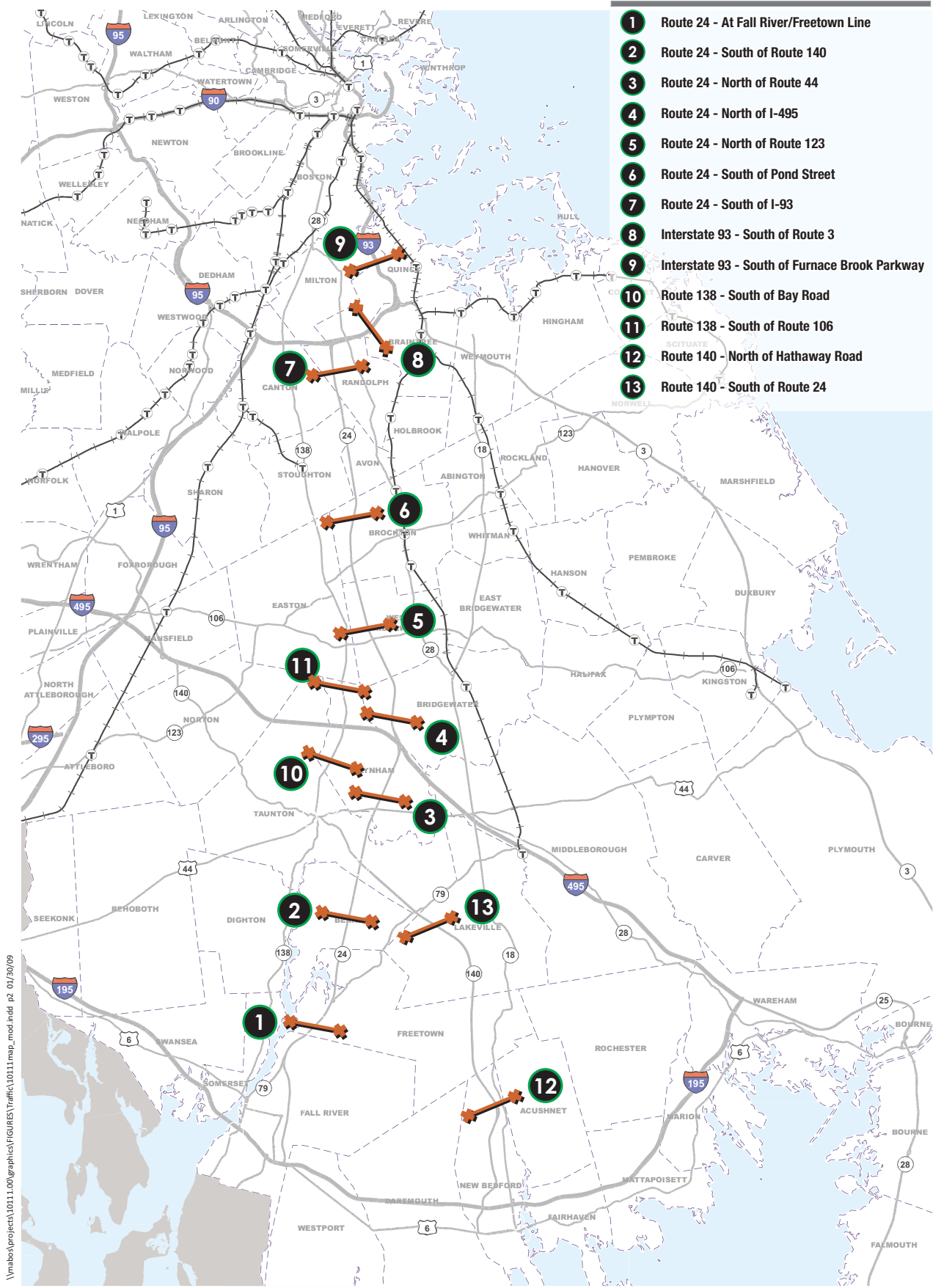


Figure 4.1-1
Existing Highway
Transportation System

Source: MassGIS
Prepared By: Vanasee Hangen Brustlin, Inc.



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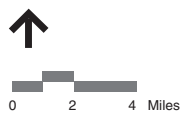
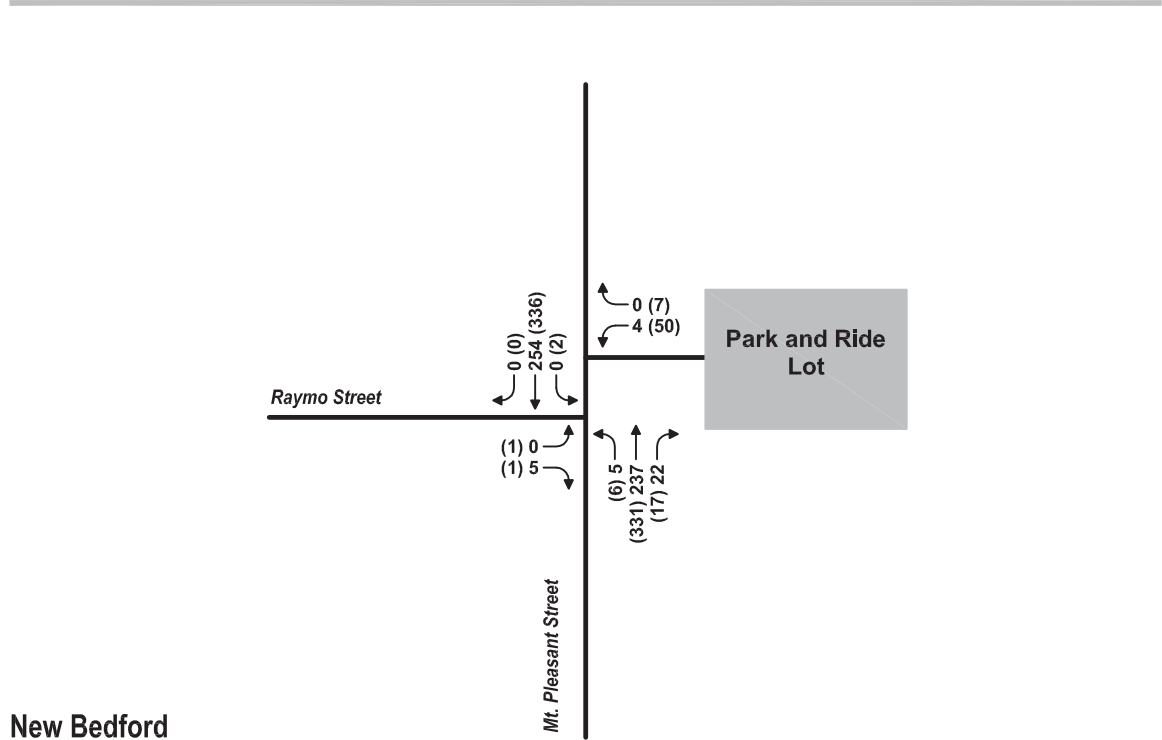
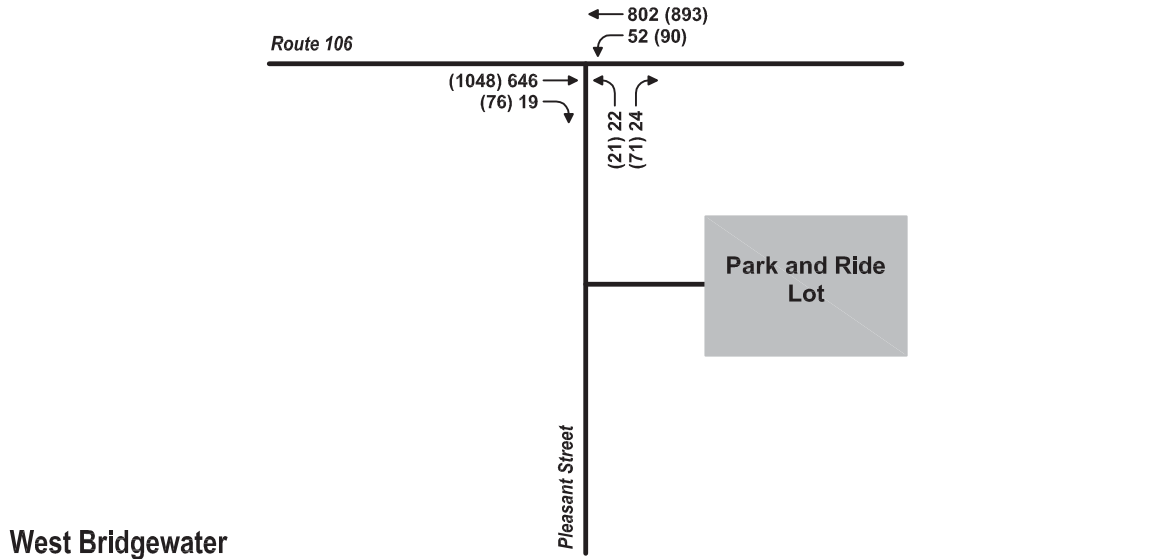


Figure 4.1-2
Regional ATR Locations

Legend:
 xx Morning
 (xx) Evening

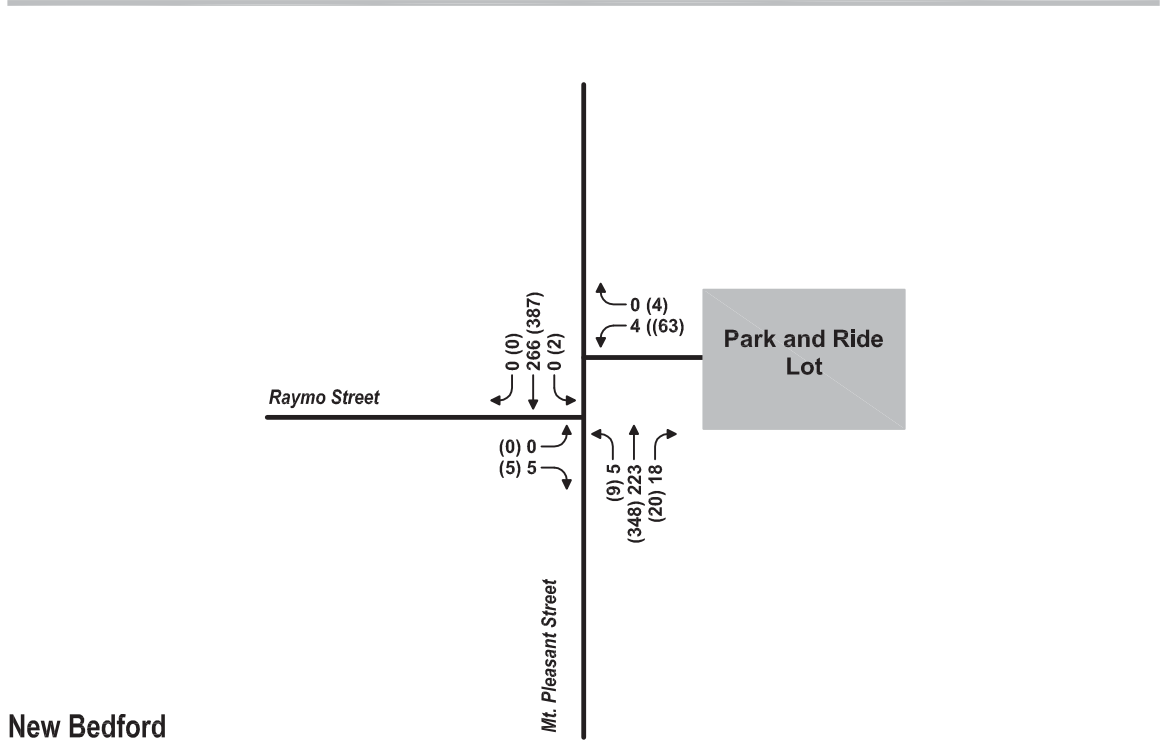
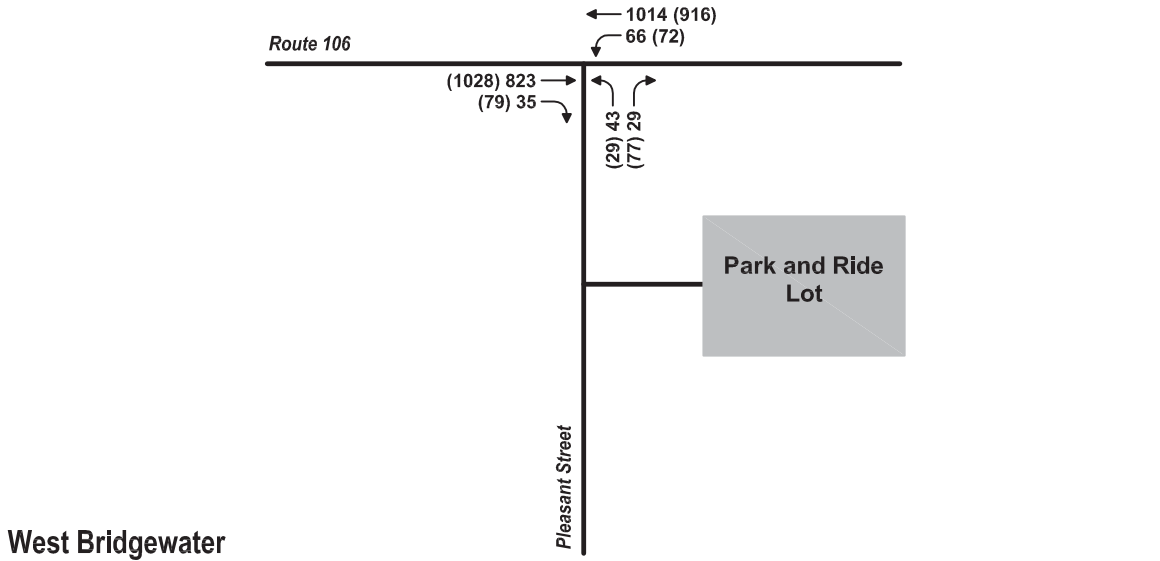


