

- 1 Route 24 - At Fall River/Freetown Line
- 2 Route 24 - South of Route 140
- 3 Route 24 - North of Route 44
- 4 Route 24 - North of I-495
- 5 Route 24 - North of Route 123
- 6 Route 24 - South of Pond Street
- 7 Route 24 - South of I-93
- 8 Interstate 93 - South of Route 3
- 9 Interstate 93 - South of Furnace Brook Parkway
- 10 Route 138 - South of Bay Road
- 11 Route 138 - South of Route 106
- 12 Route 140 - North of Hathaway Road
- 13 Route 140 - South of Route 24

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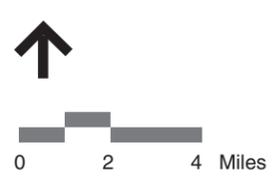
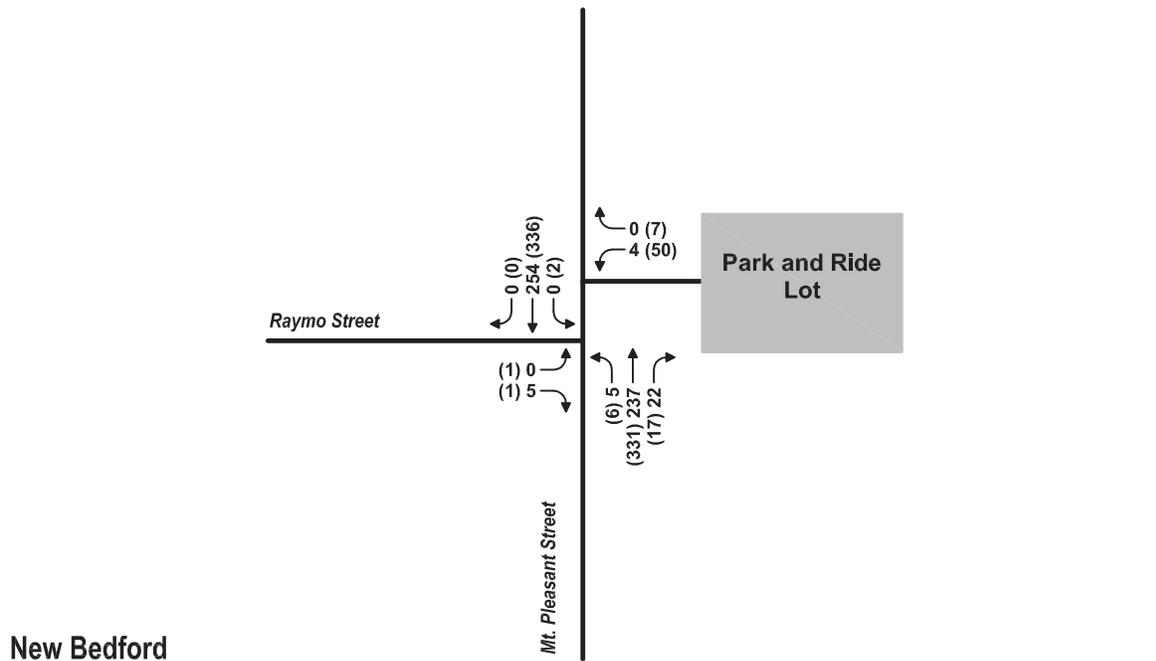
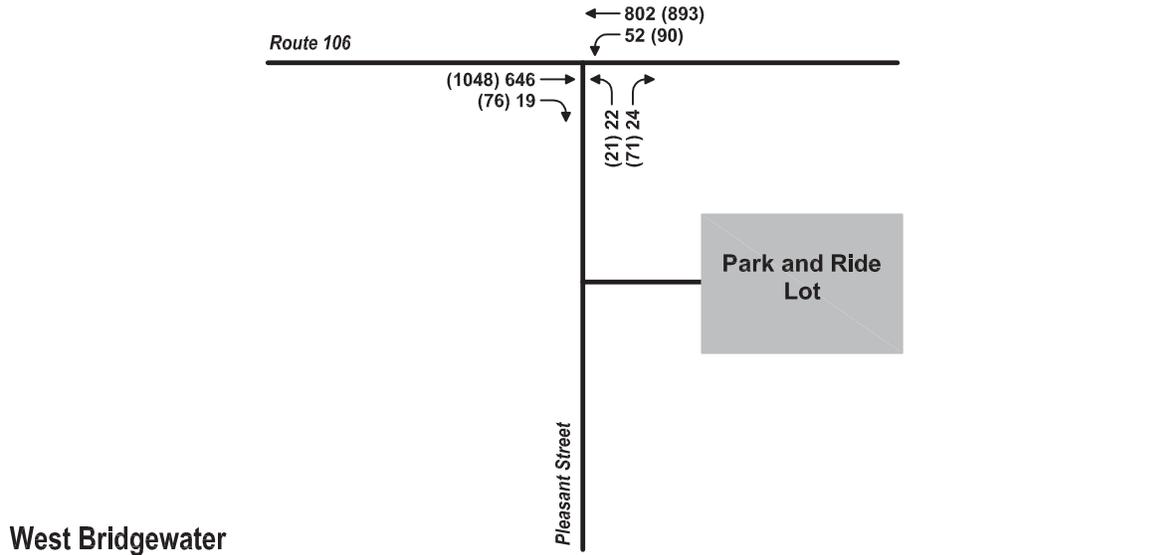


Figure 4.1-1
Regional ATR Locations

Legend:
 xx Morning
 (xx) Evening

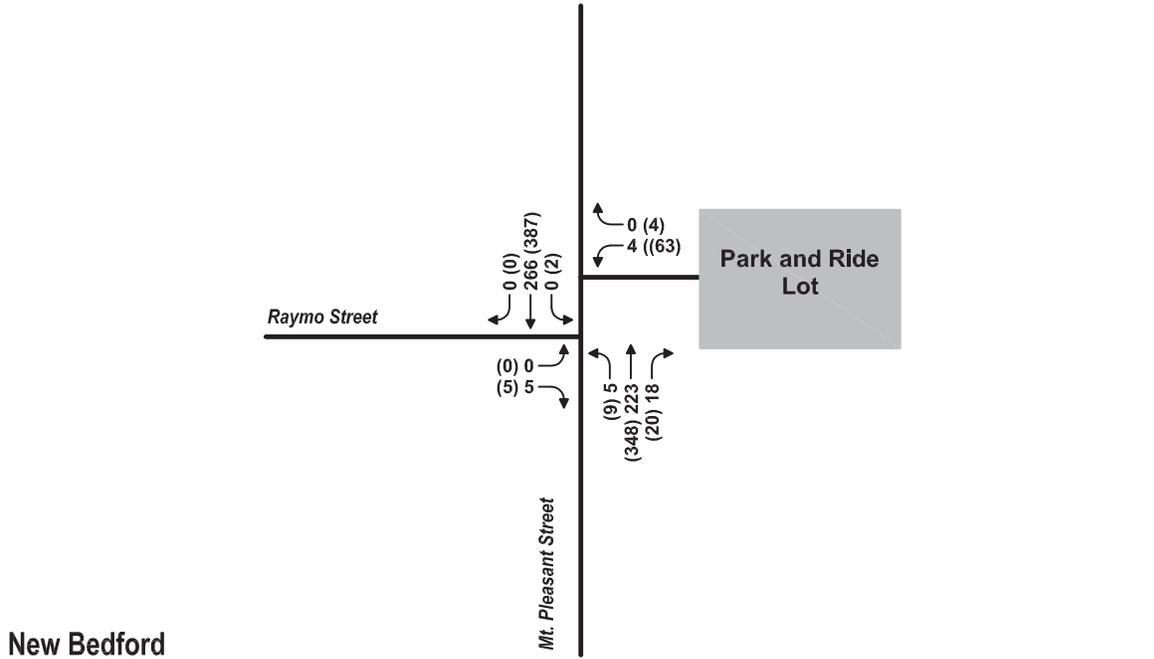
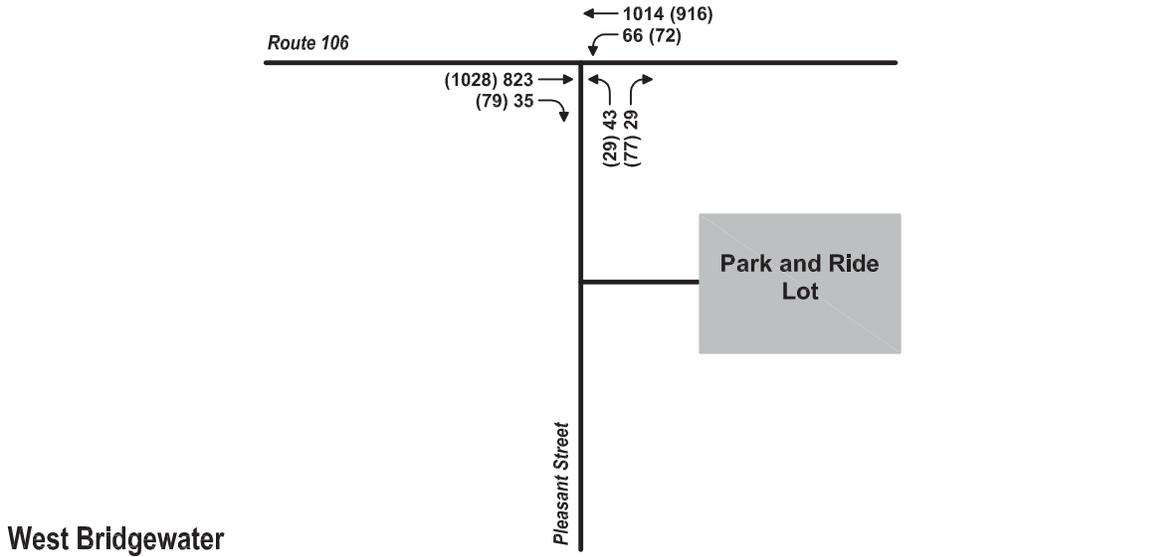


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Figure 4.1-2
Park and Ride Lots
Existing Summer Weekday Peak Hour Traffic Volumes

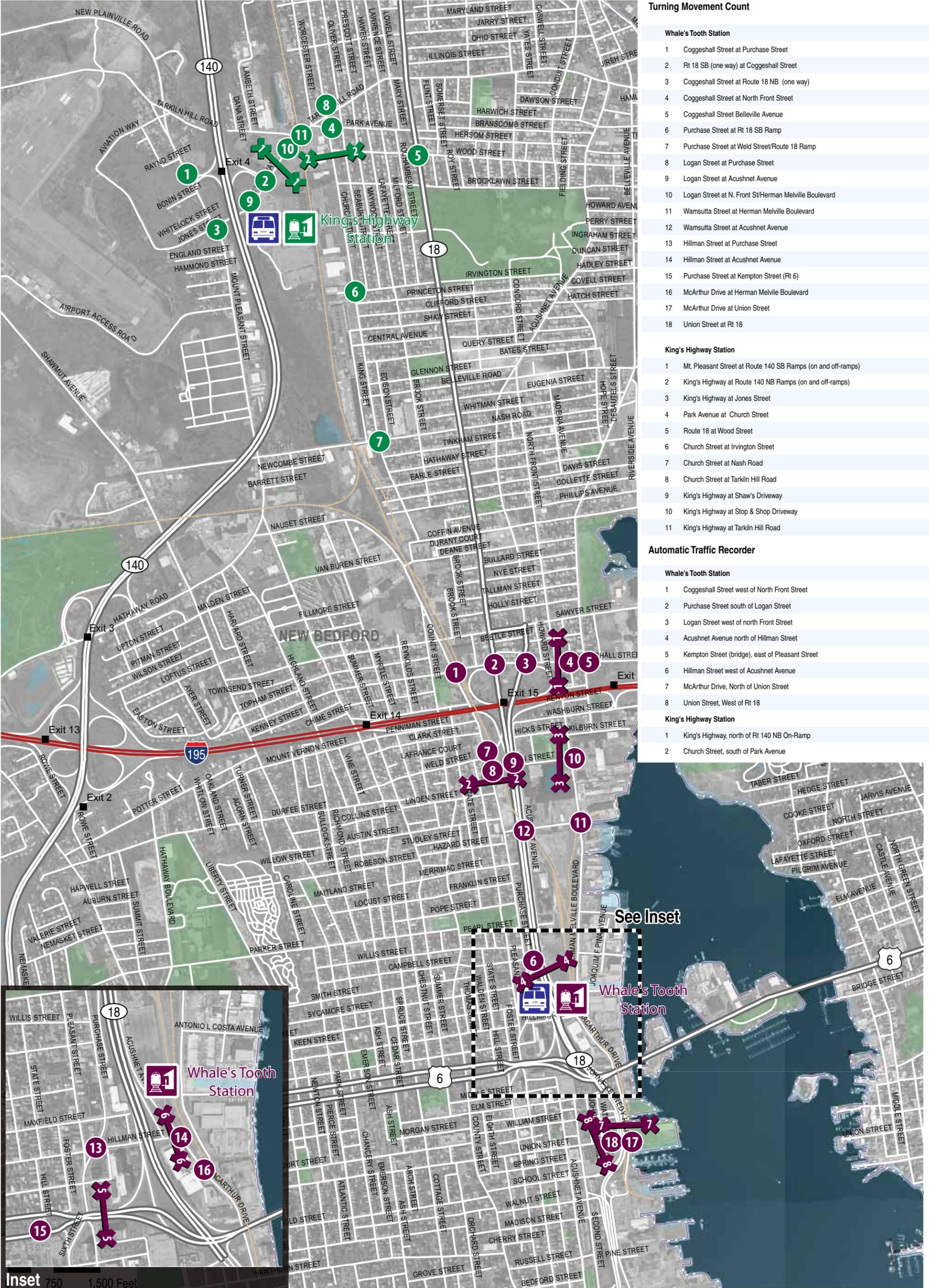
Legend:
 xx Morning
 (xx) Evening



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Figure 4.1-3
Park and Ride Lots
Existing Fall Weekday Peak Hour Traffic Volumes



Turning Movement Count

Whale's Tooth Station	
1	Coggeshall Street at Purchase Street
2	Rt 18 SB (one way) at Coggeshall Street
3	Coggeshall Street at Route 18 NB (one way)
4	Coggeshall Street at North Front Street
5	Coggeshall Street Belleville Avenue
6	Purchase Street at Rt 18 SB Ramp
7	Purchase Street at Weld Street/Route 18 Ramp
8	Logan Street at Purchase Street
9	Logan Street at Acushnet Avenue
10	Logan Street at N. Front St/Herman Melville Boulevard
11	Wamsutta Street at Herman Melville Boulevard
12	Wamsutta Street at Acushnet Avenue
13	Hillman Street at Purchase Street
14	Hillman Street at Acushnet Avenue
15	Purchase Street at Kempton Street (Rt 6)
16	McArthur Drive at Herman Melville Boulevard
17	McArthur Drive at Union Street
18	Union Street at Rt 18

King's Highway Station	
1	Mt. Pleasant Street at Route 140 SB Ramps (on and off-ramps)
2	King's Highway at Route 140 NB Ramps (on and off-ramps)
3	King's Highway at Jones Street
4	Park Avenue at Church Street
5	Route 18 at Wood Street
6	Church Street at Irvington Street
7	Church Street at Nash Road
8	Church Street at Tarklin Hill Road
9	King's Highway at Shaw's Driveway
10	King's Highway at Stop & Shop Driveway
11	King's Highway at Tarklin Hill Road

Automatic Traffic Recorder

Whale's Tooth Station	
1	Coggeshall Street west of North Front Street
2	Purchase Street south of Logan Street
3	Logan Street west of north Front Street
4	Acushnet Avenue north of Hillman Street
5	Kempton Street (bridge), east of Pleasant Street
6	Hillman Street west of Acushnet Avenue
7	McArthur Drive, North of Union Street
8	Union Street, West of Rt 18

King's Highway Station	
1	King's Highway, north of Rt 140 NB On-Ramp
2	Church Street, south of Park Avenue

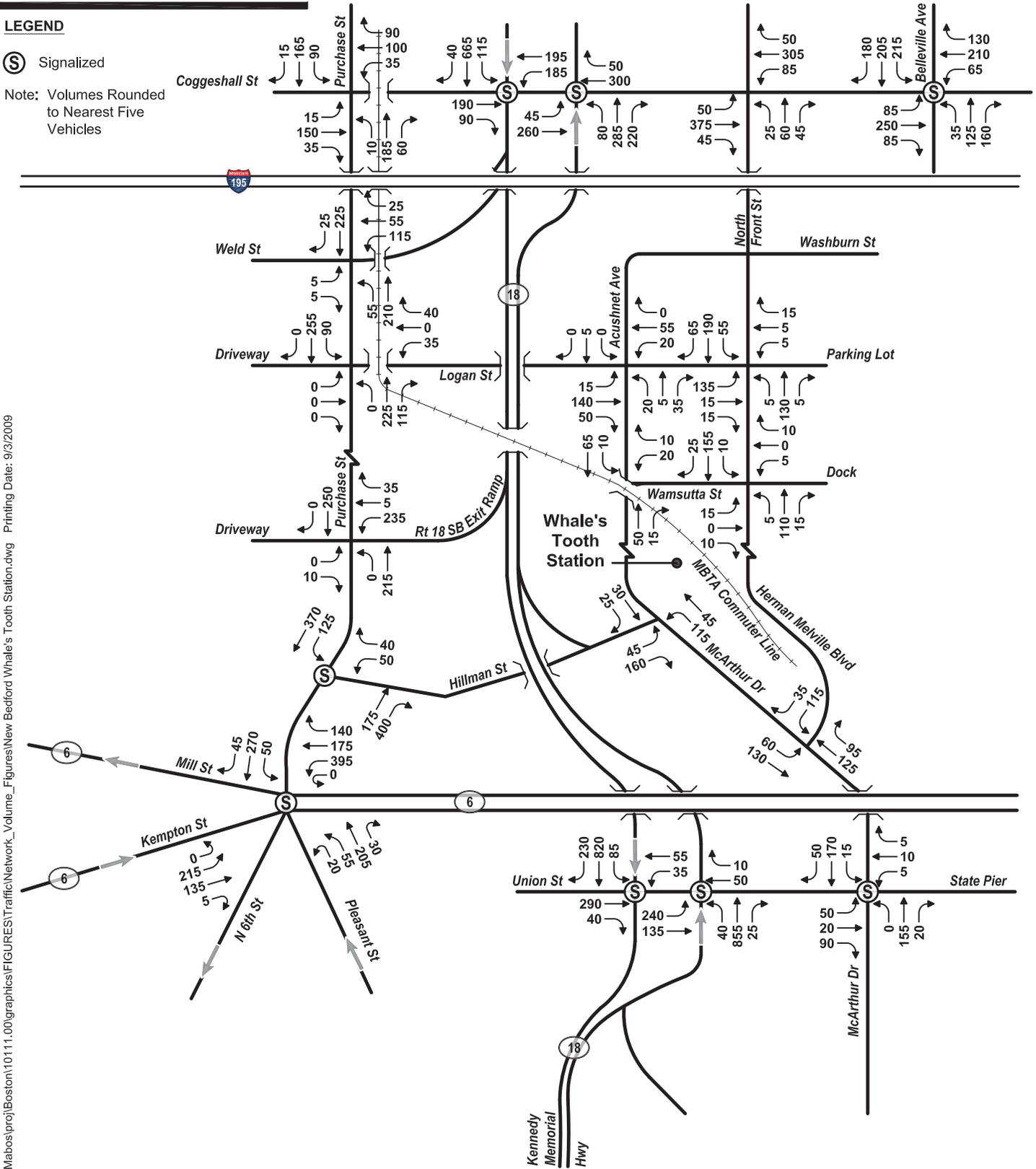
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Figure 4.1-4
New Bedford Traffic Count Locations

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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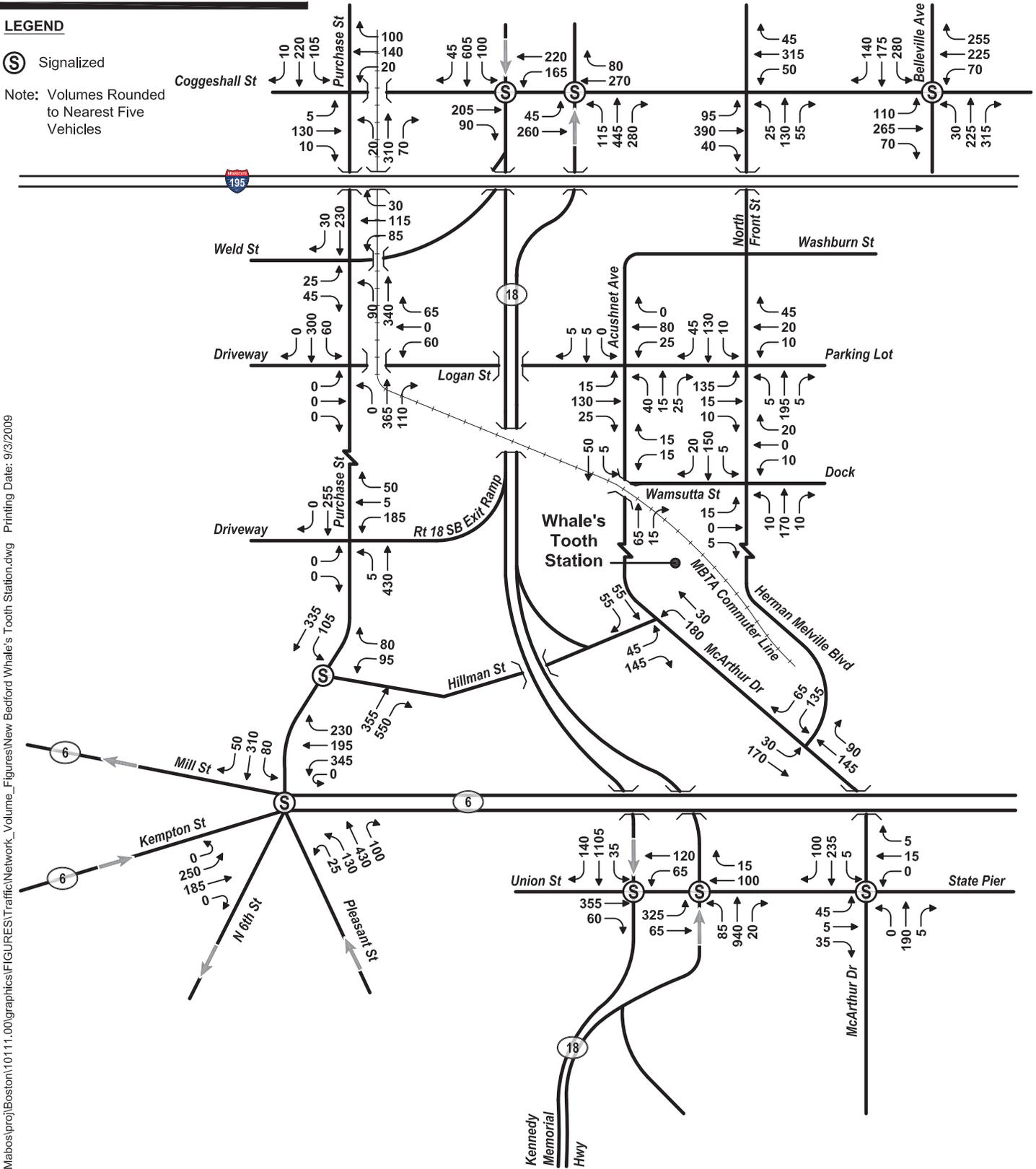
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Figure 4.1-5
New Bedford-Whale's Tooth Stations
Existing Weekday Morning Peak Hour Traffic Volumes

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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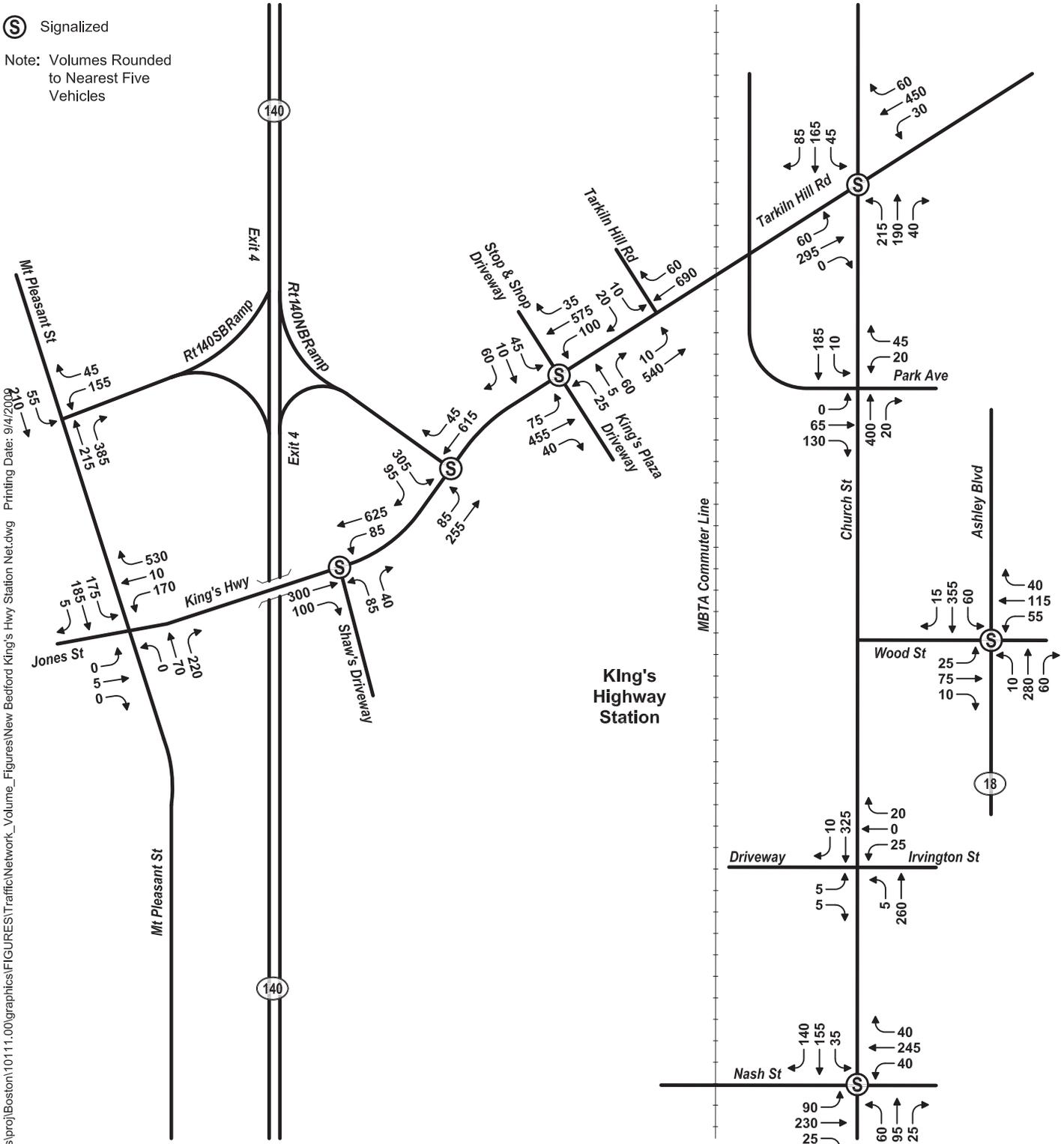
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Not to Scale

Figure 4.1-6
New Bedford-Whale's Tooth Stations
Existing Weekday Evening Peak Hour Traffic Volumes

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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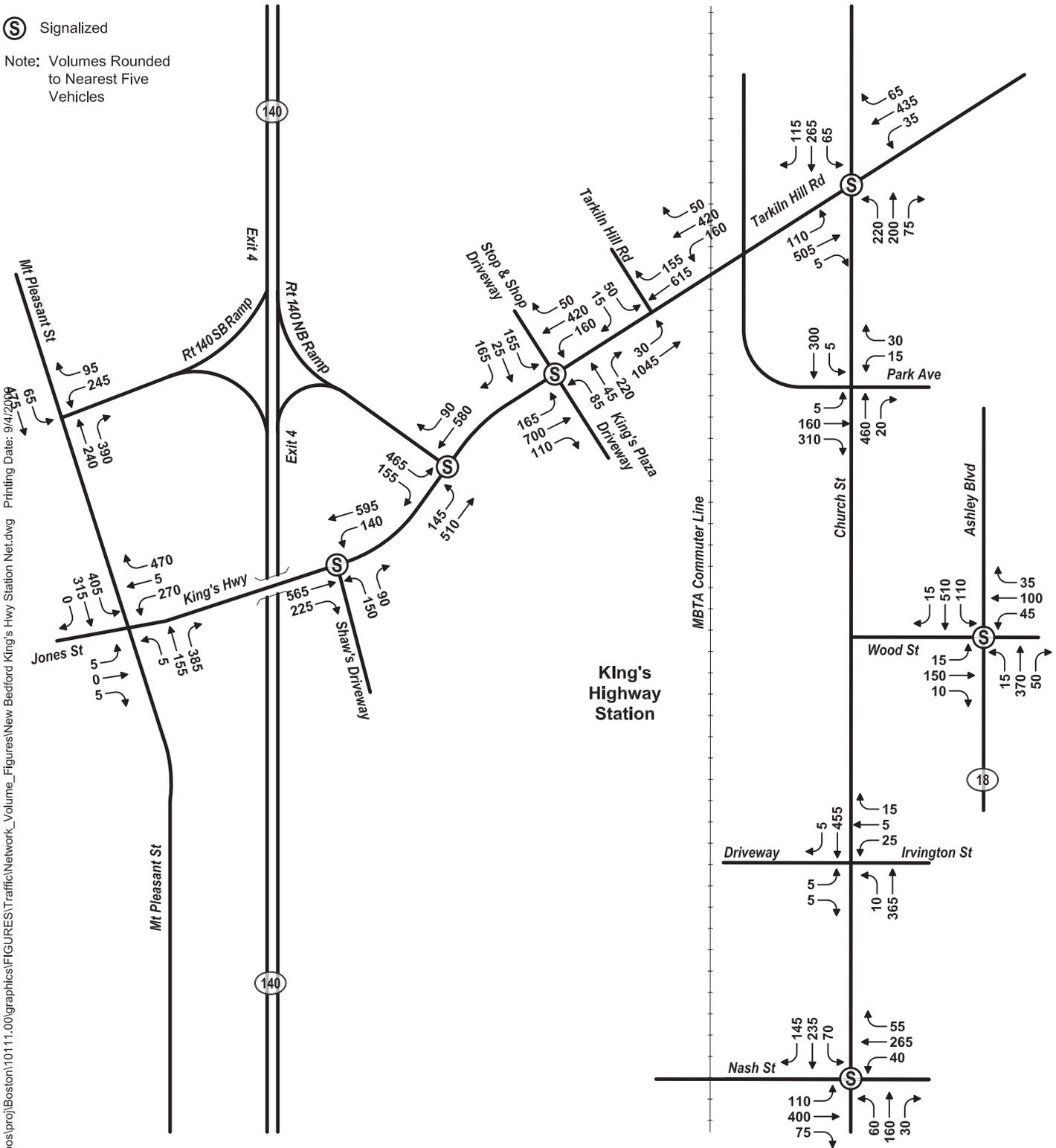
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Figure 4.1-7
New Bedford-
King's Highway Station
Existing Weekday Morning Peak Hour
Traffic Volumes

