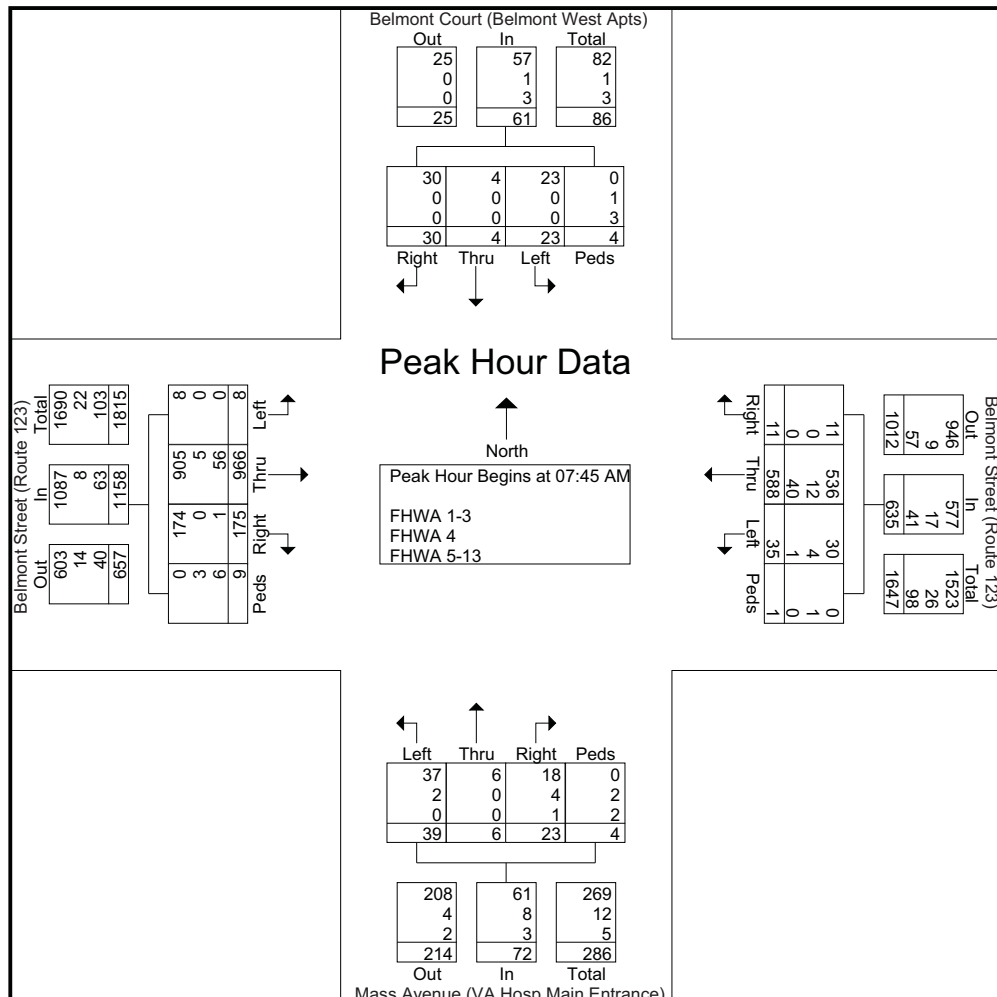
Old Colony Planning Council

70 School Street
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Community: Brockton
 Weather: Clear
 Board # & Staff: DB-400 (6) & EA
 Traffic Control: Signal

File Name : 44_Belmont(123)&Mass(VA Main Entrance)_AM
 Site Code : 44
 Start Date : 3/8/2011
 Page No : 4

Start Time	Belmont Court (Belmont West Apts) Southbound					Belmont Street (Route 123) Westbound					Mass Avenue (VA Hosp Main Entrance) Northbound					Belmont Street (Route 123) 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 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	5	1	6	1	13	9	142	0	1	152	10	2	11	1	24	2	237	55	2	296	485
08:00 AM	8	1	6	0	15	7	144	4	0	155	8	1	4	1	14	2	233	54	1	290	474
08:15 AM	5	1	10	2	18	9	145	5	0	159	12	2	4	2	20	1	251	23	6	281	478
08:30 AM	5	1	8	1	15	10	157	2	0	169	9	1	4	0	14	3	245	43	0	291	489
Total Volume	23	4	30	4	61	35	588	11	1	635	39	6	23	4	72	8	966	175	9	1158	1926
% App. Total	37.7	6.6	49.2	6.6		5.5	92.6	1.7	0.2		54.2	8.3	31.9	5.6		0.7	83.4	15.1	0.8		
PHF	.719	1.000	.750	.500	.847	.875	.936	.550	.250	.939	.813	.750	.523	.500	.750	.667	.962	.795	.375	.978	.985
FHWA 1-3	23	4	30	0	57	30	536	11	0	577	37	6	18	0	61	8	905	174	0	1087	1782
% FHWA 1-3	100	100	100	0	93.4	85.7	91.2	100	0	90.9	94.9	100	78.3	0	84.7	100	93.7	99.4	0	93.9	92.5
FHWA 4	0	0	0	1	1	4	12	0	1	17	2	0	4	2	8	0	5	0	3	8	34
% FHWA 4	0	0	0	25.0	1.6	11.4	2.0	0	100	2.7	5.1	0	17.4	50.0	11.1	0	0.5	0	33.3	0.7	1.8
FHWA 5-13	0	0	0	3	3	1	40	0	0	41	0	0	1	2	3	0	56	1	6	63	110
% FHWA 5-13	0	0	0	75.0	4.9	2.9	6.8	0	0	6.5	0	0	4.3	50.0	4.2	0	5.8	0.6	66.7	5.4	5.7



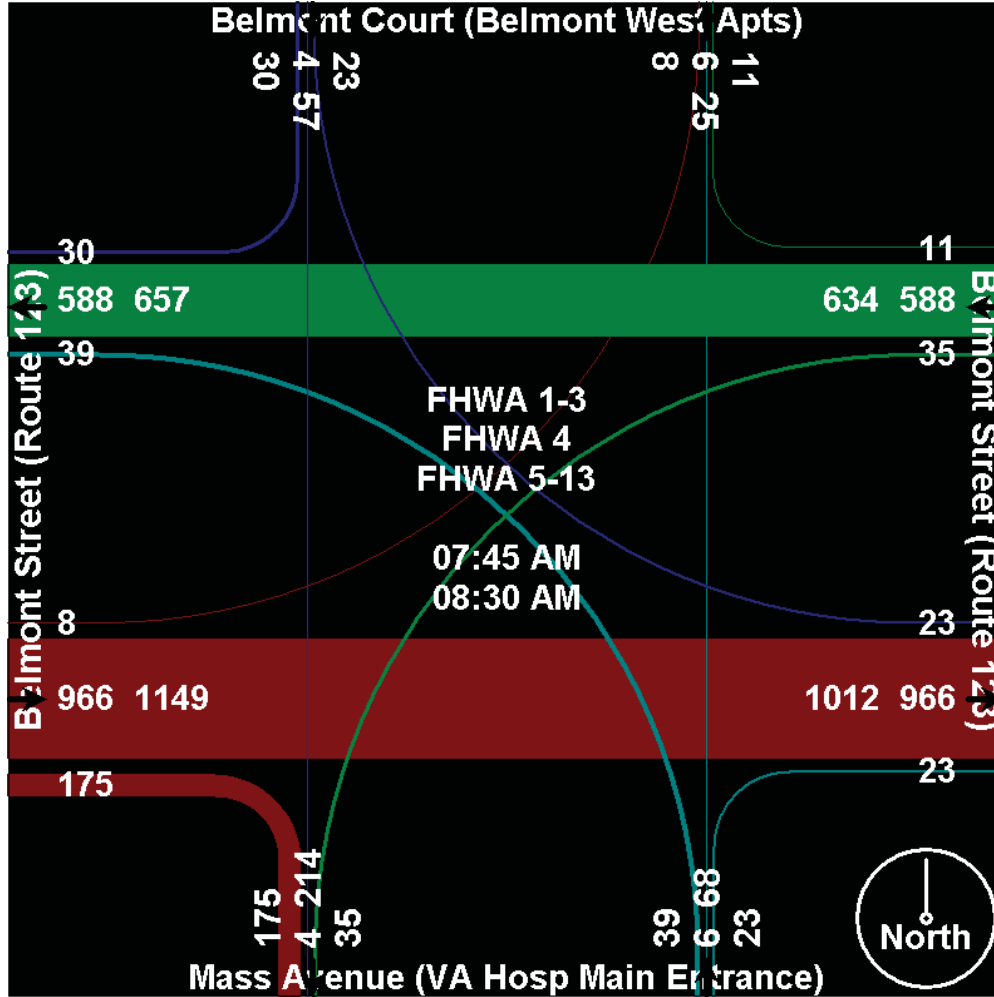


Old Colony Planning Council

70 School Street
Brockton, MA 02301
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Community: Brockton
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Traffic Control: Signal

File Name : 44_Belmont(123)&Mass(VA Main Entrance)_AM
Site Code : 44
Start Date : 3/8/2011
Page No : 5





Old Colony Planning Council

70 School Street
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File Name : 44_Belmont(123)&Mass(VA Main Entrance)_AM
Site Code : 44
Start Date : 3/8/2011
Page No : 6

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

Image 1





Old Colony Planning Council

70 School Street
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 508-583-1833
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Community: Brockton
 Weather: Clear
 Board # & Staff: DB-400 (6) & JC
 Traffic Control: Signal

File Name : 44_Belmont(123)&Mass(VA Main Entrance)_PM
 Site Code : 44
 Start Date : 3/8/2011
 Page No : 1