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↑
 Not to Scale

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

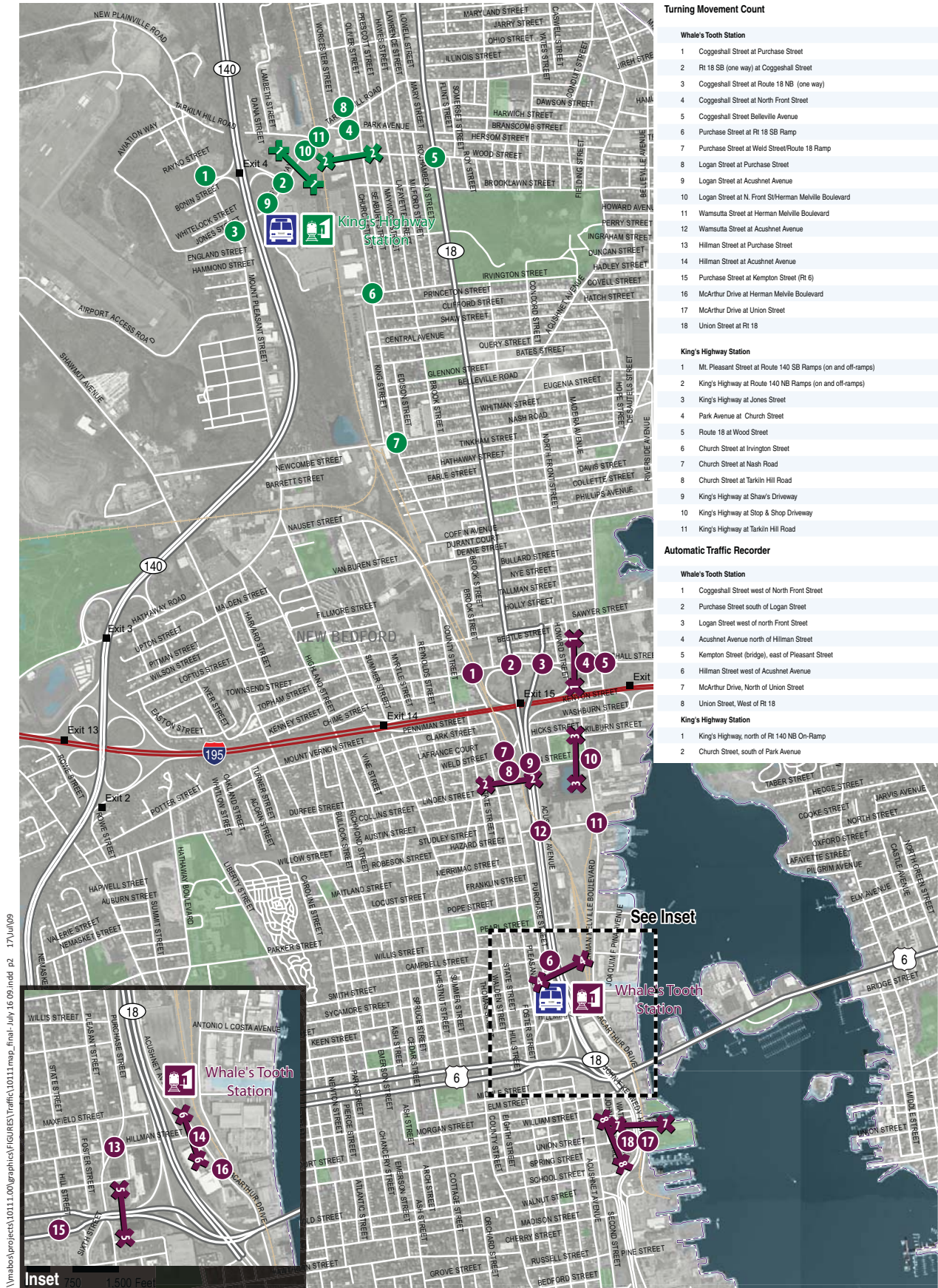
Legend:
 xx Morning
 (xx) Evening



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Not to Scale

Figure 4.1-4
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

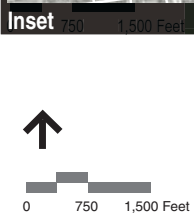
King's Highway Station	
1	Mt. Pleasant Street at Route 140 SB Ramps (on and off-ramps)
2	King's Highway at Route 140 NB Ramps (on and off-ramps)
3	King's Highway at Jones Street
4	Park Avenue at Church Street
5	Route 18 at Wood Street
6	Church Street at Irvington Street
7	Church Street at Nash Road
8	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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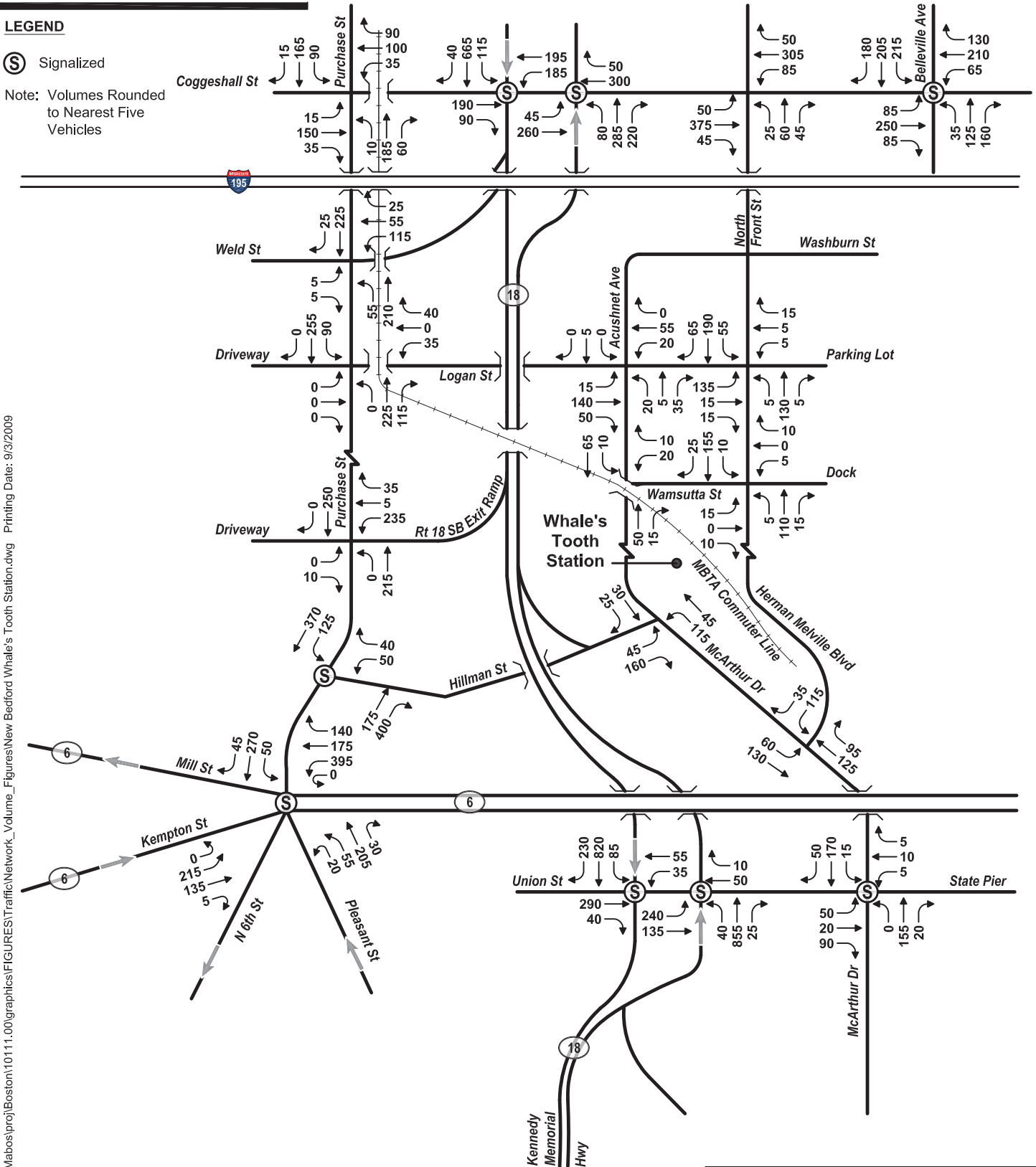
- Legend**
- Commuter Rail Station Location
 - Rapid Bus Station Location
 - ATR Count Location
 - Turning Movement Count Location

Figure 4.1-5
New Bedford Traffic Count Locations

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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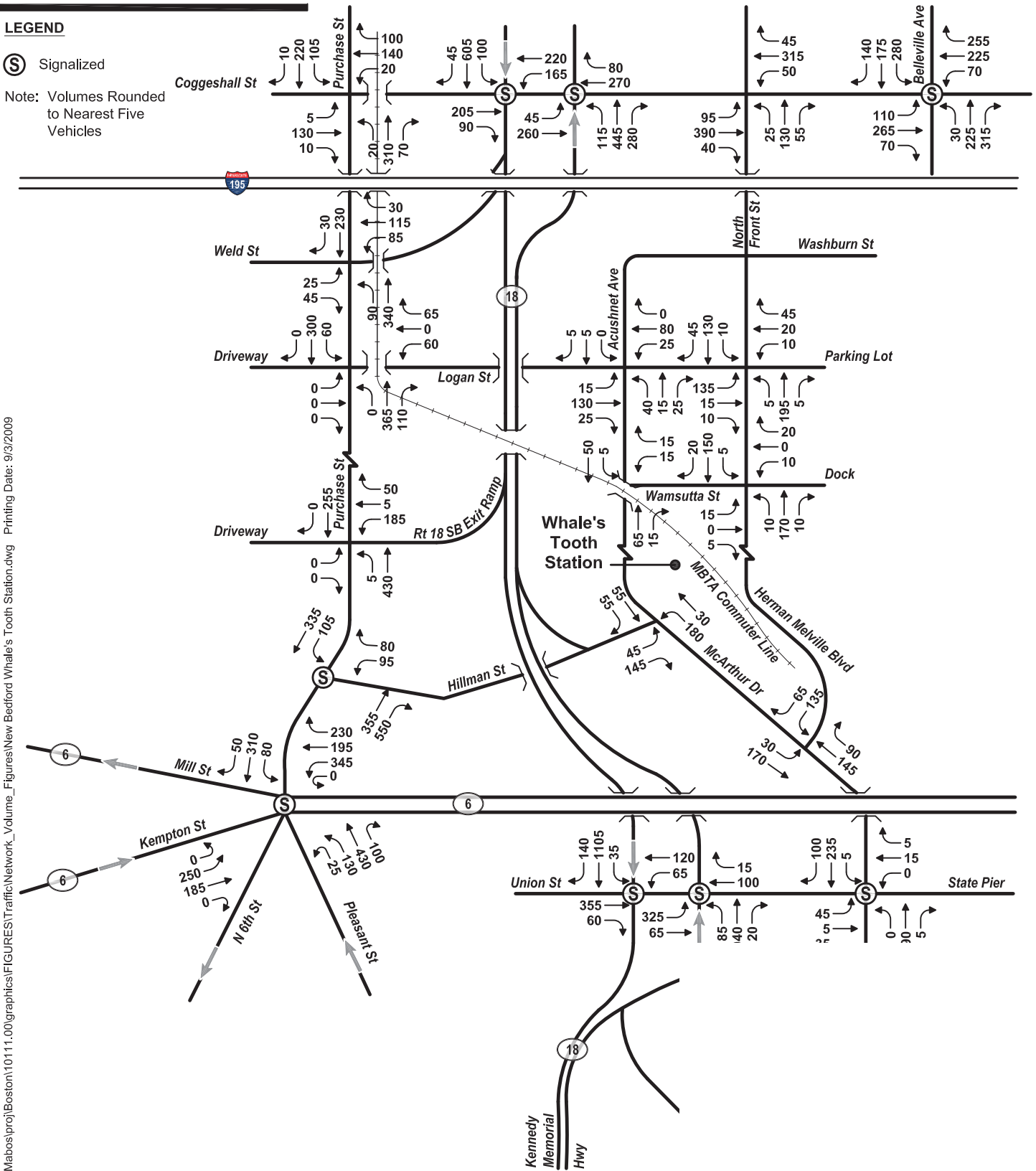
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Figure 4.1-6
New Bedford Whale's Tooth Station
Existing Weekday Morning Peak Hour Traffic Volumes