LEGEND

(S) Signalized

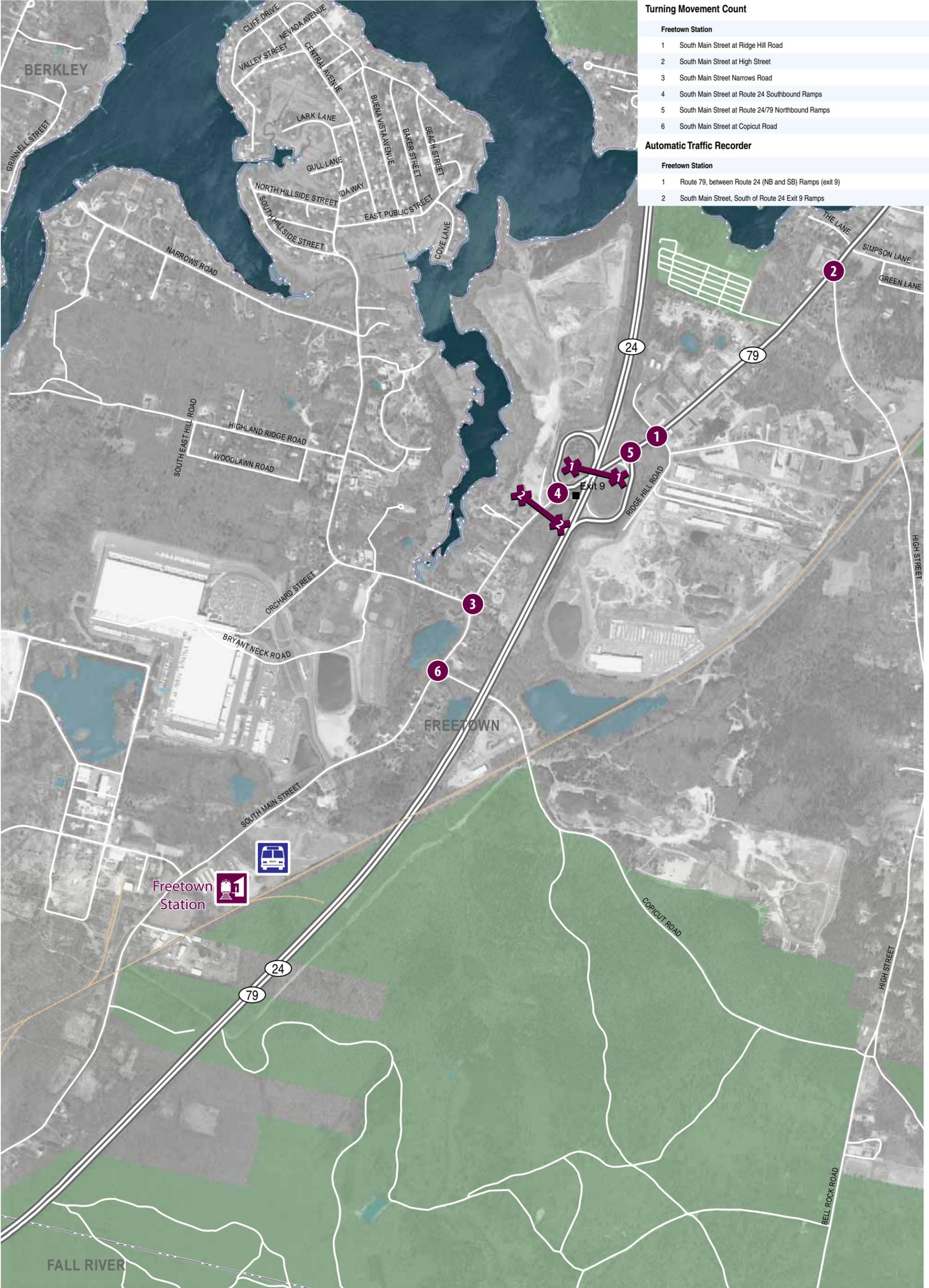
Note: Volumes Rounded to Nearest Five Vehicles



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Not to Scale

Figure 4.1-8
New Bedford-King's Highway Station
Existing Weekday Evening Peak Hour Traffic Volumes



Turning Movement Count

Freetown Station	
1	South Main Street at Ridge Hill Road
2	South Main Street at High Street
3	South Main Street Narrows Road
4	South Main Street at Route 24 Southbound Ramps
5	South Main Street at Route 24/79 Northbound Ramps
6	South Main Street at Copicut Road

Automatic Traffic Recorder

Freetown Station	
1	Route 79, between Route 24 (NB and SB) Ramps (exit 9)
2	South Main Street, South of Route 24 Exit 9 Ramps

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Legend

-  Commuter Rail Station Location
-  Rapid Bus Station Location
-  ATR Count Location
-  Turning Movement Count Location

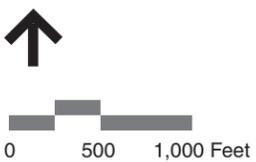


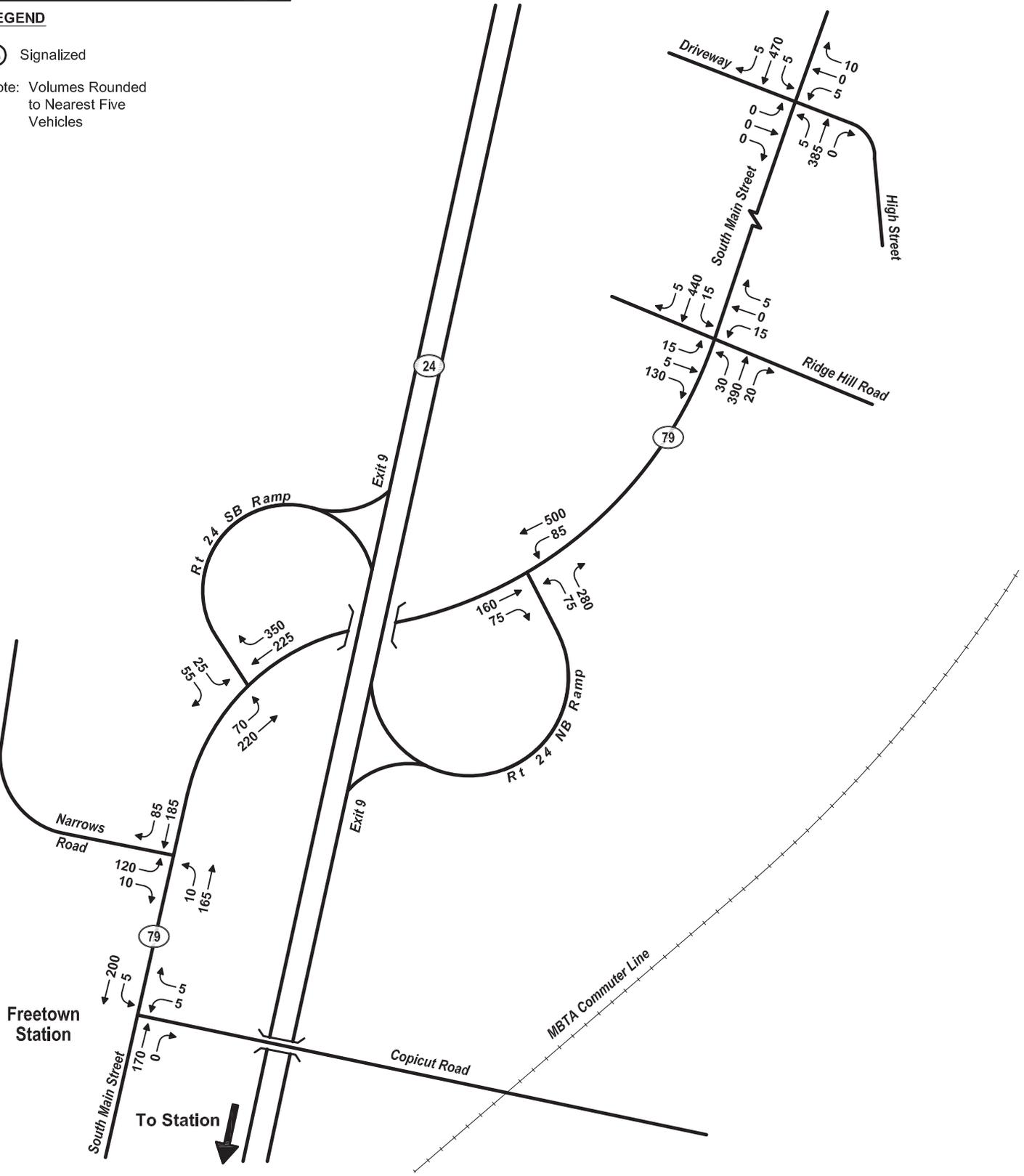
Figure 4.1-9
Freetown Traffic Count Locations

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles

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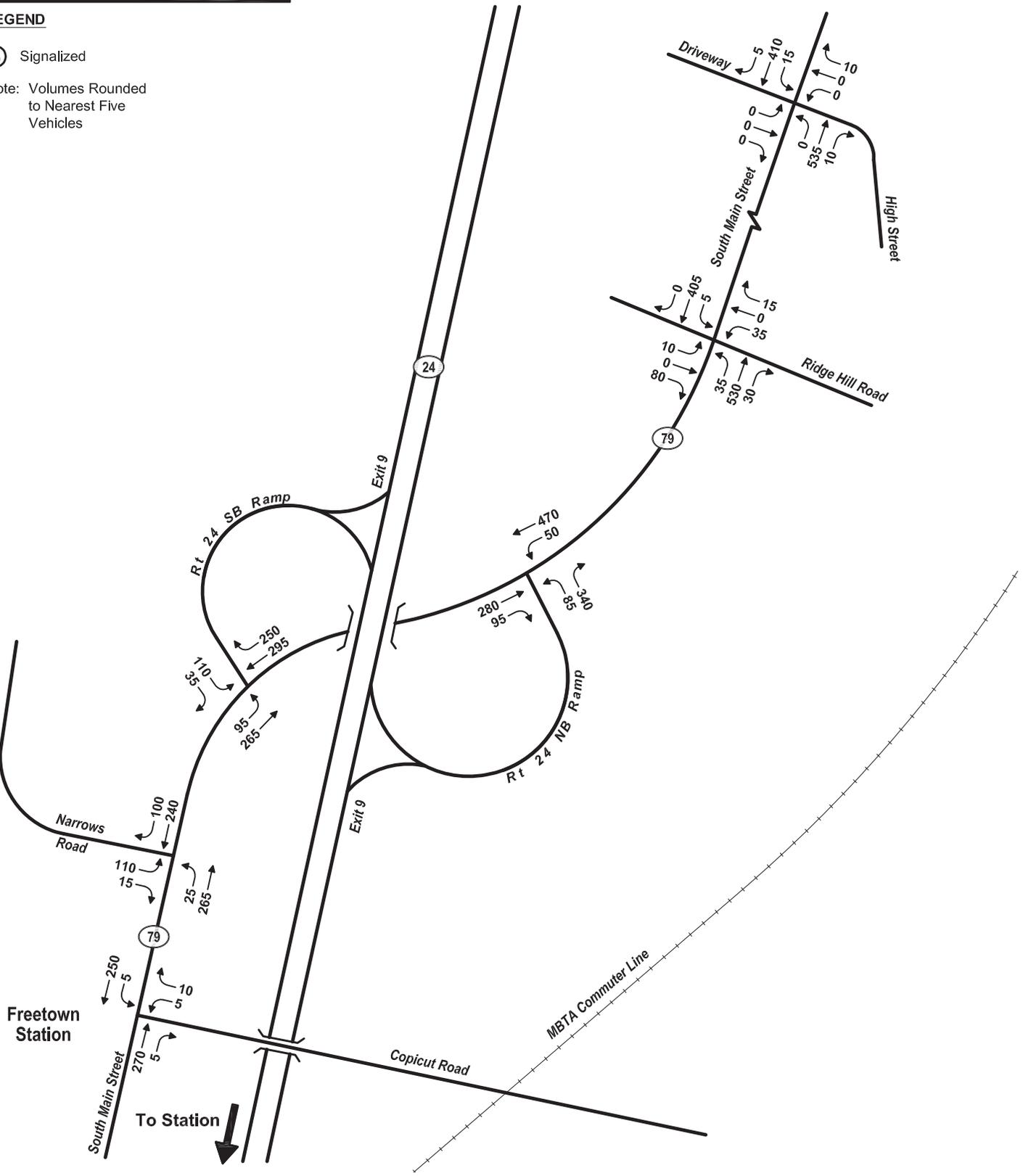
Figure 4.1-10
Freetown Station-
Existing Weekday Morning Peak Hour Traffic Volumes

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles

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Figure 4.1-11
Freetown Station-
Existing Weekday Evening Peak Hour Traffic Volumes

Turning Movement Count

Battleship Cove Station

- 1 Water Street at Anawan Street
- 2 Ferry St at Ponta Delgada Street
- 3 Anawan Street at Davol Street
- 4 N Davol Street at Central Street

Fall River Depot Station

- 1 North Main Street at President Avenue
- 2 N. Davol Street at President Avenue
- 3 S. Davol Street at President Avenue
- 4 N. Davol Street at Pearce Street
- 5 N. Davol Street at Turner Street
- 6 S. Davol Street at the northern U-turn near Cedar Street (Davol St SB to Davol St NB)
- 7 N. Davol Street at the southern U-turn near Cedar Street (Davol St NB to Davol St SB)

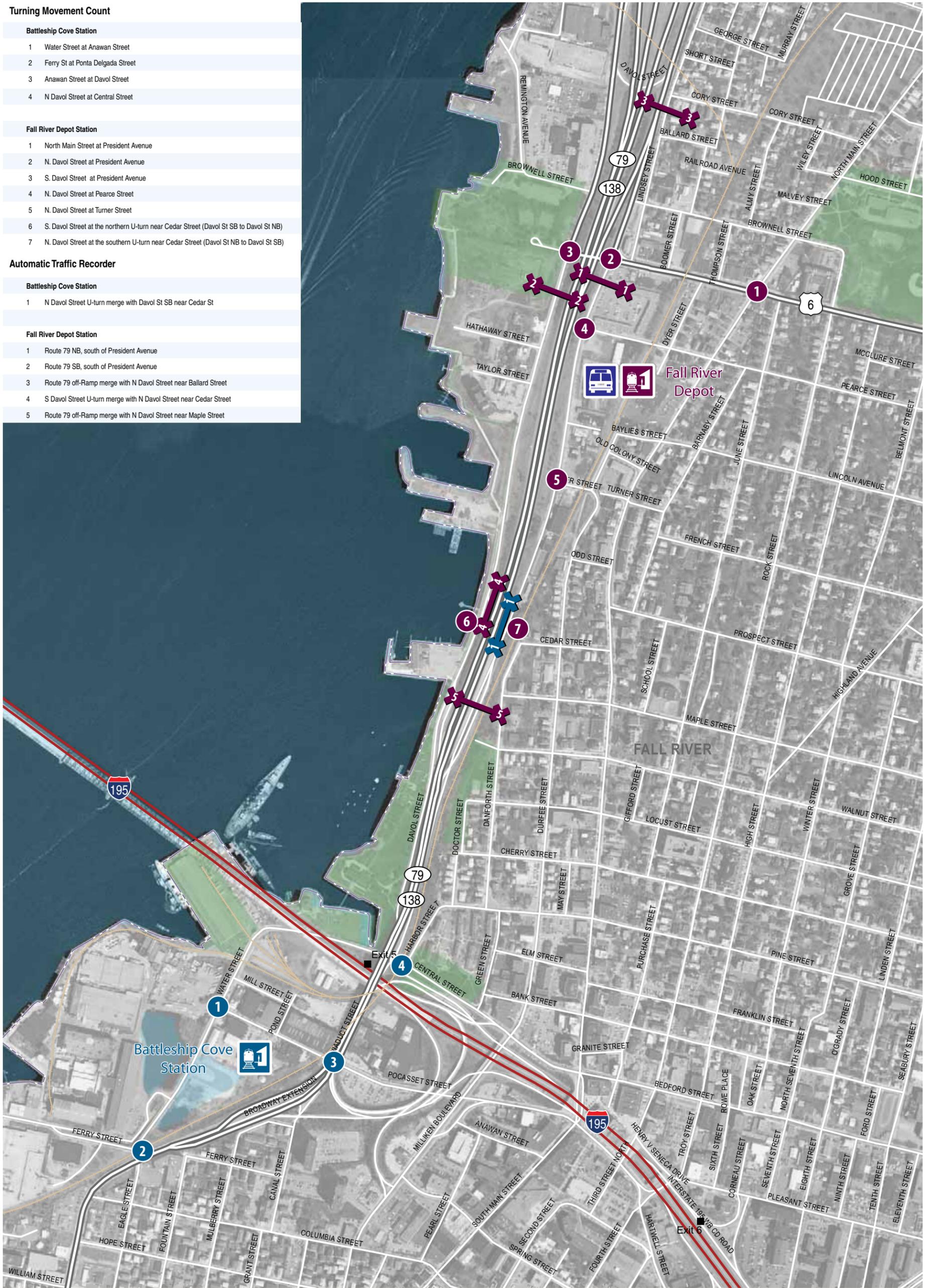
Automatic Traffic Recorder

Battleship Cove Station

- 1 N Davol Street U-turn merge with Davol St SB near Cedar St

Fall River Depot Station

- 1 Route 79 NB, south of President Avenue
- 2 Route 79 SB, south of President Avenue
- 3 Route 79 off-Ramp merge with N Davol Street near Ballard Street
- 4 S Davol Street U-turn merge with N Davol Street near Cedar Street
- 5 Route 79 off-Ramp merge with N Davol Street near Maple Street



Legend

- Commuter Rail Station Location
- Rapid Bus Station Location
- ATR Count Location
- Turning Movement Count Location

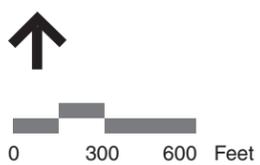


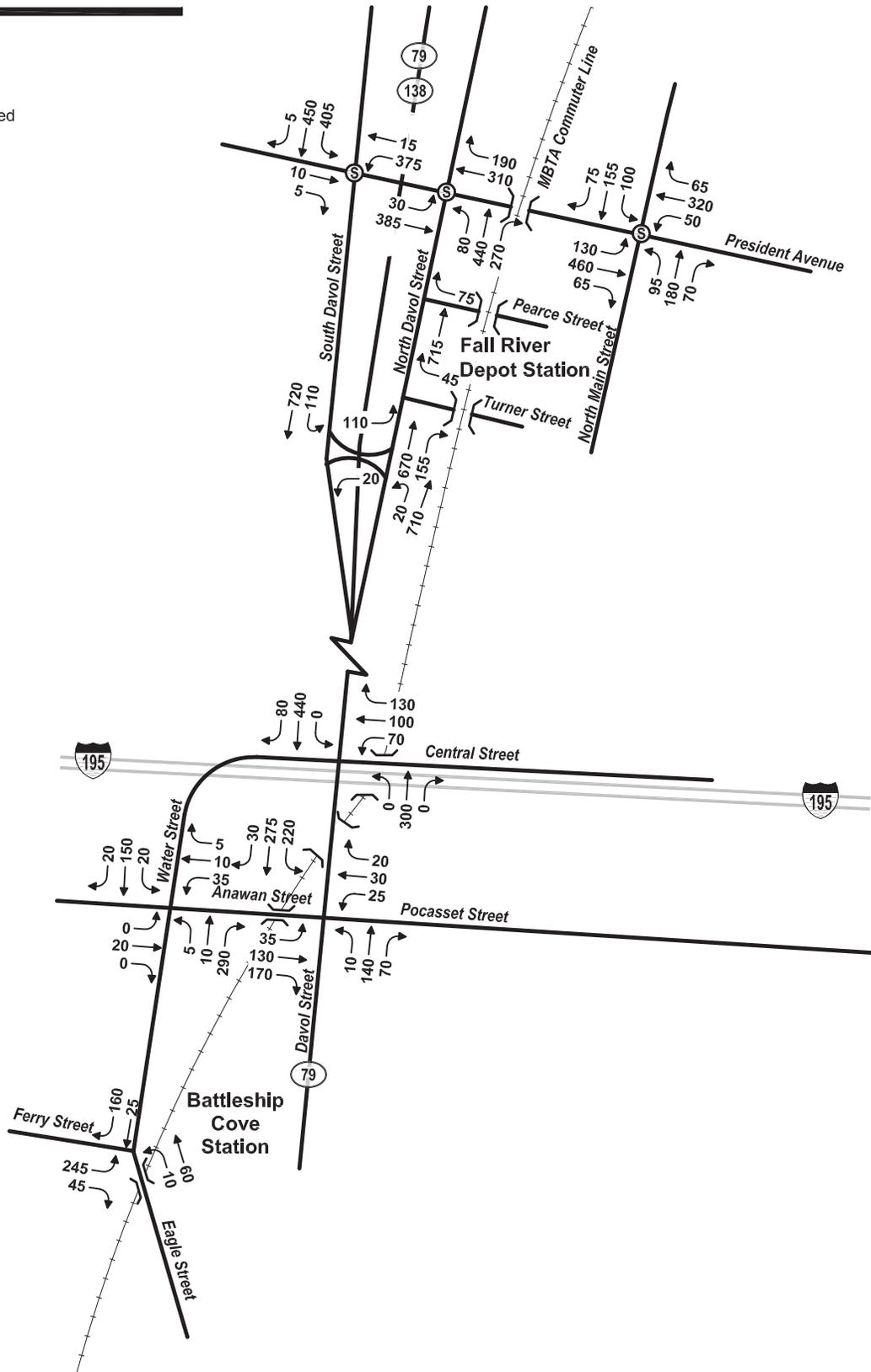
Figure 4.1-12

Fall River Traffic Count Locations

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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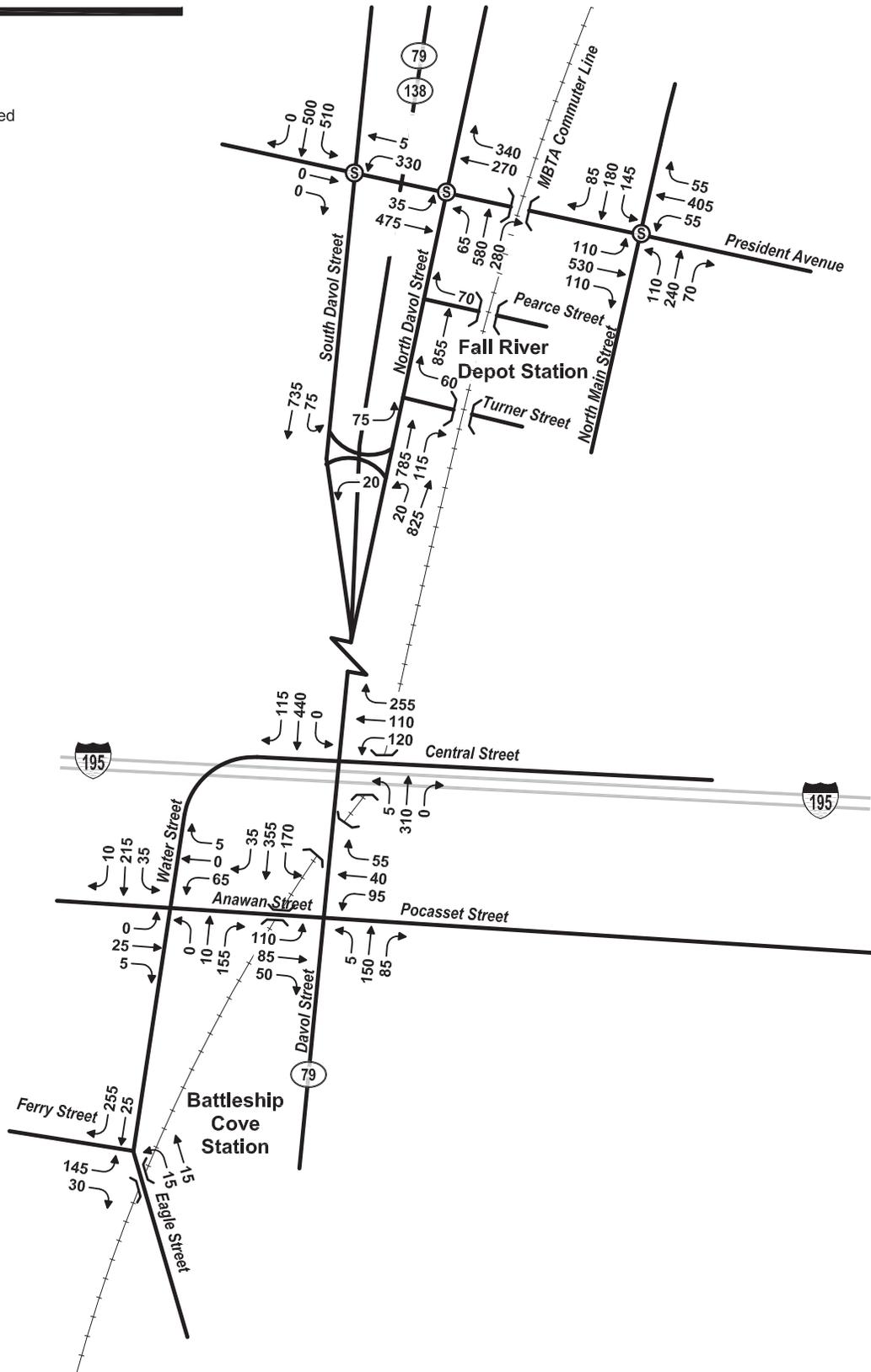
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Figure 4.1-13
Fall River Stations-
Existing Weekday Morning Peak Hour Traffic Volumes

LEGEND

 Signalized

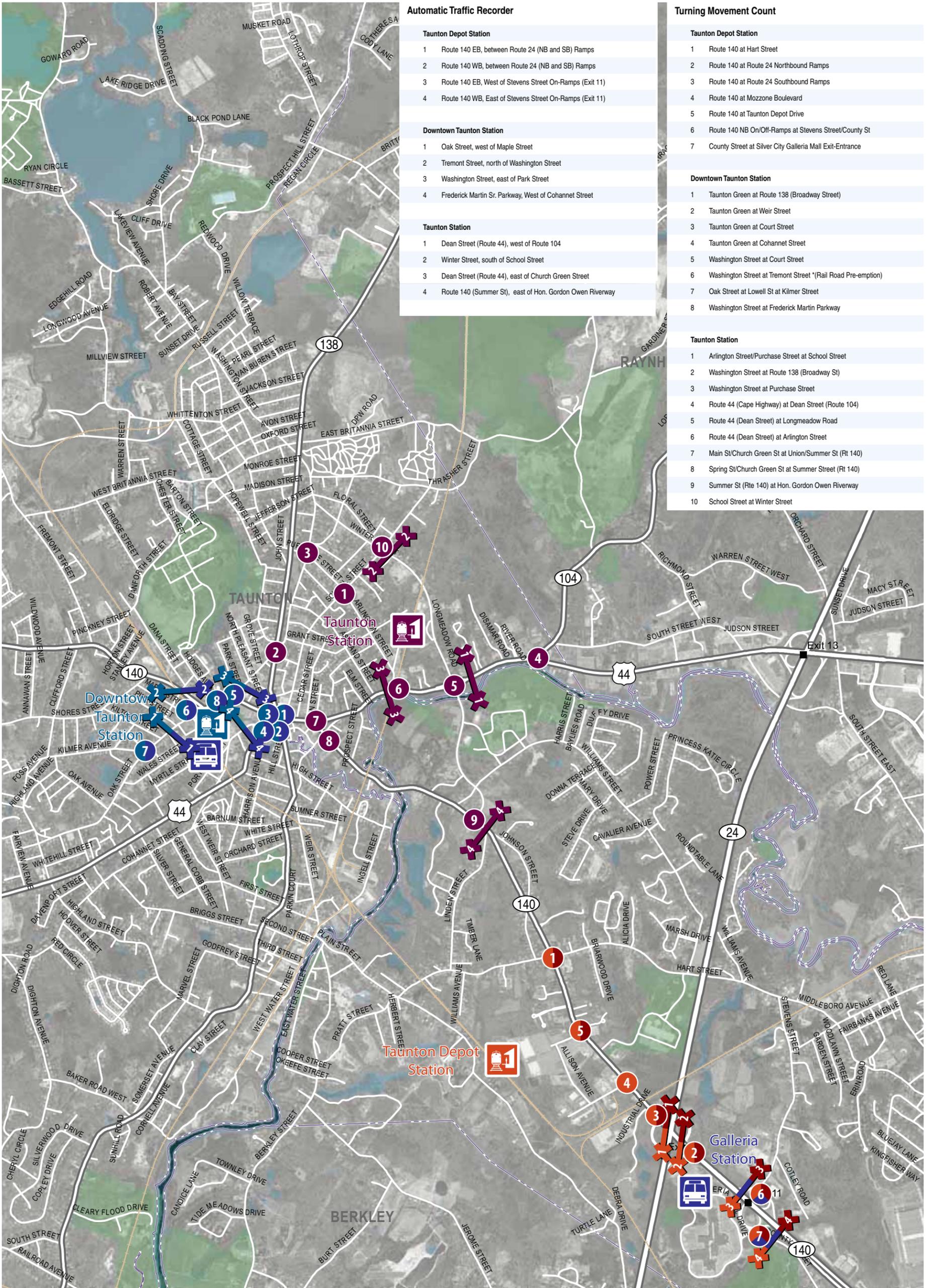
Note: Volumes Rounded to Nearest Five Vehicles



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Figure 4.1-14
 Fall River Stations-
 Existing Weekday Evening Peak Hour
 Traffic Volumes



Automatic Traffic Recorder

Taunton Depot Station

- 1 Route 140 EB, between Route 24 (NB and SB) Ramps
- 2 Route 140 WB, between Route 24 (NB and SB) Ramps
- 3 Route 140 EB, West of Stevens Street On-Ramps (Exit 11)
- 4 Route 140 WB, East of Stevens Street On-Ramps (Exit 11)

Downtown Taunton Station

- 1 Oak Street, west of Maple Street
- 2 Tremont Street, north of Washington Street
- 3 Washington Street, east of Park Street
- 4 Frederick Martin Sr. Parkway, West of Cohannet Street

Taunton Station

- 1 Dean Street (Route 44), west of Route 104
- 2 Winter Street, south of School Street
- 3 Dean Street (Route 44), east of Church Green Street
- 4 Route 140 (Summer St), east of Hon. Gordon Owen Riverway

Turning Movement Count

Taunton Depot Station

- 1 Route 140 at Hart Street
- 2 Route 140 at Route 24 Northbound Ramps
- 3 Route 140 at Route 24 Southbound Ramps
- 4 Route 140 at Mozzone Boulevard
- 5 Route 140 at Taunton Depot Drive
- 6 Route 140 NB On/Off-Ramps at Stevens Street/County St
- 7 County Street at Silver City Galleria Mall Exit-Entrance

Downtown Taunton Station

- 1 Taunton Green at Route 138 (Broadway Street)
- 2 Taunton Green at Weir Street
- 3 Taunton Green at Court Street
- 4 Taunton Green at Cohannet Street
- 5 Washington Street at Court Street
- 6 Washington Street at Tremont Street *(Rail Road Pre-emption)
- 7 Oak Street at Lowell St at Kilmer Street
- 8 Washington Street at Frederick Martin Parkway

Taunton Station

- 1 Arlington Street/Purchase Street at School Street
- 2 Washington Street at Route 138 (Broadway St)
- 3 Washington Street at Purchase Street
- 4 Route 44 (Cape Highway) at Dean Street (Route 104)
- 5 Route 44 (Dean Street) at Longmeadow Road
- 6 Route 44 (Dean Street) at Arlington Street
- 7 Main St/Church Green St at Union/Summer St (Rt 140)
- 8 Spring St/Church Green St at Summer Street (Rt 140)
- 9 Summer St (Rte 140) at Hon. Gordon Owen Riverway
- 10 School Street at Winter Street

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Legend

- Commuter Rail Station Location
- Rapid Bus Station Location
- ATR Count Location
- Turning Movement Count Location