Groups Printed- 3 - FHWA 4 - 13

Start Time	Belmont Court (Belmont West Apts) Southbound					Belmont Street (Route 123) Westbound					Mass Avenue (VA Hospital Main Entrance) Northbound					Belmont Street (Route 123) 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	
03:00 PM	5	0	6	2	13	6	232	4	0	242	37	1	9	4	51	7	219	12	2	240	546
03:15 PM	2	1	5	1	9	10	217	8	0	235	36	1	6	0	43	4	225	19	1	249	536
03:30 PM	7	1	3	4	15	5	229	8	1	243	45	2	14	1	62	3	248	12	0	263	583
03:45 PM	4	0	4	5	13	7	244	10	0	261	30	2	18	0	50	5	259	14	1	279	603
Total	18	2	18	12	50	28	922	30	1	981	148	6	47	5	206	19	951	57	4	1031	2268
04:00 PM	2	0	5	0	7	2	224	6	0	232	52	2	23	0	77	7	223	8	0	238	554
04:15 PM	13	0	7	4	24	10	212	12	0	234	35	1	12	1	49	5	241	9	0	255	562
04:30 PM	2	0	4	4	10	4	253	8	0	265	72	0	10	0	82	6	228	5	0	239	596
04:45 PM	6	0	4	0	10	1	226	5	0	232	31	0	8	0	39	10	223	6	0	239	520
Total	23	0	20	8	51	17	915	31	0	963	190	3	53	1	247	28	915	28	0	971	2232
05:00 PM	3	2	2	2	9	3	218	4	0	225	35	1	8	1	45	8	273	3	0	284	563
05:15 PM	5	0	4	1	10	3	210	7	0	220	31	1	7	0	39	3	235	5	1	244	513
05:30 PM	2	1	5	7	15	2	219	9	0	230	15	0	9	0	24	7	246	4	1	258	527
05:45 PM	5	0	2	0	7	6	184	8	0	198	9	1	5	1	16	7	255	9	0	271	492
Total	15	3	13	10	41	14	831	28	0	873	90	3	29	2	124	25	1009	21	2	1057	2095
Grand Total	56	5	51	30	142	59	2668	89	1	2817	428	12	129	8	577	72	2875	106	6	3059	6595
Apprch %	39.4	3.5	35.9	21.1		2.1	94.7	3.2	0		74.2	2.1	22.4	1.4		2.4	94	3.5	0.2		
Total %	0.8	0.1	0.8	0.5	2.2	0.9	40.5	1.3	0	42.7	6.5	0.2	2	0.1	8.7	1.1	43.6	1.6	0.1	46.4	
FHWA 1-3	55	3	49	0	107	52	2587	87	0	2726	421	12	118	0	551	70	2813	100	0	2983	6367
% FHWA 1-3	98.2	60	96.1	0	75.4	88.1	97	97.8	0	96.8	98.4	100	91.5	0	95.5	97.2	97.8	94.3	0	97.5	96.5
FHWA 4	1	0	0	9	10	7	12	1	0	20	2	0	7	1	10	0	15	1	4	20	60
% FHWA 4	1.8	0	0	30	7	11.9	0.4	1.1	0	0.7	0.5	0	5.4	12.5	1.7	0	0.5	0.9	66.7	0.7	0.9
FHWA 5-13	0	2	2	21	25	0	69	1	1	71	5	0	4	7	16	2	47	5	2	56	168
% FHWA 5-13	0	40	3.9	70	17.6	0	2.6	1.1	100	2.5	1.2	0	3.1	87.5	2.8	2.8	1.6	4.7	33.3	1.8	2.5

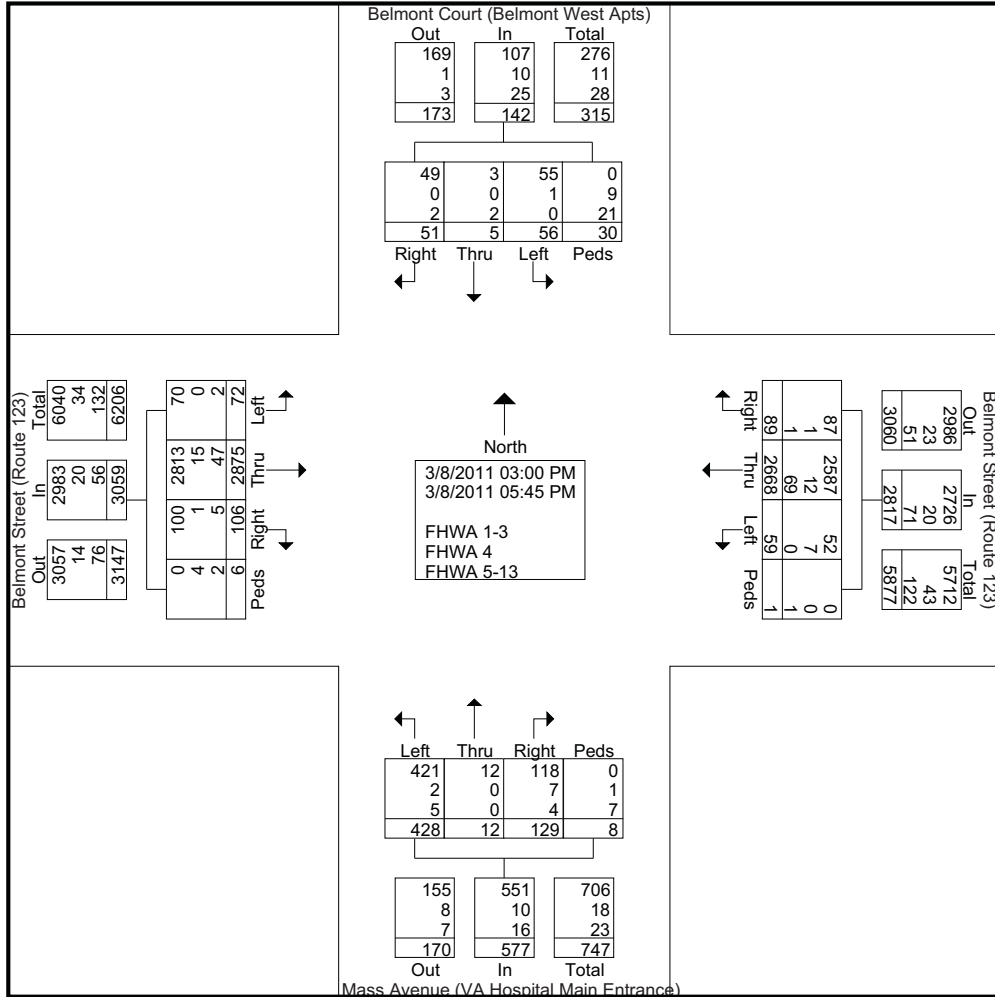


Old Colony Planning Council

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 Board # & Staff: DB-400 (6) & JC
 Traffic Control: Signal

File Name : 44_Belmont(123)&Mass(VA Main Entrance)_PM
 Site Code : 44
 Start Date : 3/8/2011
 Page No : 2



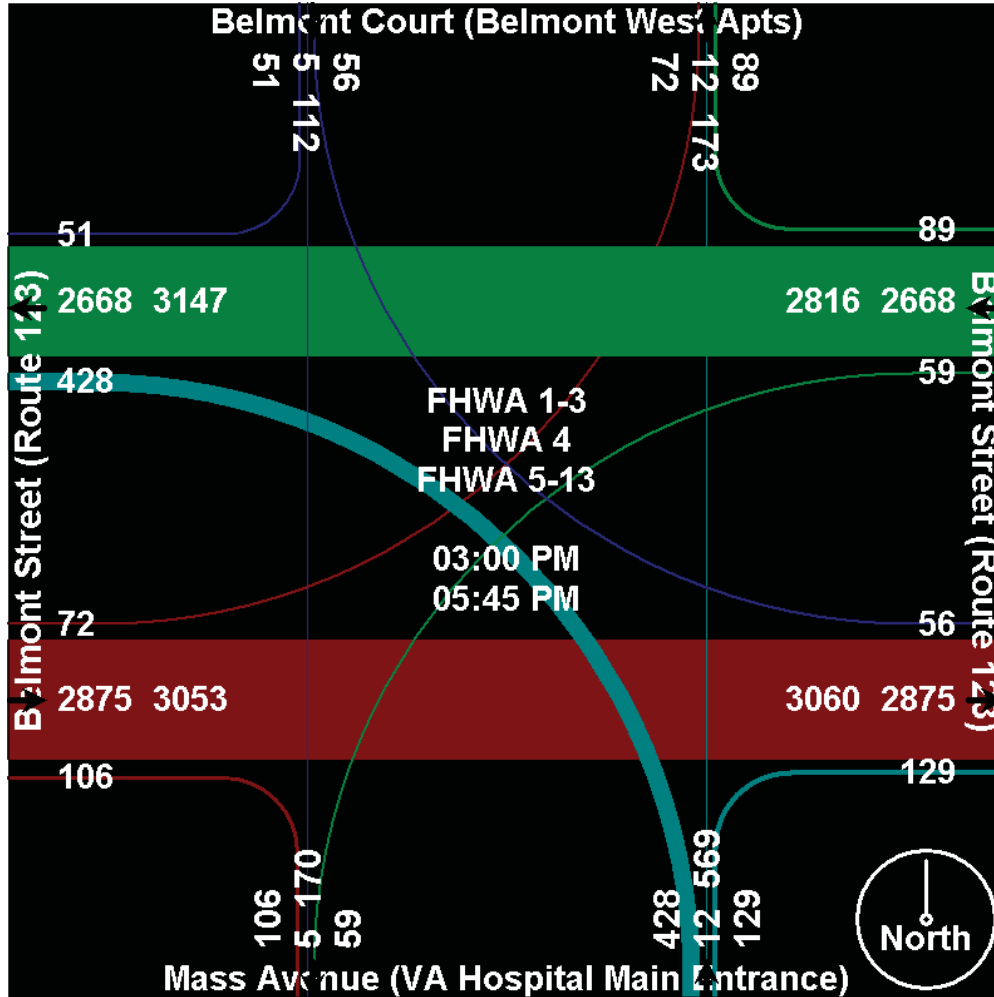


Old Colony Planning Council

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

File Name : 44_Belmont(123)&Mass(VA Main Entrance)_PM
Site Code : 44
Start Date : 3/8/2011
Page No : 3