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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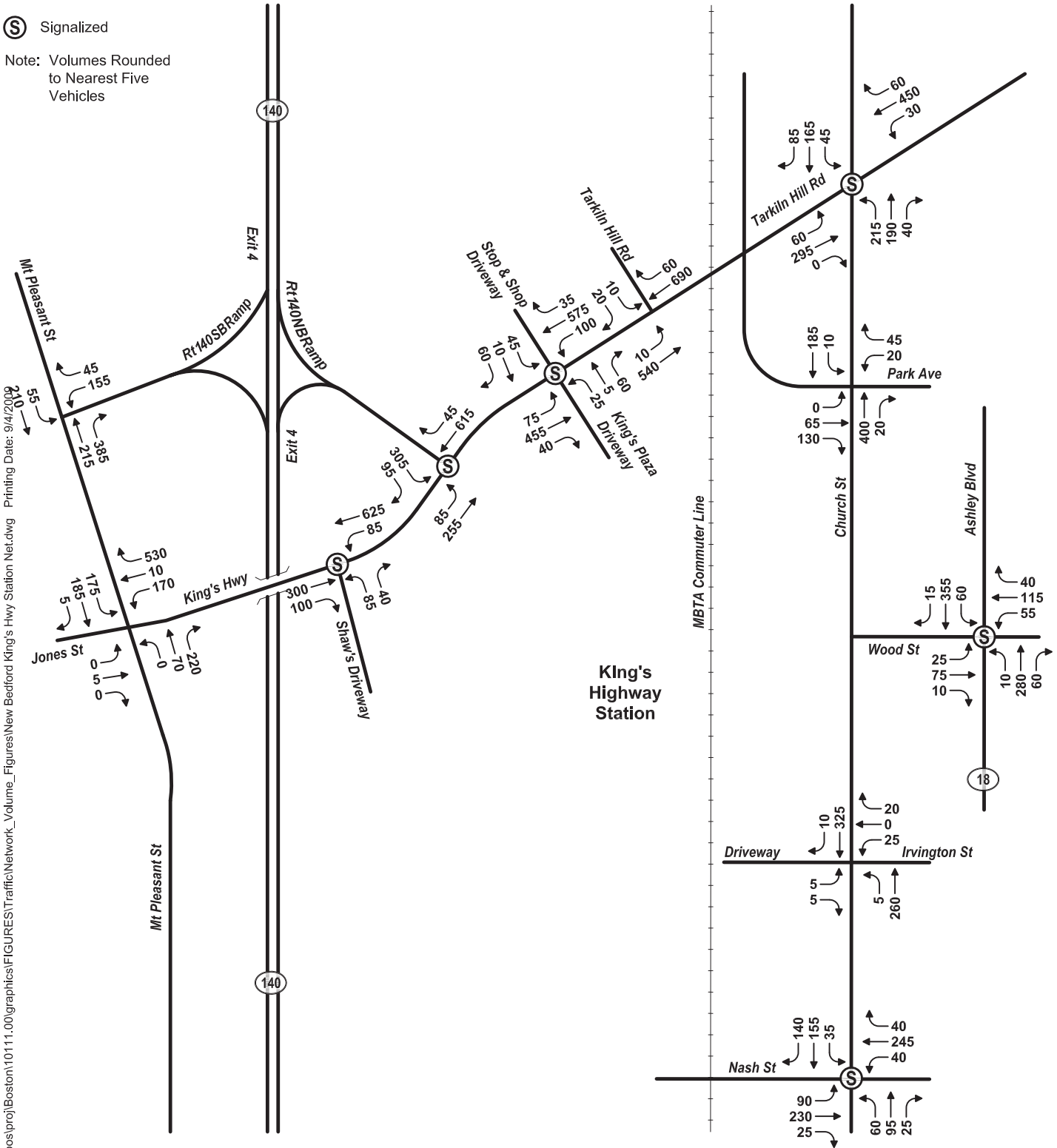
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Not to Scale

Figure 4.1-7
New Bedford
Whale's Tooth Station
Existing Weekday Evening Peak
Hour Traffic Volumes

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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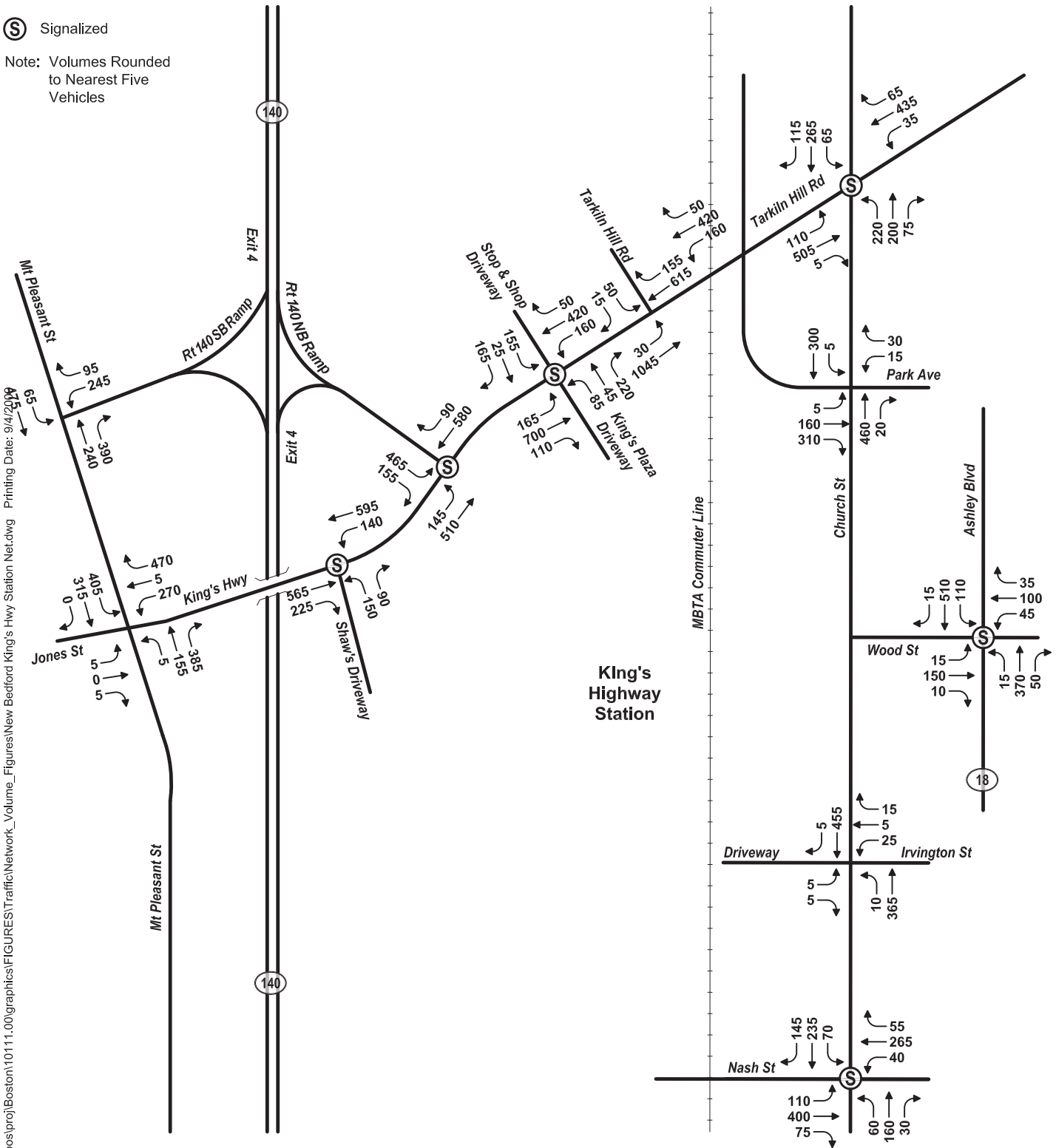
↑ Not to Scale

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

LEGEND

 Signalized

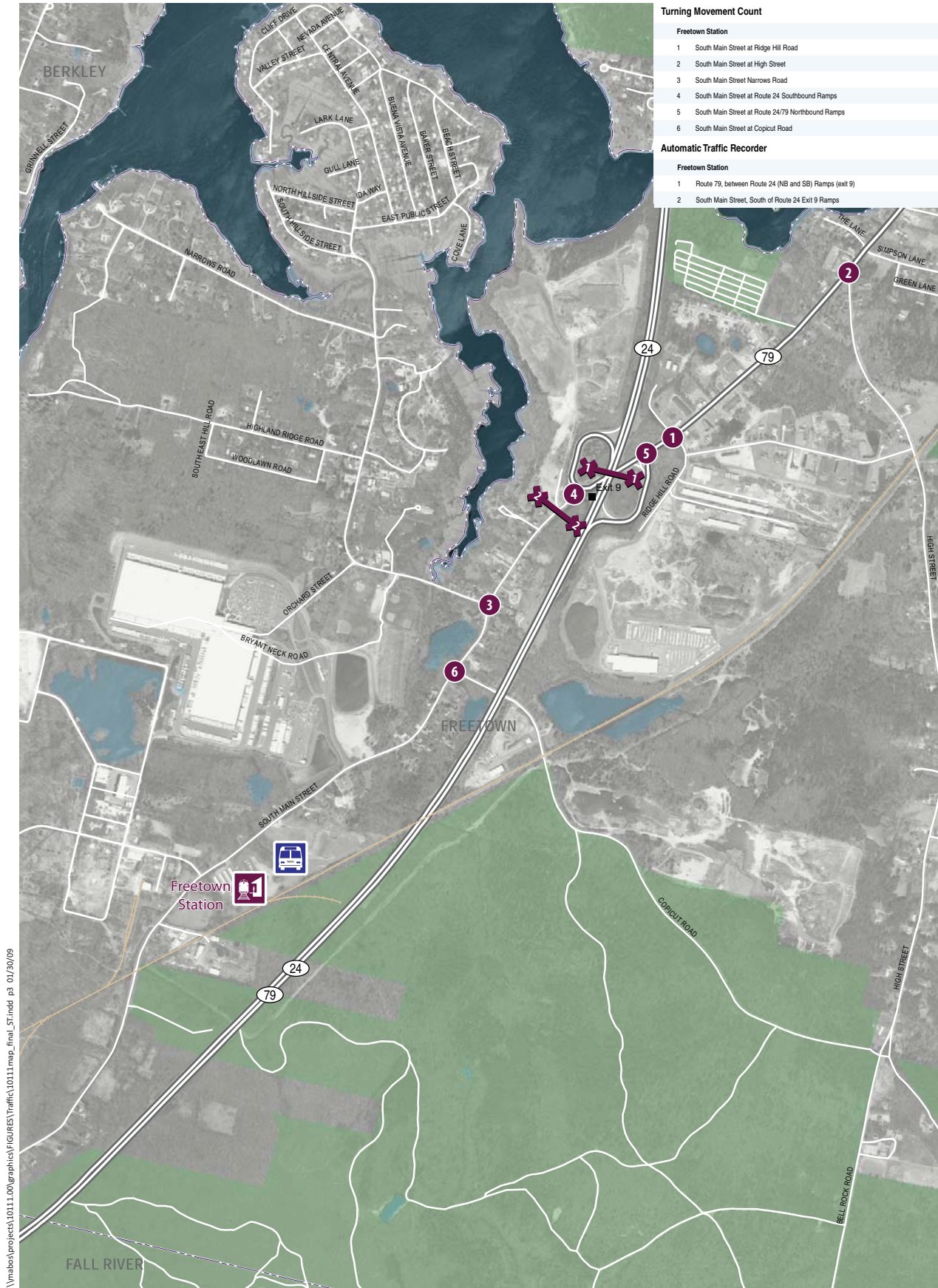
Note: Volumes Rounded to Nearest Five Vehicles