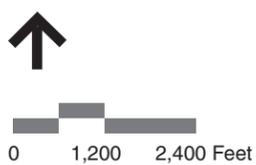


Figure 4.1-15

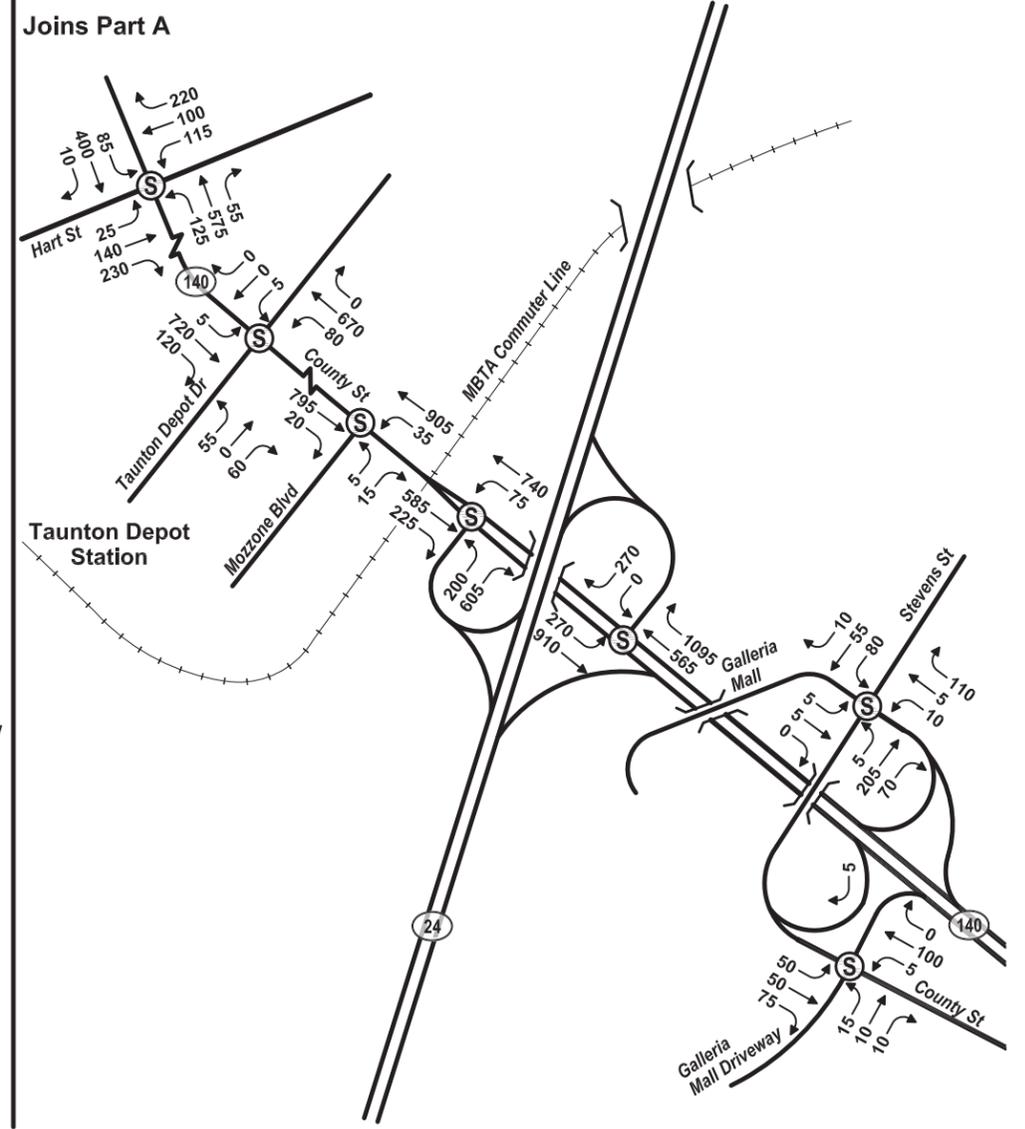
Taunton Traffic Count Locations

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles

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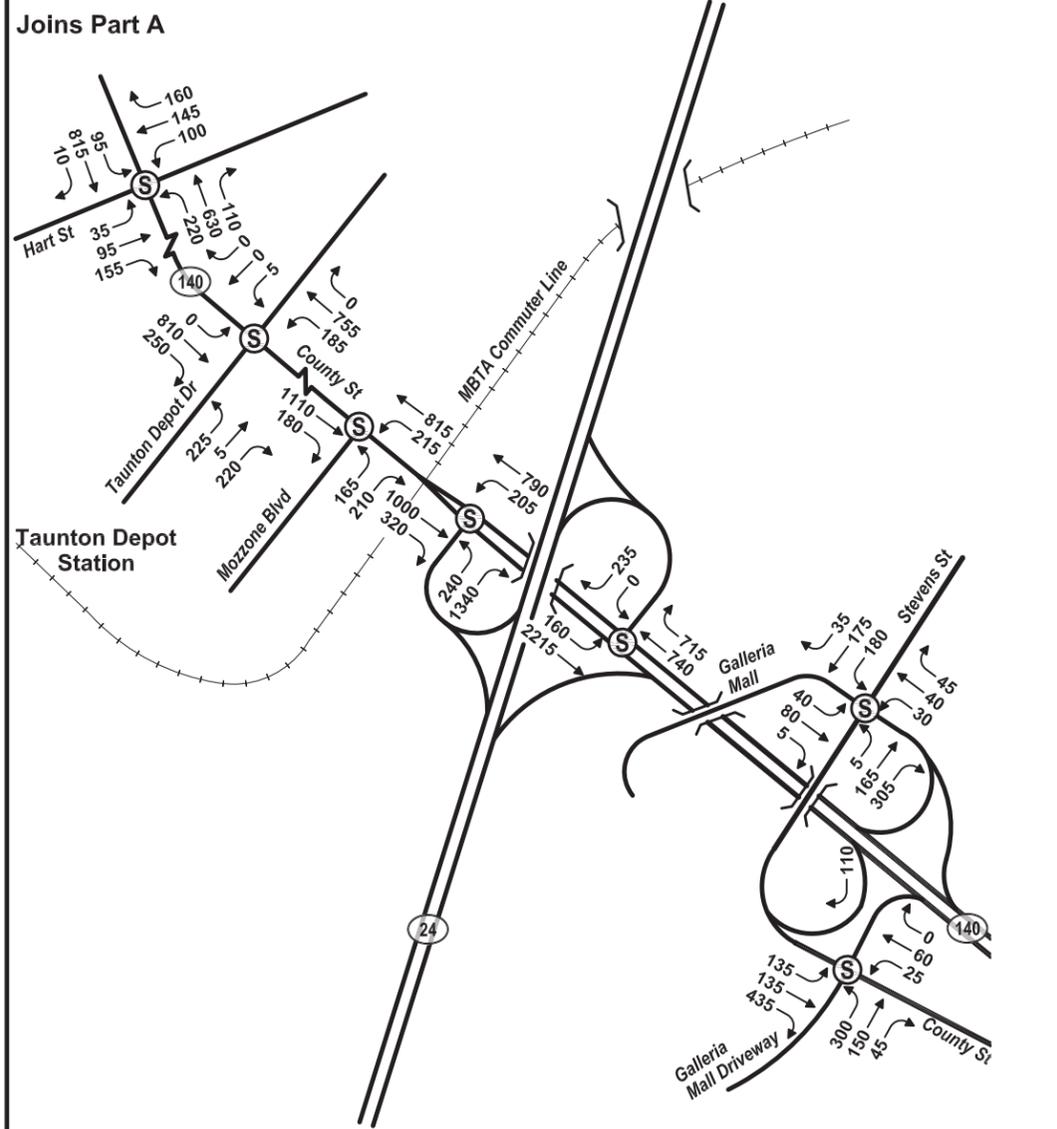
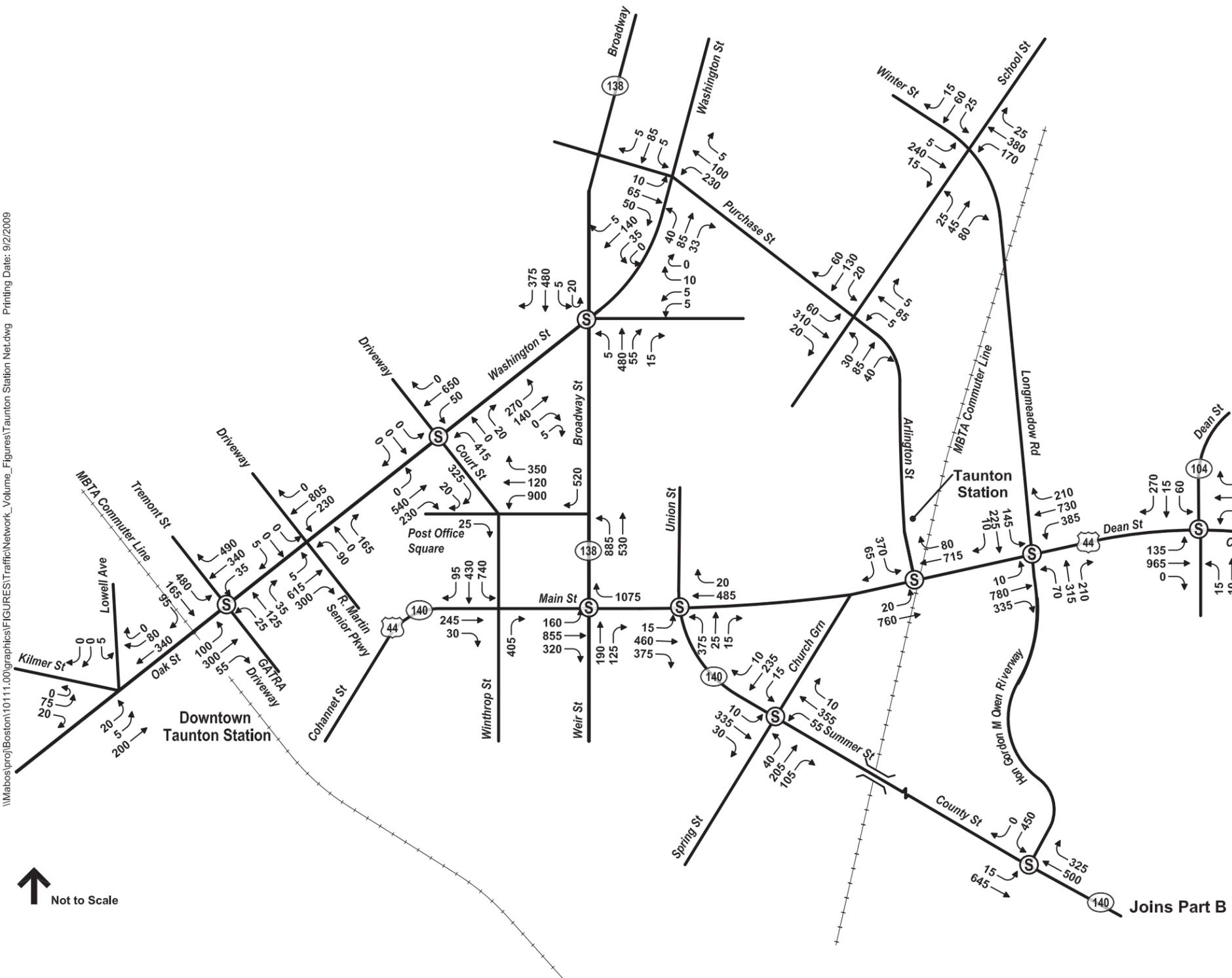
Figure 4.1-16
Taunton Stations
Existing Weekday Morning Peak Hour Traffic Volumes

LEGEND

 Signalized

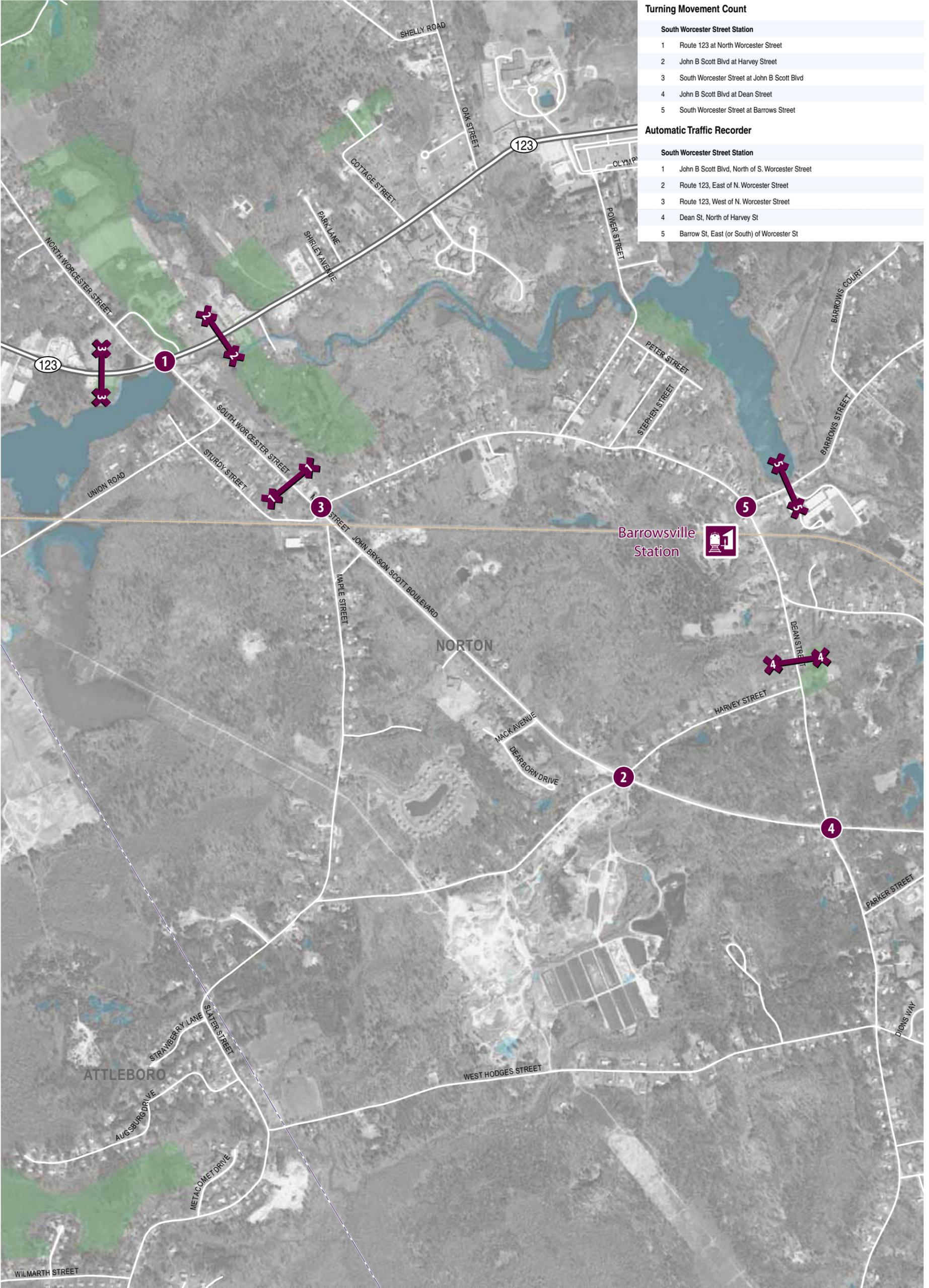
Note: Volumes Rounded to Nearest Five Vehicles

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Figure 4.1-17
Taunton Stations
Existing Weekday Evening Peak Hour Traffic Volumes



Turning Movement Count

South Worcester Street Station	
1	Route 123 at North Worcester Street
2	John B Scott Blvd at Harvey Street
3	South Worcester Street at John B Scott Blvd
4	John B Scott Blvd at Dean Street
5	South Worcester Street at Barrows Street

Automatic Traffic Recorder

South Worcester Street Station	
1	John B Scott Blvd, North of S. Worcester Street
2	Route 123, East of N. Worcester Street
3	Route 123, West of N. Worcester Street
4	Dean St, North of Harvey St
5	Barrow St, East (or South) of Worcester St

Legend

-  Commuter Rail Station Location
-  Rapid Bus Station Location
-  ATR Count Location
-  Turning Movement Count Location

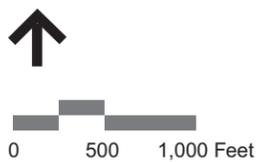
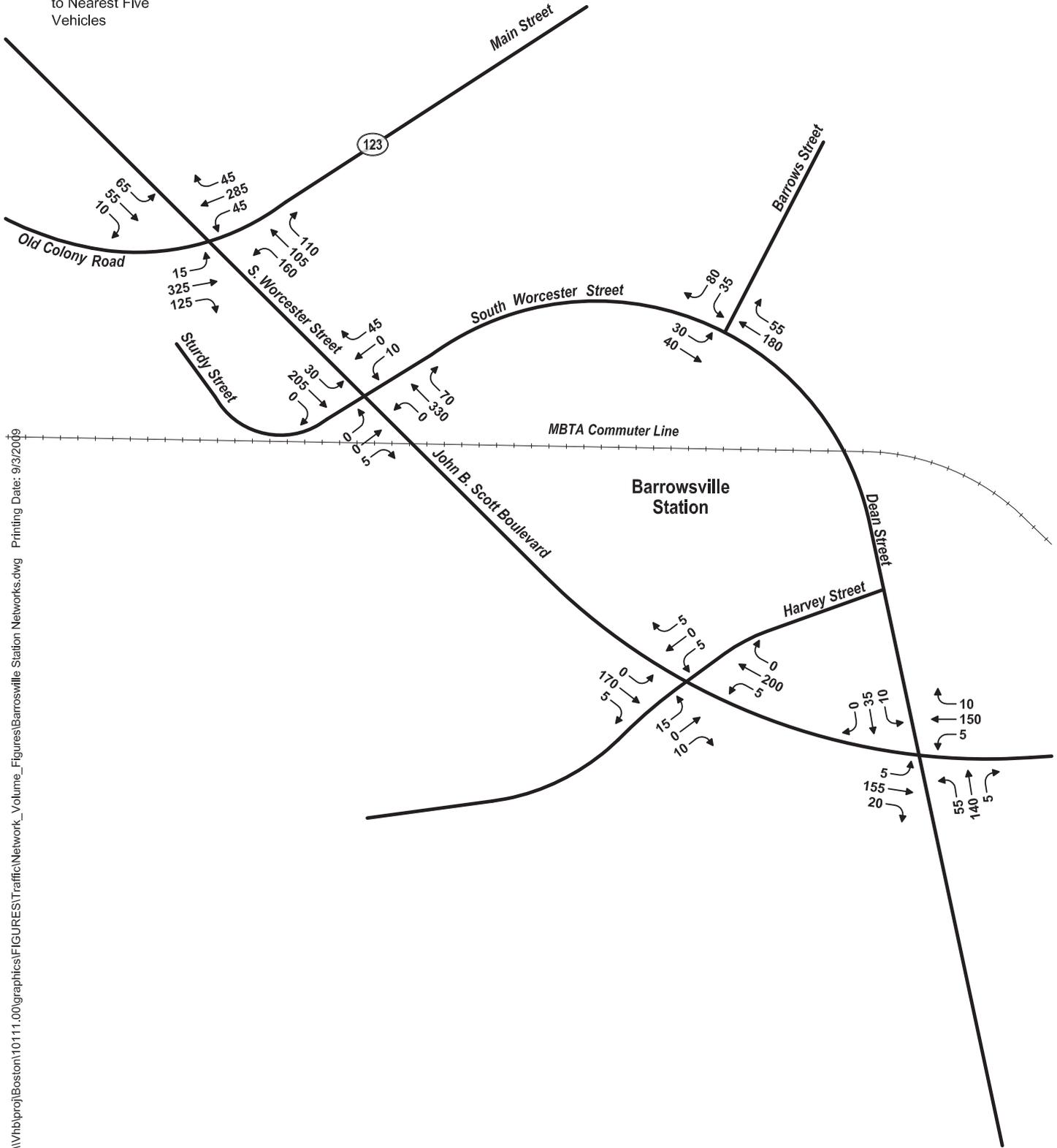


Figure 4.1-18
Norton Traffic Count Locations

Note: Volumes Rounded to Nearest Five Vehicles

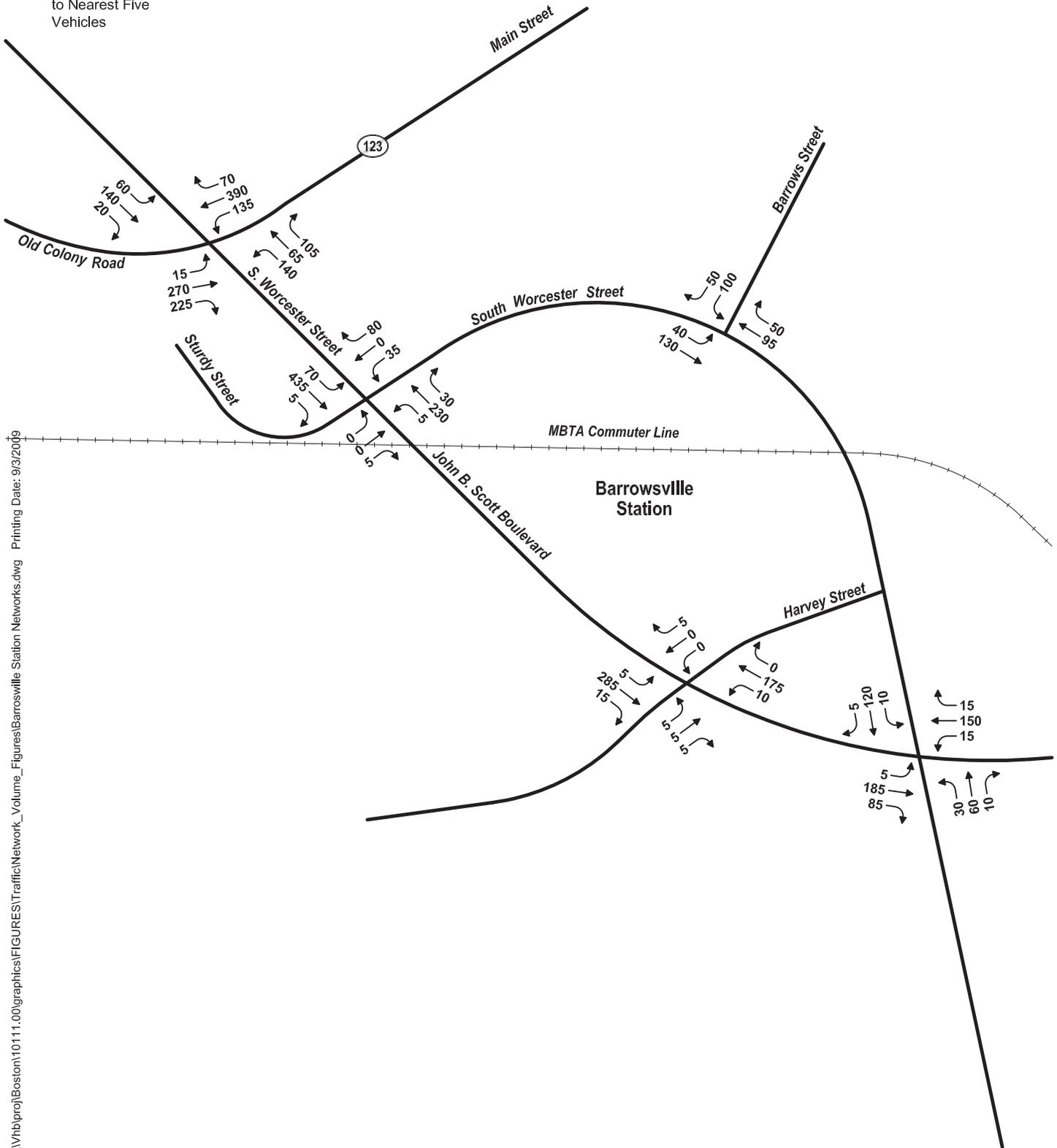


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Figure 4.1-19
Barrowsville Station
Existing Weekday Morning Peak Hour Traffic Volumes

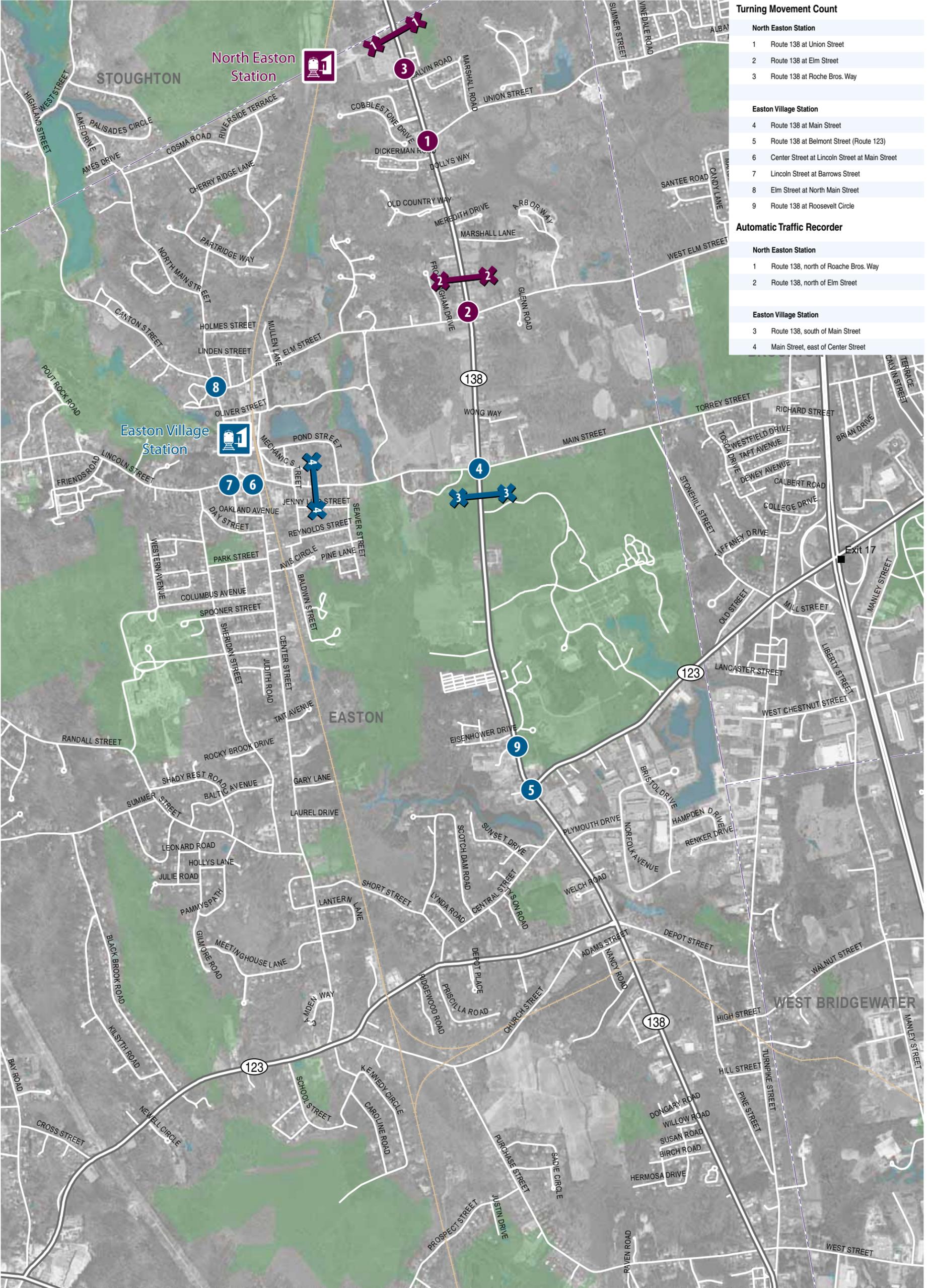
Note: Volumes Rounded to Nearest Five Vehicles



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Not to Scale

Figure 4.1-20
Barrowsville Station
Existing Weekday Evening Peak Hour Traffic Volumes



Turning Movement Count

North Easton Station	
1	Route 138 at Union Street
2	Route 138 at Elm Street
3	Route 138 at Roche Bros. Way

Easton Village Station	
4	Route 138 at Main Street
5	Route 138 at Belmont Street (Route 123)
6	Center Street at Lincoln Street at Main Street
7	Lincoln Street at Barrows Street
8	Elm Street at North Main Street
9	Route 138 at Roosevelt Circle

Automatic Traffic Recorder

North Easton Station	
1	Route 138, north of Roache Bros. Way
2	Route 138, north of Elm Street

Easton Village Station	
3	Route 138, south of Main Street
4	Main Street, east of Center Street

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Legend

-  Commuter Rail Station Location
-  Rapid Bus Station Location
-  ATR Count Location
-  Turning Movement Count Location

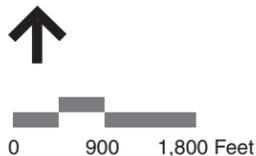
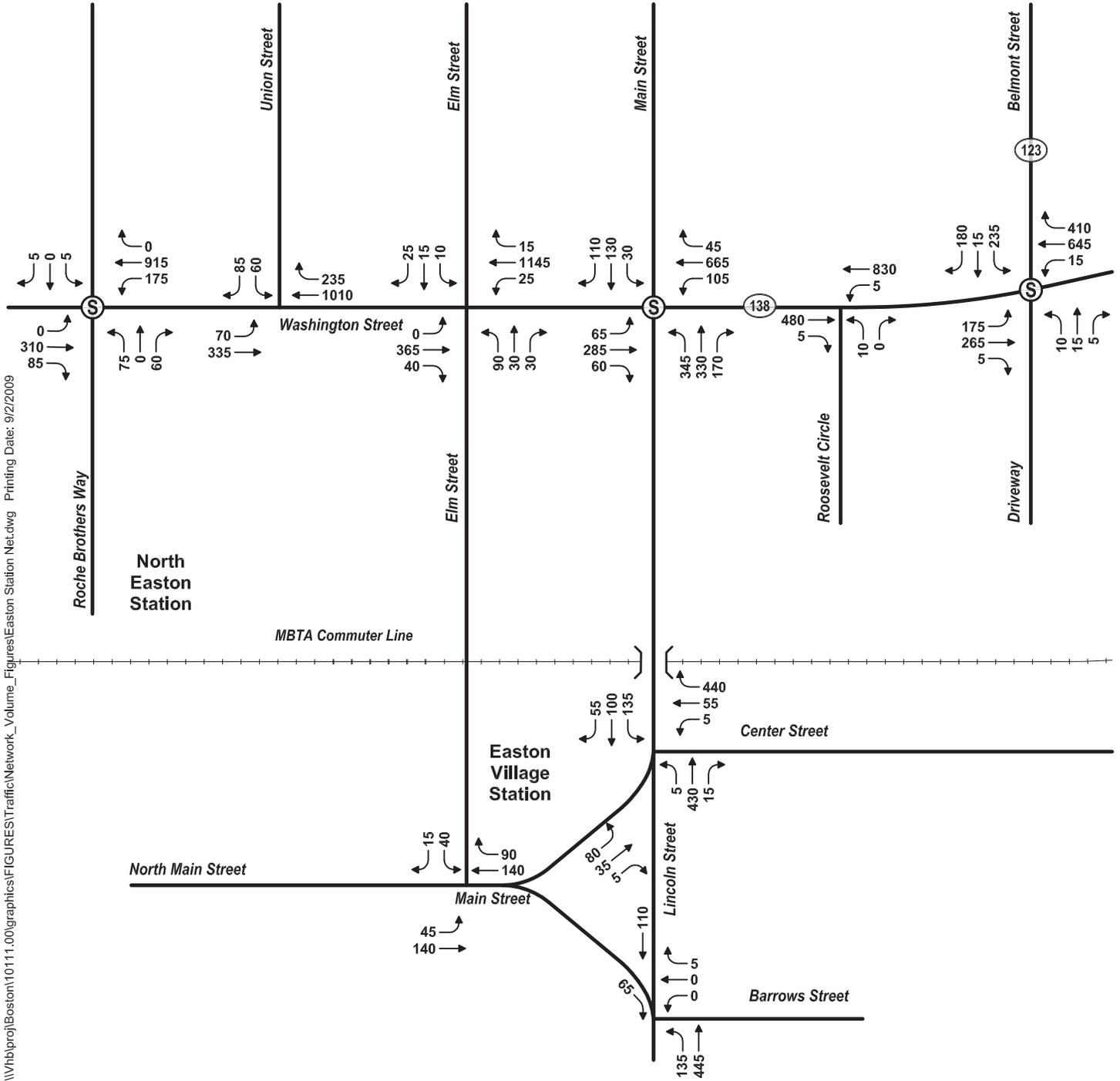


Figure 4.1-21
Easton Traffic Count Locations

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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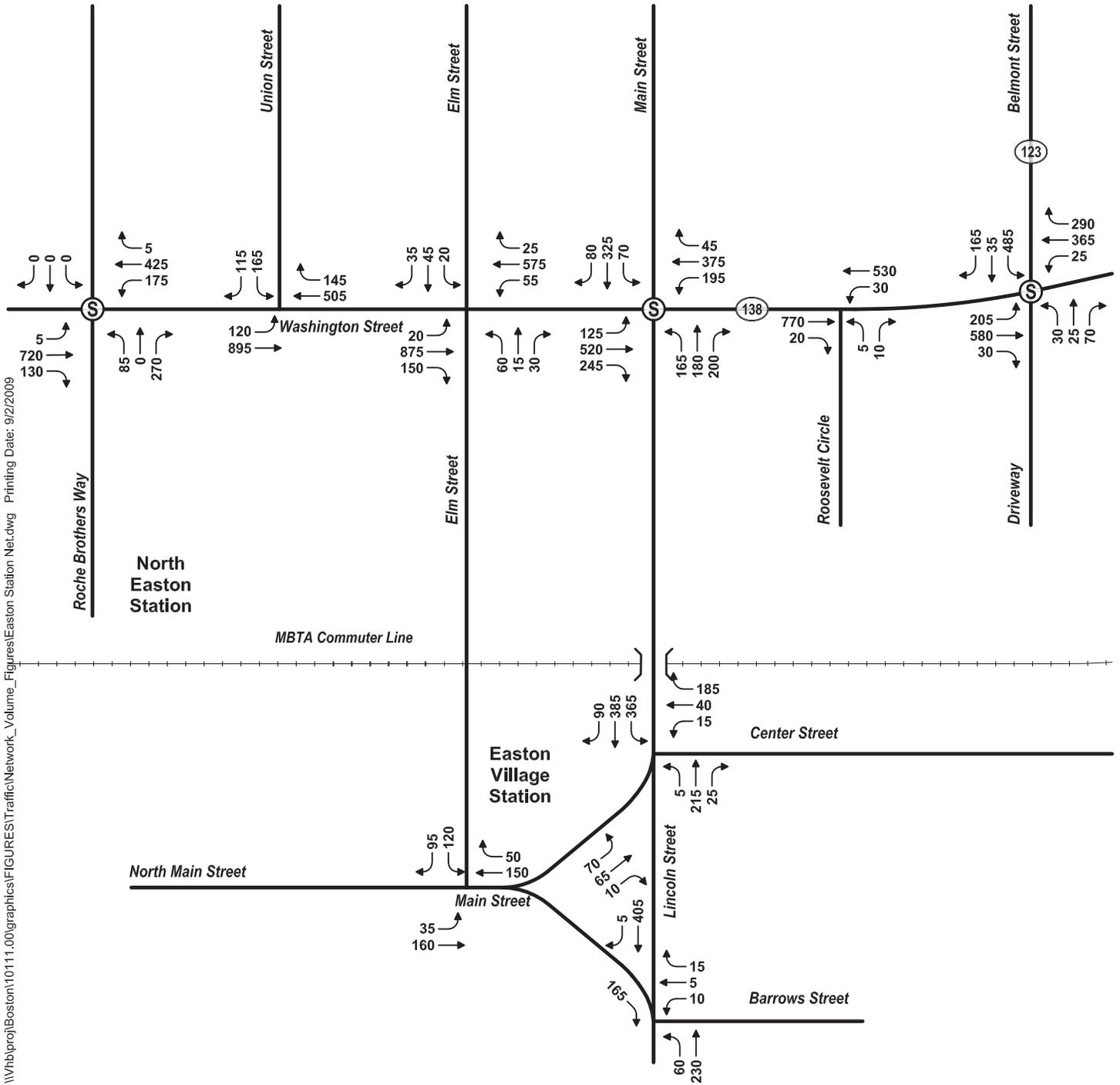
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Figure 4.1-22
Easton Stations-
Existing Weekday Morning Peak Hour Traffic Volumes