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





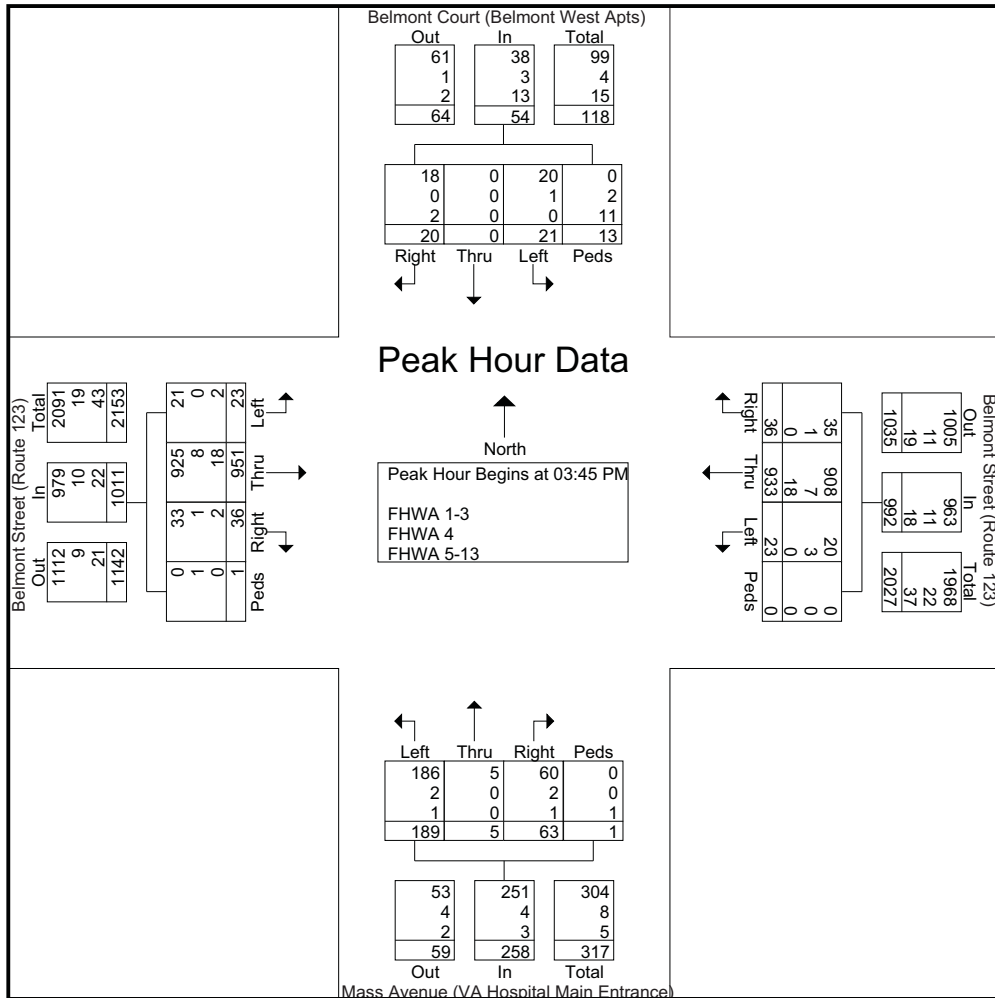
Old Colony Planning Council

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

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

File Name : 44_Belmont(123)&Mass(VA Main Entrance)_PM
 Site Code : 44
 Start Date : 3/8/2011
 Page No : 4

Start Time	Belmont Court (Belmont West Apts) Southbound					Belmont Street (Route 123) Westbound					Mass Avenue (VA Hospital Main Entrance) Northbound					Belmont Street (Route 123) 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 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	4	0	4	5	13	7	244	10	0	261	30	2	18	0	50	5	259	14	1	279	603
04:00 PM	2	0	5	0	7	2	224	6	0	232	52	2	23	0	77	7	223	8	0	238	554
04:15 PM	13	0	7	4	24	10	212	12	0	234	35	1	12	1	49	5	241	9	0	255	562
04:30 PM	2	0	4	4	10	4	253	8	0	265	72	0	10	0	82	6	228	5	0	239	596
Total Volume	21	0	20	13	54	23	933	36	0	992	189	5	63	1	258	23	951	36	1	1011	2315
% App. Total	38.9	0	37	24.1		2.3	94.1	3.6	0		73.3	1.9	24.4	0.4		2.3	94.1	3.6	0.1		
PHF	.404	.000	.714	.650	.563	.575	.922	.750	.000	.936	.656	.625	.685	.250	.787	.821	.918	.643	.250	.906	.960
FHWA 1-3	20	0	18	0	38	20	908	35	0	963	186	5	60	0	251	21	925	33	0	979	2231
% FHWA 1-3	95.2	0	90.0	0	70.4	87.0	97.3	97.2	0	97.1	98.4	100	95.2	0	97.3	91.3	97.3	91.7	0	96.8	96.4
FHWA 4	1	0	0	2	3	3	7	1	0	11	2	0	2	0	4	0	8	1	1	10	28
% FHWA 4	4.8	0	0	15.4	5.6	13.0	0.8	2.8	0	1.1	1.1	0	3.2	0	1.6	0	0.8	2.8	100	1.0	1.2
FHWA 5-13	0	0	2	11	13	0	18	0	0	18	1	0	1	1	3	2	18	2	0	22	56
% FHWA 5-13	0	0	10.0	84.6	24.1	0	1.9	0	0	1.8	0.5	0	1.6	100	1.2	8.7	1.9	5.6	0	2.2	2.4



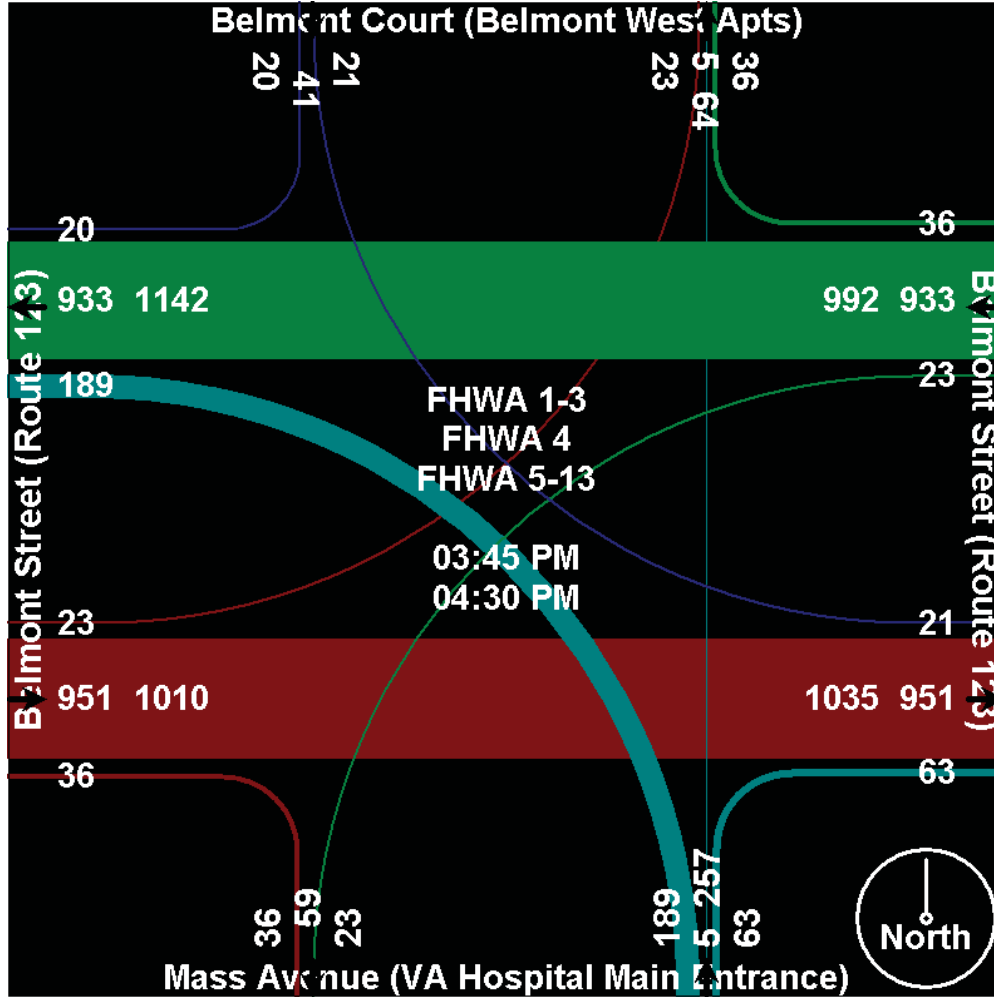


Old Colony Planning Council

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

File Name : 44_Belmont(123)&Mass(VA Main Entrance)_PM
Site Code : 44
Start Date : 3/8/2011
Page No : 5





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File Name : 44_Belmont(123)&Mass(VA Main Entrance)_PM
Site Code : 44
Start Date : 3/8/2011
Page No : 6