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 Not to Scale

Figure 4.1-9
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

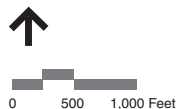


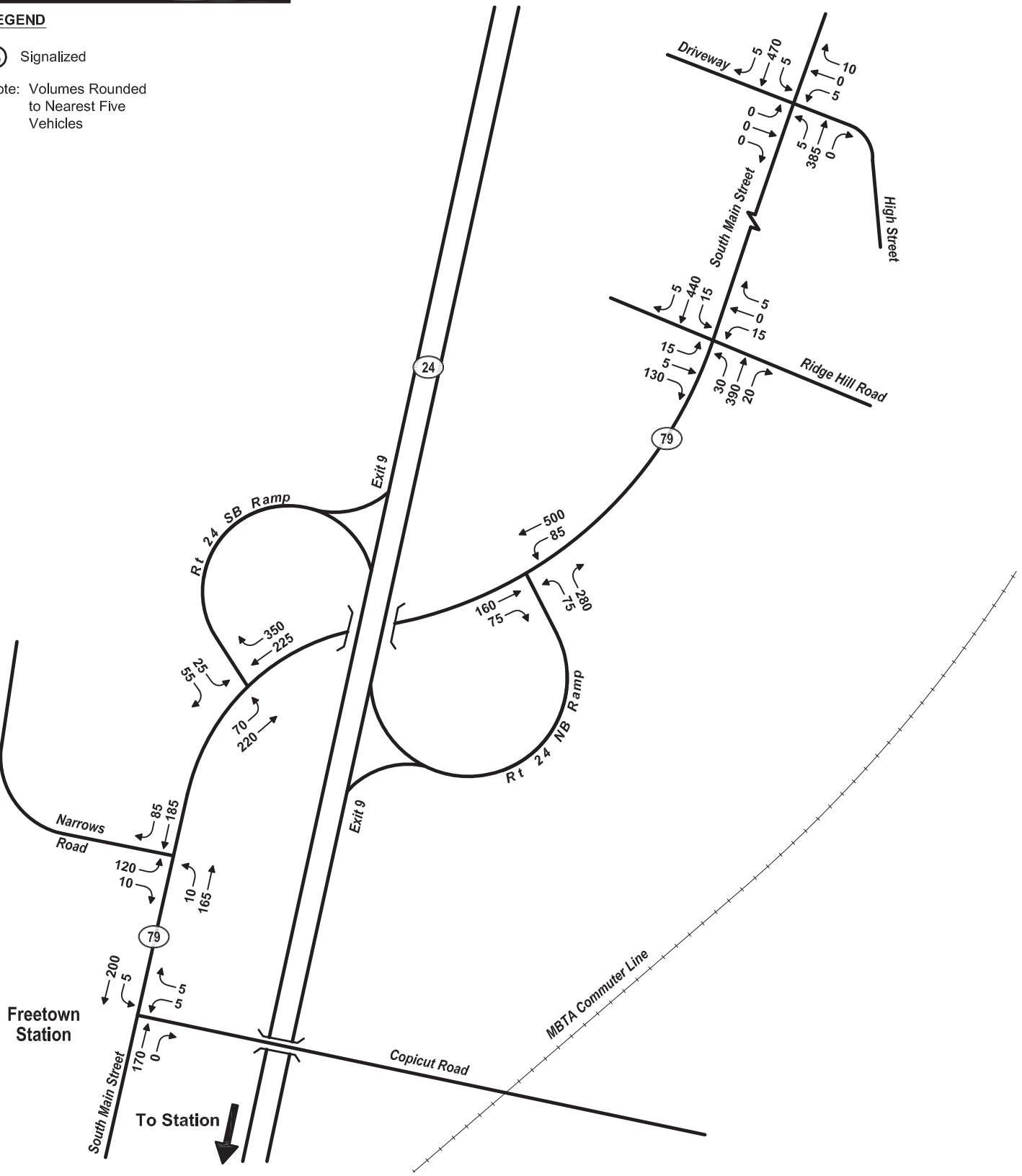
Figure 4.1-10
Freetown Traffic Count Locations

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles

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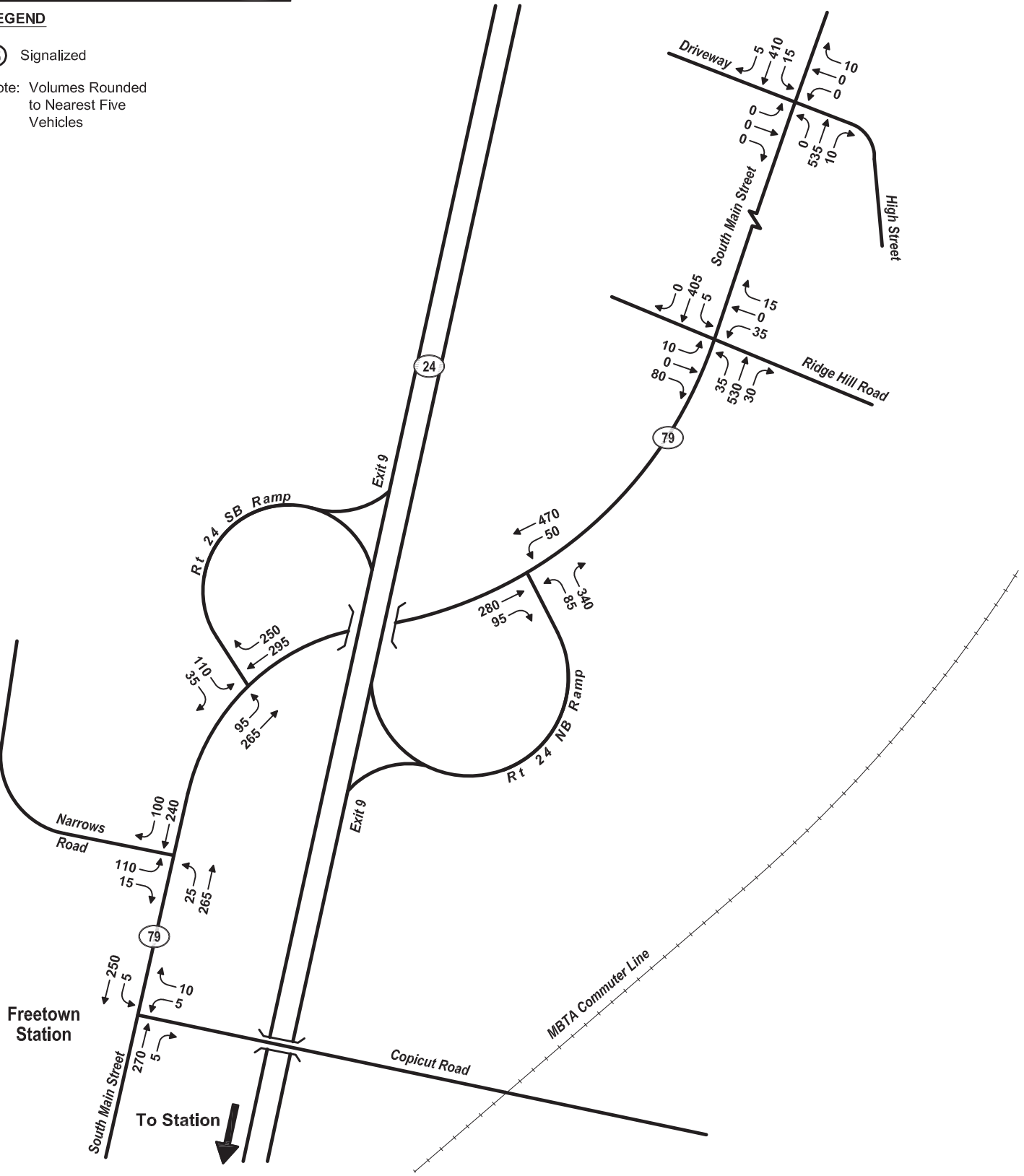
Figure 4.1-11
Freetown Station
Existing Weekday Morning Peak Hour Traffic Volumes

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles

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 Not to Scale

Figure 4.1-12
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



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Legend

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

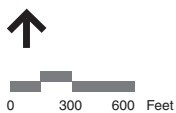
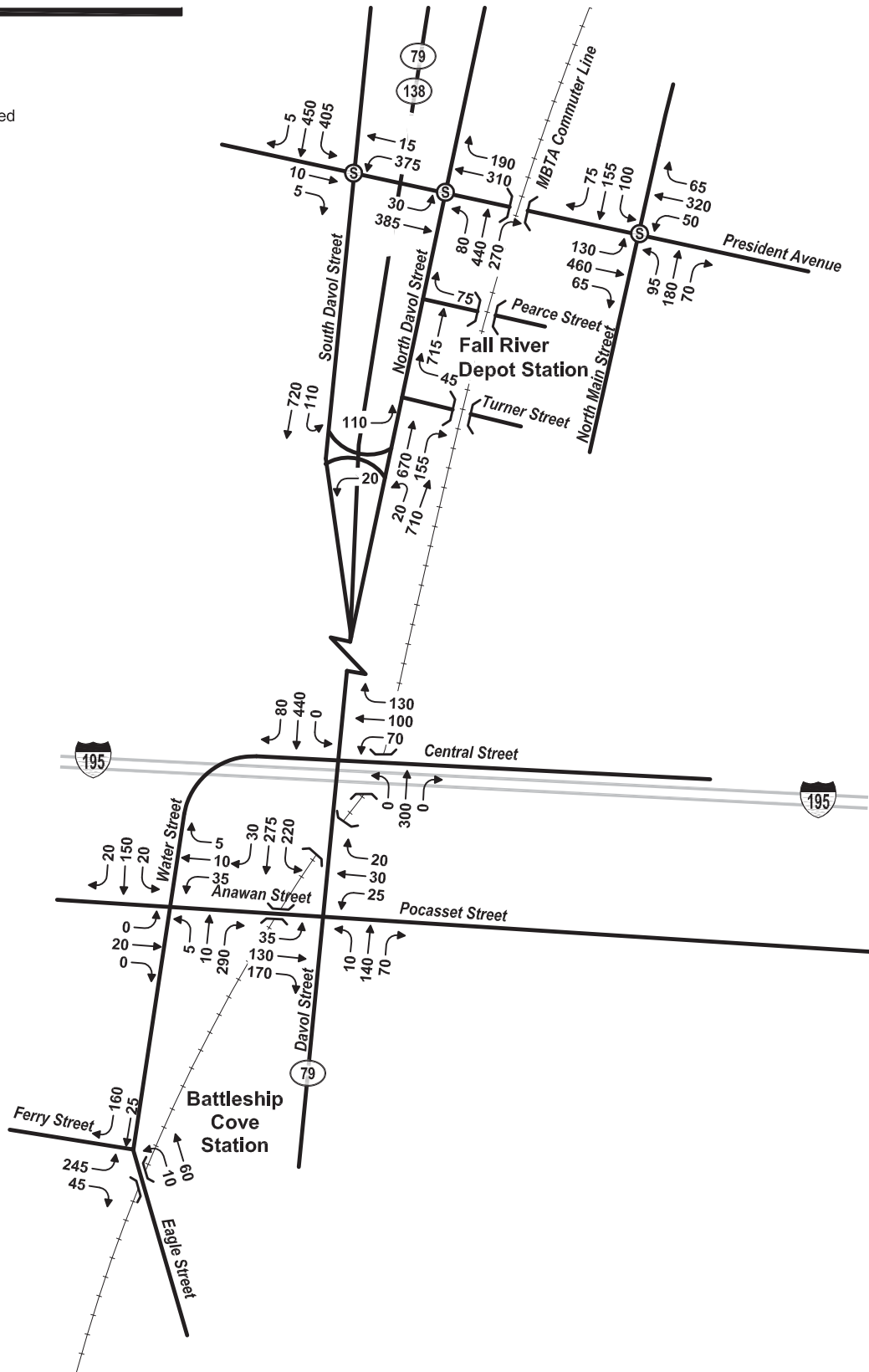


Figure 4.1-13
Fall River Traffic Count Locations

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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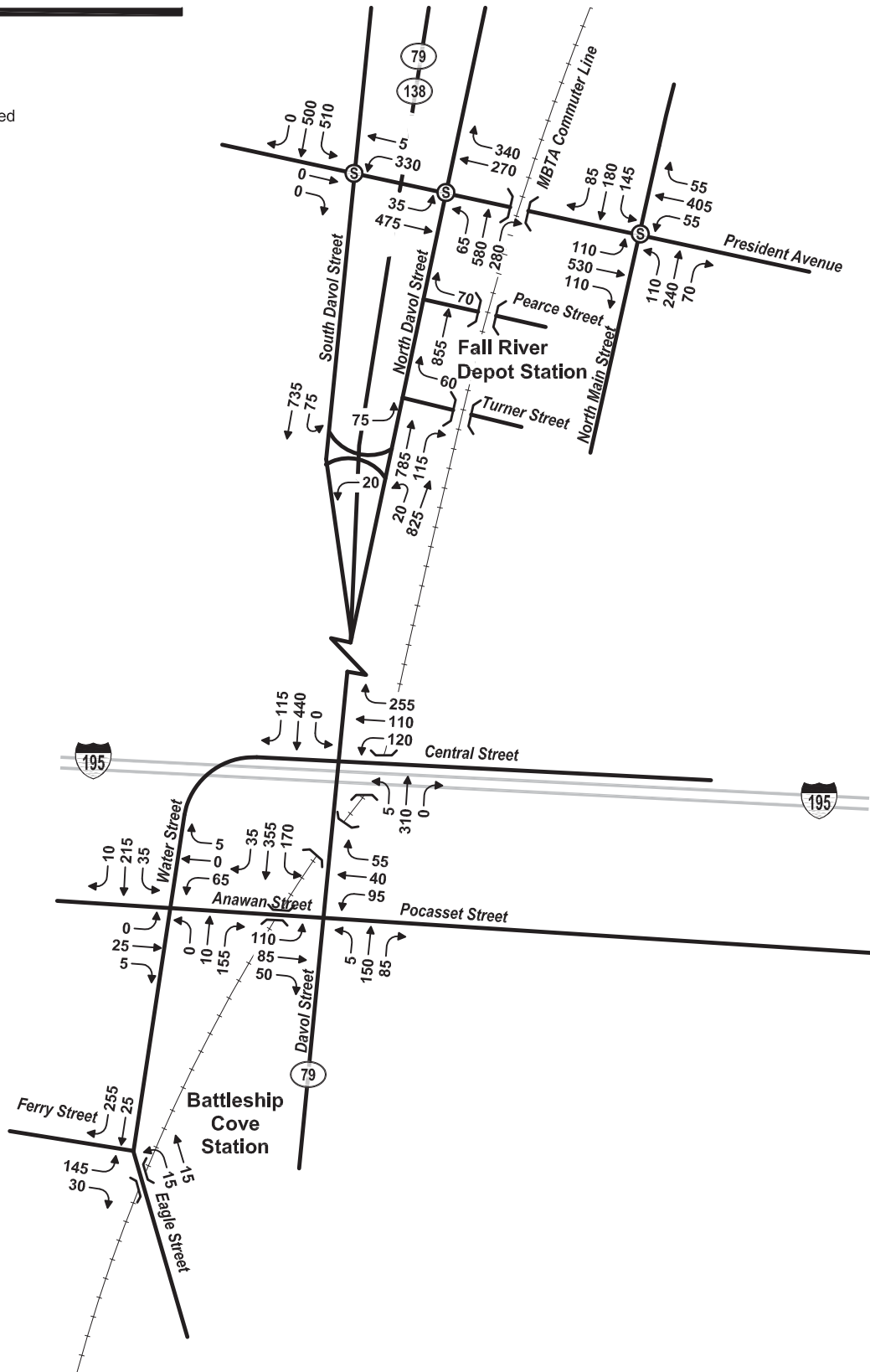
 Not to Scale