LEGEND

 Signalized

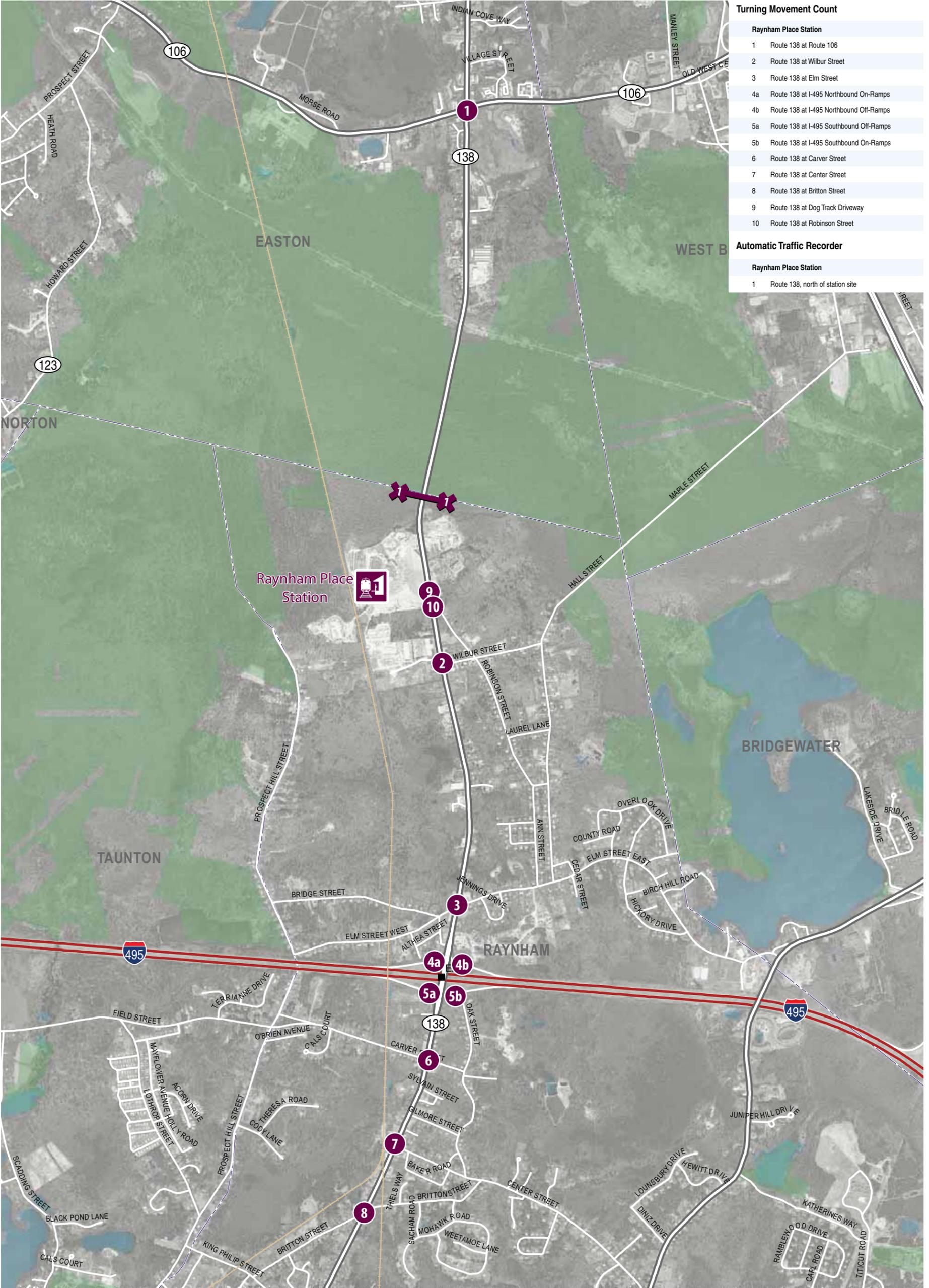
Note: Volumes Rounded to Nearest Five Vehicles



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Not to Scale

Figure 4.1-23
Easton Stations-
Existing Weekday Evening Peak Hour Traffic Volumes



Turning Movement Count

Raynham Place Station	
1	Route 138 at Route 106
2	Route 138 at Wilbur Street
3	Route 138 at Elm Street
4a	Route 138 at I-495 Northbound On-Ramps
4b	Route 138 at I-495 Northbound Off-Ramps
5a	Route 138 at I-495 Southbound Off-Ramps
5b	Route 138 at I-495 Southbound On-Ramps
6	Route 138 at Carver Street
7	Route 138 at Center Street
8	Route 138 at Britton Street
9	Route 138 at Dog Track Driveway
10	Route 138 at Robinson Street

Automatic Traffic Recorder

Raynham Place Station	
1	Route 138, north of station site

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Legend

-  Commuter Rail Station Location
-  Rapid Bus Station Location
-  ATR Count Location
-  Turning Movement Count Location

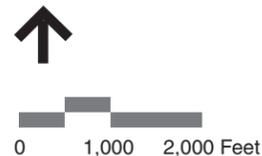
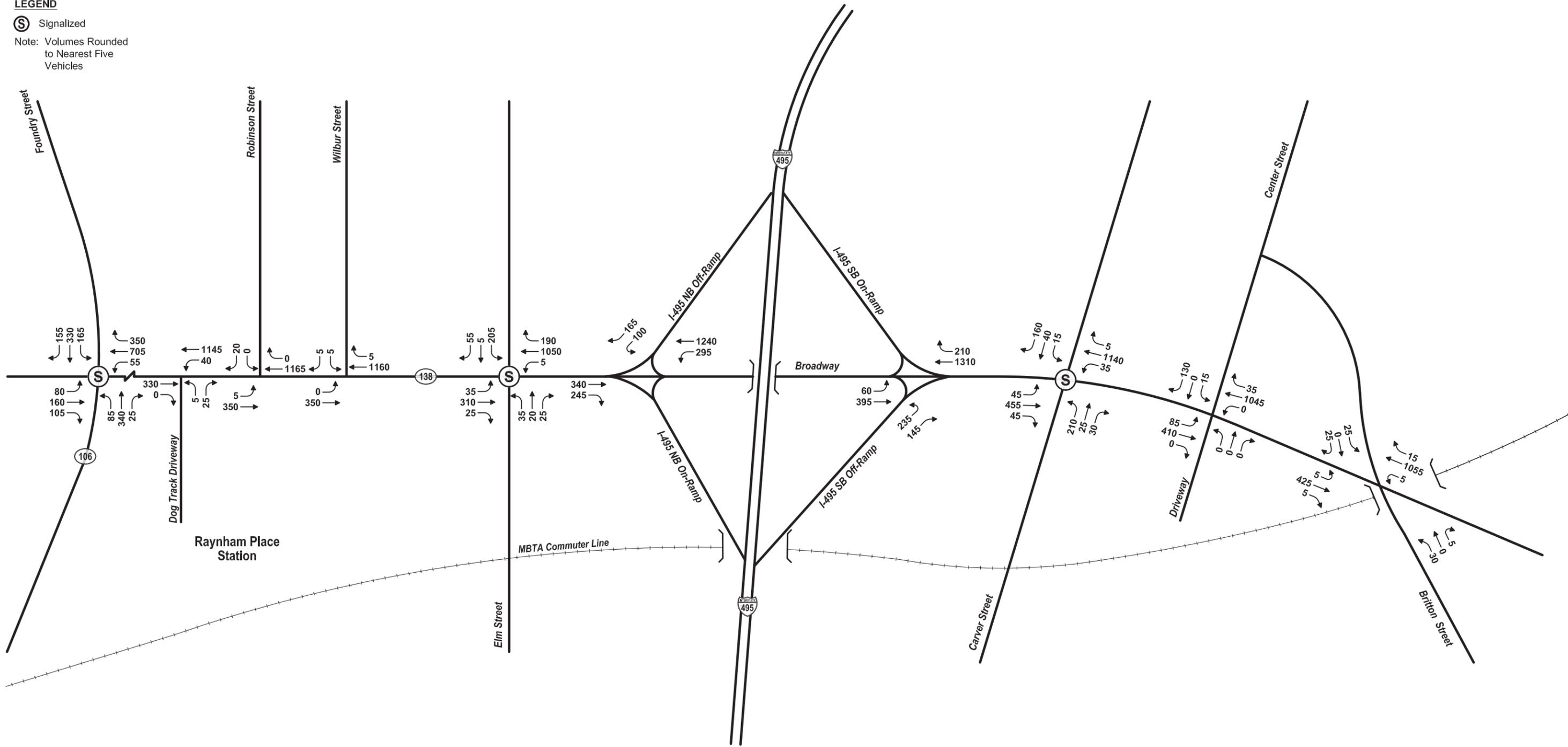


Figure 4.1-24
Raynham Traffic Count Locations

LEGEND

Ⓢ Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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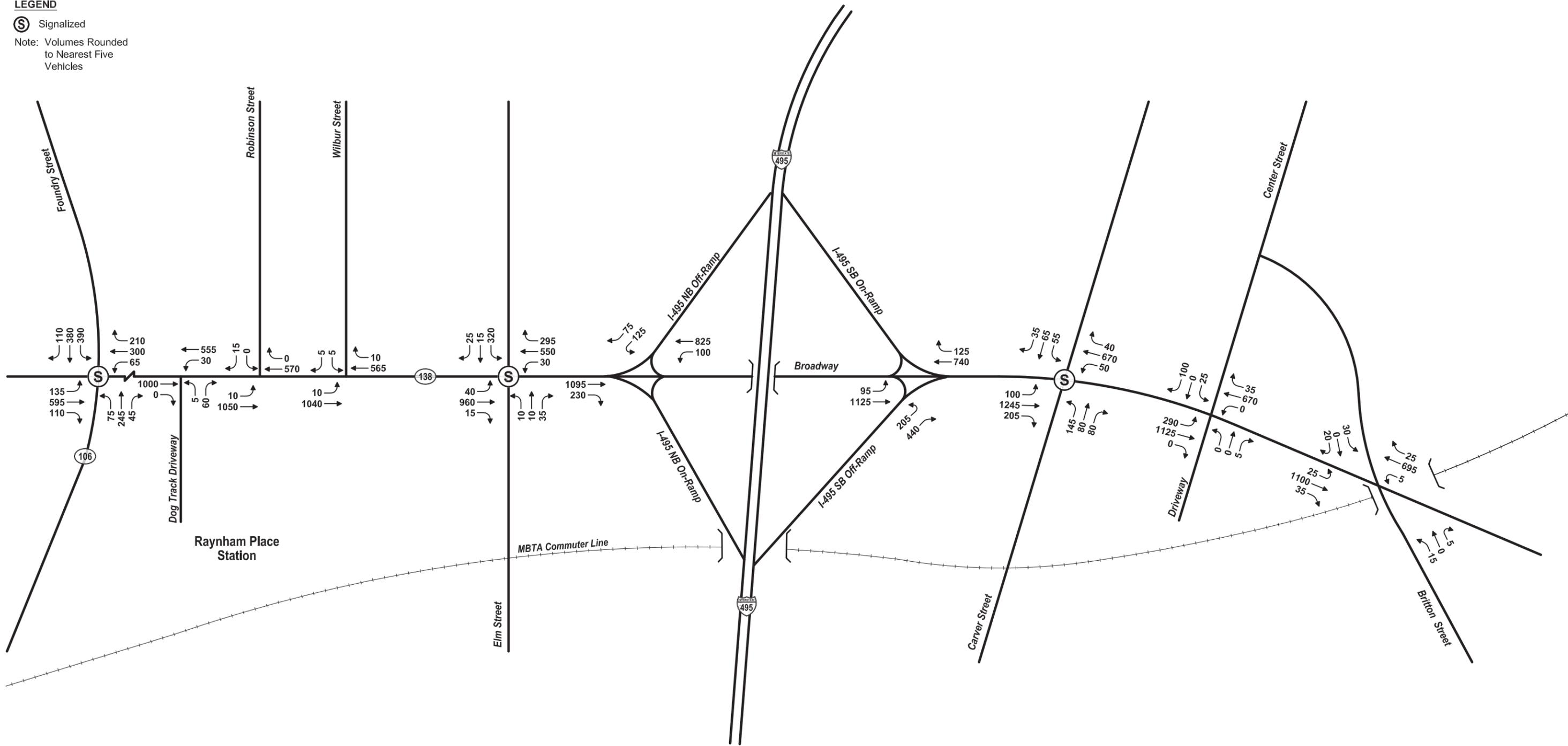
Not to Scale

Figure 4.1-25
Raynham Place Station
Existing Weekday Morning Peak Hour Traffic Volumes

LEGEND

Ⓢ Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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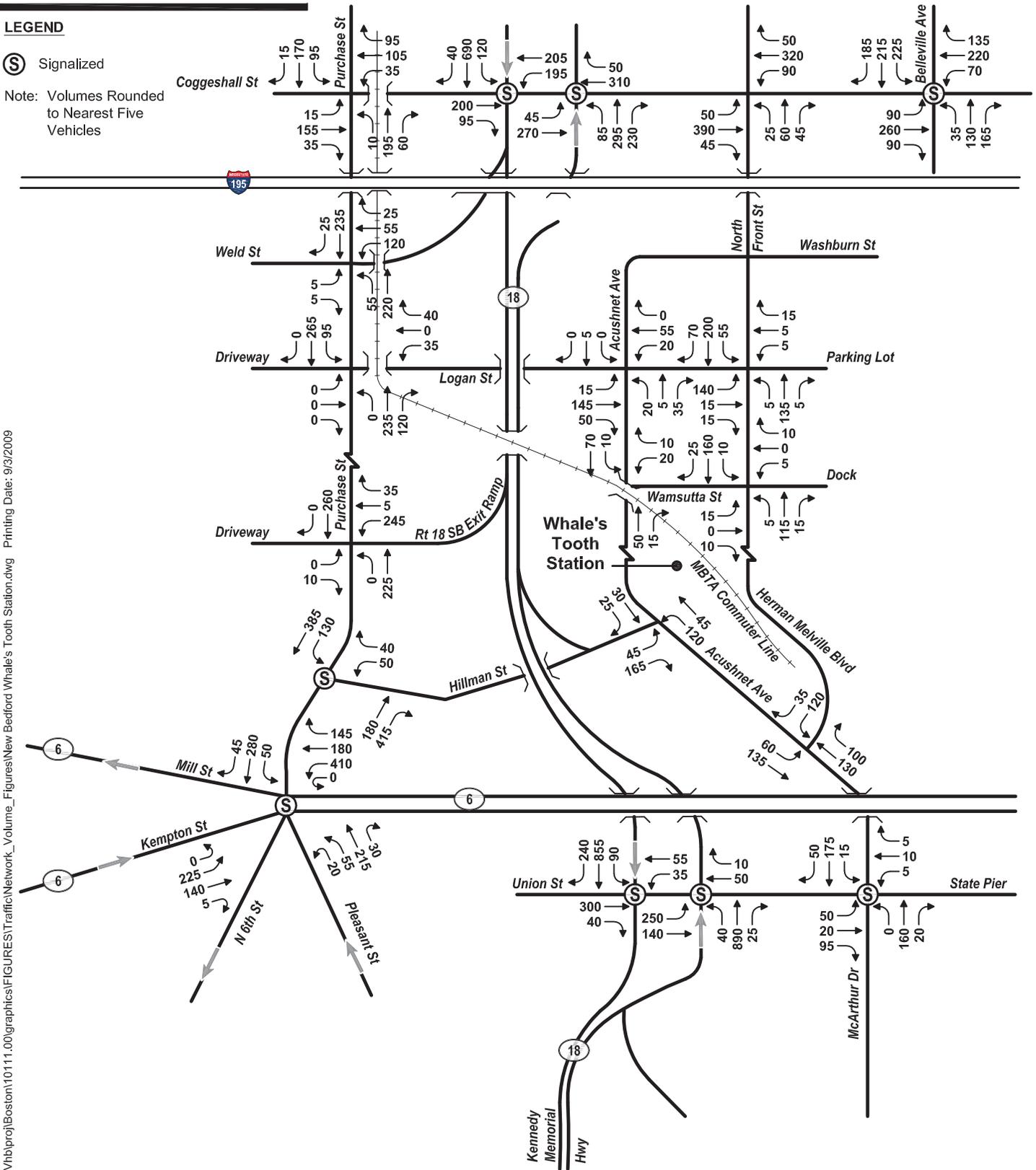
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Figure 4.1-26
Rayham Place Station
Existing Weekday Evening Peak Hour Traffic Volumes

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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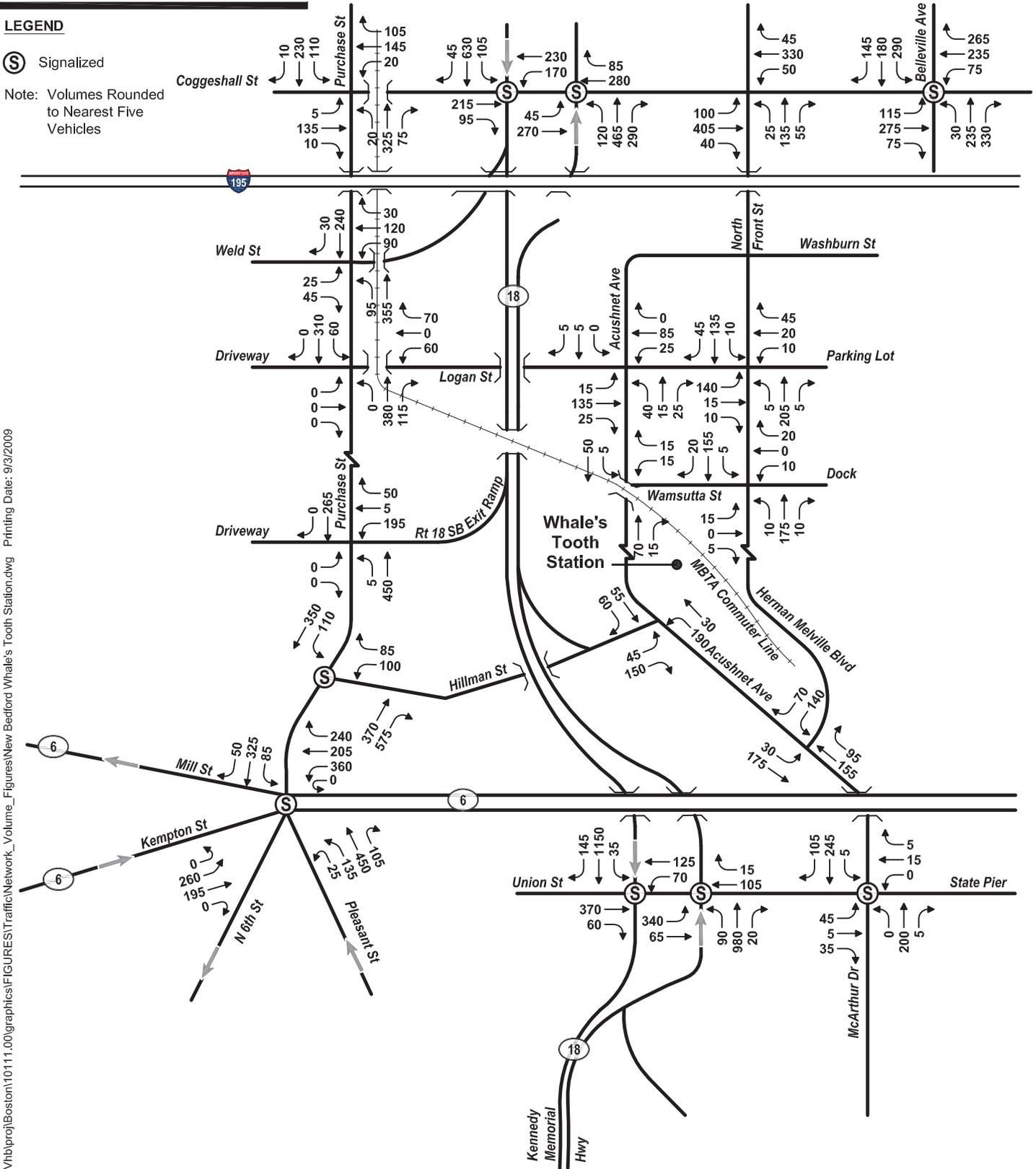
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Figure 4.1-27
New Bedford-Whale's Tooth Stations
No-Build Weekday Morning Peak Hour Traffic Volumes

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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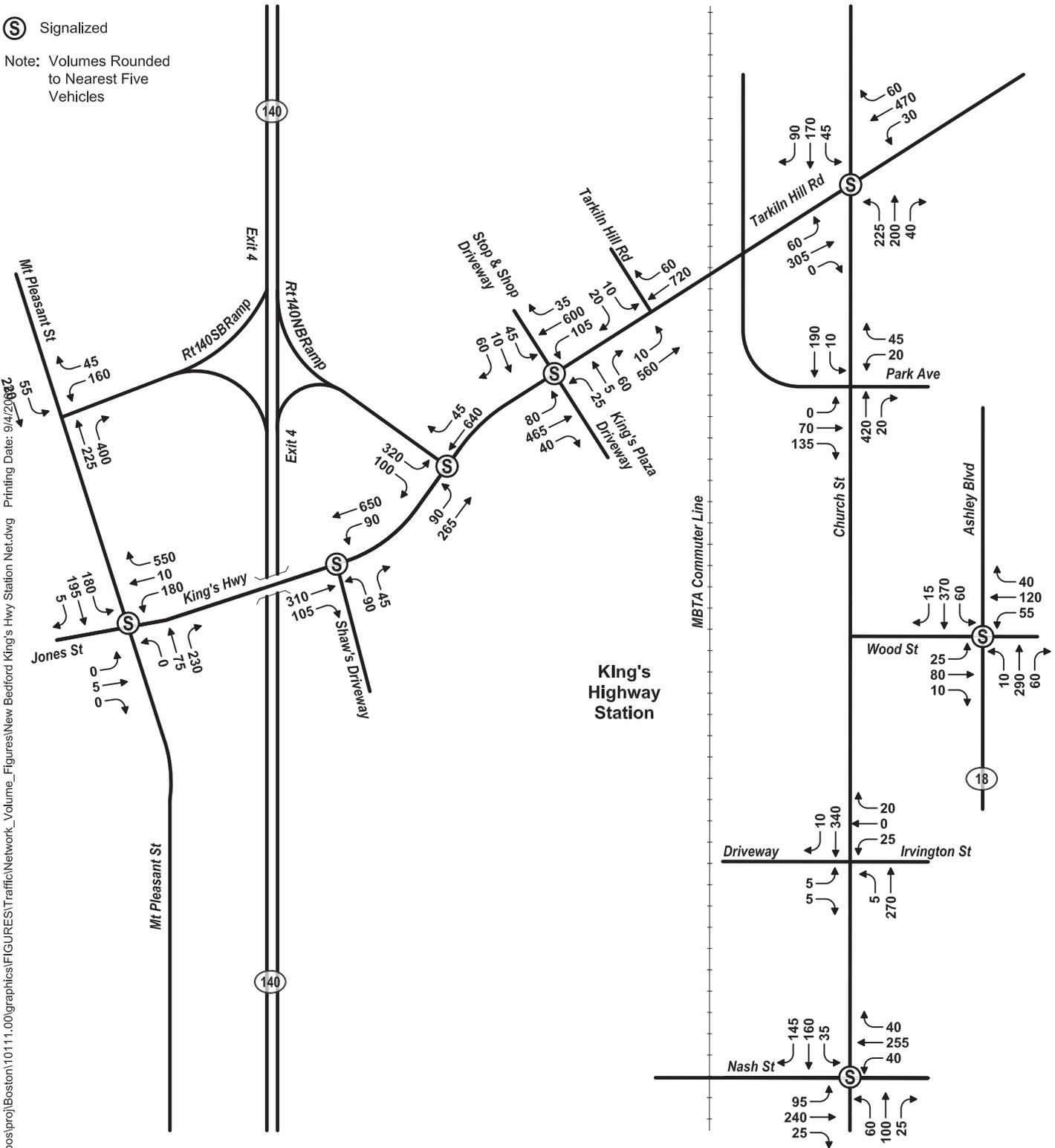
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Not to Scale

Figure 4.1-28
New Bedford-Whale's Tooth Stations
No-Build Weekday Evening Peak Hour Traffic Volumes

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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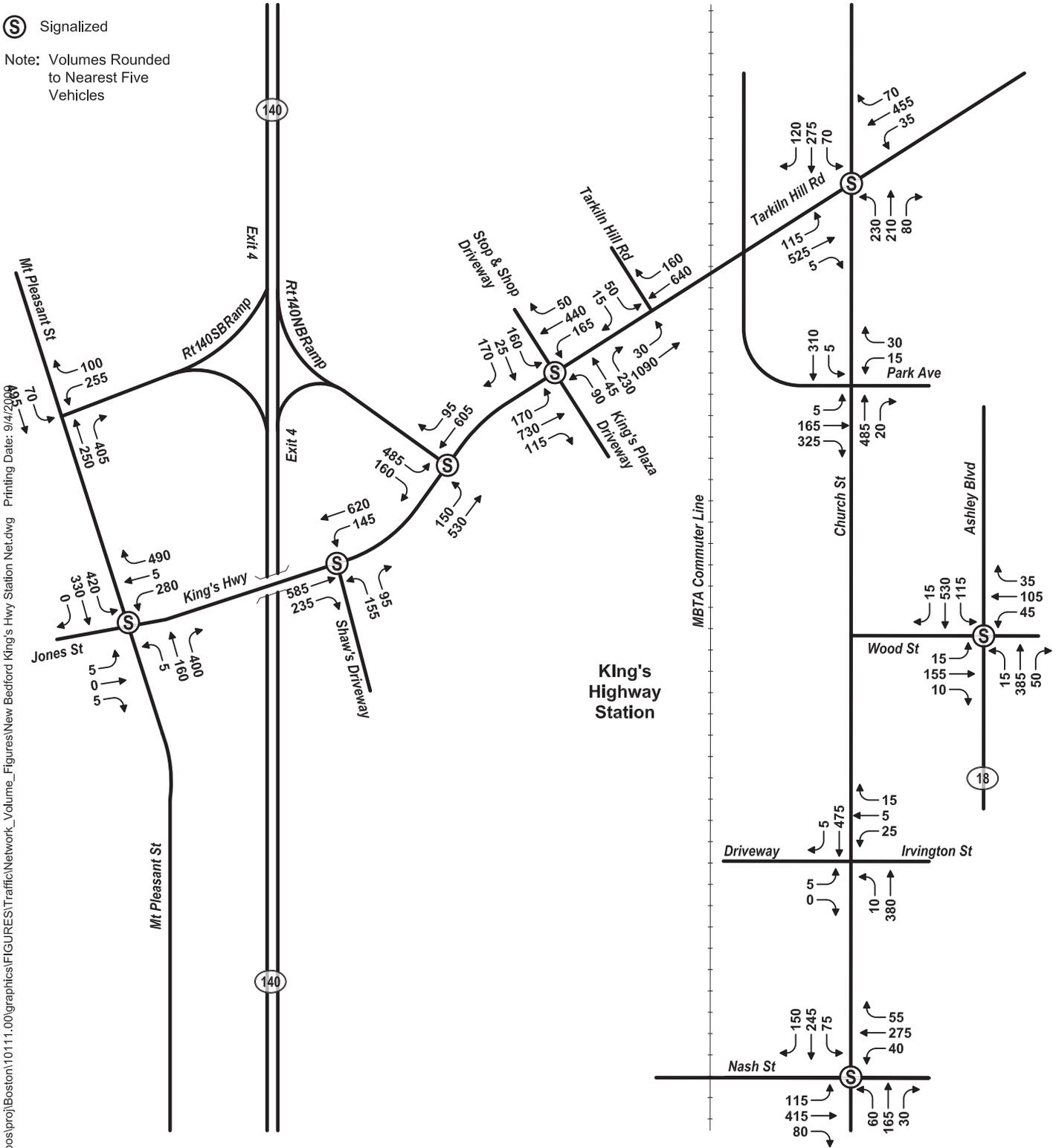
 Not to Scale

Figure 4.1-29
 New Bedford-
 King's Highway Station
 No-Build Weekday Morning Peak Hour
 Traffic Volumes

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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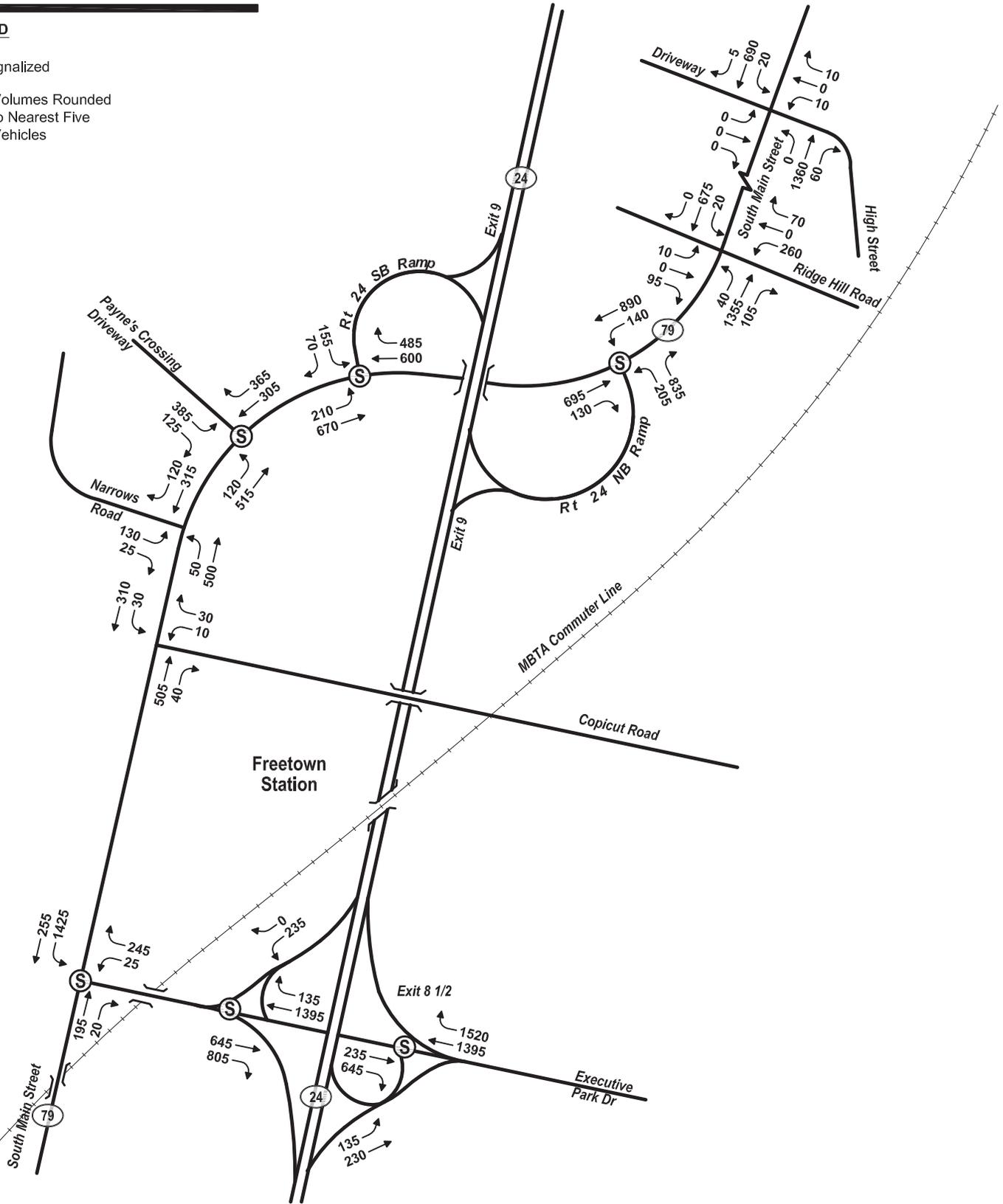
Figure 4.1-30
 New Bedford-King's Highway Station
 No-Build Weekday Evening Peak Hour Traffic Volumes

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles

\\hbproj\Boston\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\Freetown Station Networks.dwg Printing Date: 9/3/2009