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

Image 1





Old Colony Planning Council

70 School Street
 Brockton, MA 02301
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Community: Brockton
 Weather: Clear
 Board # & Staff: DB-400 (6)
 Traffic Control: Two Way Stop

File Name : 44_Belmont(123)&Pilgrim(VA Entrance #2)_AM
 Site Code : 44
 Start Date : 3/8/2011
 Page No : 1

Groups Printed- 3 - FHWA 4 - 13

Start Time	Papa Gino's Driveway Southbound					Belmont Street (Route 123) Westbound					Pilgrim Avenue (VA Hosp Entrance #2) Northbound					Belmont Street (Route 123) 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	
06:00 AM	0	0	0	0	0	9	91	0	0	100	0	0	4	0	4	0	61	0	0	61	165
06:15 AM	0	0	0	0	0	9	120	0	0	129	0	0	2	3	5	0	84	0	0	84	218
06:30 AM	0	0	0	0	0	17	145	0	0	162	0	0	1	0	1	0	132	2	0	134	297
06:45 AM	0	0	0	0	0	20	138	0	0	158	0	0	1	2	3	0	220	6	0	226	387
Total	0	0	0	0	0	55	494	0	0	549	0	0	8	5	13	0	497	8	0	505	1067
07:00 AM	0	0	0	0	0	19	148	0	0	167	0	0	4	0	4	0	170	1	0	171	342
07:15 AM	0	0	0	0	0	23	157	0	0	180	0	0	6	1	7	0	154	0	0	154	341
07:30 AM	0	0	0	0	0	23	131	0	0	154	0	0	1	0	1	0	225	1	0	226	381
07:45 AM	0	0	0	1	1	22	151	1	0	174	0	0	5	0	5	0	251	1	0	252	432
Total	0	0	0	1	1	87	587	1	0	675	0	0	16	1	17	0	800	3	0	803	1496
08:00 AM	0	0	0	1	1	18	140	0	0	158	0	0	1	1	2	0	245	0	0	245	406
08:15 AM	0	0	0	0	0	11	155	0	0	166	0	0	2	0	2	0	244	3	0	247	415
08:30 AM	0	0	0	0	0	7	156	0	2	165	0	0	2	0	2	0	253	1	0	254	421
08:45 AM	0	0	0	0	0	7	146	0	0	153	0	0	3	0	3	0	209	0	0	209	365
Total	0	0	0	1	1	43	597	0	2	642	0	0	8	1	9	0	951	4	0	955	1607
Grand Total	0	0	0	2	2	185	1678	1	2	1866	0	0	32	7	39	0	2248	15	0	2263	4170
Apprch %	0	0	0	100		9.9	89.9	0.1	0.1		0	0	82.1	17.9		0	99.3	0.7	0		
Total %	0	0	0	0	0	4.4	40.2	0	0	44.7	0	0	0.8	0.2	0.9	0	53.9	0.4	0	54.3	
FHWA 1-3	0	0	0	0	0	185	1622	1	0	1808	0	0	32	0	32	0	2154	15	0	2169	4009
% FHWA 1-3	0	0	0	0	0	100	96.7	100	0	96.9	0	0	100	0	82.1	0	95.8	100	0	95.8	96.1
FHWA 4	0	0	0	0	0	0	21	0	2	23	0	0	0	5	5	0	13	0	0	13	41
% FHWA 4	0	0	0	0	0	0	1.3	0	100	1.2	0	0	0	71.4	12.8	0	0.6	0	0	0.6	1
FHWA 5-13	0	0	0	2	2	0	35	0	0	35	0	0	0	2	2	0	81	0	0	81	120
% FHWA 5-13	0	0	0	100	100	0	2.1	0	0	1.9	0	0	0	28.6	5.1	0	3.6	0	0	3.6	2.9

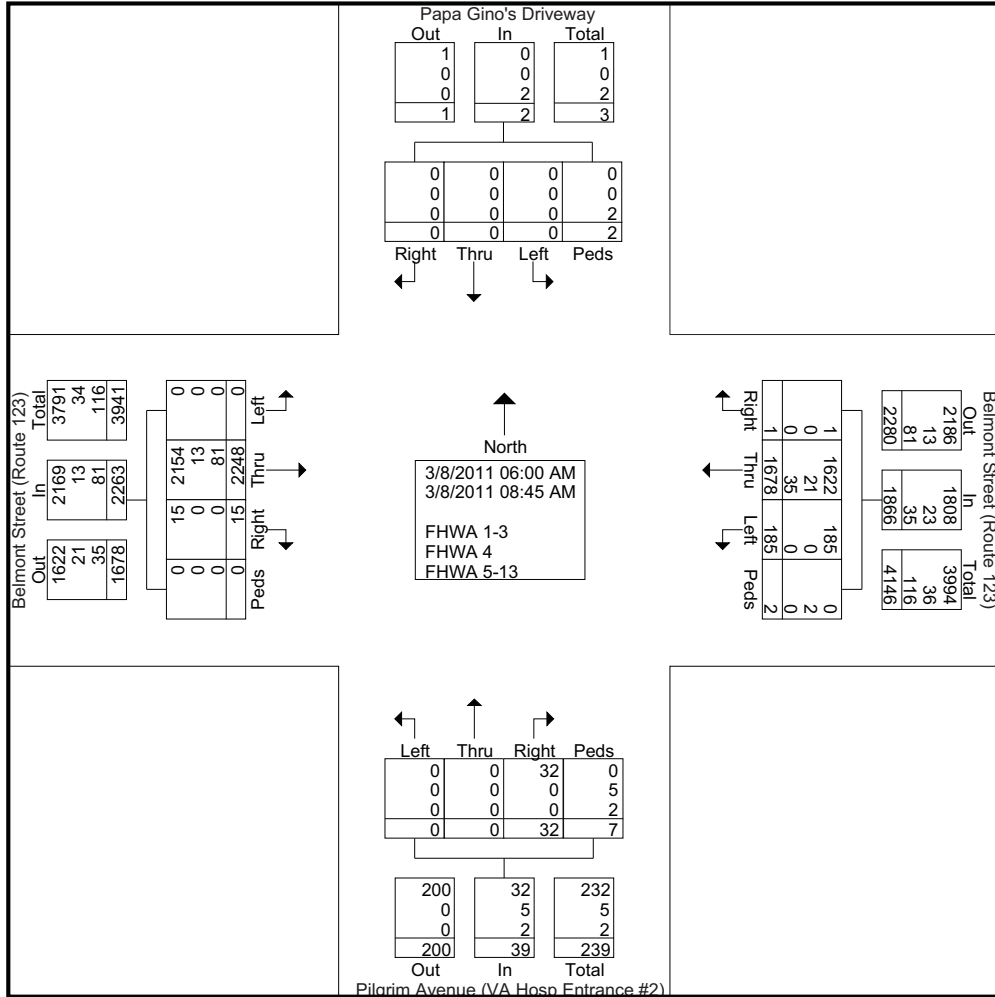


Old Colony Planning Council

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 Board # & Staff: DB-400 (6)
 Traffic Control: Two Way Stop

File Name : 44_Belmont(123)&Pilgrim(VA Entrance #2)_AM
 Site Code : 44
 Start Date : 3/8/2011
 Page No : 2