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

LEGEND

 Signalized

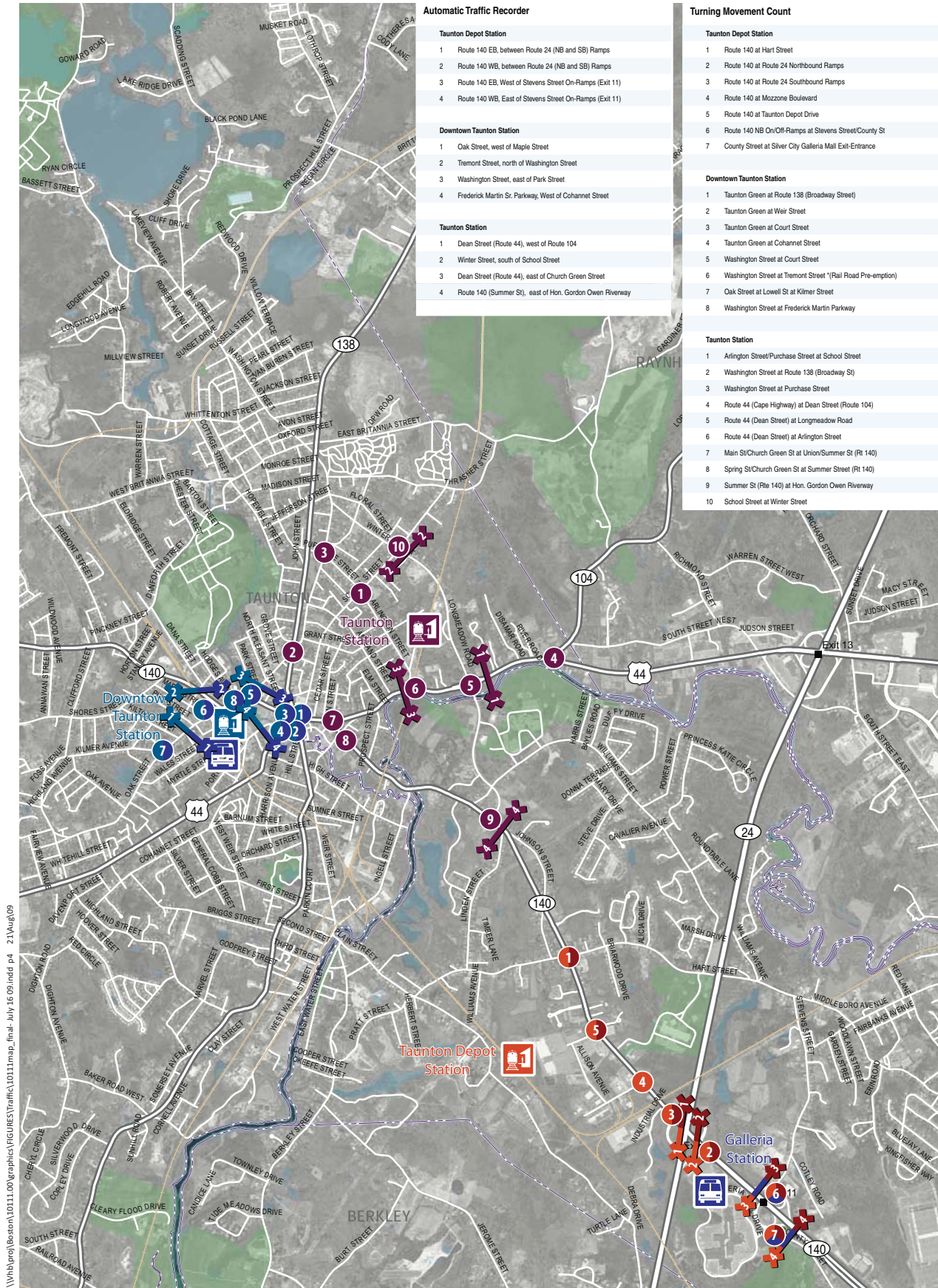
Note: Volumes Rounded to Nearest Five Vehicles



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 Not to Scale

Figure 4.1-15
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 Mail Exit-Entrance
Downtown Taunton Station	
1	Taunton Green at Route 138 (Broadway Street)
2	Taunton Green at Wair 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

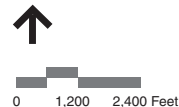
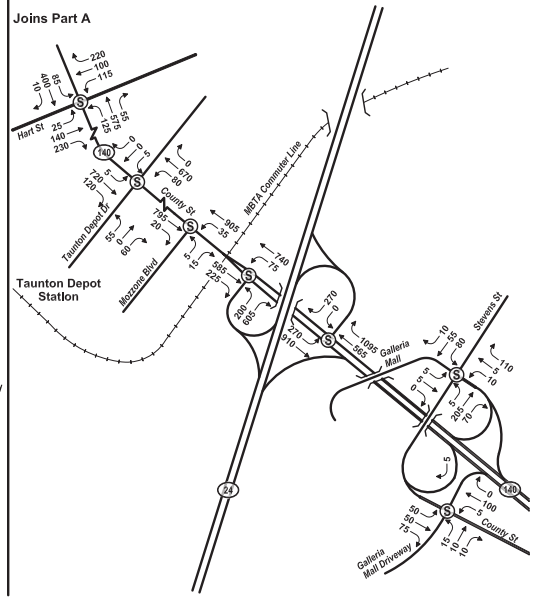
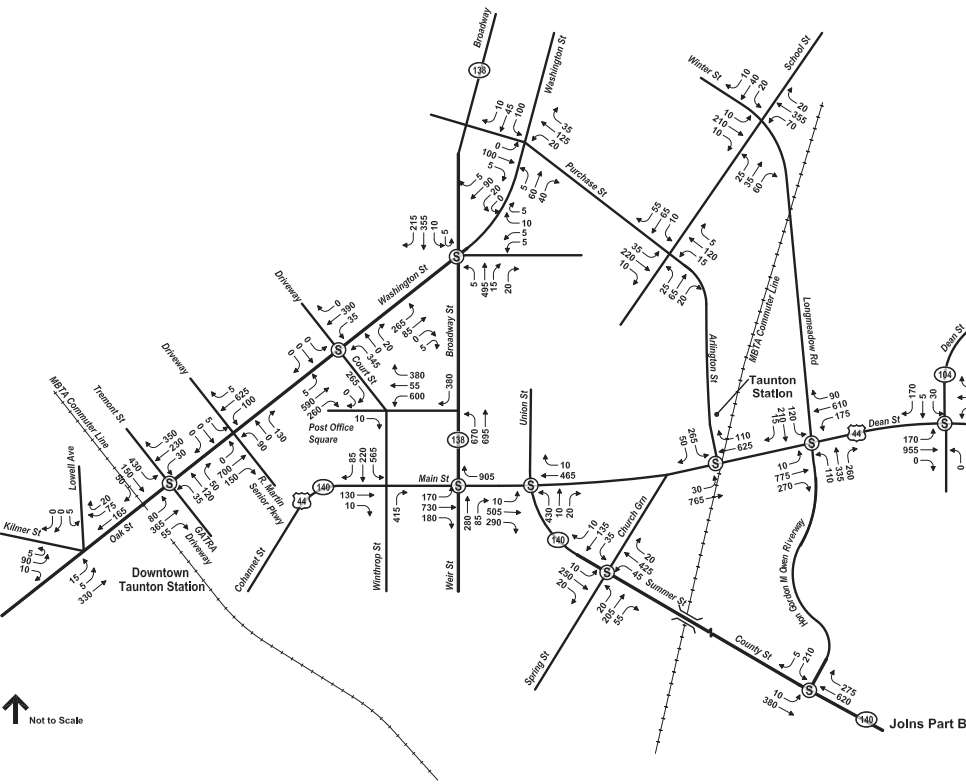


Figure 4.1-16
Taunton Traffic Count Locations

Note: Galleria station associated with Rapid Bus Alternative that has been eliminated. Downtown Taunton Station under Whittenton Alternatives has been replaced with a station at Dana Street, see chapter 3.

LEGEND
 (S) Signalized
 Note: Volumes Rounded to Nearest Five Vehicles



↑ Not to Scale

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

Note: Galleria station associated with Rapid Bus Alternative that has been eliminated. Downtown Taunton Station under Whittenton Alternatives has been replaced with a station at Dana Street, see chapter 3.