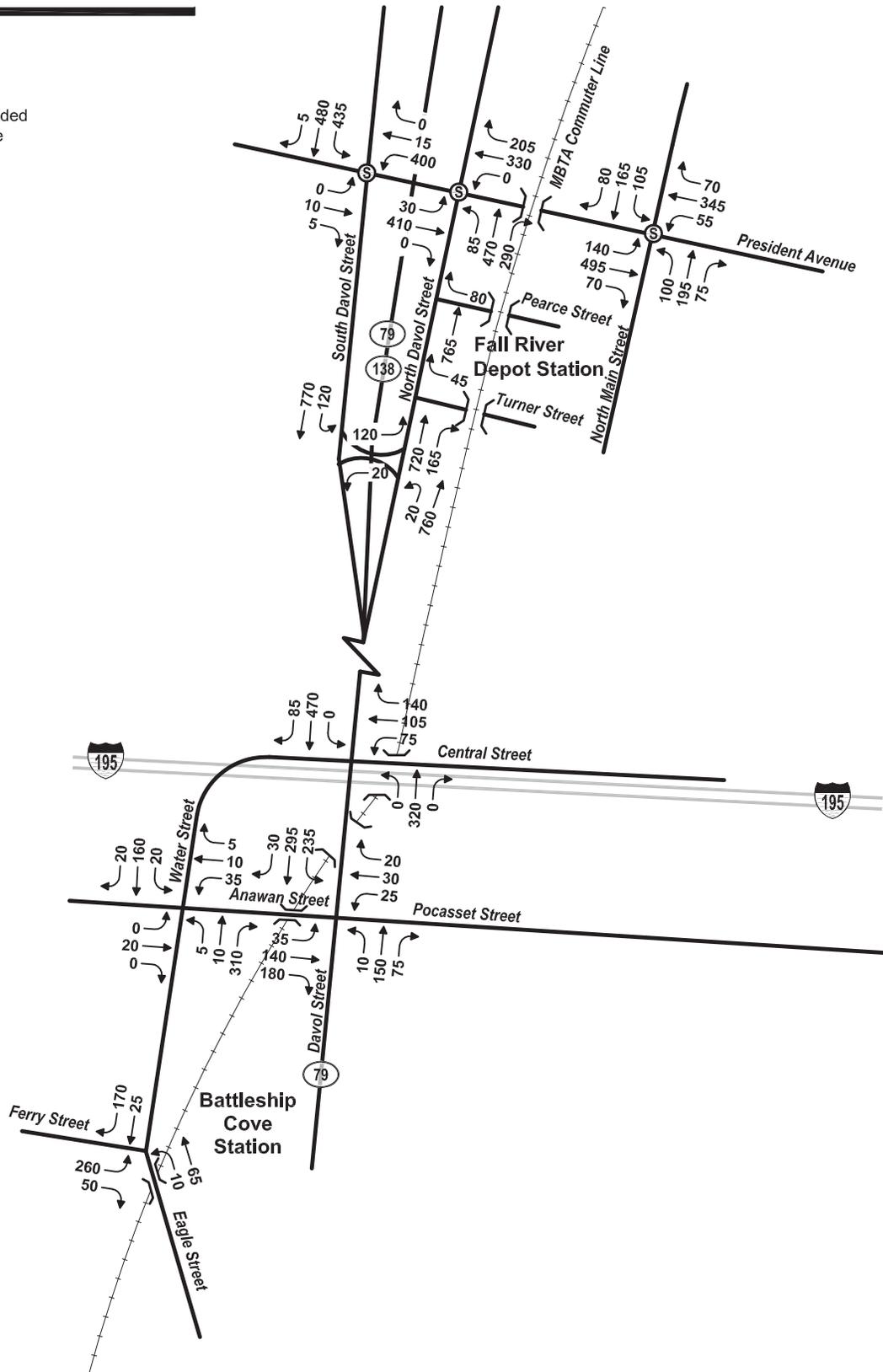
↑ Not to Scale

Figure 4.1-32
Freetown Station
No-Build Weekday Evening Peak Hour Traffic Volumes

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



I:\h\proj\Boston\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\Fall River Station Networks.dwg Printing Date: 9/2/2009

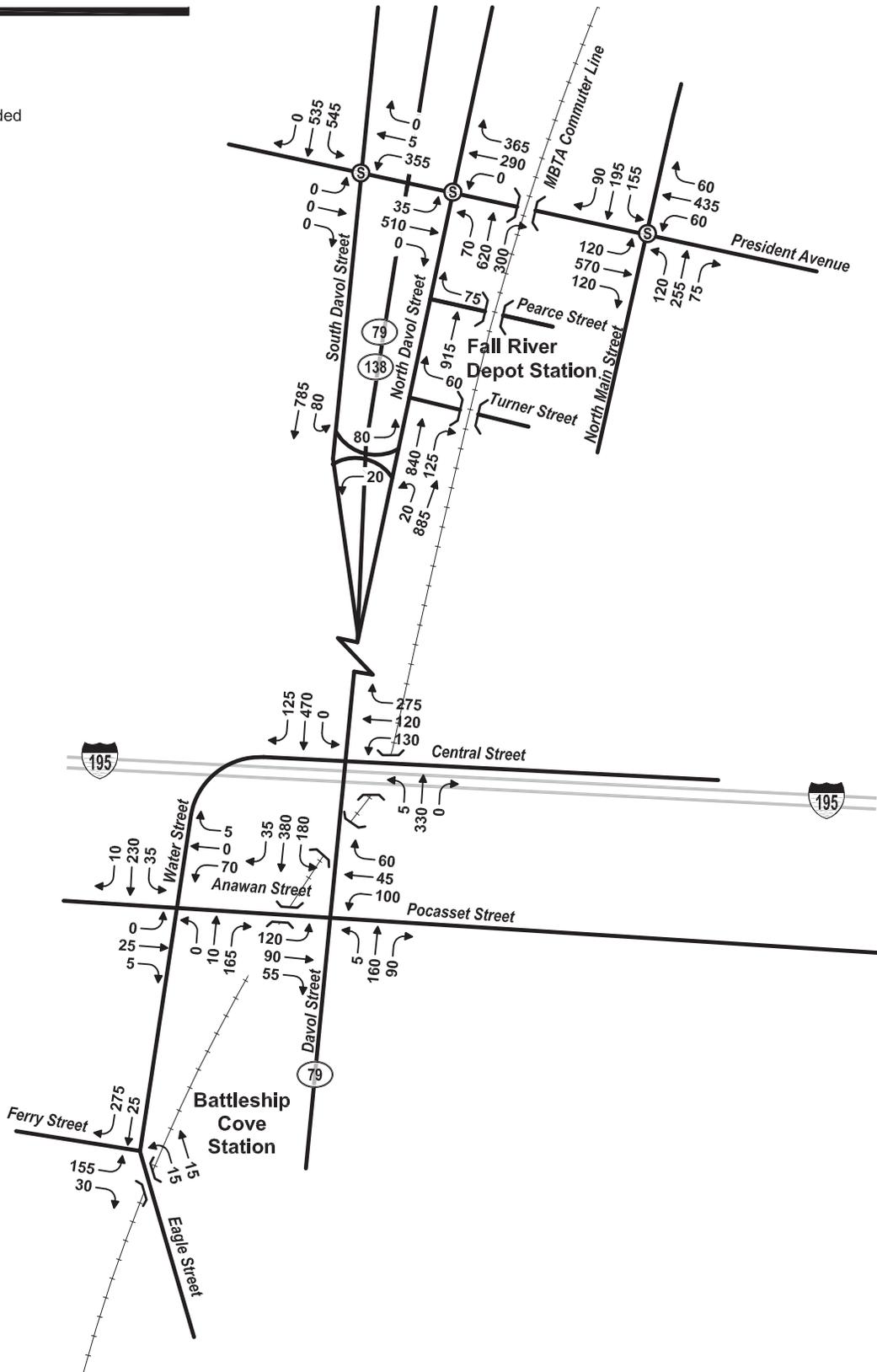
 Not to Scale

Figure 4.1-33
 Fall River Stations
 No-Build Weekday Morning Peak Hour
 Traffic Volumes

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



\\hbproj\Boston\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\Fall River Station Networks.dwg Printing Date: 9/2/2009

 Not to Scale

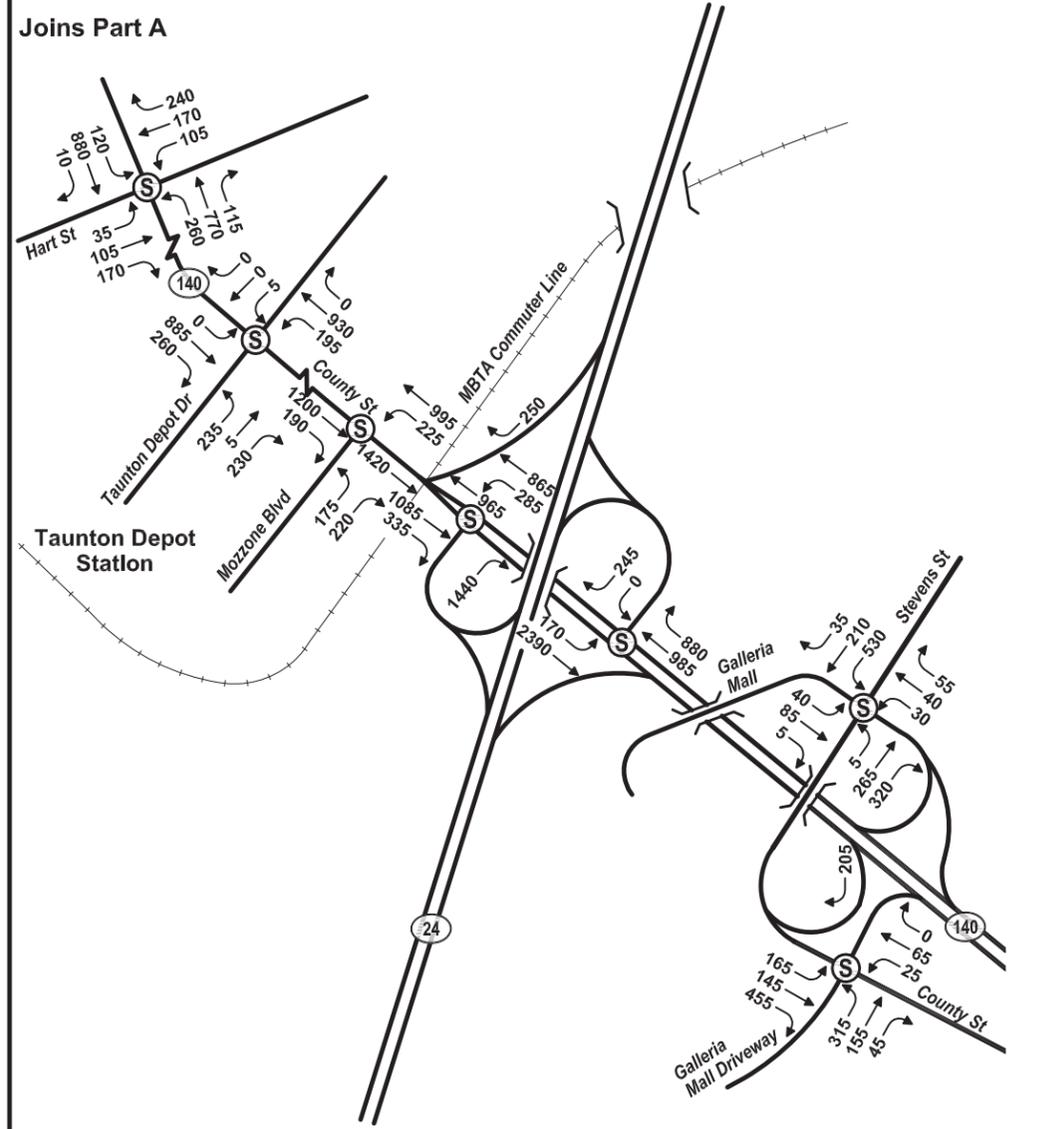
Figure 4.1-34
Fall River Stations
No-Build Weekday Evening Peak Hour Traffic Volumes

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles

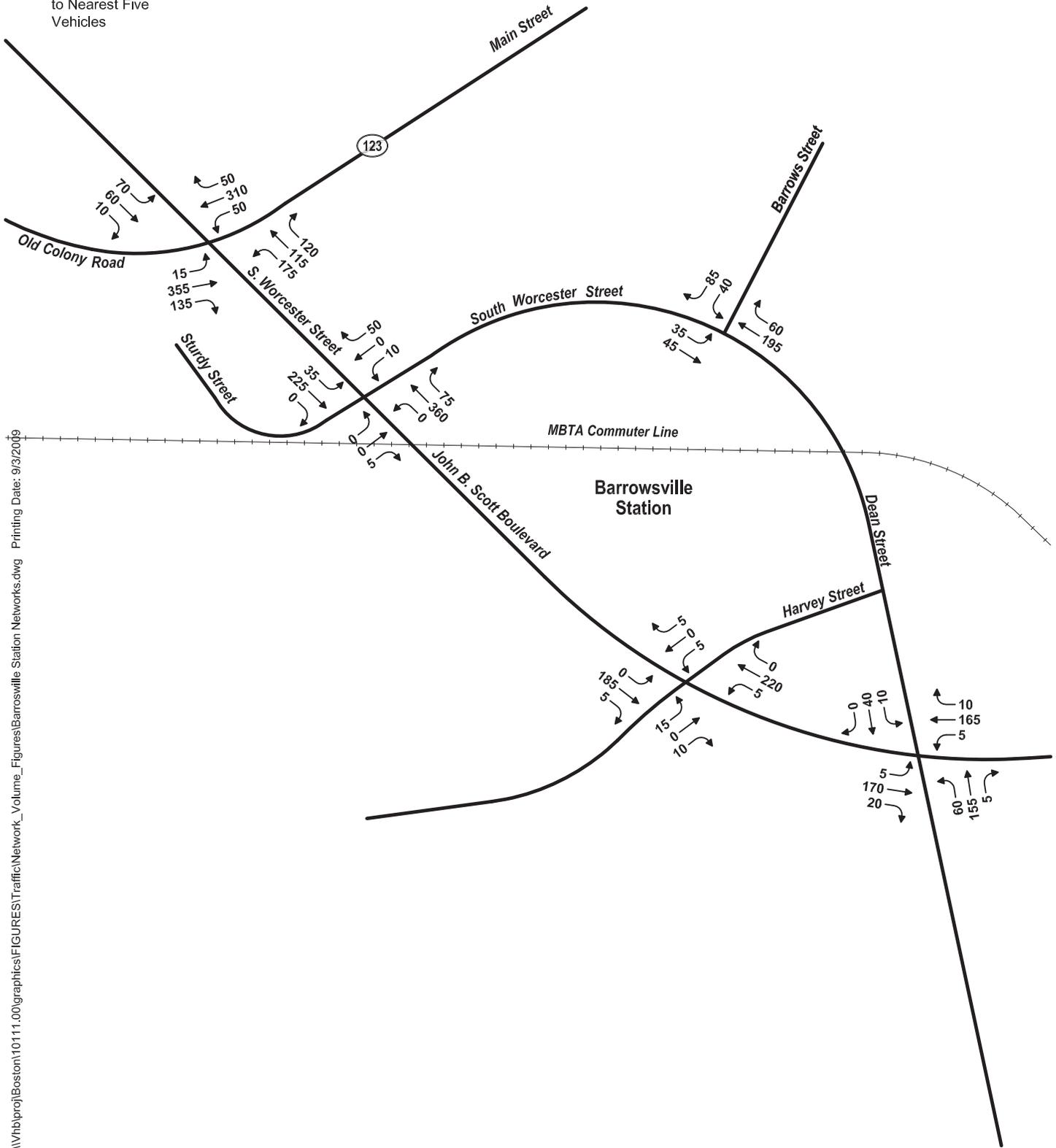
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Not to Scale

Figure 4.1-36
Taunton Stations
No-build Weekday Evening
Peak Hour Traffic Volumes

Note: Volumes Rounded to Nearest Five Vehicles

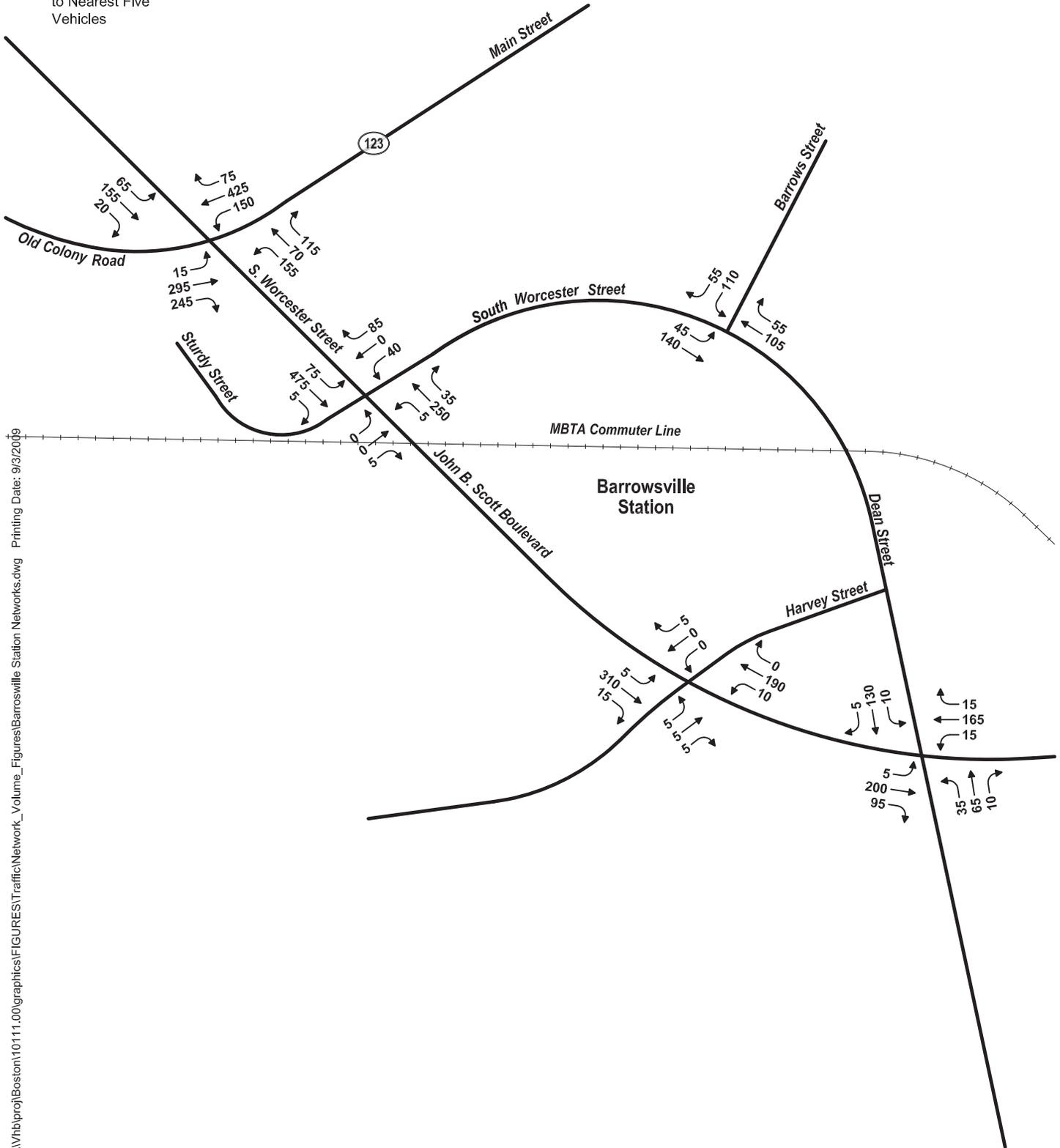


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↑
Not to Scale

Figure 4.1-37
Barrowsville Station
No-Build Weekday Morning Peak Hour
Traffic Volumes

Note: Volumes Rounded to Nearest Five Vehicles



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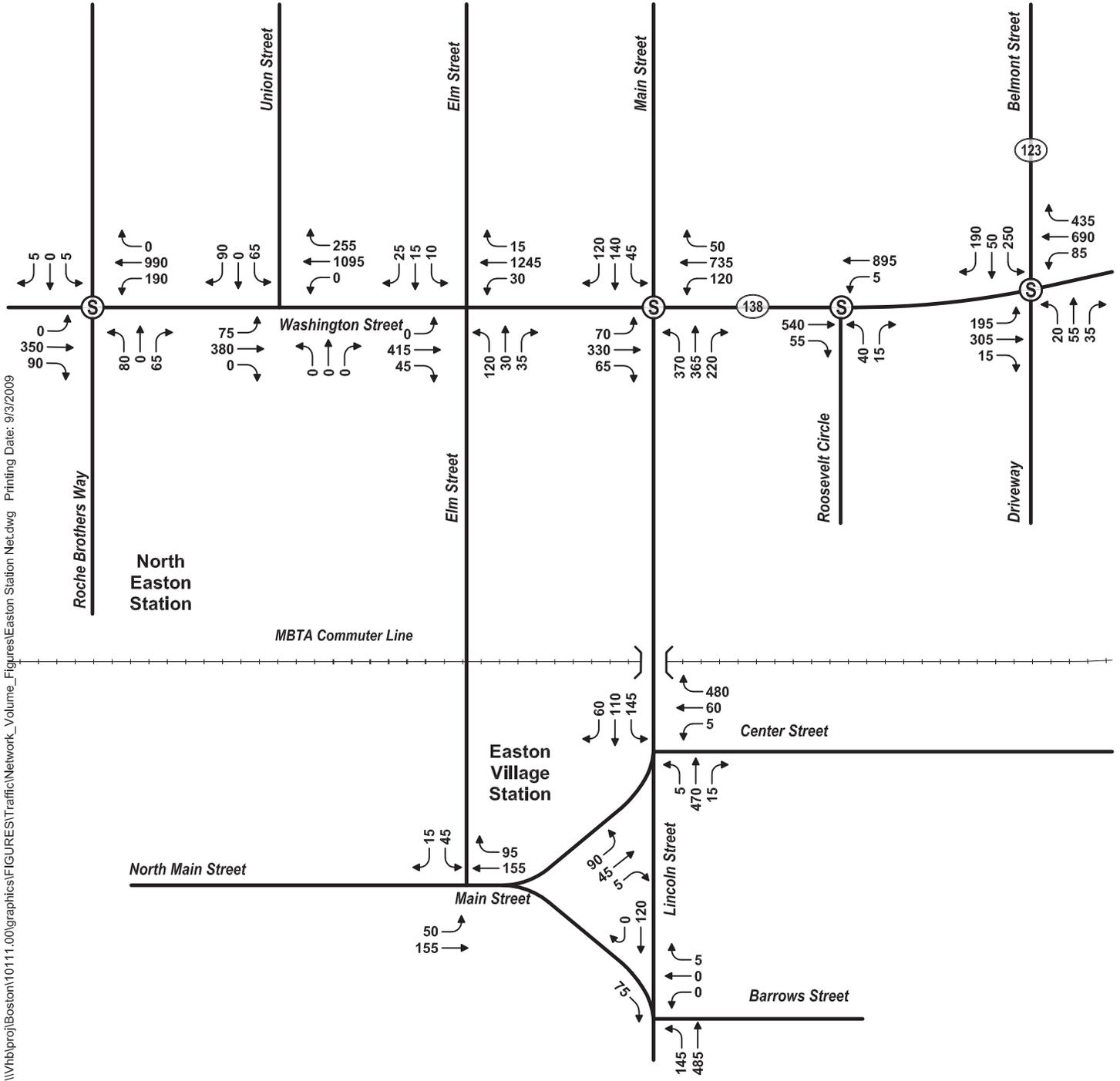


Figure 4.1-38
Barrowsville Station
No-Build Weekday Evening Peak Hour Traffic Volumes

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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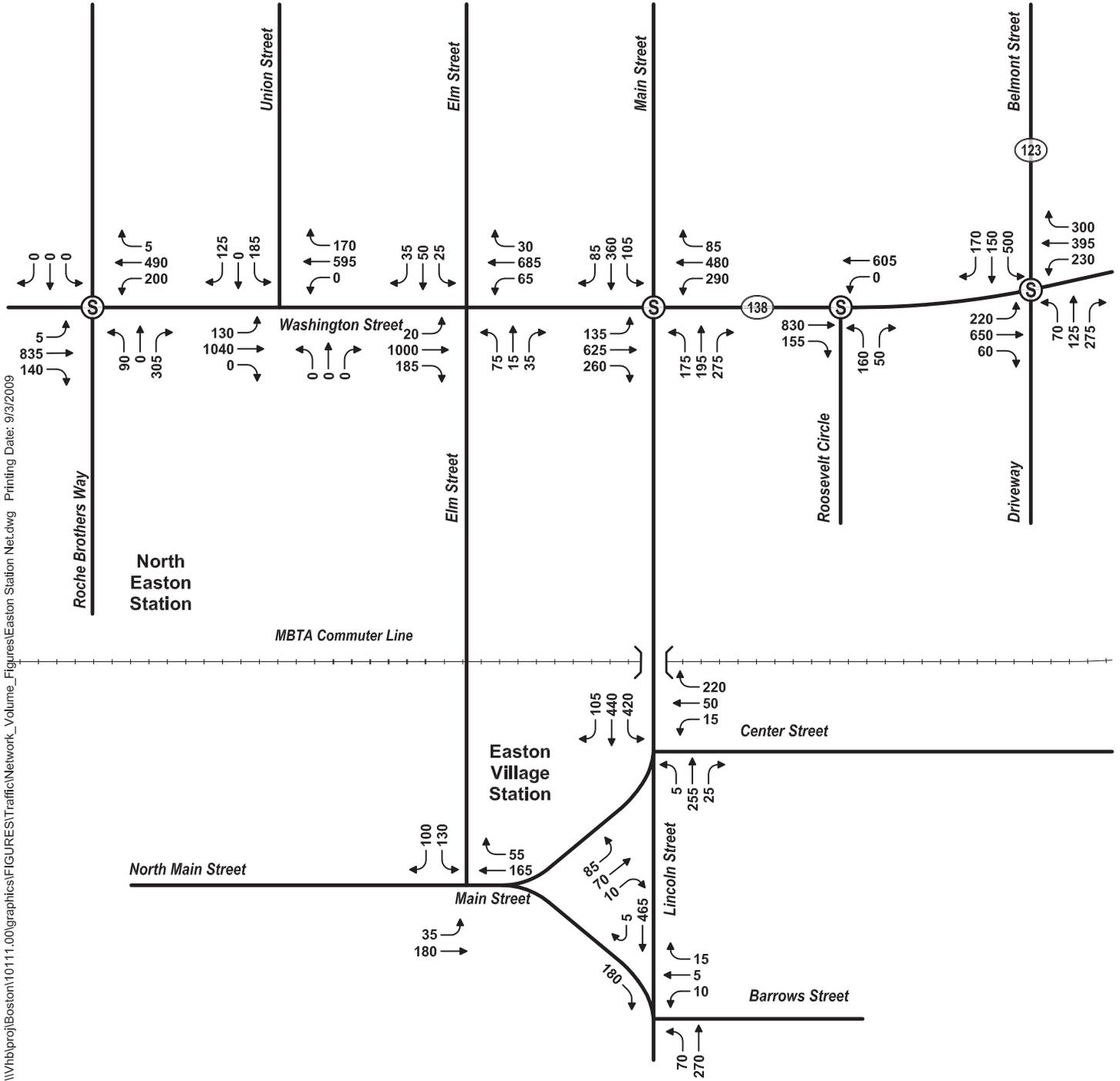
 Not to Scale

Figure 4.1-39
Easton Stations
No-Build Weekday Morning Peak Hour
Traffic Volumes

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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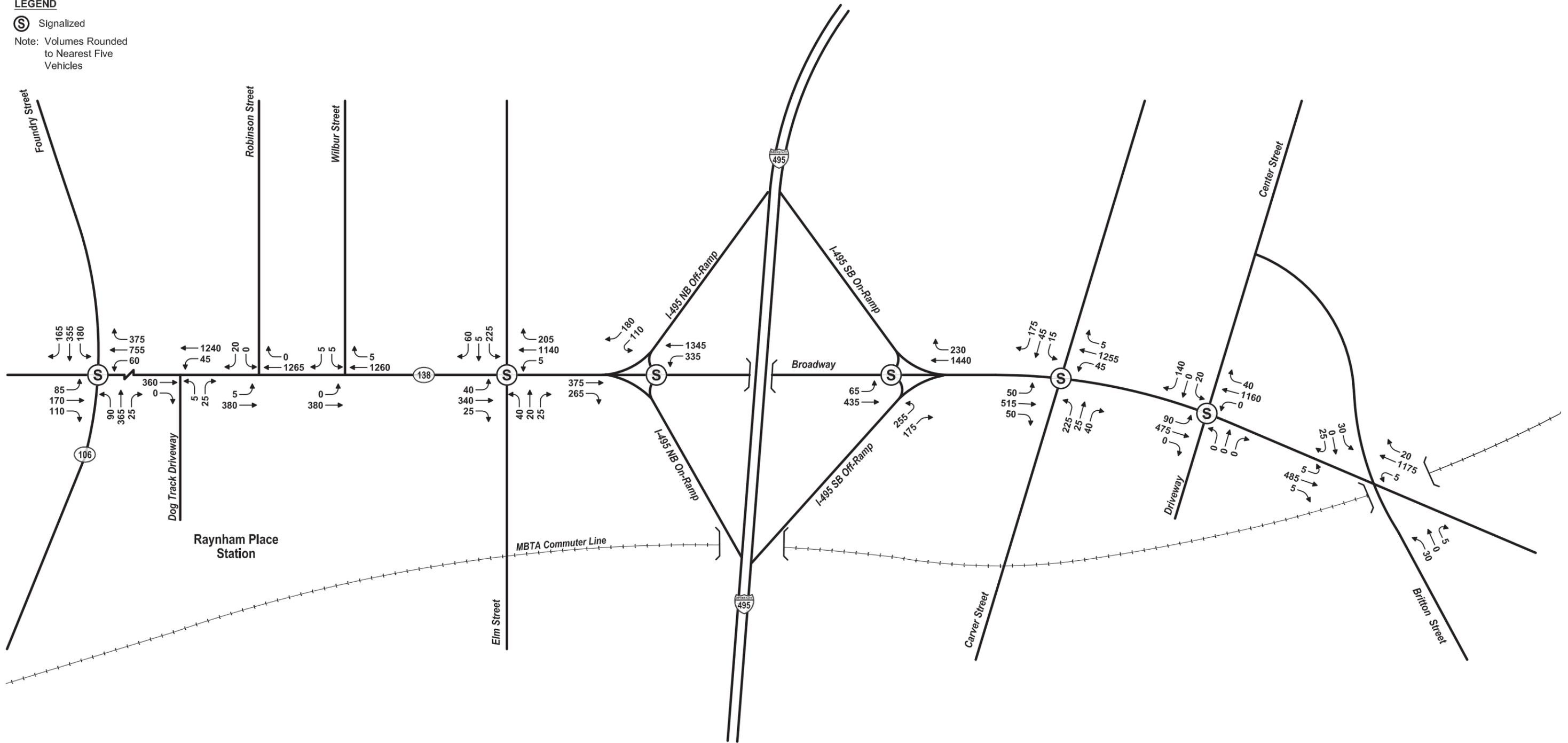

Not to Scale

Figure 4.1-40
Easton Stations
No-Build Weekday Evening Peak Hour Traffic Volumes

LEGEND

Ⓢ Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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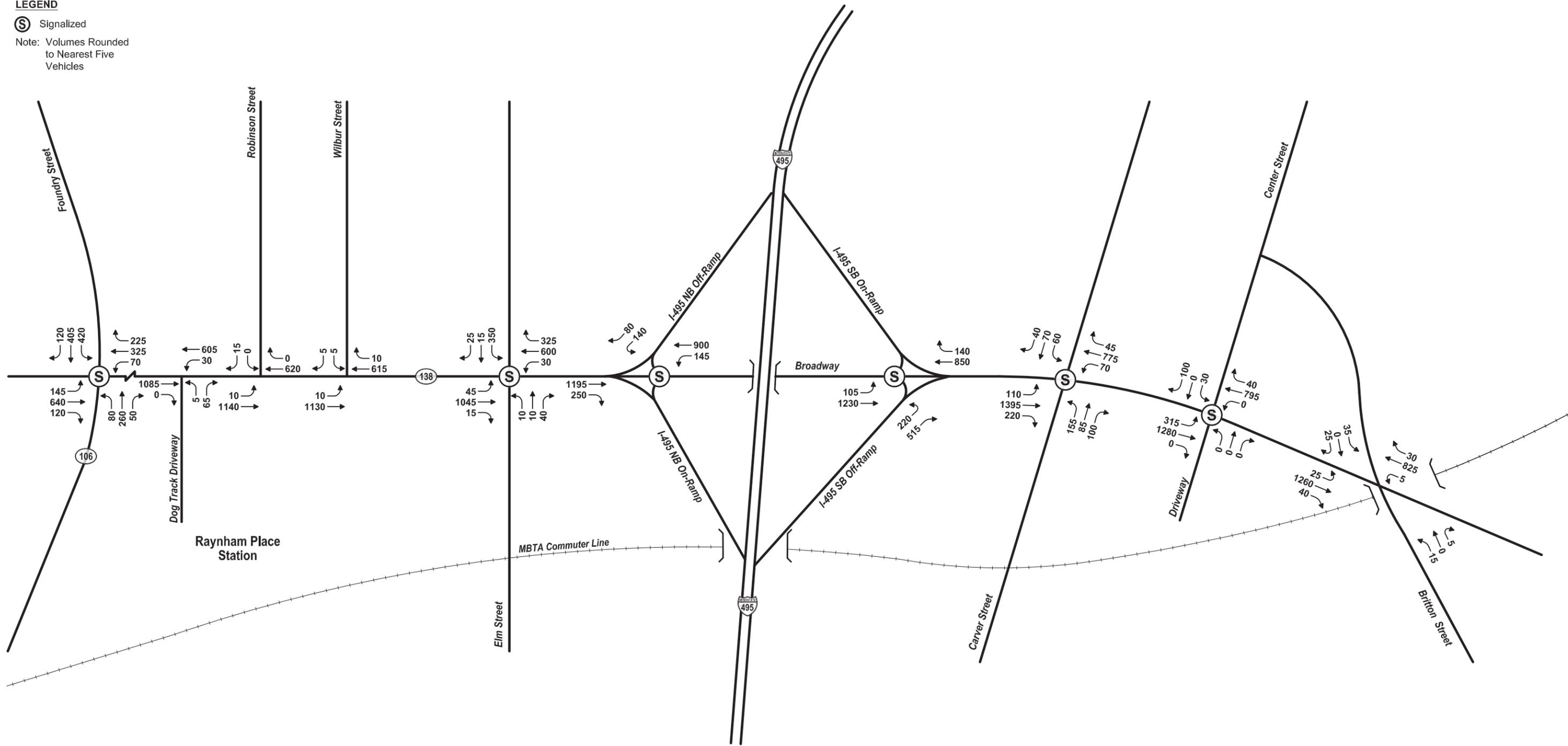
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Not to Scale