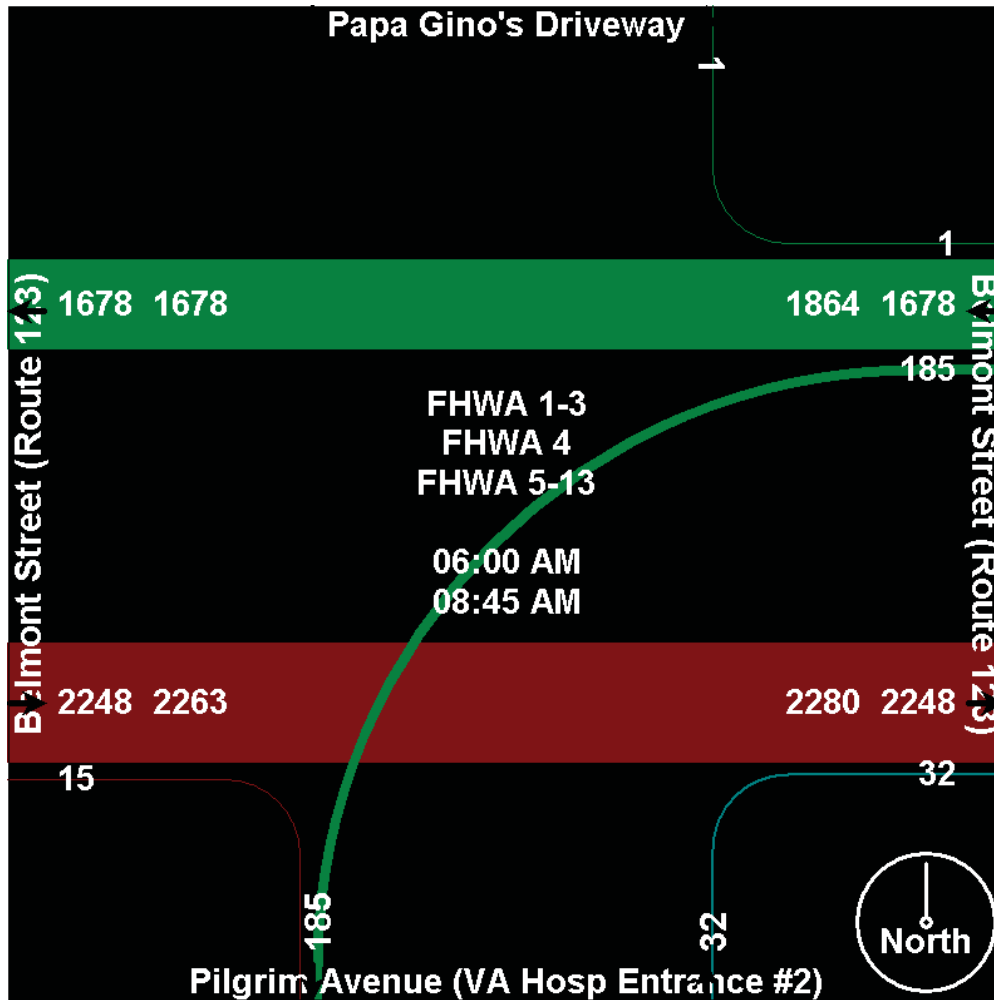


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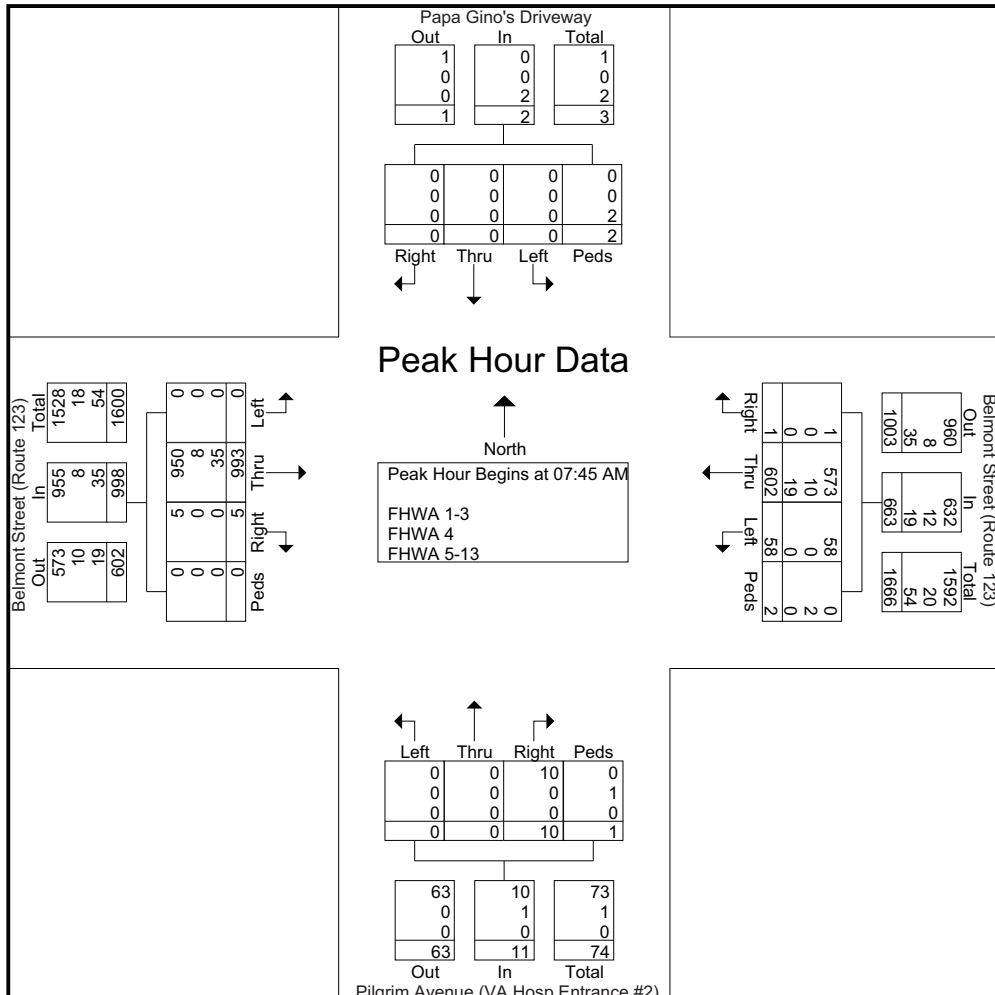
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 Page No : 4

Start Time	Papa Gino's Driveway Southbound					Belmont Street (Route 123) Westbound					Pilgrim Avenue (VA Hosp Entrance #2) Northbound					Belmont Street (Route 123) 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 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	1	1	22	151	1	0	174	0	0	5	0	5	0	251	1	0	252	432
08:00 AM	0	0	0	1	1	18	140	0	0	158	0	0	1	1	2	0	245	0	0	245	406
08:15 AM	0	0	0	0	0	11	155	0	0	166	0	0	2	0	2	0	244	3	0	247	415
08:30 AM	0	0	0	0	0	7	156	0	2	165	0	0	2	0	2	0	253	1	0	254	421
Total Volume	0	0	0	2	2	58	602	1	2	663	0	0	10	1	11	0	993	5	0	998	1674
% App. Total	0	0	0	100		8.7	90.8	0.2	0.3		0	0	90.9	9.1		0	99.5	0.5	0		
PHF	.000	.000	.000	.500	.500	.659	.965	.250	.250	.953	.000	.000	.500	.250	.550	.000	.981	.417	.000	.982	.969
FHWA 1-3	0	0	0	0	0	58	573	1	0	632	0	0	10	0	10	0	950	5	0	955	1597
% FHWA 1-3	0	0	0	0	0	100	95.2	100	0	95.3	0	0	100	0	90.9	0	95.7	100	0	95.7	95.4
FHWA 4	0	0	0	0	0	0	10	0	2	12	0	0	0	1	1	0	8	0	0	8	21
% FHWA 4	0	0	0	0	0	0	1.7	0	100	1.8	0	0	0	100	9.1	0	0.8	0	0	0.8	1.3
FHWA 5-13	0	0	0	2	2	0	19	0	0	19	0	0	0	0	0	0	35	0	0	35	56
% FHWA 5-13	0	0	0	100	100	0	3.2	0	0	2.9	0	0	0	0	0	0	3.5	0	0	3.5	3.3



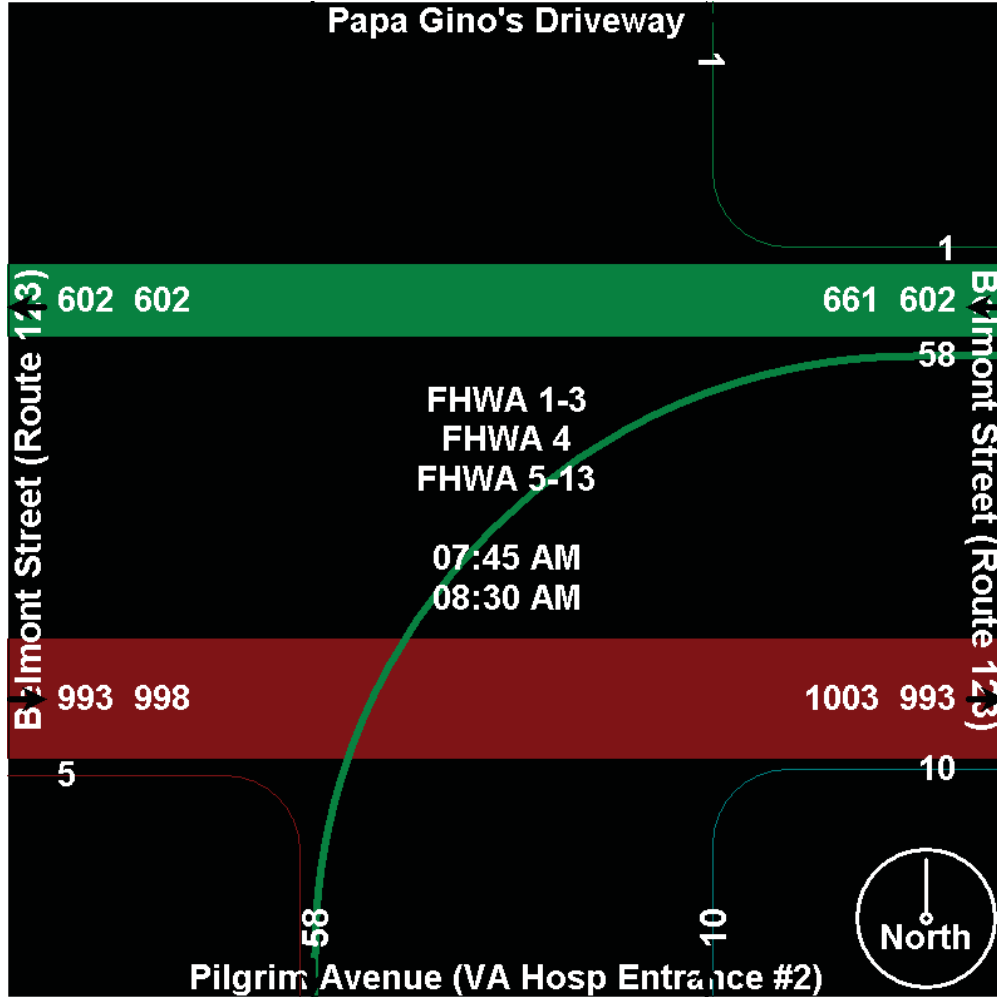


Old Colony Planning Council

70 School Street
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Community: Brockton
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Traffic Control: Two Way Stop

File Name : 44_Belmont(123)&Pilgrim(VA Entrance #2)_AM
Site Code : 44
Start Date : 3/8/2011
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File Name : 44_Belmont(123)&Pilgrim(VA Entrance #2)_AM
Site Code : 44
Start Date : 3/8/2011
Page No : 6

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (6)
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Image 1