LEGEND
 (S) Signalized
 Note: Volumes Rounded to Nearest Five Vehicles

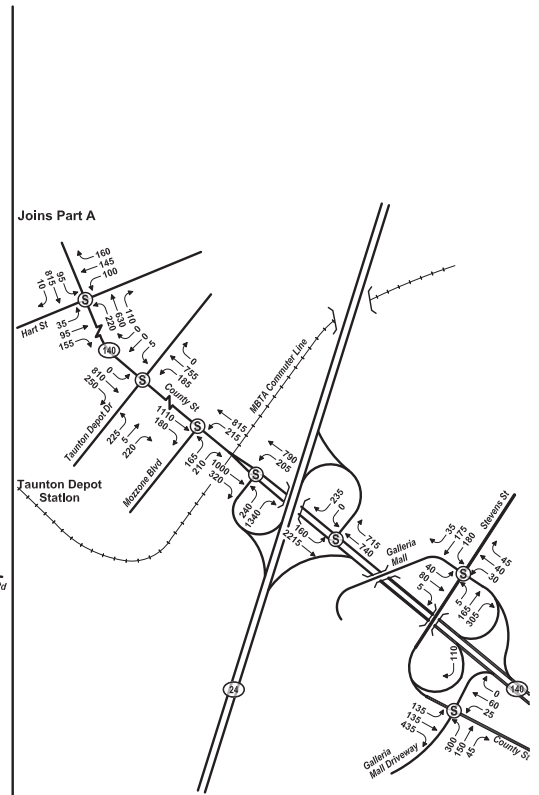
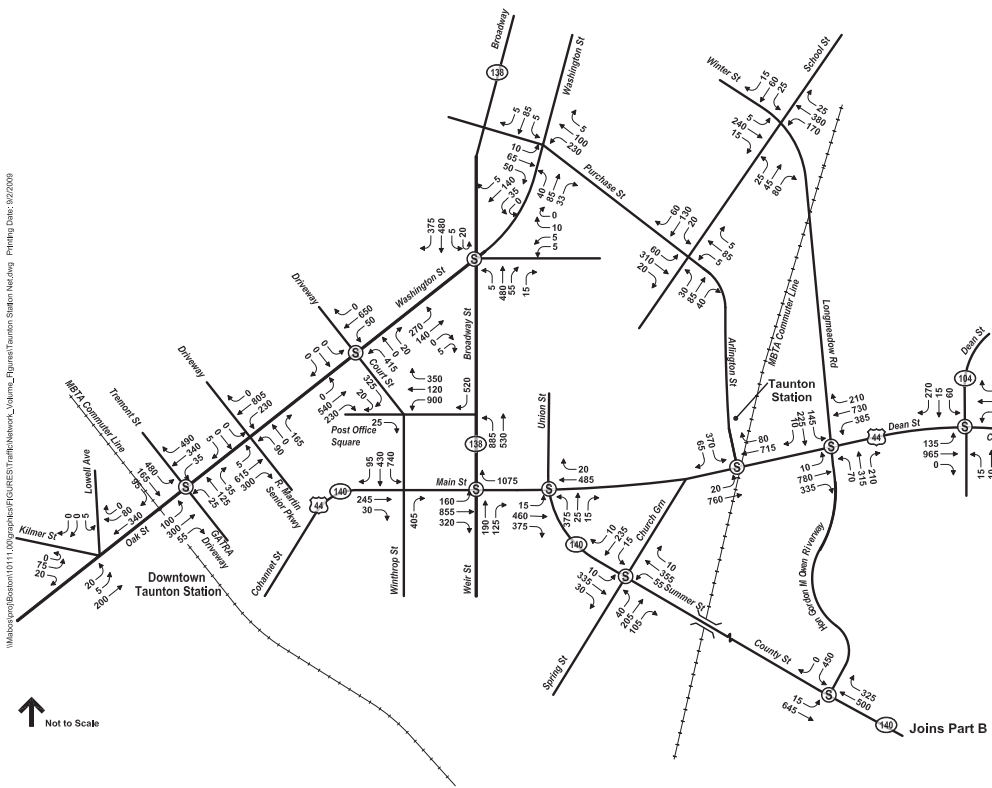
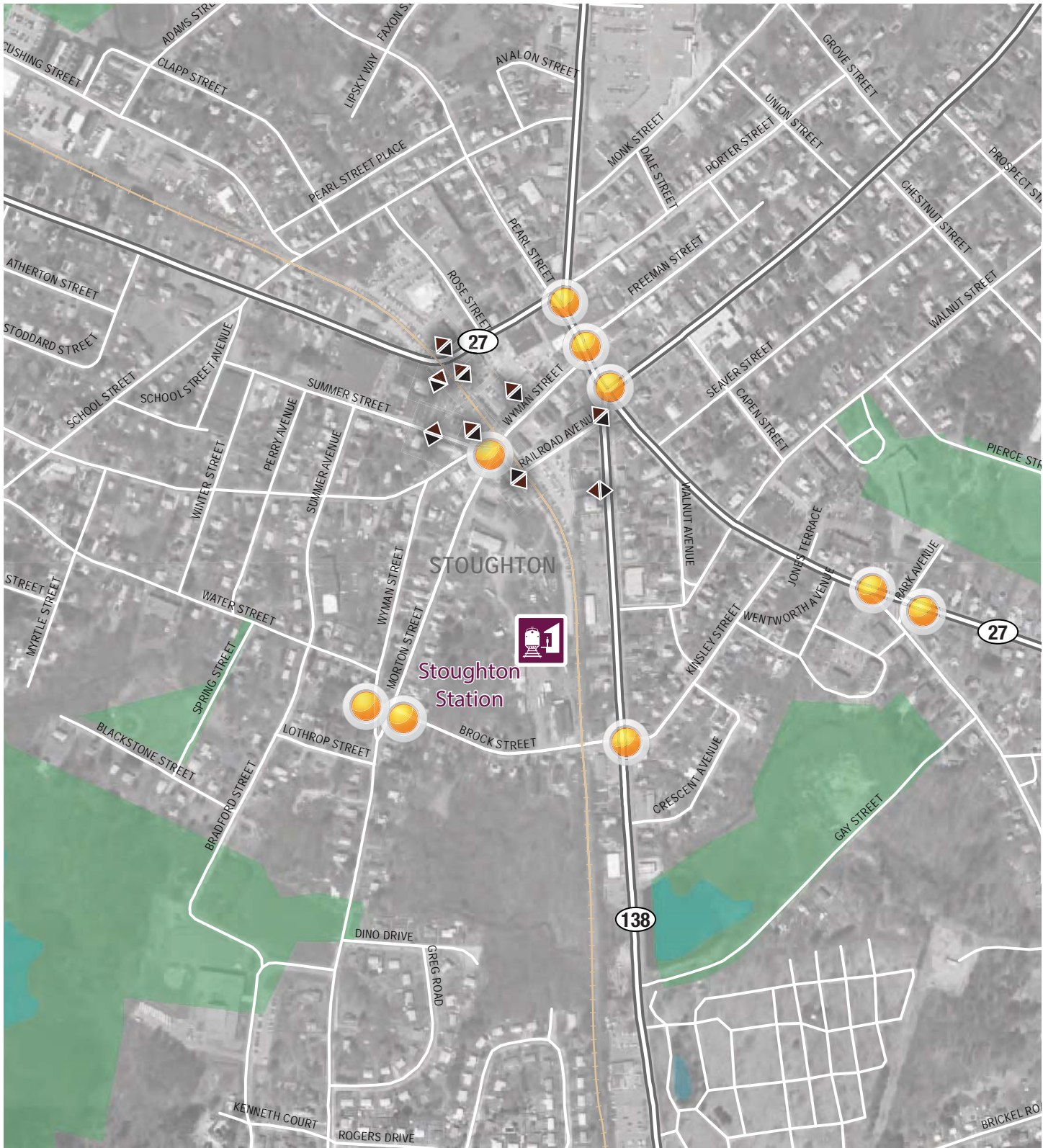


Figure 4.1-18
 Taunton Stations
 Existing Weekday Evening
 Peak Hour Traffic Volumes

Note: Galleria station associated with Rapid Bus Alternative that has been eliminated. Downtown Taunton Station under Whittenton Alternatives has been replaced with a station at Dana Street, see chapter 3.

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Legend



Study Intersections



Parking Lot Entrance/Exit

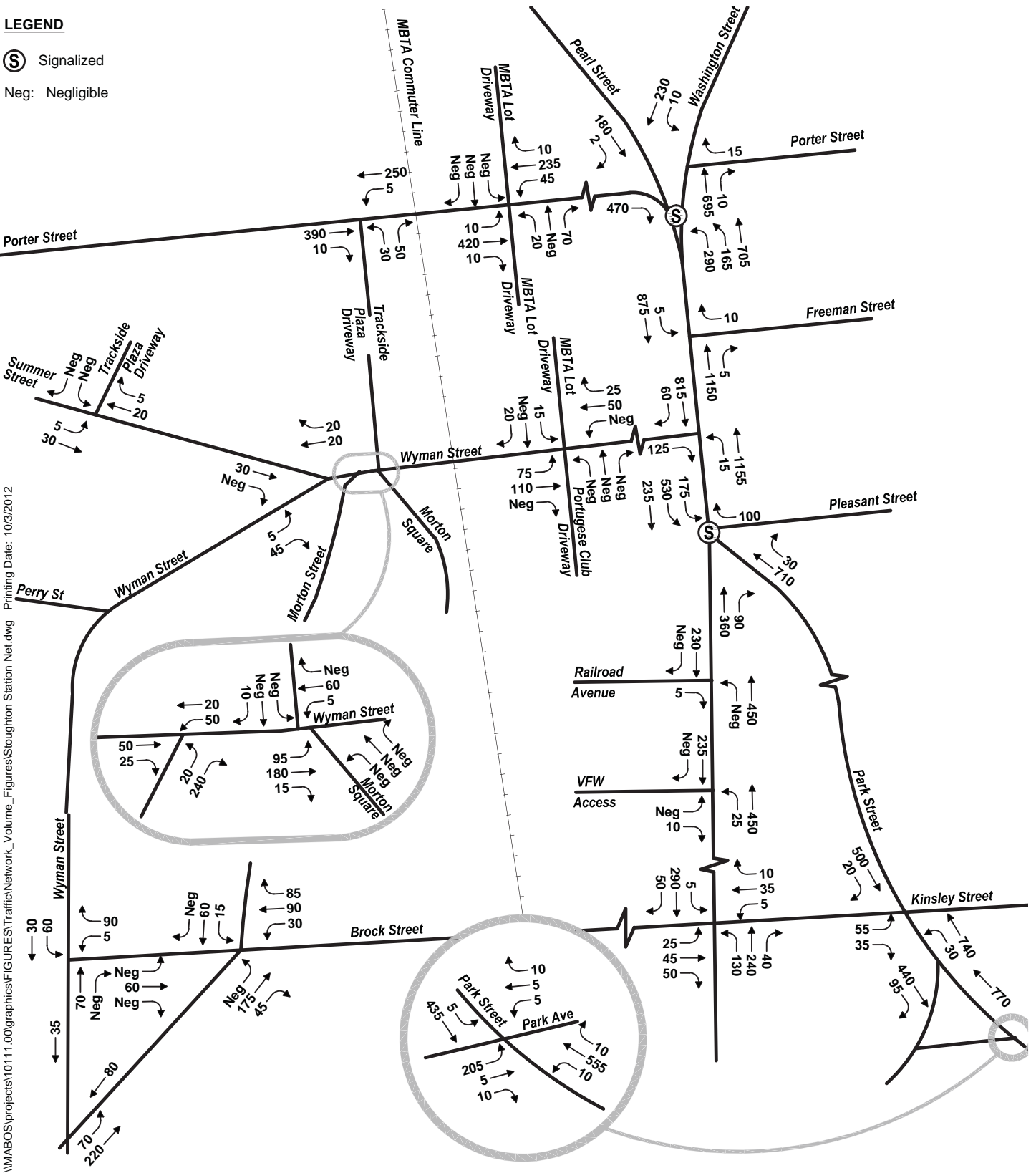
Figure 4.1-19

Relocated Stoughton Station
Study Area Intersections

LEGEND

 Signalized

Neg: Negligible



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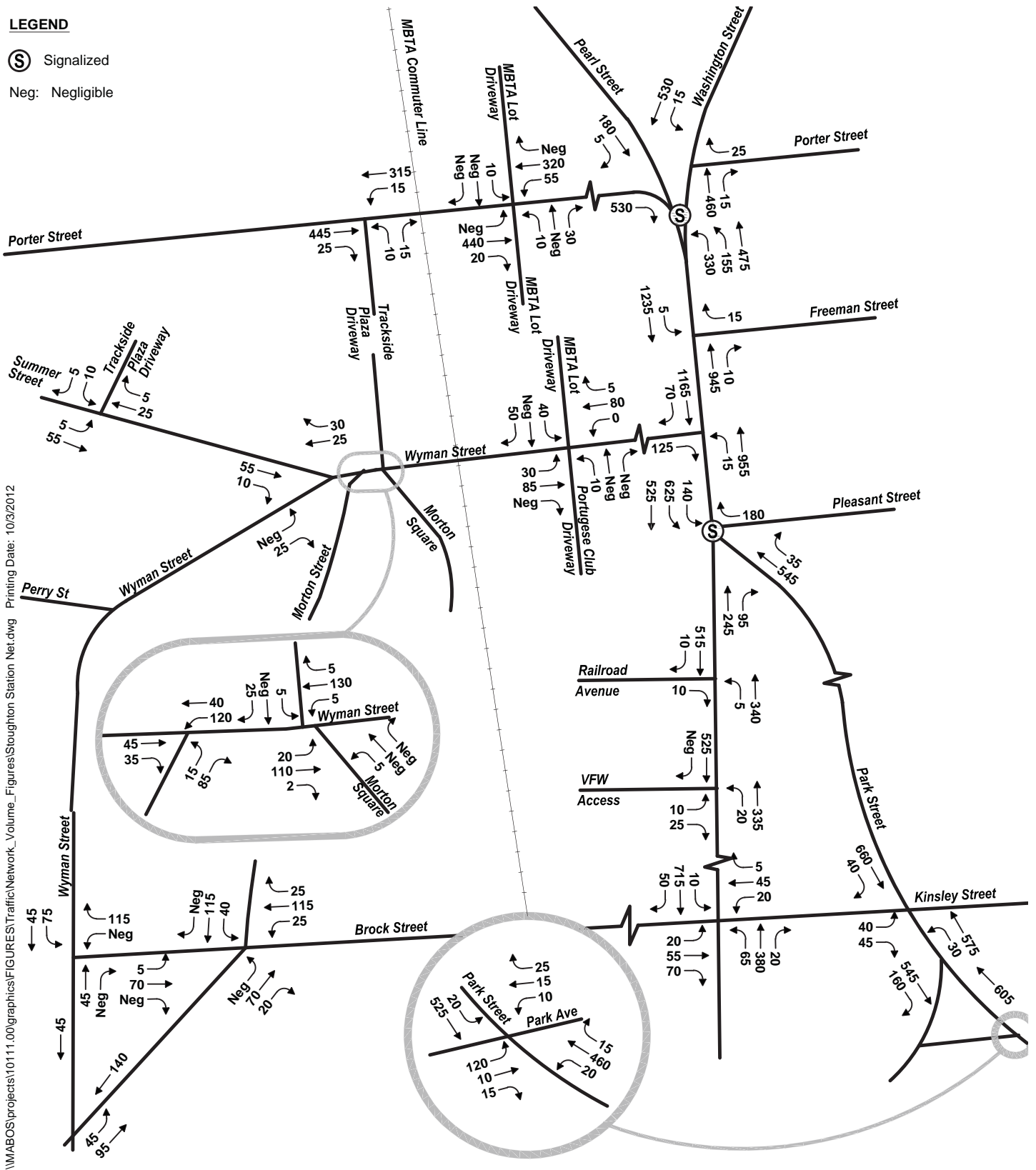
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Figure 4.1-20
Stoughton Station
Existing Conditions Weekday Morning Peak Hour Traffic Volumes