Figure 4.1-41
Raynham Place Station
No-build Weekday Morning
Peak Hour Traffic Volumes

LEGEND

S Signalized

Note: Volumes Rounded to Nearest Five Vehicles



I:\h\proj\Boston\10111.00\graphics\FIGURES\TrafficNetwork_Volume_Figures\Raynham Station Net.dwg Printing Date: 9/3/2009

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Not to Scale

Figure 4.1-42
Raynham Place Station
No-build Weekday Evening Peak Hour Traffic Volumes



Printing Date: 9/10/2009
 File: \\h:\proj\liboston\101111_00\GIS\project\Phase2\Tech\Reports\Traffic\EC\RailOptions\AllRail_GC_NewBedford_Page1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Proposed Grade Crossing
- Existing Grade Crossing to Remain
- Existing Grade Crossing to be Closed
- Existing Grade Separated Crossing to Remain
- Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map

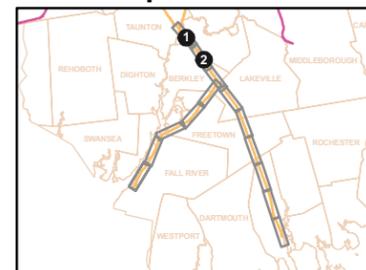


Figure 4.1-43

All Rail Alternatives,
 New Bedford Main Line
 Grade Crossing Locations
 Sheet 1 of 5



Printing Date: 9/10/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Grade Crossings**
- Proposed Grade Crossing
- Existing Grade Crossing to Remain
- Existing Grade Crossing to be Closed
- Existing Grade Separated Crossing to Remain
- Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map

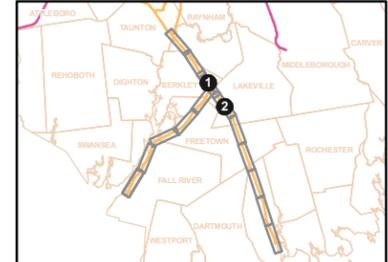


Figure 4.1-44
 All Rail Alternatives,
 New Bedford Main Line
 Grade Crossing Locations
 Sheet 2 of 5



Printing Date: 9/10/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Grade Crossings**
- Proposed Grade Crossing
- Existing Grade Crossing to Remain
- Existing Grade Crossing to be Closed
- Existing Grade Separated Crossing to Remain
- Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map

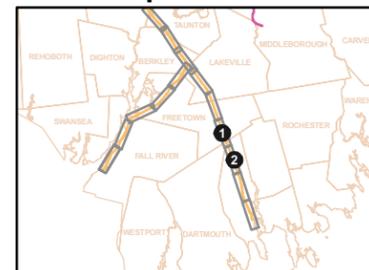


Figure 4.1-45
 All Rail Alternatives,
 New Bedford Main Line
 Grade Crossing Locations
 Sheet 3 of 5



Printing Date: 9/10/2009
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- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Alternative Alignment
 - Limit of Work for Proposed Station/Layover Facility
 - Limit of Permanent Impact for Proposed Rail
 - Limit of Work for Proposed Traction Power Facility*

- Grade Crossings**
- Proposed Grade Crossing
 - Existing Grade Crossing to Remain
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

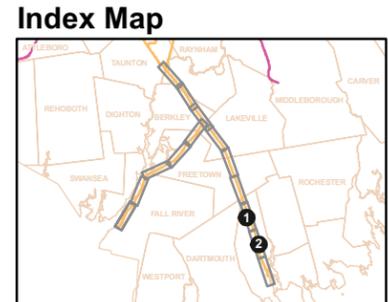


Figure 4.1-46

All Rail Alternatives,
New Bedford Main Line

Grade Crossing Locations
Sheet 4 of 5



Printing Date: 9/10/2009
 File: \\hbj\proj\Boston\101111.00\GIS\project\Phase2\Tech\Reports\Traffic\EC\RailOptions\AllRail_GC_NewBedford_pg5.mxd

Legend

- MBTA Commuter Rail Station
- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Work for Proposed Station/Layover Facility
- Town Boundaries
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*

Grade Crossings

- X Proposed Grade Crossing
- X Existing Grade Crossing to Remain
- X Existing Grade Crossing to be Closed
- Existing Grade Separated Crossing to Remain
- Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map

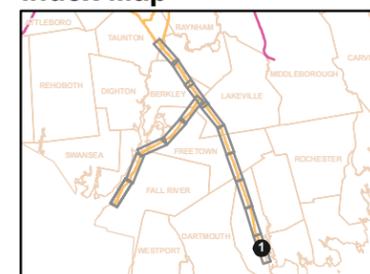


Figure 4.1-47

All Rail Alternatives,
New Bedford Main Line

Grade Crossing Locations
Sheet 5 of 5



Printing Date: 9/10/2009
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- Legend**
- MBTA Commuter Rail Station
 - Proposed Alternative Alignment
 - MBTA Commuter Rail
 - Town Boundaries
 - Limit of Work for Proposed Station/Layover Facility
 - Limit of Permanent Impact for Proposed Rail
 - Limit of Work for Proposed Traction Power Facility*

- Grade Crossings**
- Proposed Grade Crossing
 - Existing Grade Crossing to Remain
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

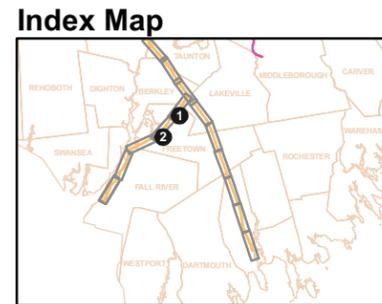


Figure 4.1-48
 All Rail Alternatives,
 Fall River Secondary
 Grade Crossing Locations
 Sheet 1 of 3



Printing Date: 9/10/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Proposed Grade Crossing
- Existing Grade Crossing to Remain
- Existing Grade Crossing to be Closed
- Existing Grade Separated Crossing to Remain
- Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map



Figure 4.1-49
 All Rail Alternatives,
 Fall River Secondary
 Grade Crossing Locations
 Sheet 2 of 3



Printing Date: 9/10/2009
 File: \\hpl\proj\Boston\101111_00\GIS\project\Phase2\TechReports\Traffic\RailOptions\Rail_GC_FallRiver_Page3.mxd

Legend

- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Alternative Alignment
 - Limit of Work for Proposed Station/Layover Facility
 - Limit of Permanent Impact for Proposed Rail
 - Limit of Work for Proposed Traction Power Facility*
-
- Grade Crossings**
- Proposed Grade Crossing
 - Existing Grade Crossing to Remain
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map

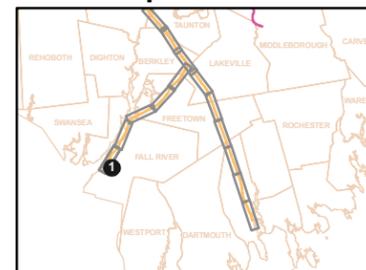


Figure 4.1-50

 All Rail Alternatives,
 Fall River Secondary

 Grade Crossing Locations
 Sheet 3 of 3



Printing Date: 9/10/2009
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Legend

- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Alternative Alignment
 - Limit of Work for Proposed Station/Layover Facility
 - Limit of Permanent Impact for Proposed Rail
 - Limit of Work for Proposed Traction Power Facility*
-
- Grade Crossings**
- Proposed Grade Crossing
 - Existing Grade Crossing to Remain
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map

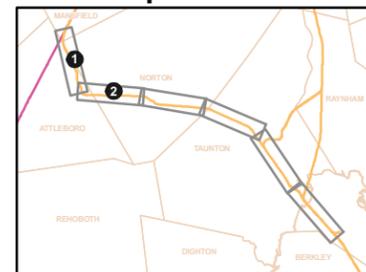
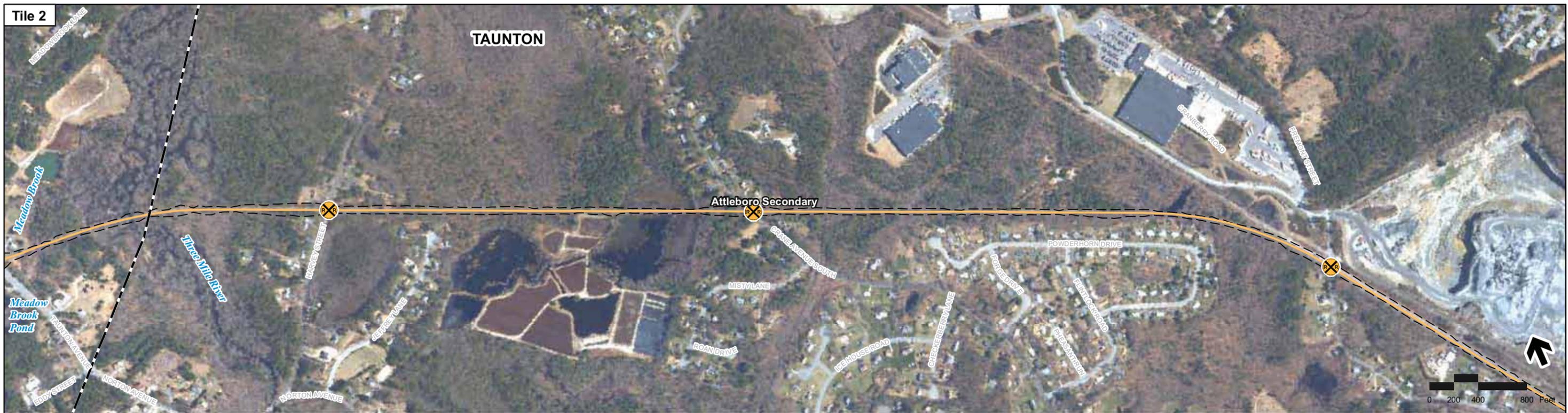


Figure 4.1-51
 Attleboro Alternatives,
 Attleboro Bypass and Attleboro
 Secondary
 Grade Crossing Locations
 Sheet 1 of 3



Printing Date: 9/10/2009
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Legend

- MBTA Commuter Rail Station
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Proposed Grade Crossing
- Existing Grade Crossing to Remain
- Existing Grade Crossing to be Closed
- Existing Grade Separated Crossing to Remain
- Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map

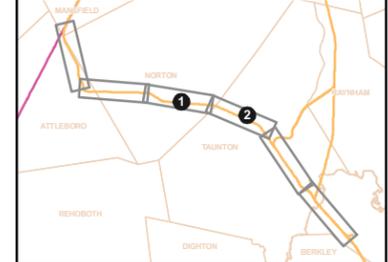
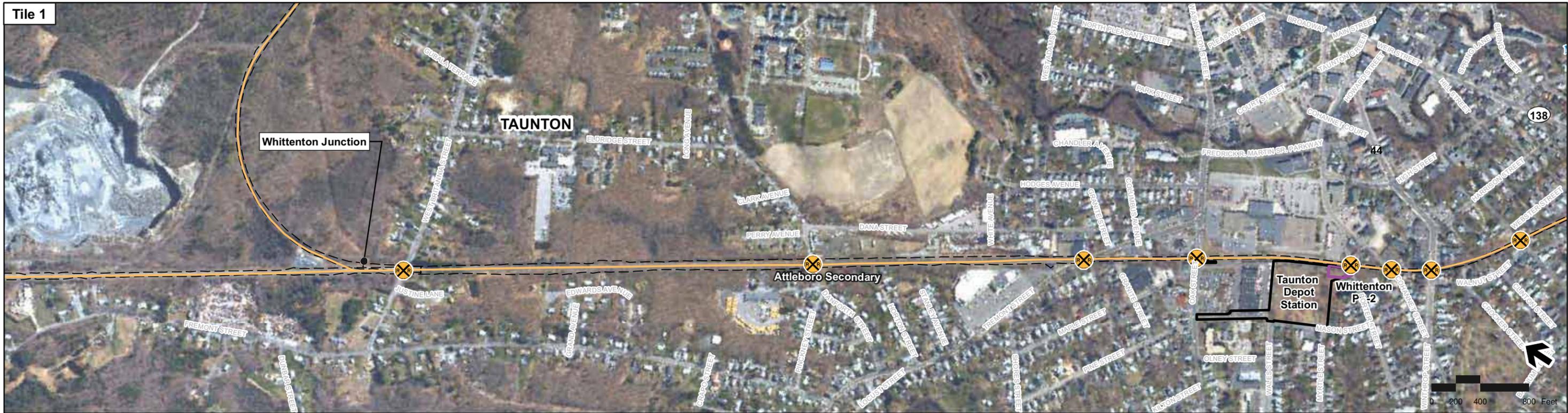


Figure 4.1-52
 Attleboro Alternatives,
 Attleboro Bypass and Attleboro
 Secondary
 Grade Crossing Locations
 Sheet 2 of 3



Printing Date: 9/10/2009
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- Legend**
- MBTA Commuter Rail Station
 - Proposed Alternative Alignment
 - MBTA Commuter Rail
 - Limit of Work for Proposed Station/Layover Facility
 - Town Boundaries
 - Limit of Permanent Impact for Proposed Rail
 - Limit of Work for Proposed Traction Power Facility*

- Grade Crossings**
- X Proposed Grade Crossing
 - X Existing Grade Crossing to Remain
 - X Existing Grade Crossing to be Closed
 - X Existing Grade Separated Crossing to Remain
 - X Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

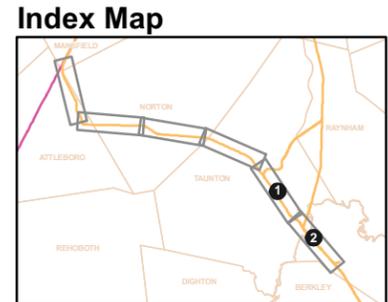


Figure 4.1-53
 Attleboro Alternatives,
 Attleboro Bypass and Attleboro
 Secondary
 Grade Crossing Locations
 Sheet 3 of 3



Printing Date: 9/10/2009
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- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Proposed Alternative Alignment
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Limit of Work for Proposed Traction Power Facility*

- Grade Crossings**
- ⊗ Proposed Grade Crossing
 - ⊗ Existing Grade Crossing to Remain
 - ⊗ Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map

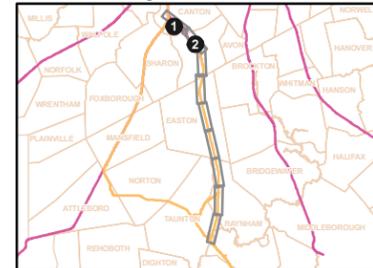
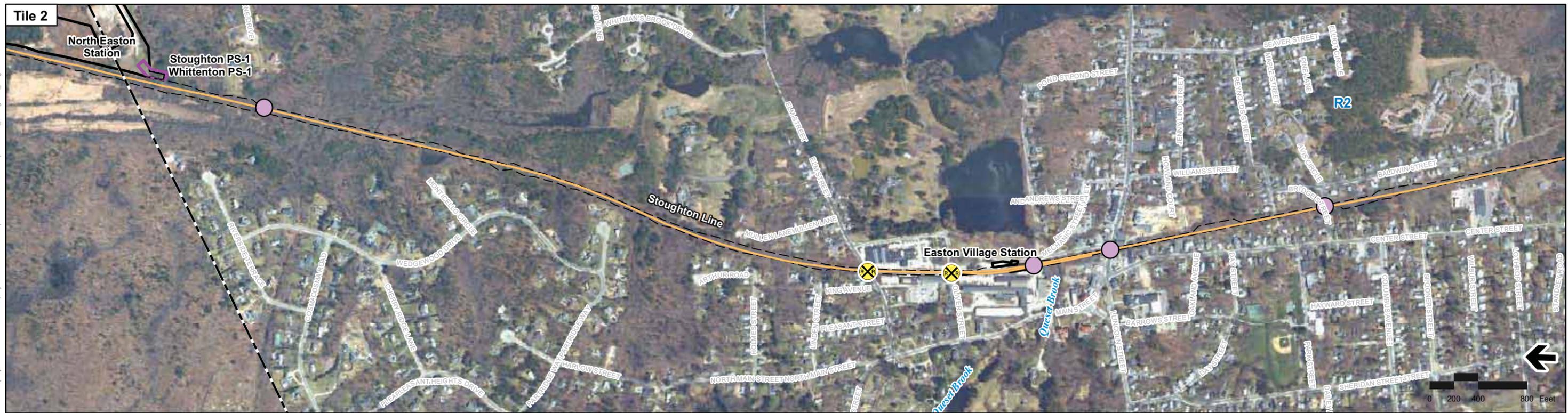


Figure 4.1-54
 Stoughton Alternatives,
 Stoughton Line
 Grade Crossing Locations
 Sheet 1 of 5



Printing Date: 9/10/2009
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- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Alternative Alignment
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Limit of Work for Proposed Traction Power Facility*

- Grade Crossings**
- ⊗ Proposed Grade Crossing
 - ⊗ Existing Grade Crossing to Remain
 - ⊗ Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map

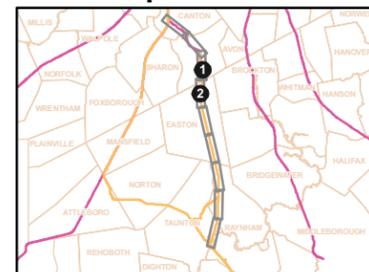


Figure 4.1-55
 Stoughton Alternatives,
 Stoughton Line
 Grade Crossing Locations
 Sheet 2 of 5



- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Alternative Alignment
 - ▭ Limit of Work for Proposed Station/Layover Facility
 - ▭ Limit of Permanent Impact for Proposed Rail
 - ▭ Limit of Work for Proposed Traction Power Facility*

- Grade Crossings**
- ⊗ Proposed Grade Crossing
 - ⊗ Existing Grade Crossing to Remain
 - ⊗ Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

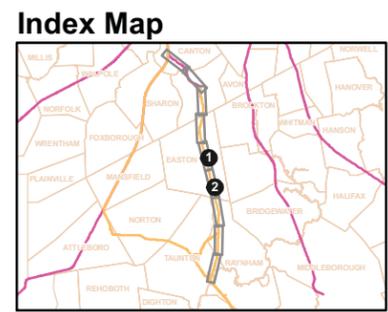
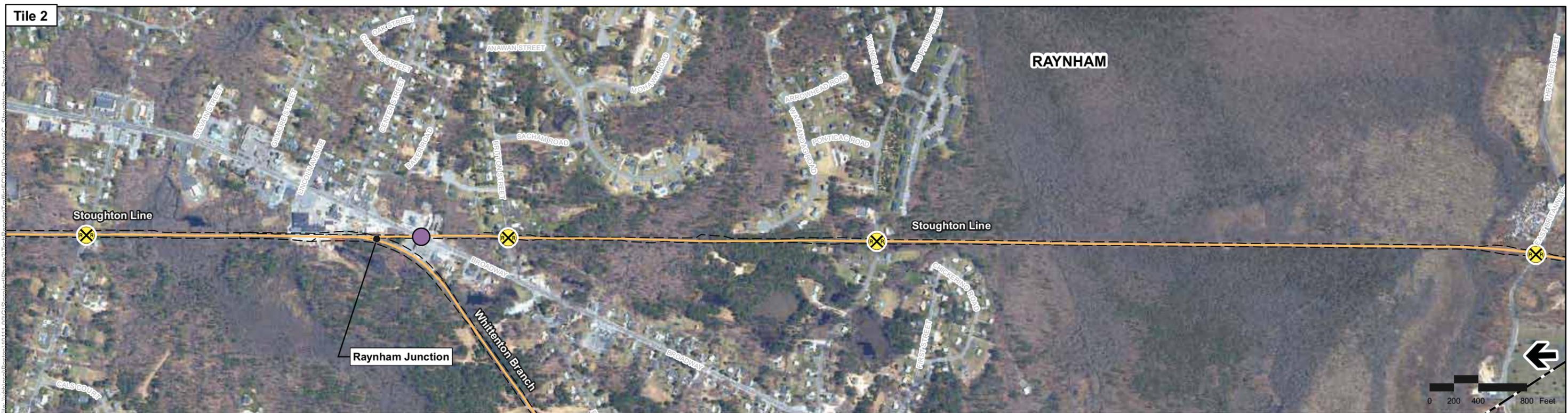


Figure 4.1-56
Stoughton Alternatives,
Stoughton Line
Grade Crossing Locations
Sheet 3 of 5



- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Alternative Alignment
 - Limit of Work for Proposed Station/Layover Facility
 - Limit of Permanent Impact for Proposed Rail
 - Limit of Work for Proposed Traction Power Facility*

- Grade Crossings**
- Proposed Grade Crossing
 - Existing Grade Crossing to Remain
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map

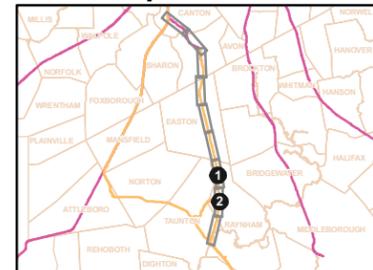
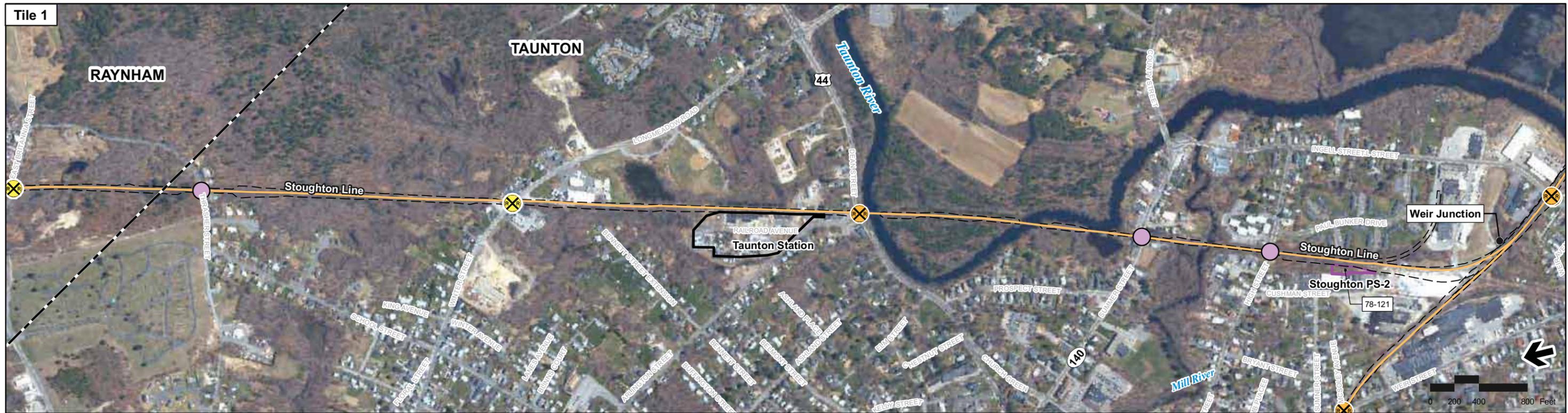


Figure 4.1-57
 Stoughton Alternatives,
 Stoughton Line
 Grade Crossing Locations
 Sheet 4 of 5



Printing Date: 9/10/2009
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Legend

- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Alternative Alignment
 - Limit of Work for Proposed Station/Layover Facility
 - Limit of Permanent Impact for Proposed Rail
 - Limit of Work for Proposed Traction Power Facility*
- Grade Crossings**
- X Proposed Grade Crossing
 - X Existing Grade Crossing to Remain
 - X Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map

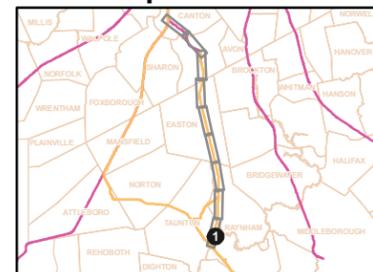
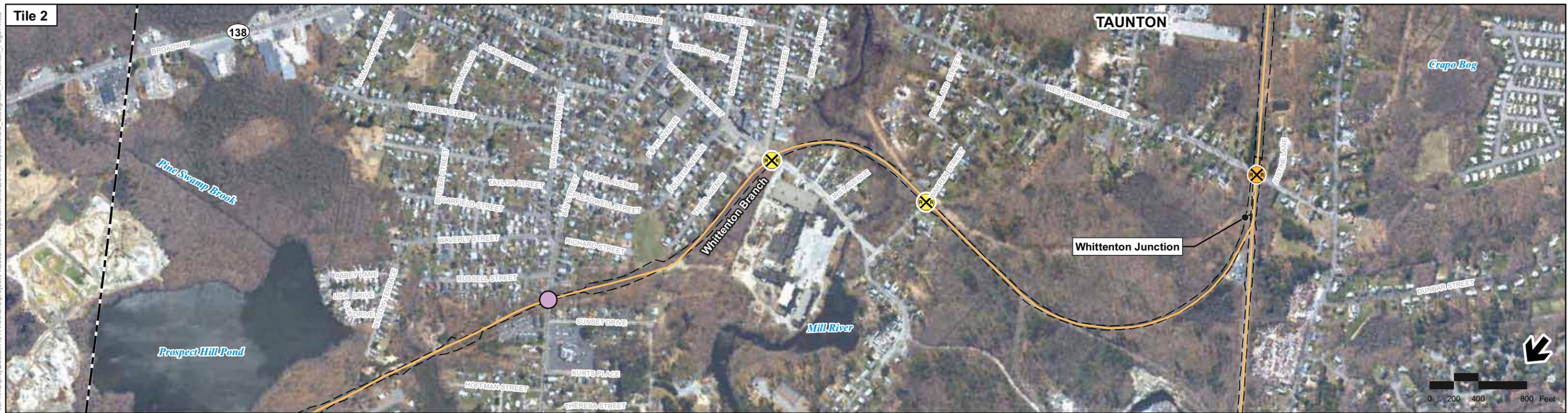


Figure 4.1-58
Stoughton Alternatives, Stoughton Line
Grade Crossing Locations Sheet 5 of 5



Printing Date: 9/10/2009
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- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Alternative Alignment
 - Limit of Work for Proposed Station/Layover Facility
 - Limit of Permanent Impact for Proposed Rail
 - Limit of Work for Proposed Traction Power Facility*

- Grade Crossings**
- X Proposed Grade Crossing
 - X Existing Grade Crossing to Remain
 - X Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing

* Traction power facilities are only required for electric rail alternative

Index Map



Figure 4.1-59
 Whittenton Alternatives,
 Whittenton Branch
 Grade Crossing Locations
 Sheet 1 of 2



Printing Date: 9/10/2009
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Legend

- | | | |
|--|--|---|
| <ul style="list-style-type: none"> MBTA Commuter Rail Station MBTA Commuter Rail Town Boundaries | <ul style="list-style-type: none"> Proposed Alternative Alignment Limit of Work for Proposed Station/ Layover Facility Limit of Permanent Impact for Proposed Rail Limit of Work for Proposed Traction Power Facility* | <p>Grade Crossings</p> <ul style="list-style-type: none"> Proposed Grade Crossing Existing Grade Crossing to Remain Existing Grade Crossing to be Closed Existing Grade Separated Crossing to Remain Proposed Grade Separated Crossing |
|--|--|---|

* Traction power facilities are only required for electric rail alternative

Index Map

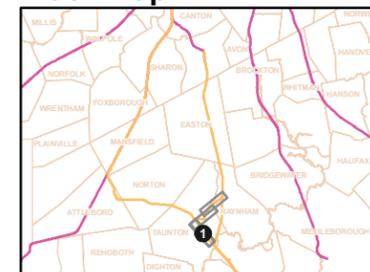


Figure 4.1-60

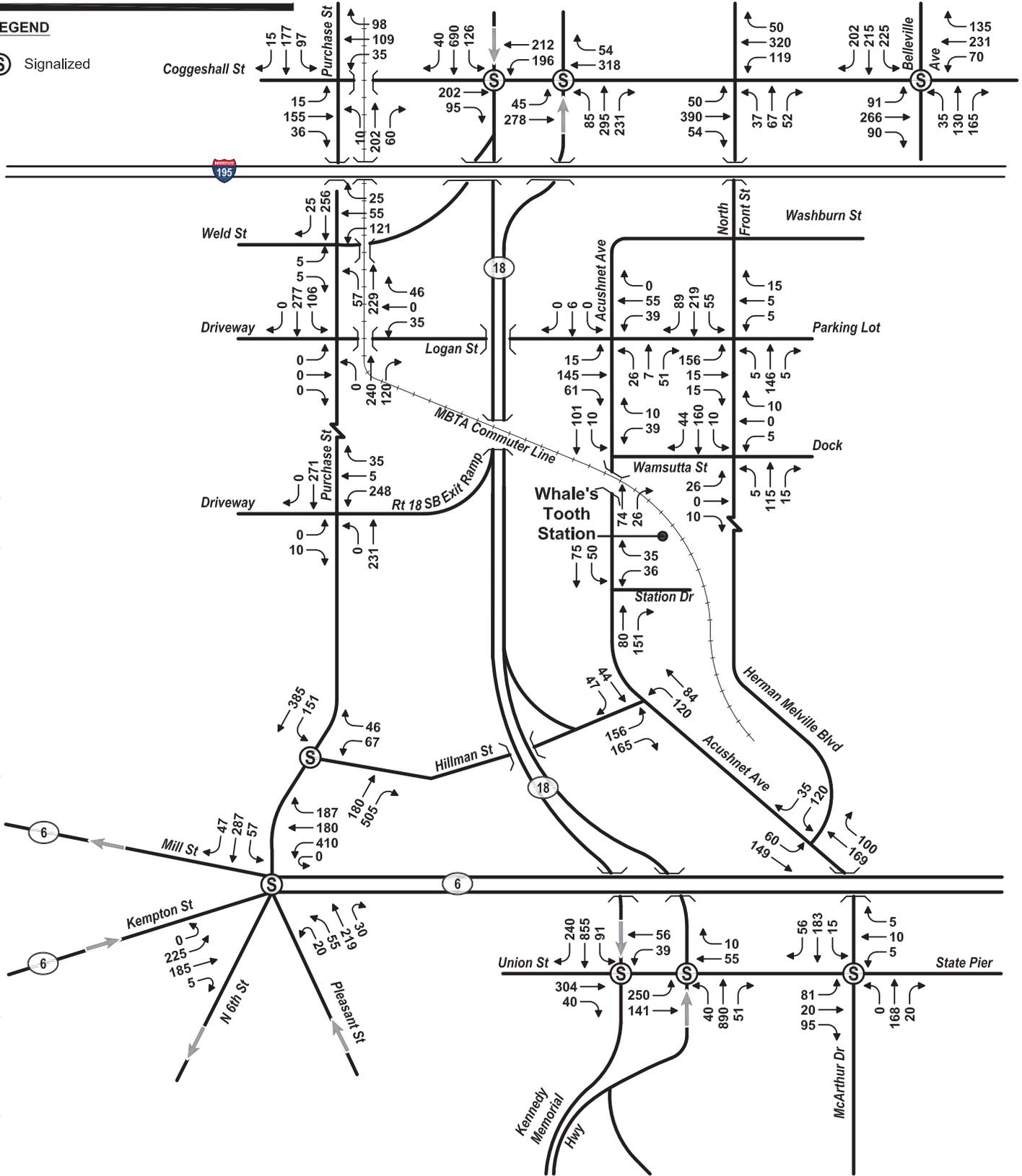
Whittenton Alternatives,
Whittenton Branch