Old Colony Planning Council

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 Brockton, MA 02301
 508-583-1833
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Community: Brockton
 Weather: Clear
 Board # & Staff: DB-400 (5) & KM
 Traffic Control: Two Way Stop

File Name : 44_Belmont(123)&Pilgrim(VA Entrance #2)_PM
 Site Code : 44
 Start Date : 3/8/2011
 Page No : 1

Groups Printed- 3 - FHWA 4 - 13

Start Time	Papa Gino's Driveway Southbound					Belmont Street (Route 123) Westbound					Pilgrim Avenue (VA Hosp Entrance #2) Northbound					Belmont Street (Route 123) 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	
03:00 PM	0	0	1	0	1	4	242	3	0	249	1	0	4	0	5	1	224	1	0	226	481
03:15 PM	0	0	0	2	2	10	232	0	0	242	1	0	6	0	7	0	249	0	0	249	500
03:30 PM	0	0	0	2	2	7	256	0	0	263	0	0	15	3	18	0	276	0	0	276	559
03:45 PM	0	0	1	0	1	5	228	3	0	236	1	0	8	0	9	3	260	0	0	263	509
Total	0	0	2	4	6	26	958	6	0	990	3	0	33	3	39	4	1009	1	0	1014	2049
04:00 PM	0	0	1	0	1	6	246	1	0	253	0	0	20	0	20	0	272	0	0	272	546
04:15 PM	2	0	0	1	3	1	249	3	0	253	0	0	18	0	18	1	239	0	0	240	514
04:30 PM	0	0	0	0	0	3	256	3	0	262	0	0	33	0	33	0	247	0	0	247	542
04:45 PM	0	0	0	1	1	2	208	0	0	210	1	0	7	0	8	1	238	0	0	239	458
Total	2	0	1	2	5	12	959	7	0	978	1	0	78	0	79	2	996	0	0	998	2060
05:00 PM	3	0	1	0	4	2	225	2	0	229	0	0	8	1	9	1	275	0	0	276	518
05:15 PM	1	0	0	2	3	1	234	1	0	236	0	0	4	0	4	3	235	0	0	238	481
05:30 PM	0	0	0	3	3	2	222	2	0	226	0	0	11	0	11	1	250	0	0	251	491
05:45 PM	0	0	0	1	1	1	182	3	0	186	0	0	3	1	4	1	226	0	0	227	418
Total	4	0	1	6	11	6	863	8	0	877	0	0	26	2	28	6	986	0	0	992	1908
Grand Total	6	0	4	12	22	44	2780	21	0	2845	4	0	137	5	146	12	2991	1	0	3004	6017
Apprch %	27.3	0	18.2	54.5		1.5	97.7	0.7	0		2.7	0	93.8	3.4		0.4	99.6	0	0		
Total %	0.1	0	0.1	0.2	0.4	0.7	46.2	0.3	0	47.3	0.1	0	2.3	0.1	2.4	0.2	49.7	0	0	49.9	
FHWA 1-3	6	0	4	0	10	44	2712	21	0	2777	4	0	137	0	141	12	2932	1	0	2945	5873
% FHWA 1-3	100	0	100	0	45.5	100	97.6	100	0	97.6	100	0	100	0	96.6	100	98	100	0	98	97.6
FHWA 4	0	0	0	7	7	0	15	0	0	15	0	0	0	2	2	0	16	0	0	16	40
% FHWA 4	0	0	0	58.3	31.8	0	0.5	0	0	0.5	0	0	0	40	1.4	0	0.5	0	0	0.5	0.7
FHWA 5-13	0	0	0	5	5	0	53	0	0	53	0	0	0	3	3	0	43	0	0	43	104
% FHWA 5-13	0	0	0	41.7	22.7	0	1.9	0	0	1.9	0	0	0	60	2.1	0	1.4	0	0	1.4	1.7

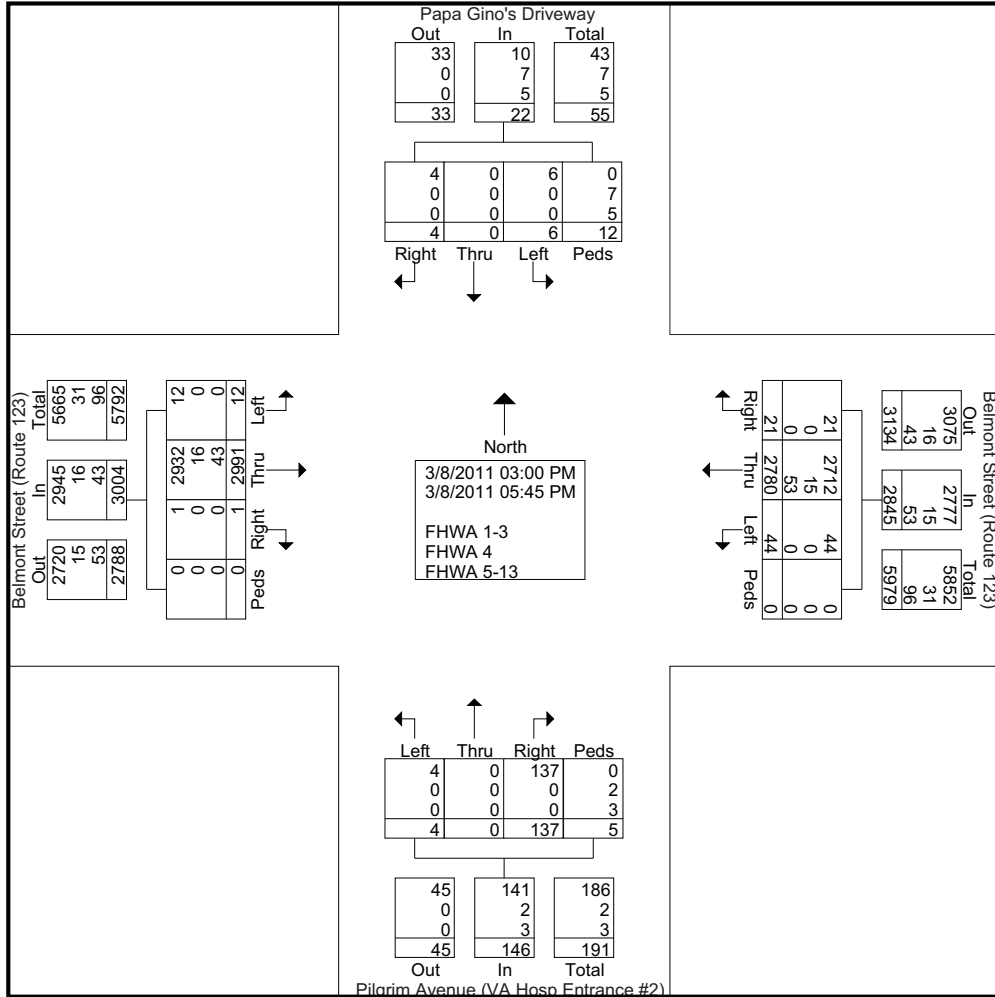


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 Traffic Control: Two Way Stop

File Name : 44_Belmont(123)&Pilgrim(VA Entrance #2)_PM
 Site Code : 44
 Start Date : 3/8/2011
 Page No : 2