LEGEND

(S) Signalized

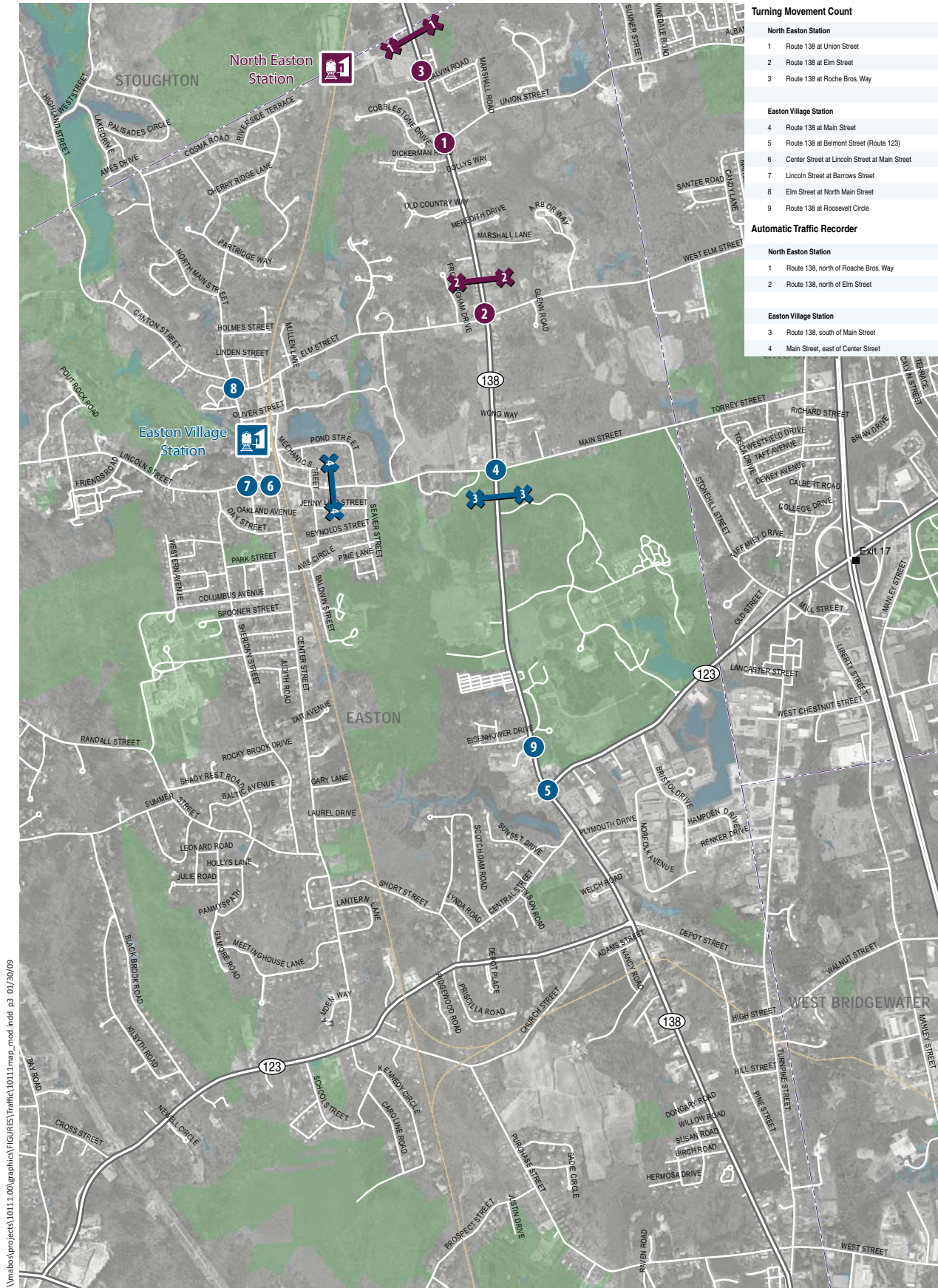
Neg: Negligible



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Not to Scale

Figure 4.1-21
Stoughton Station
Existing Conditions 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

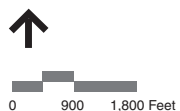
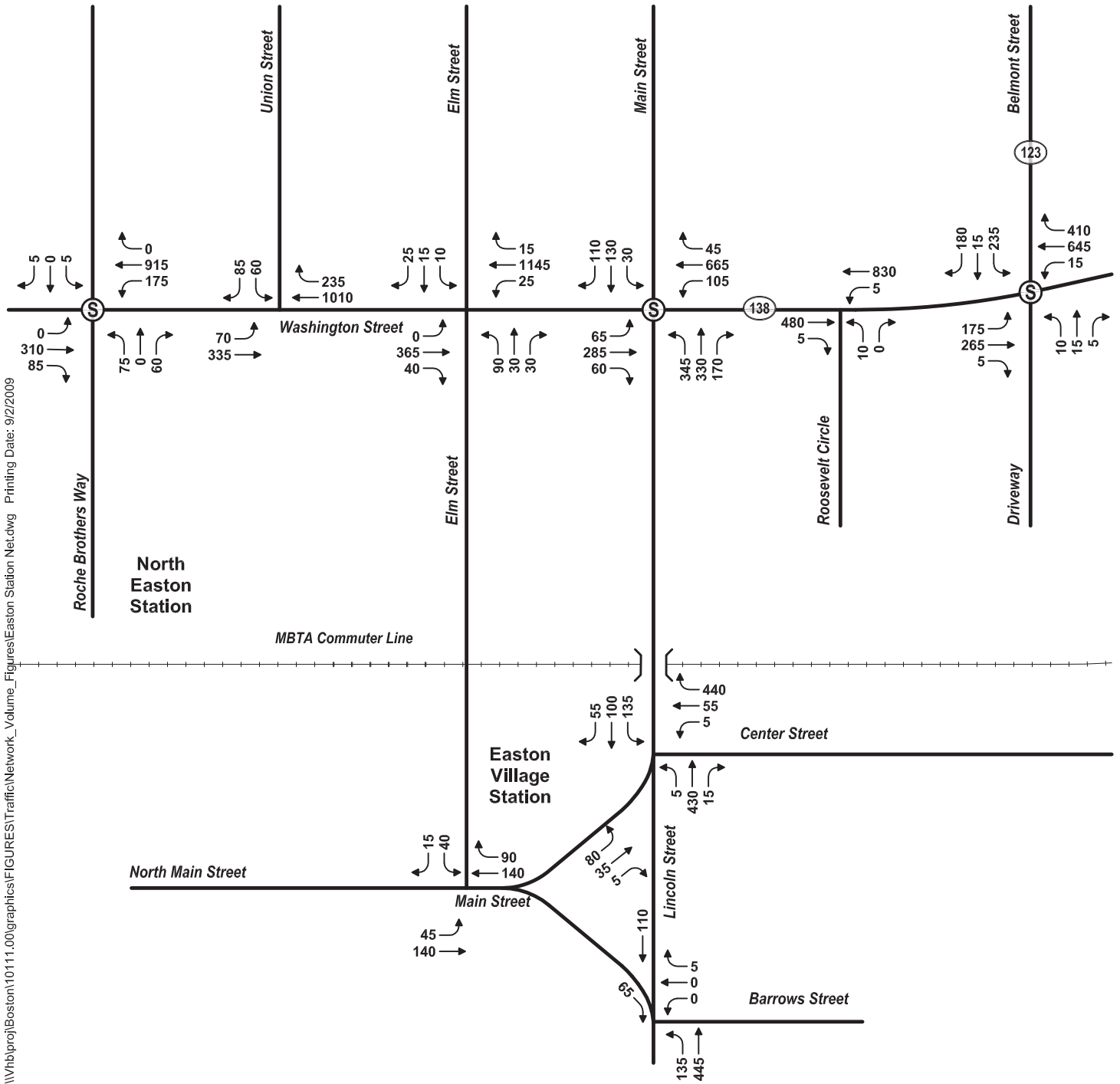


Figure 4.1-22
Easton Traffic Count Locations

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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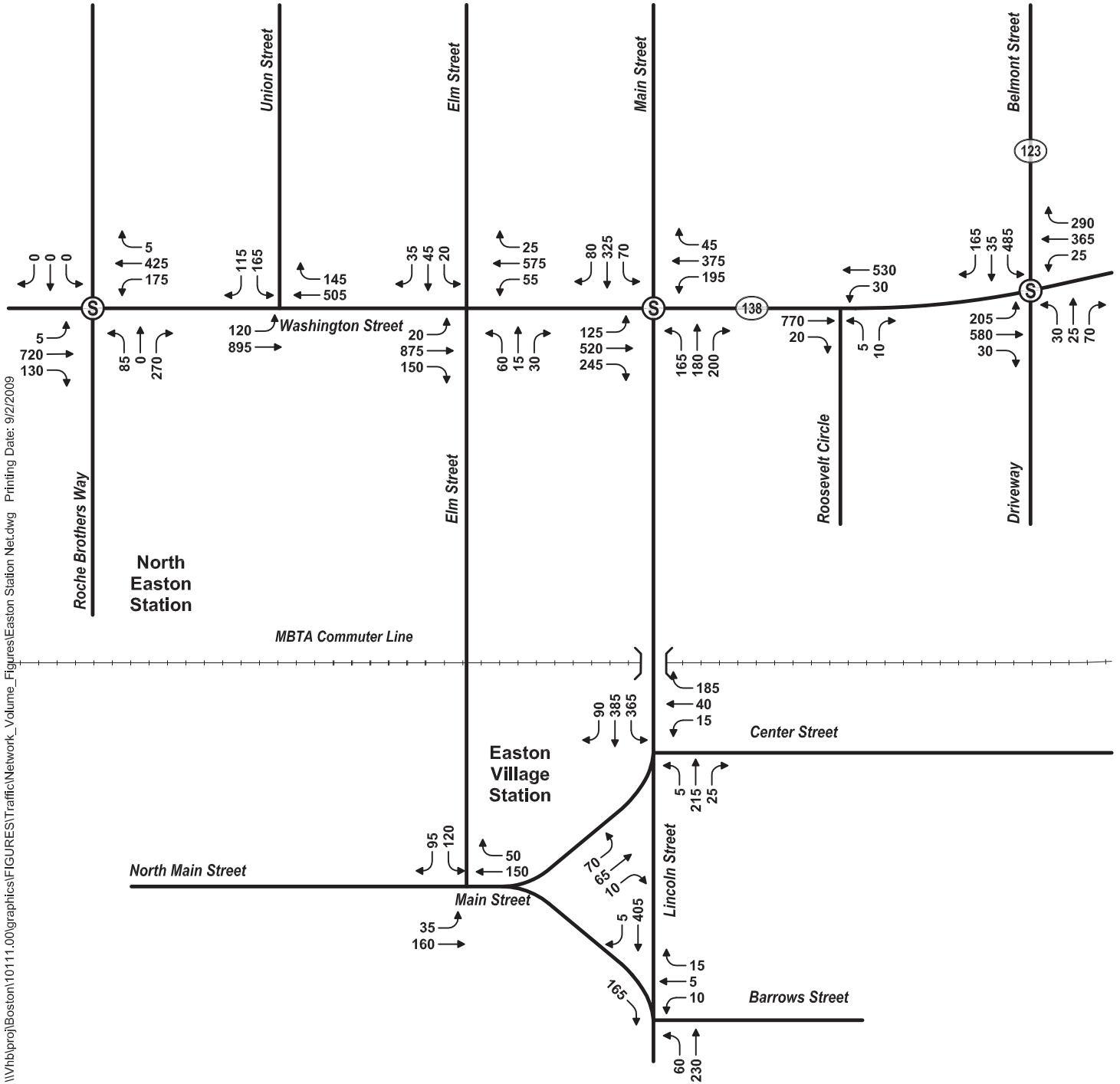
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Not to Scale

Figure 4.1-23
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 4.1-24
Easton Stations
Existing Weekday Evening Peak Hour Traffic Volumes



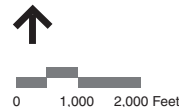
Turning Movement Count

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

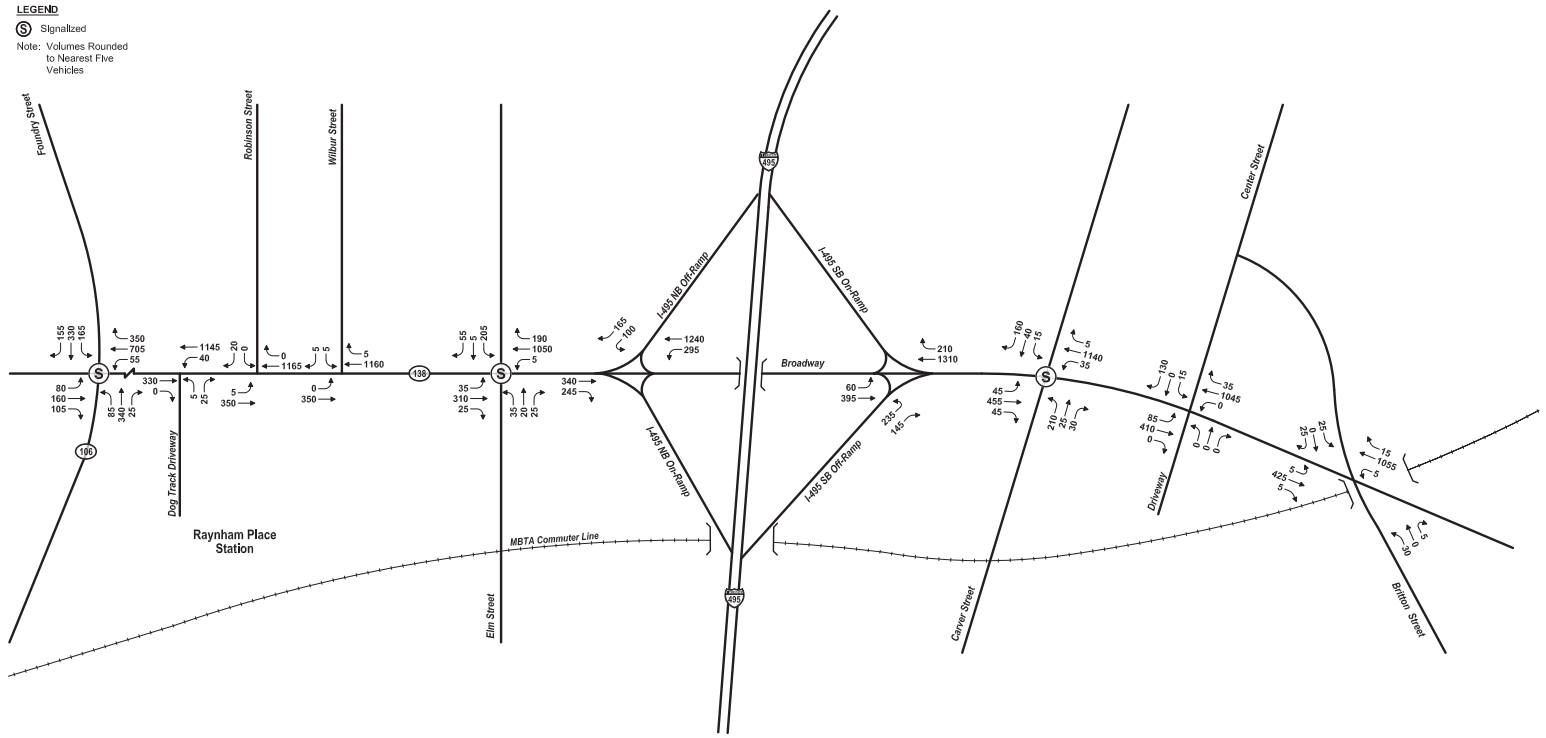
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- Legend**
- Commuter Rail Station Location
 - Rapid Bus Station Location
 - ATR Count Location
 - Turning Movement Count Location