Grade Crossing Locations
Sheet 2 of 2

LEGEND

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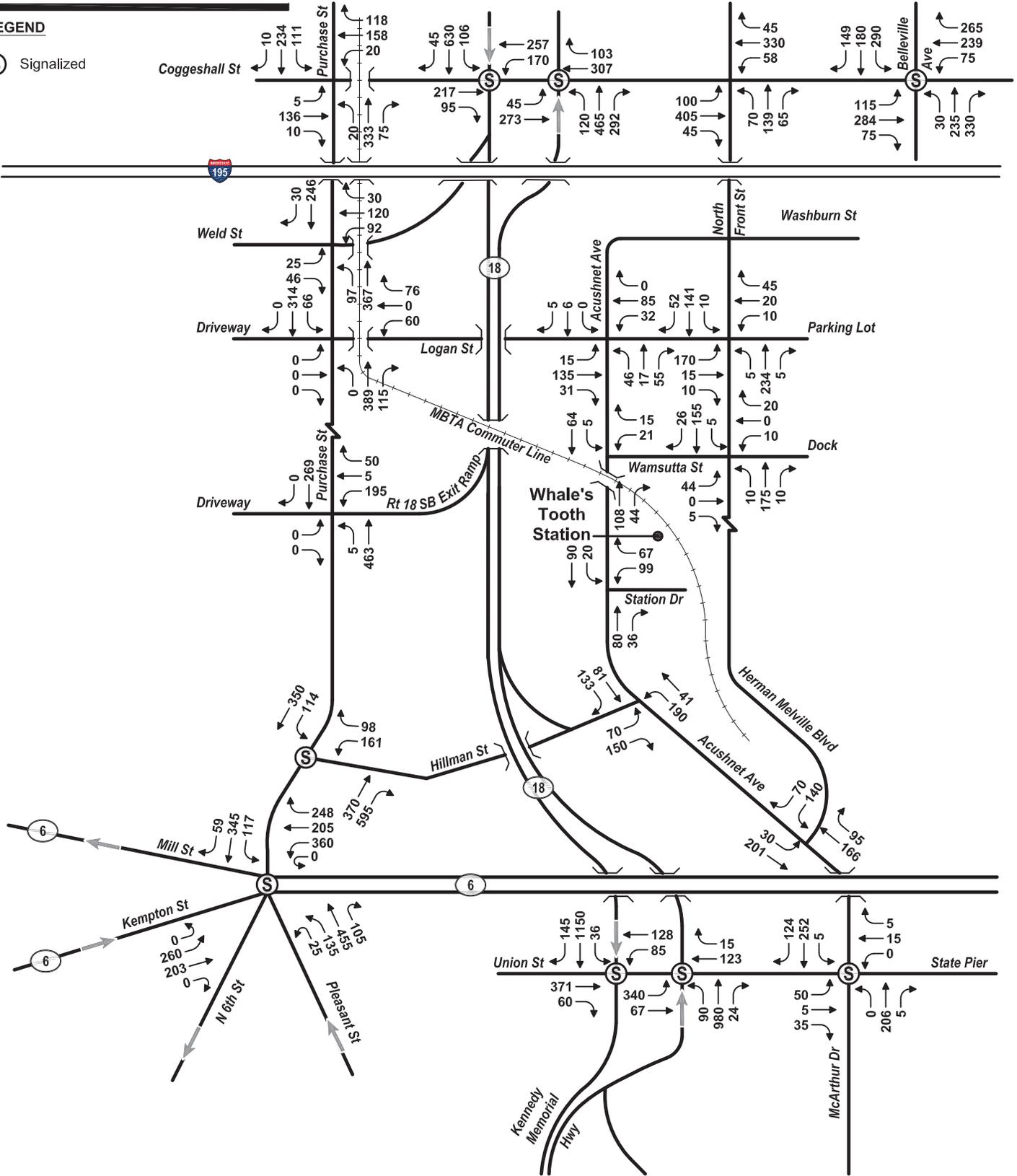
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Figure 4.1-61
 New Bedford-
 Whale's Tooth Stations
 Build Weekday Morning Peak Hour
 Traffic Volumes

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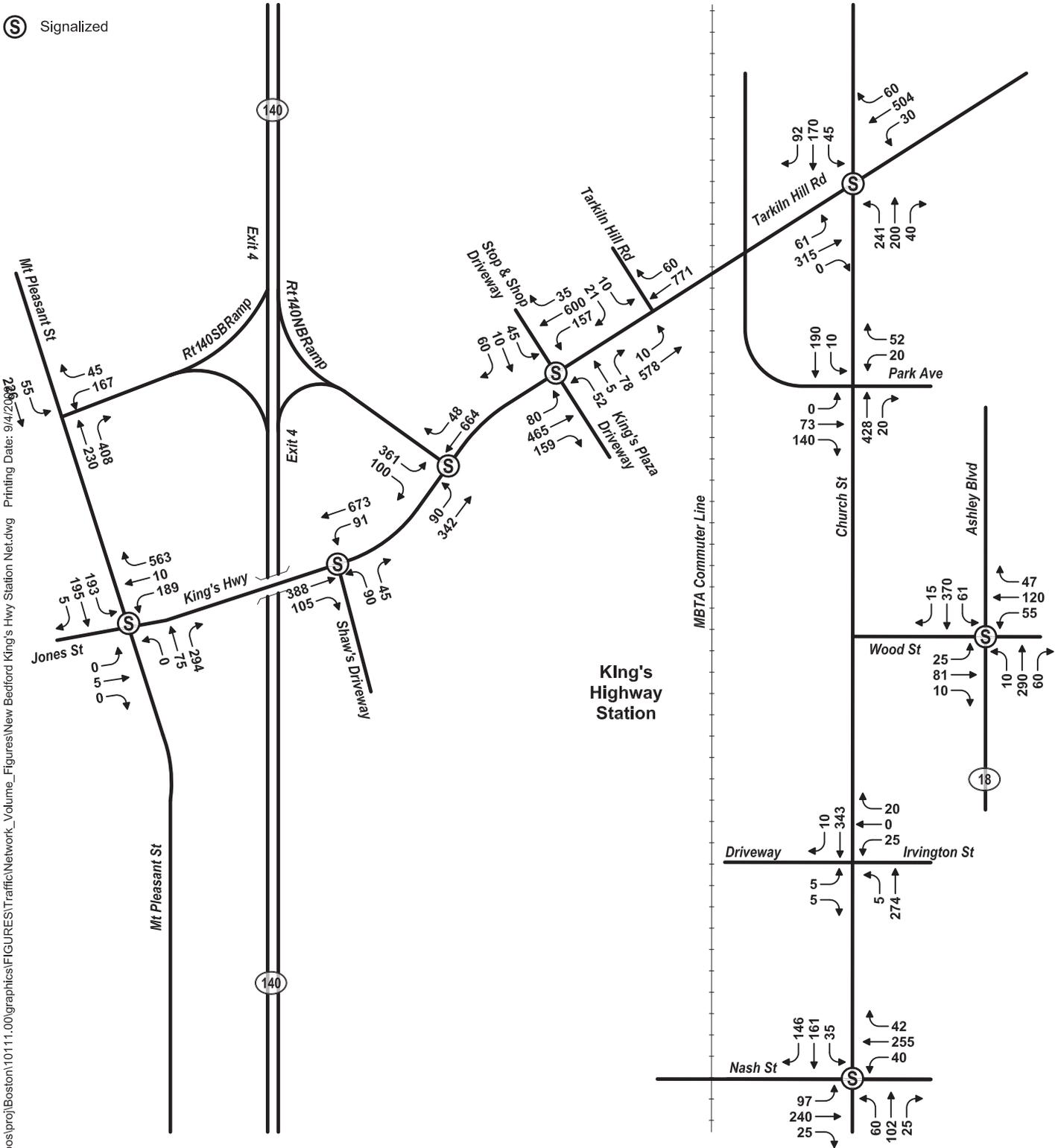


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Figure 4.1-62
 New Bedford-
 Whale's Tooth Stations
 Build Weekday Evening Peak Hour
 Traffic Volumes

LEGEND

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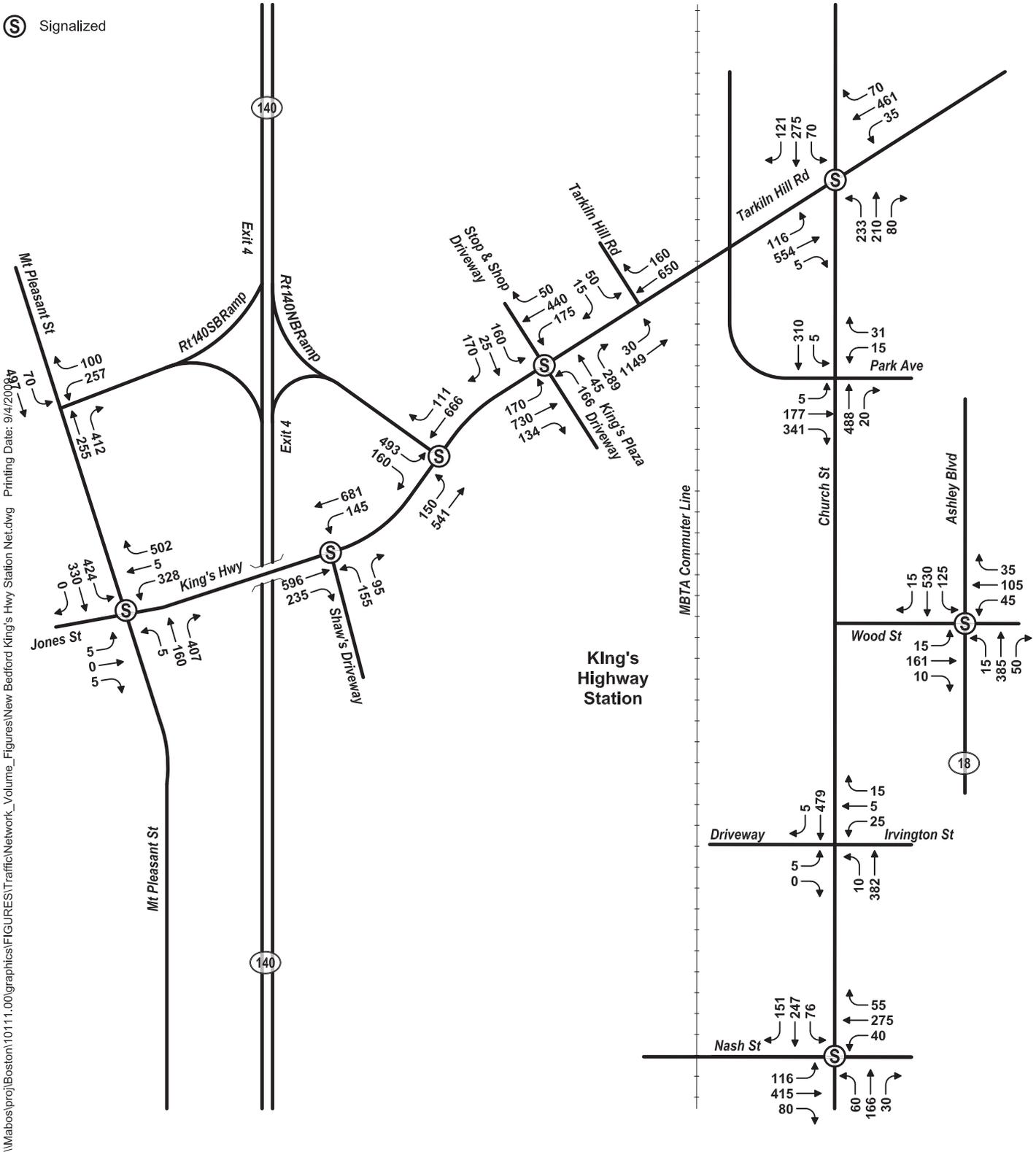
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 Not to Scale

Figure 4.1-63
 New Bedford-
 King's Highway Station
 Build Weekday Morning Peak Hour
 Traffic Volumes

LEGEND

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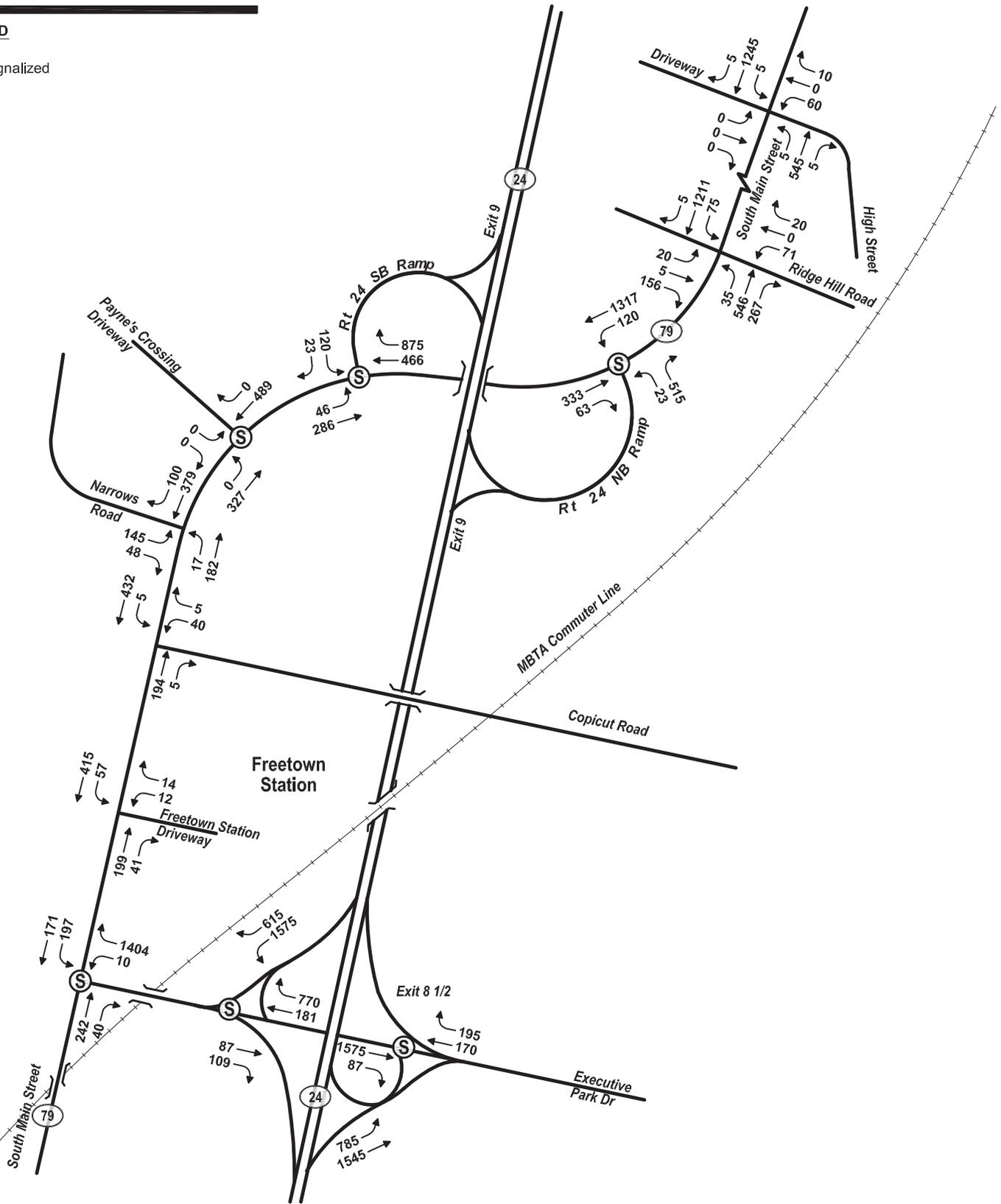
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Figure 4.1-64
 New Bedford-King's Highway Station
 Build Weekday Evening Peak Hour Traffic Volumes

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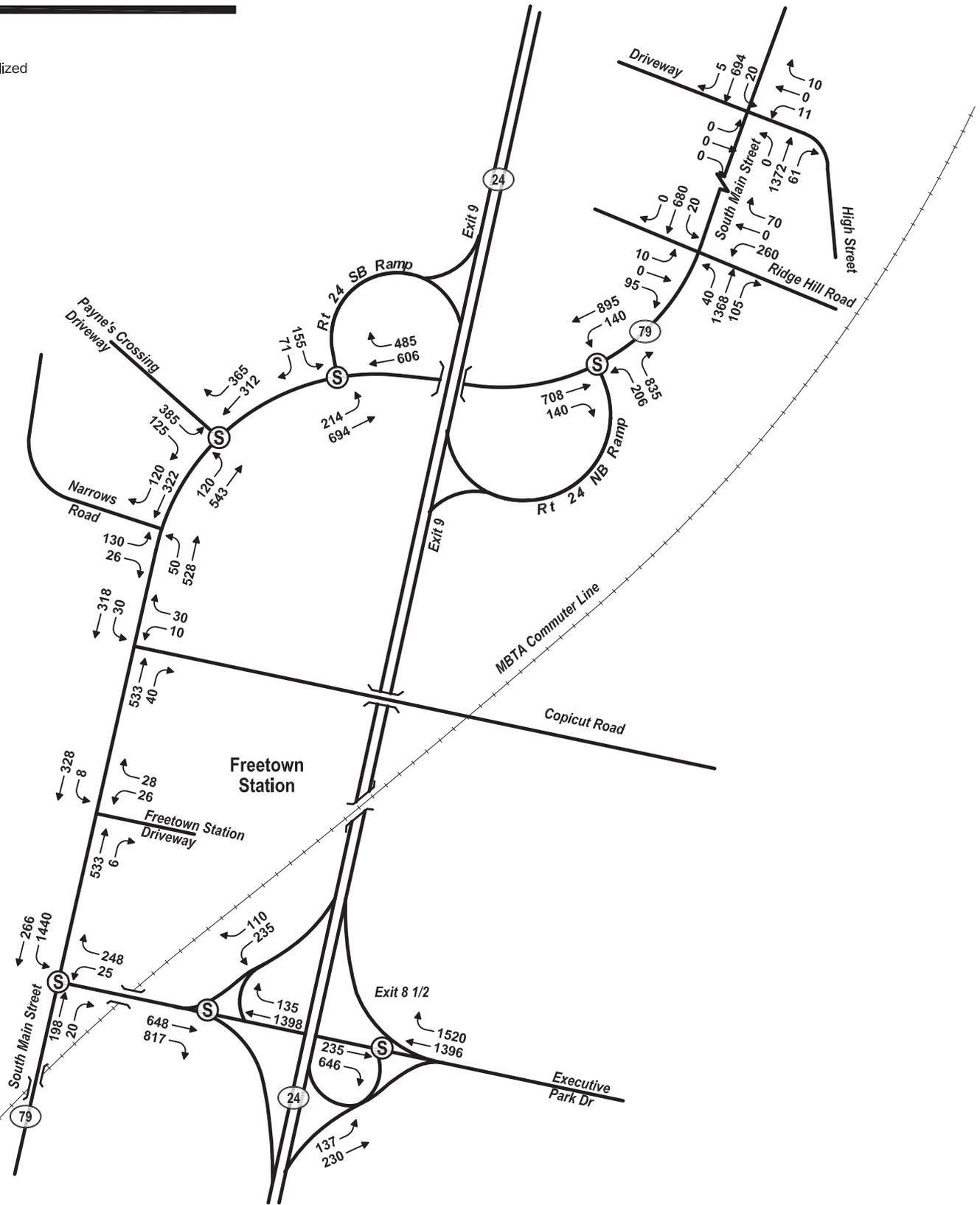
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Figure 4.1-65
Freetown Stations
Build Weekday Morning Peak Hour Traffic Volumes

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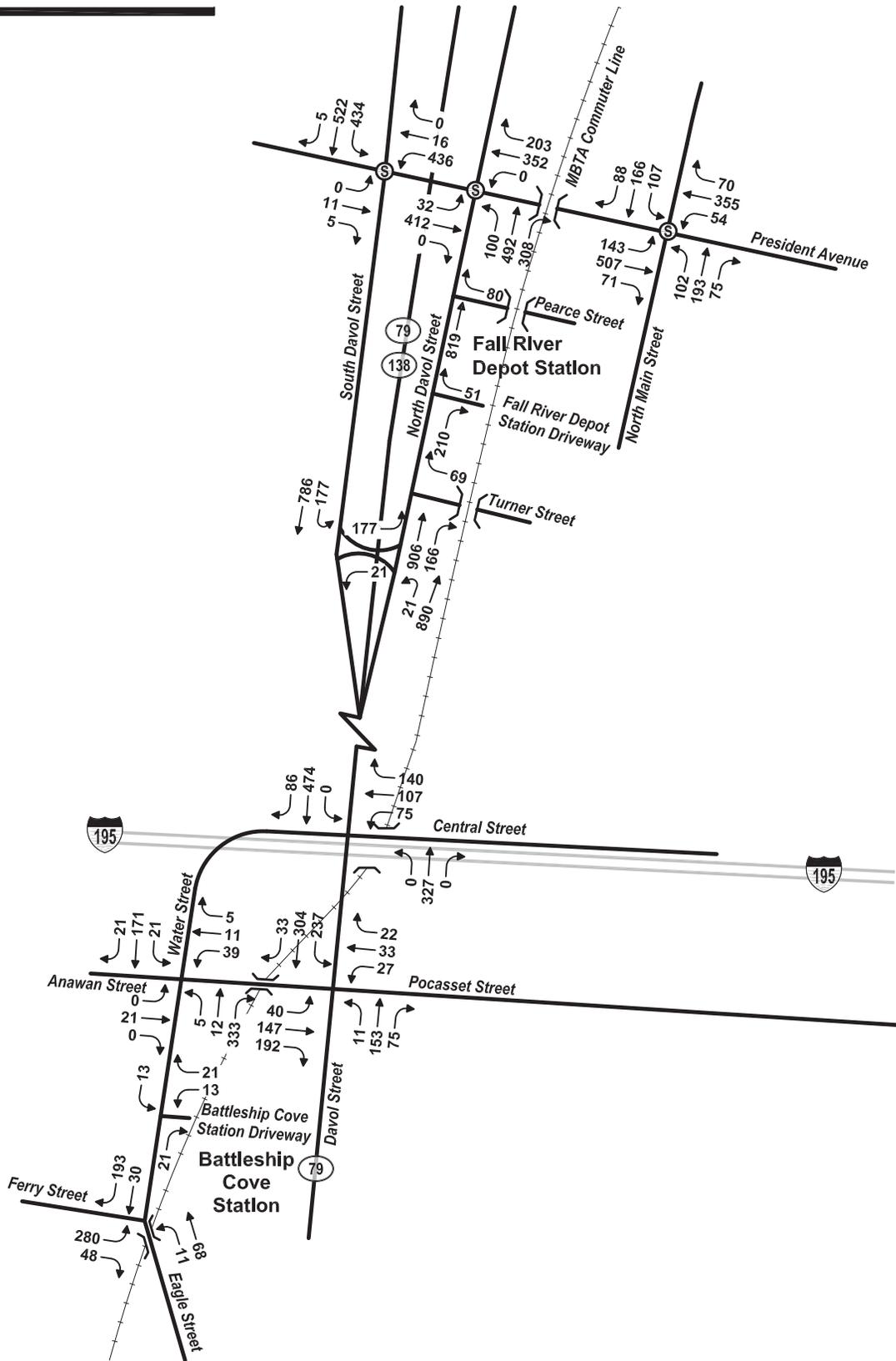


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Figure 4.1-66
Freetown Stations
Build Weekday Evening Peak Hour Traffic Volumes

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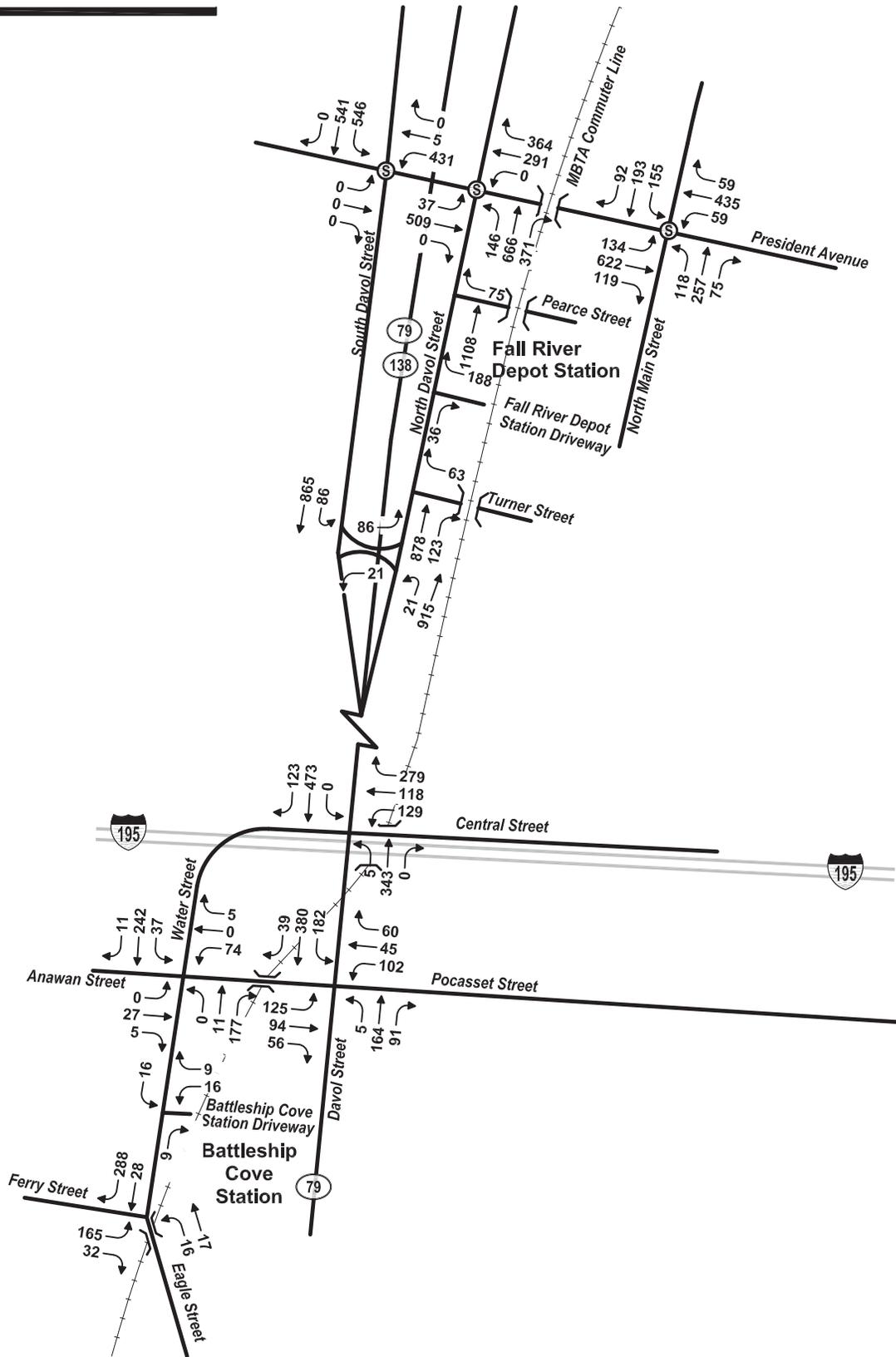
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Figure 4.1-67
 Fall River Stations
 Build Weekday Morning Peak Hour
 Traffic Volumes

LEGEND

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Figure 4.1-68
 Fall River Stations
 Build Weekday Evening Peak Hour
 Traffic Volumes

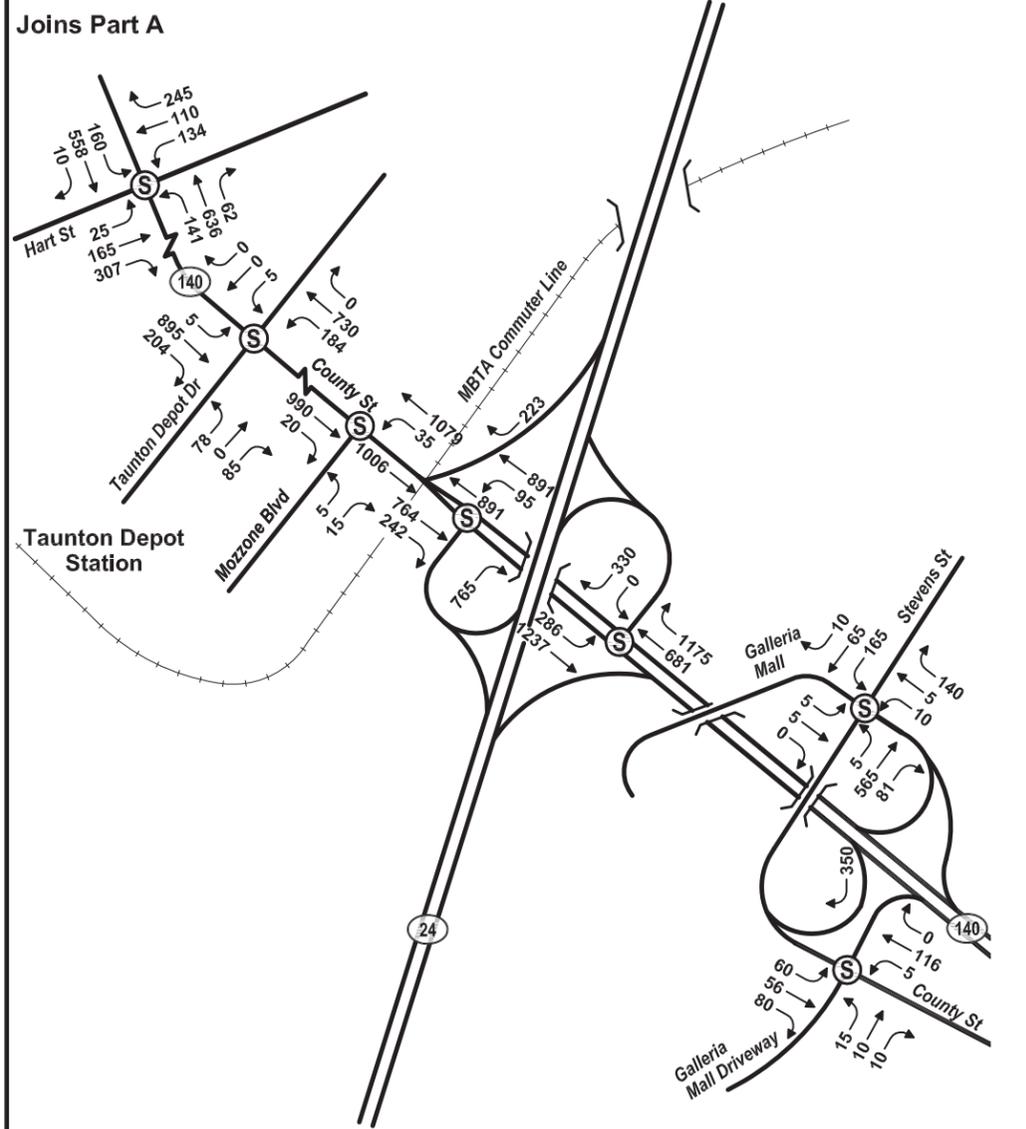
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Joins Part A