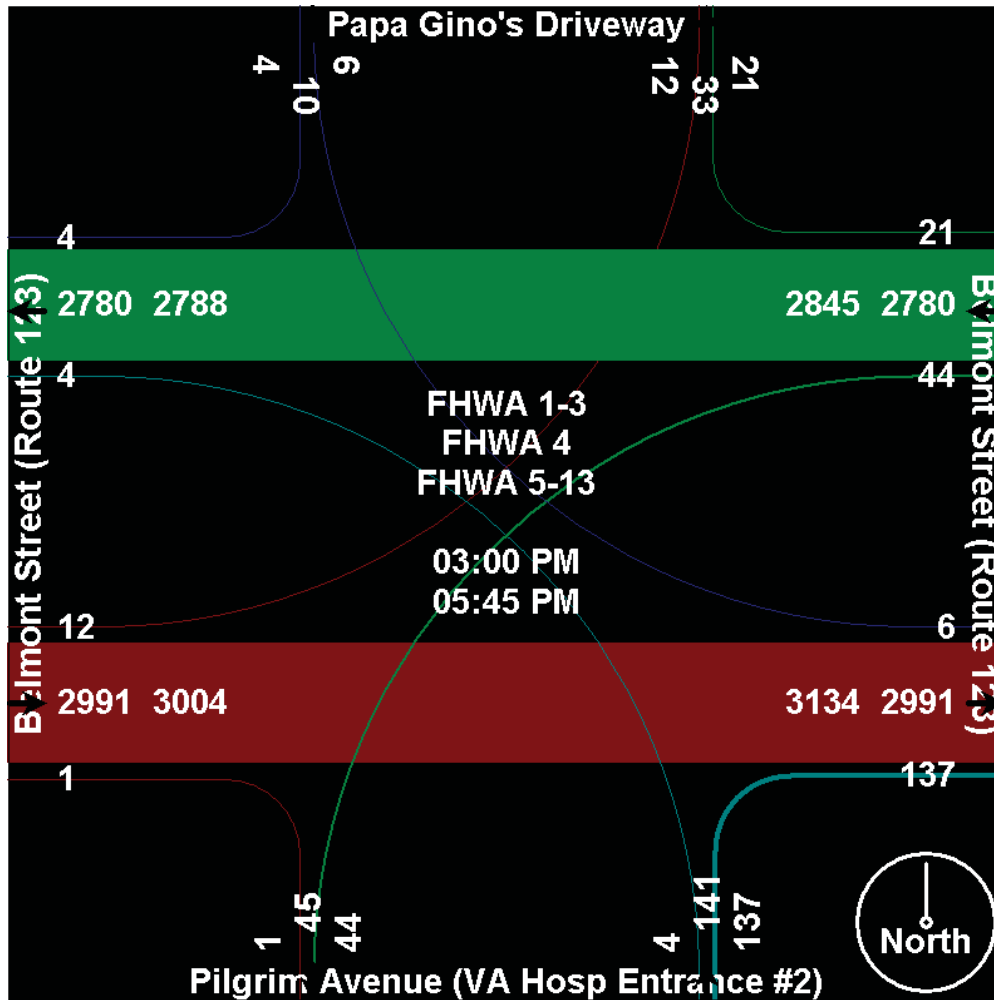


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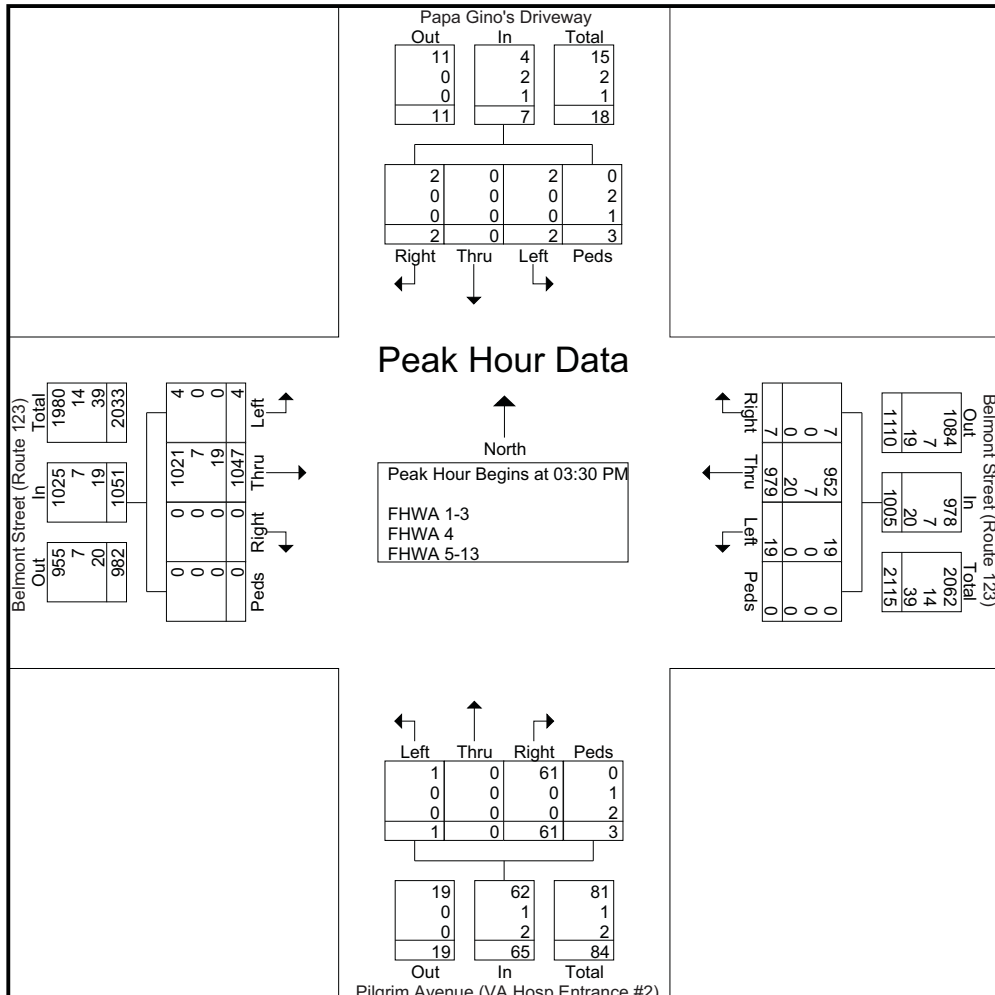
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Start Time	Papa Gino's Driveway Southbound					Belmont Street (Route 123) Westbound					Pilgrim Avenue (VA Hosp Entrance #2) Northbound					Belmont Street (Route 123) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	2	2	7	256	0	0	263	0	0	15	3	18	0	276	0	0	276	559
03:45 PM	0	0	1	0	1	5	228	3	0	236	1	0	8	0	9	3	260	0	0	263	509
04:00 PM	0	0	1	0	1	6	246	1	0	253	0	0	20	0	20	0	272	0	0	272	546
04:15 PM	2	0	0	1	3	1	249	3	0	253	0	0	18	0	18	1	239	0	0	240	514
Total Volume	2	0	2	3	7	19	979	7	0	1005	1	0	61	3	65	4	1047	0	0	1051	2128
% App. Total	28.6	0	28.6	42.9		1.9	97.4	0.7	0		1.5	0	93.8	4.6		0.4	99.6	0	0		
PHF	.250	.000	.500	.375	.583	.679	.956	.583	.000	.955	.250	.000	.763	.250	.813	.333	.948	.000	.000	.952	.952
FHWA 1-3	2	0	2	0	4	19	952	7	0	978	1	0	61	0	62	4	1021	0	0	1025	2069
% FHWA 1-3	100	0	100	0	57.1	100	97.2	100	0	97.3	100	0	100	0	95.4	100	97.5	0	0	97.5	97.2
FHWA 4	0	0	0	2	2	0	7	0	0	7	0	0	0	1	1	0	7	0	0	7	17
% FHWA 4	0	0	0	66.7	28.6	0	0.7	0	0	0.7	0	0	0	33.3	1.5	0	0.7	0	0	0.7	0.8
FHWA 5-13	0	0	0	1	1	0	20	0	0	20	0	0	0	2	2	0	19	0	0	19	42
% FHWA 5-13	0	0	0	33.3	14.3	0	2.0	0	0	2.0	0	0	0	66.7	3.1	0	1.8	0	0	1.8	2.0



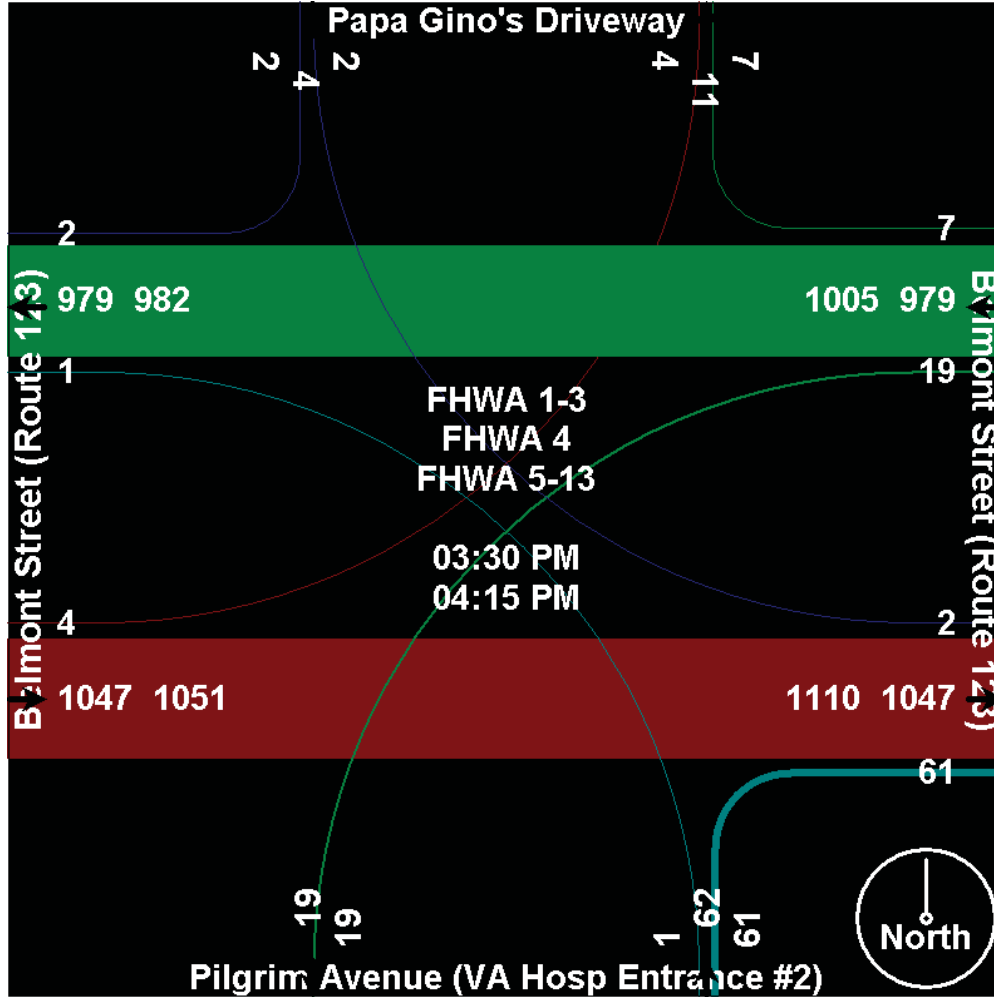


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Board # & Staff: DB-400 (5) & KM
Traffic Control: Two Way Stop

File Name : 44_Belmont(123)&Pilgrim(VA Entrance #2)_PM
Site Code : 44
Start Date : 3/8/2011
Page No : 5