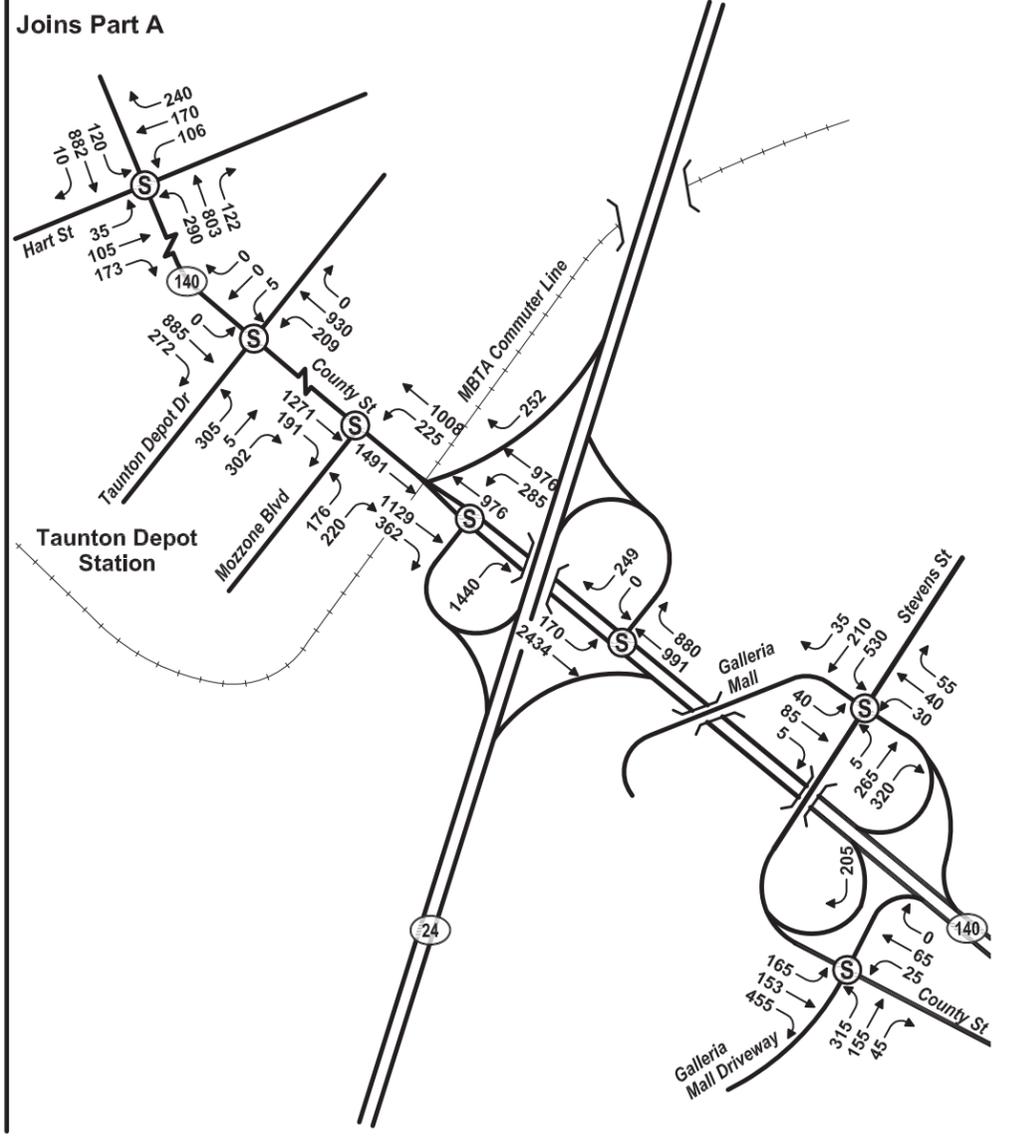
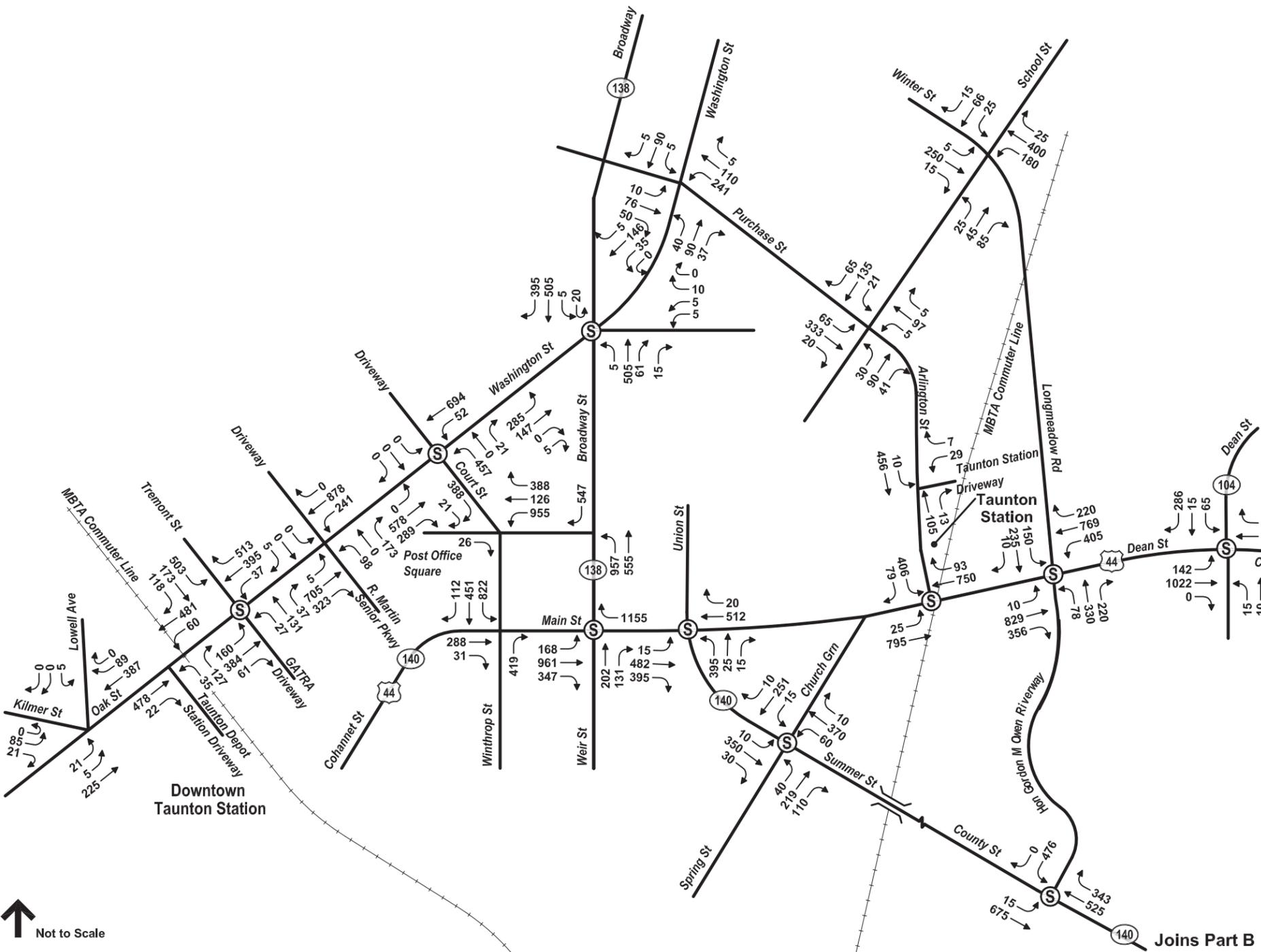


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Figure 4.1-69
Taunton Stations
Build Weekday Morning
Peak Hour Traffic Volumes

LEGEND

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 Not to Scale

Figure 4.1-70
Taunton Stations
Build Weekday Evening
Peak Hour Traffic Volumes

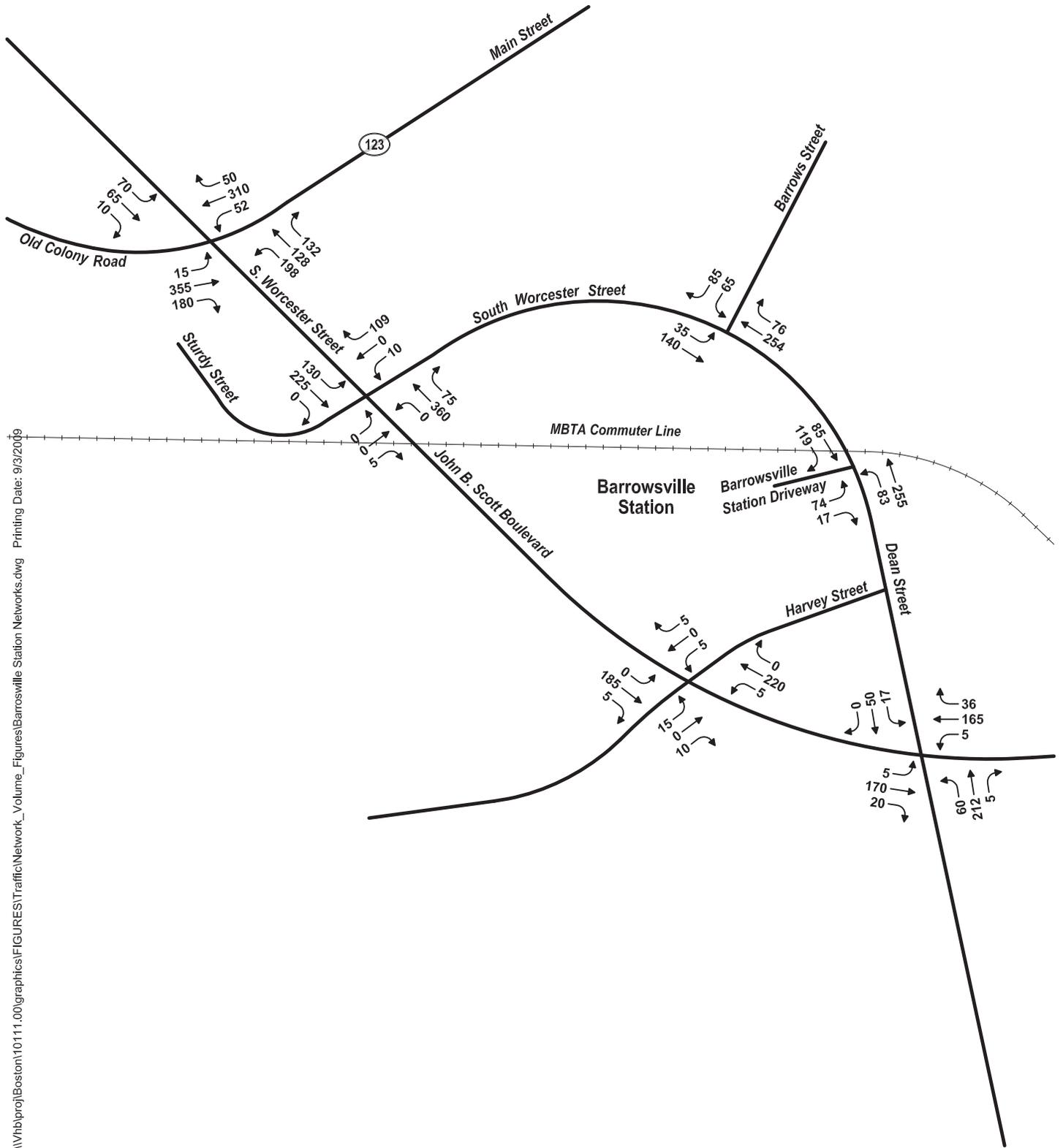
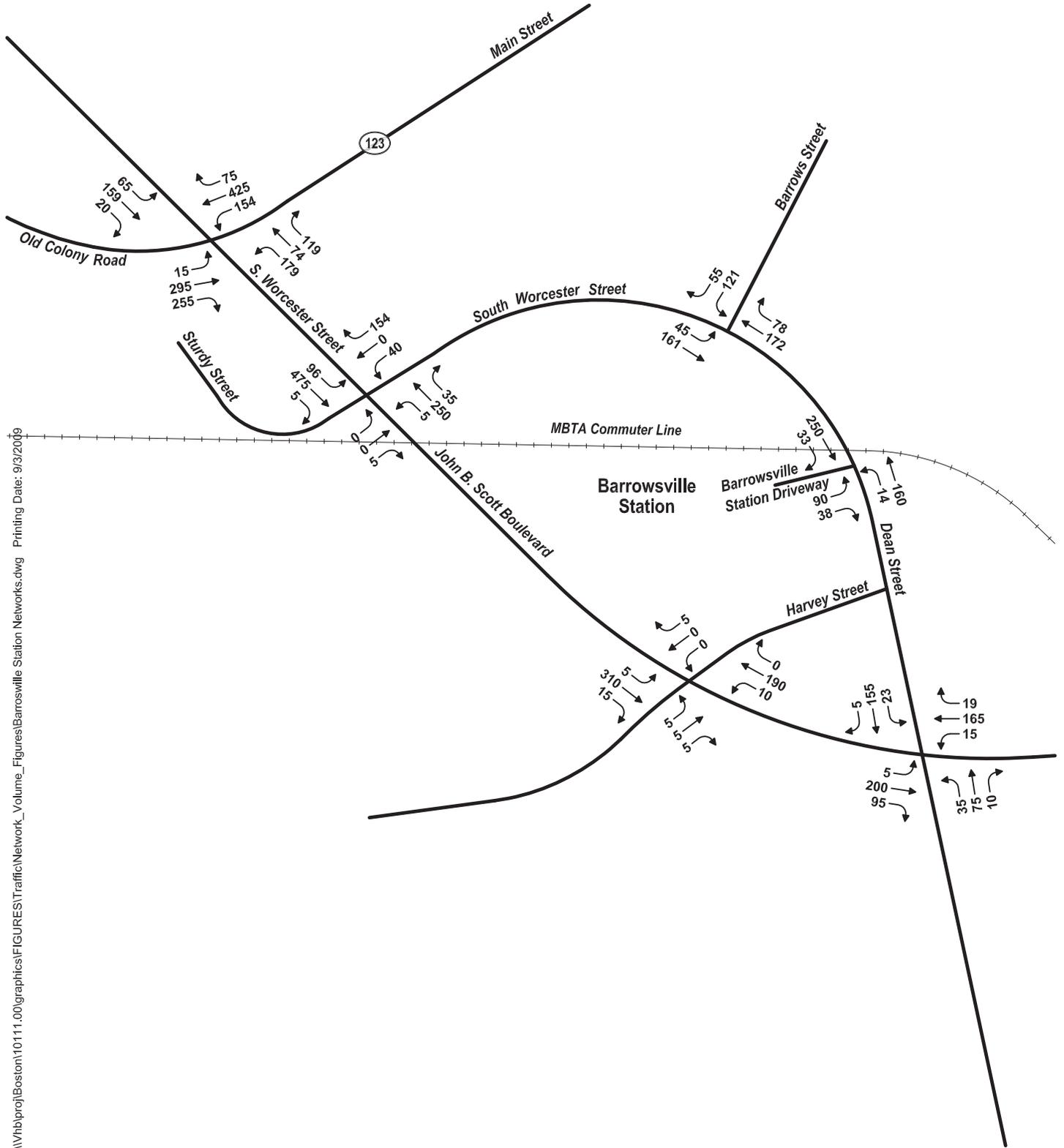


Figure 4.1-71
Barrowsville Station-
Build Weekday Morning Peak Hour
Traffic Volumes

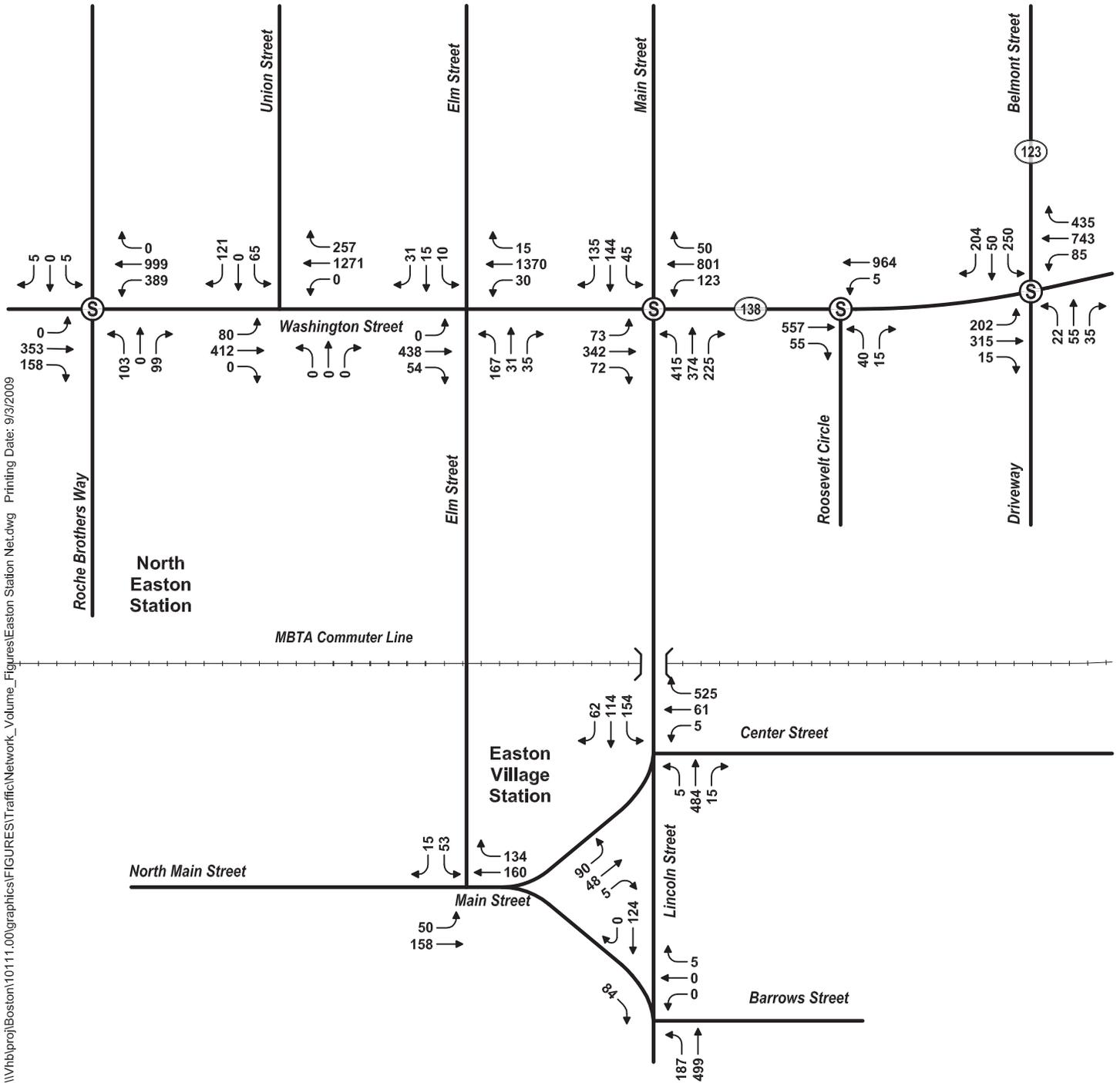


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Figure 4.1-72
Barrowville Station-
Build Weekday Evening Peak Hour Traffic Volumes

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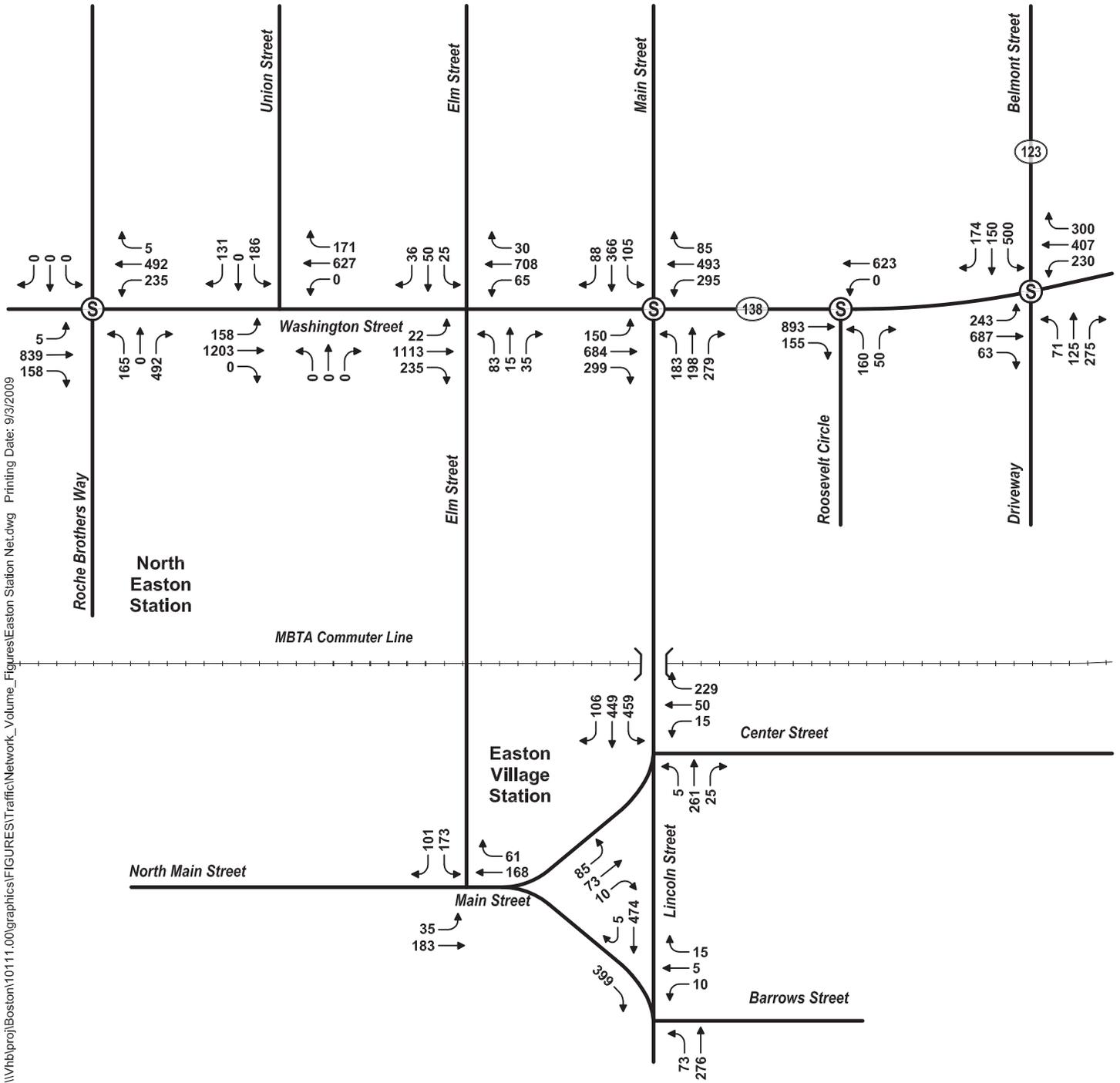
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Not to Scale

Figure 4.1-73
Easton Stations-
Build Weekday Morning Peak Hour Traffic Volumes

LEGEND

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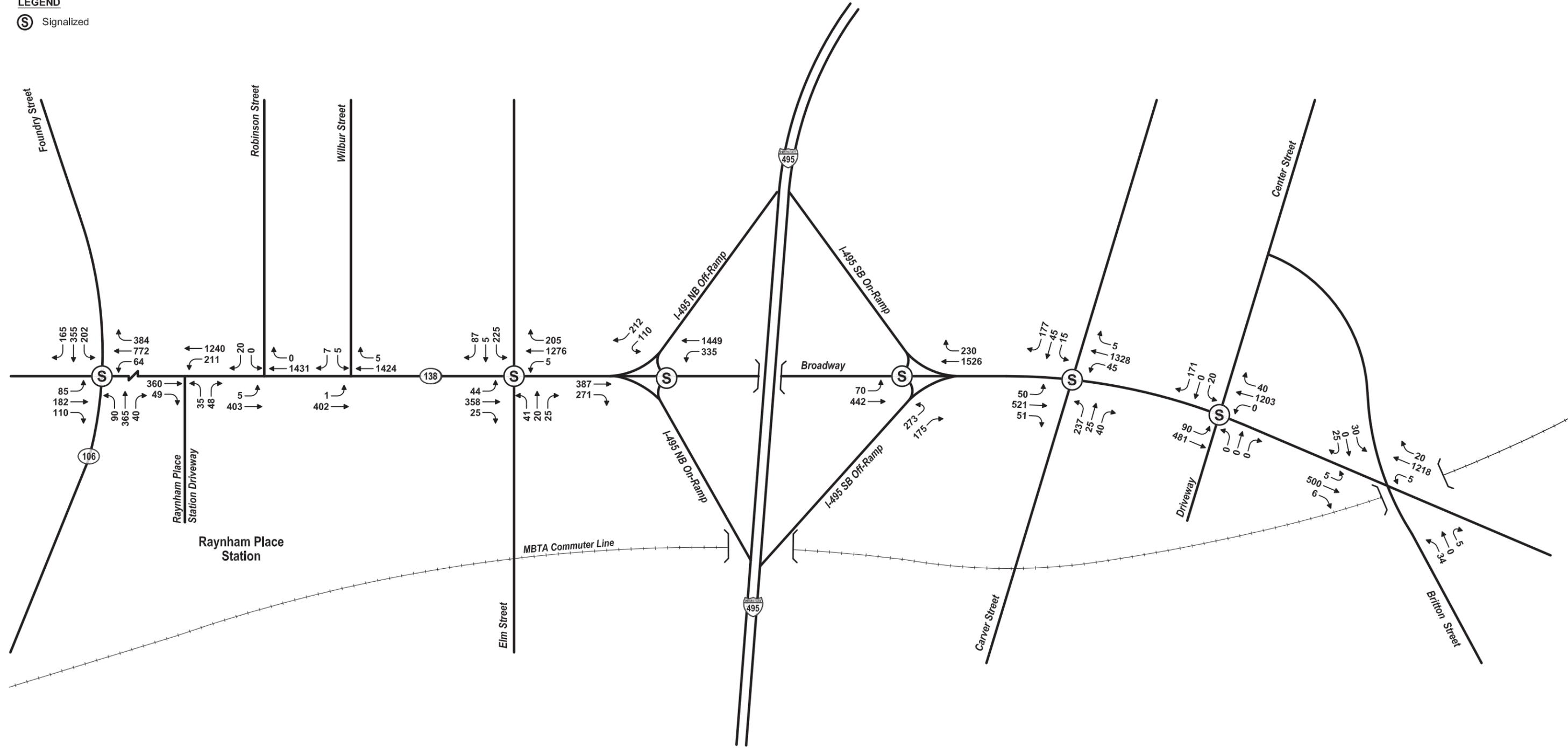
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Figure 4.1-74
Easton Stations-
Build Weekday Evening Peak Hour
Traffic Volumes

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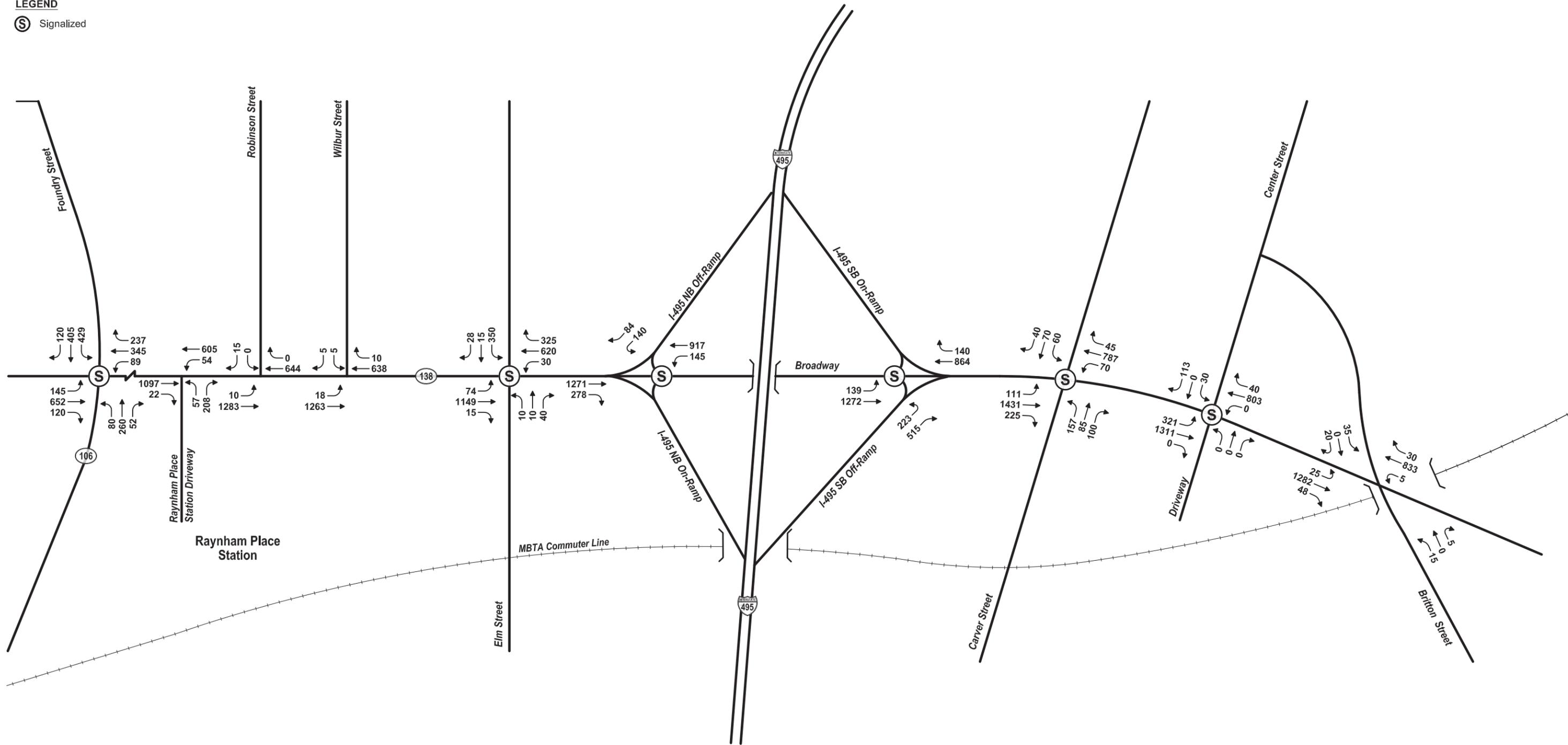


Not to Scale

Figure 4.1-75
Raynham Place Station
Build Weekday Morning Peak Hour Traffic Volumes

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Figure 4.1-76
Raynham Place Station
Build Weekday Evening Peak Hour Traffic Volumes

\\mabos\projects\10111.00\graphics\FIGURES\TrafficNetwork_Volume_Figures\Prop Mitigation Kings_Highway at Tarkiln Hill Rd.dwg Printing Date: 9/2/2009

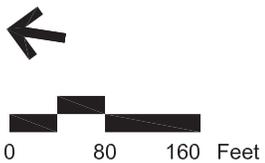
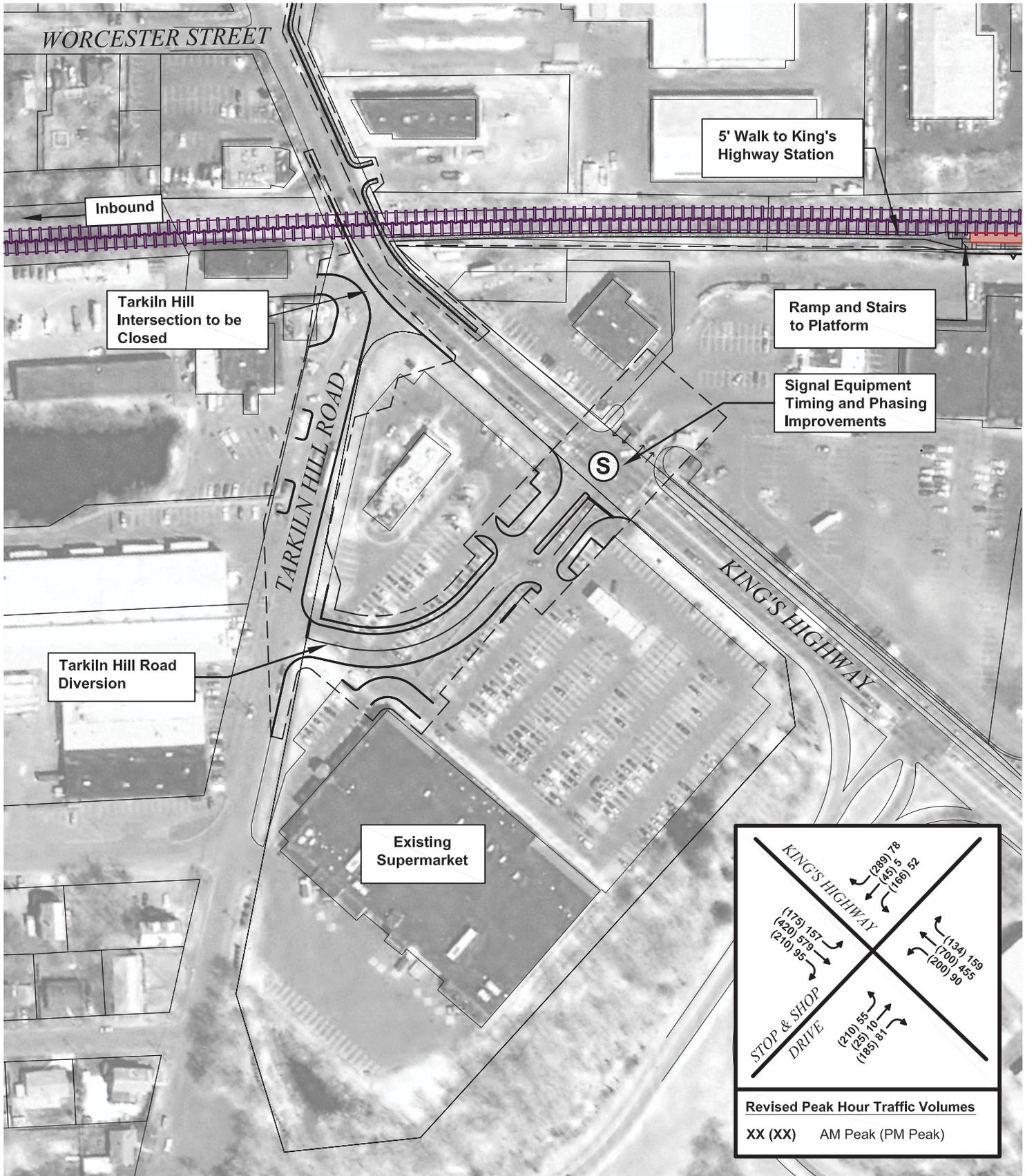


Figure 4.1-77

Proposed Mitigation-
King's Highway at Tarkiln Hill Road
and Stop & Shop Driveway