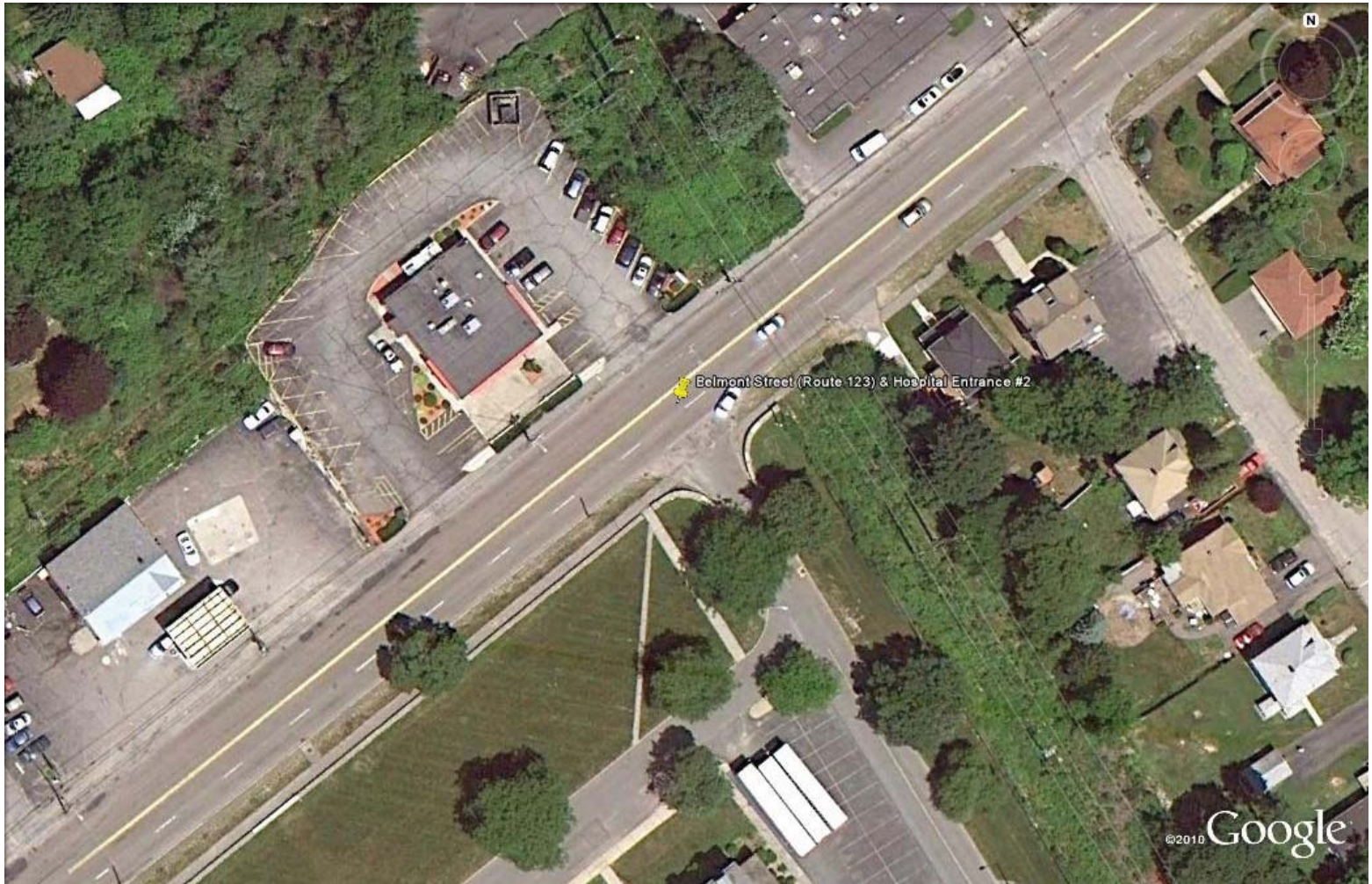
Old Colony Planning Council

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

Community: Brockton
Weather: Clear
Board # & Staff: DB-400 (5) & KM
Traffic Control: Two Way Stop

File Name : 44_Belmont(123)&Pilgrim(VA Entrance #2)_PM
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Image 1



BROCKTON

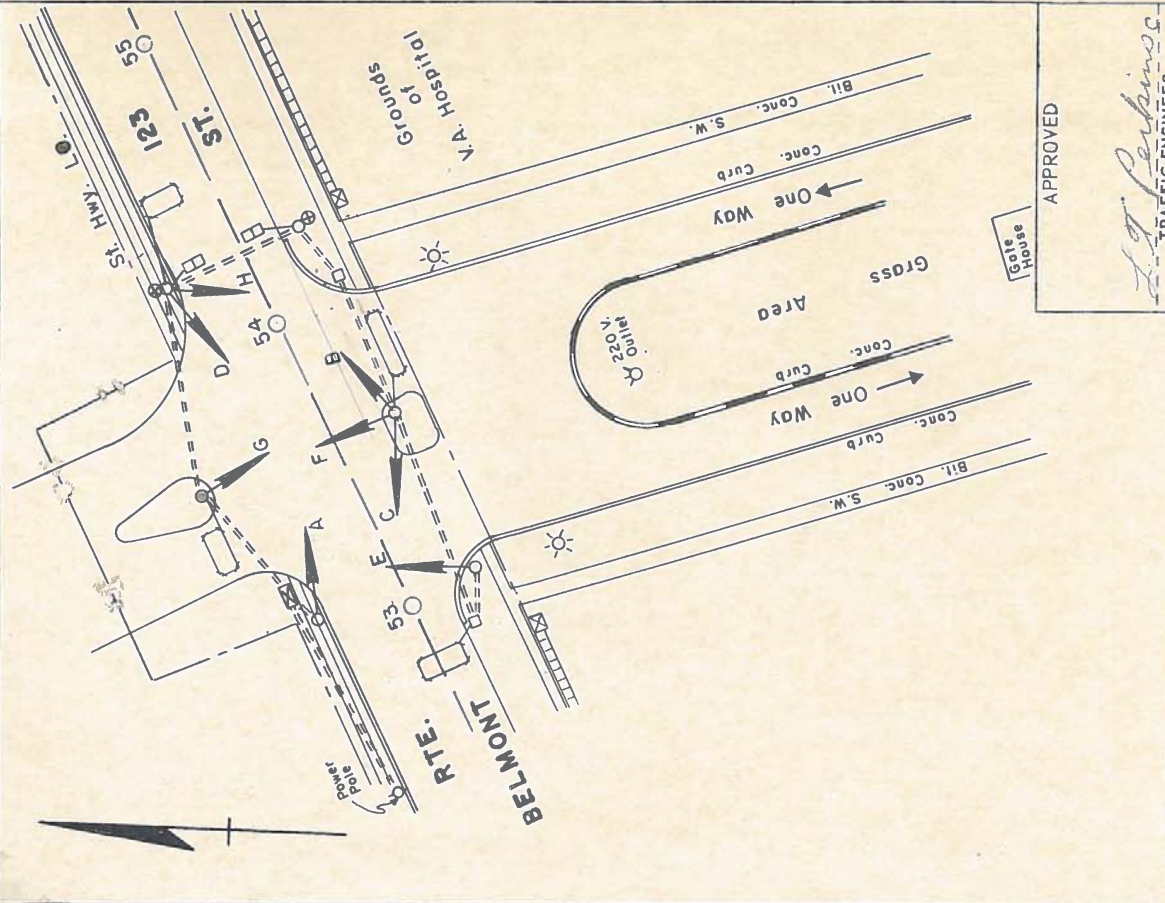
TRAFFIC SIGNAL LAYOUT

RTE. 123 (BELMONT ST.) AT V.A. HOSPITAL DRIVE

Signal No. 7-511

Date: Apr. 14, 1975

Scale: 1" = 40'



SEQUENCE AND TIMING

	1	2	3	4	5	6	7	8	9	10	11	12
INITIAL INTERVAL		4										
VEHICLE INTERVAL		4										
MINIMUM					4							
MAXIMUM		40										
OTHER INTERVALS						30						
Rte. 123	A-B-C-D	G	Y	R	R	R	R	R	R	R	R	Y
V.A. & Varza Dr.	E-F-G-H	R	R	R	R	G	Y	R	R	R	R	R
Pedestrian	All	DW	DW	DW	Walk	FDW	DW	DW	DW	DW	DW	Out

MAJOR ITEMS REQUIRED

NUMBER	ITEMS
6	Standard Signal Post (1-8", 5-10')
1	3 Way 3 Lens Housing (2-12", Red)
1	2 Way 3 Lens Housing (1-12", Red)
3	1 Way 3 Lens Housing (1-12", R, 2-8")
1	Controller
4	Wire Loop Detector
2	Wire Loop Osc. & Relay
2	Pedestrian Indication
2	Pedestrian Push Button
2	12" X 12" Pull Box
1	Service Connection
	Necessary Duct, Cable, Misc. Material etc.

NOTES

OFFICE RECORD AND REVISIONS	
Power Pole No. -	101 B. E. Co.
Meter No. -	72123
Completed:	
Checked:	

- SIGNAL POST
- PULL BOX (Size Specified)
- CONTROL
- METER
- WOODEN POLE
- MAST ARM
- SONIC DETECTOR
- PRESSURE DETECTOR
- MAGNETIC DETECTOR
- PEDESTRIAN PUSH BUTTON

- SIGNAL OR FLASHER HOUSING
- R = RED
- W = WALK
- Y = YELLOW
- G = GREEN
- ↑ VA = VERTICAL ARROW
- LA = LEFT ARROW
- RA = RIGHT ARROW
- PROPOSED CONDUIT
- EXISTING CONDUIT
- OVERHEAD CABLE

- LOOP DETECTOR
- WALK DON'T WALK
- PEDESTRIAN HOUSING
- FLASHER & METER PEDESTAL

Field Survey	Made	Checked	Date	By
Drawing	Made	Checked	4/14/75	[Signature]

APPROVED

 L. J. PERKINS
 TRAFFIC ENGINEER