Figure 4.1-25
Raynham Traffic Count Locations

LEGEND
(S) Signalized
Note: Volumes Rounded to Nearest Five Vehicles

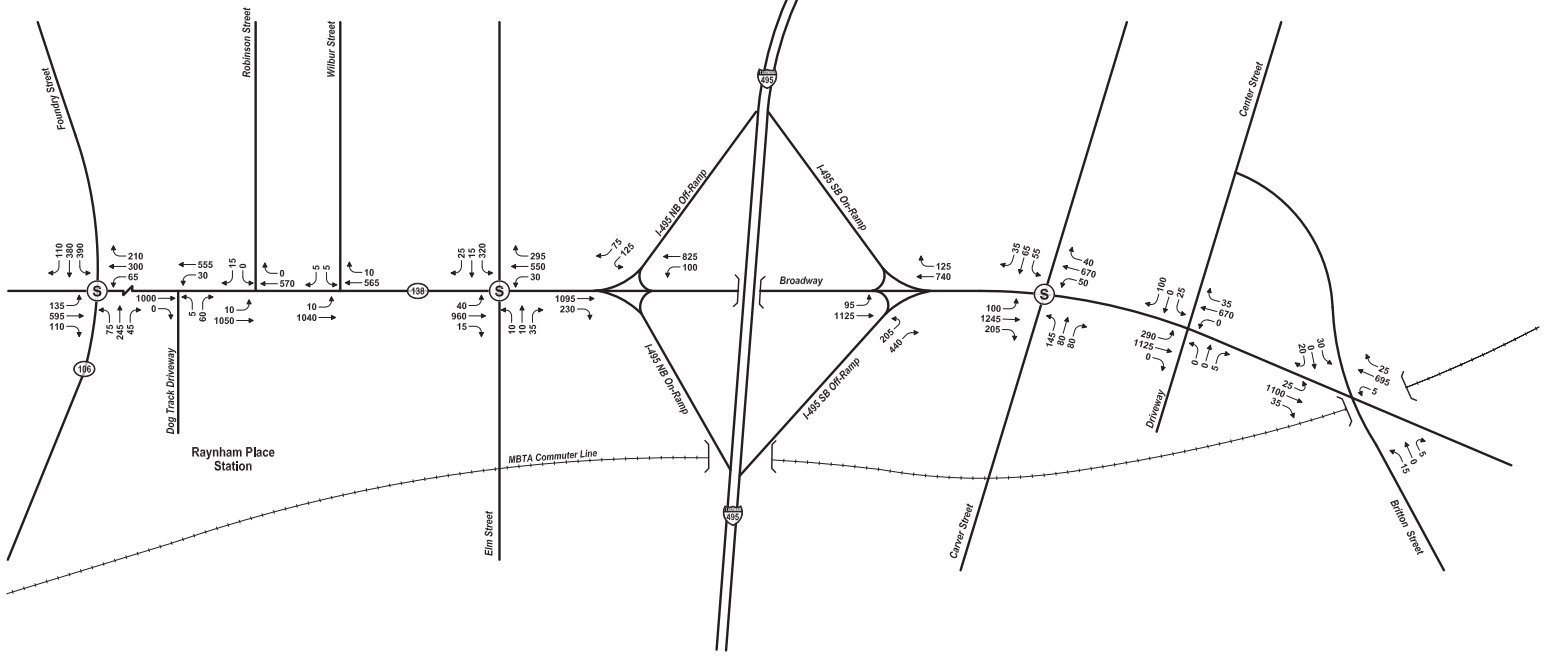


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Not to Scale

Figure 4.1-26
Raynham Park
Existing Weekday Morning Peak Hour Traffic Volumes

LEGEND

Ⓢ Signalized
Note: Volumes Rounded to Nearest Five Vehicles



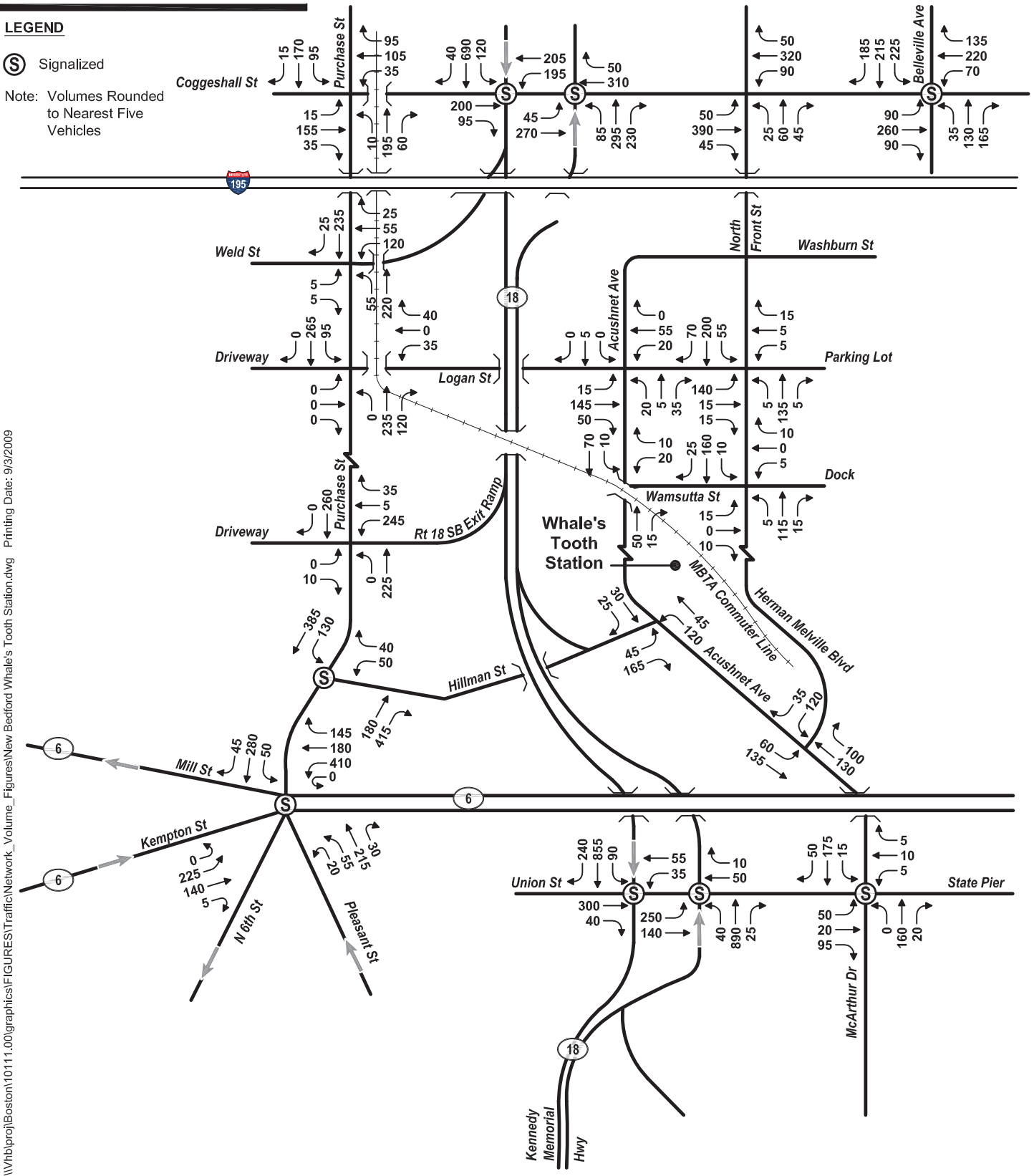
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Figure 4.1-27
Raynham Park
Existing Weekday Evening Peak Hour Traffic Volumes

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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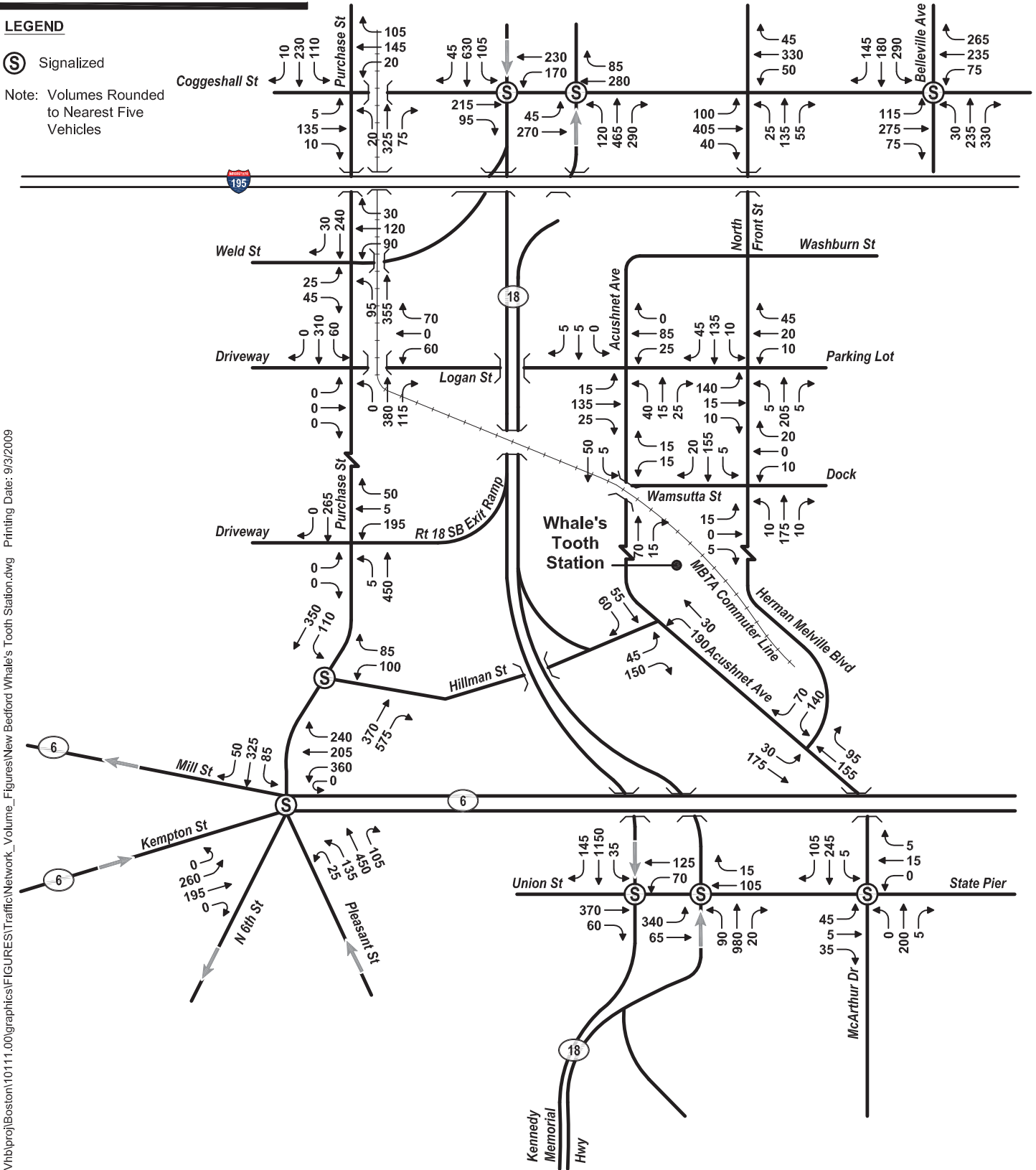
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Figure 4.1-28
 New Bedford
 Whale's Tooth Station
 No-Build Weekday Morning Peak
 Hour Traffic Volumes

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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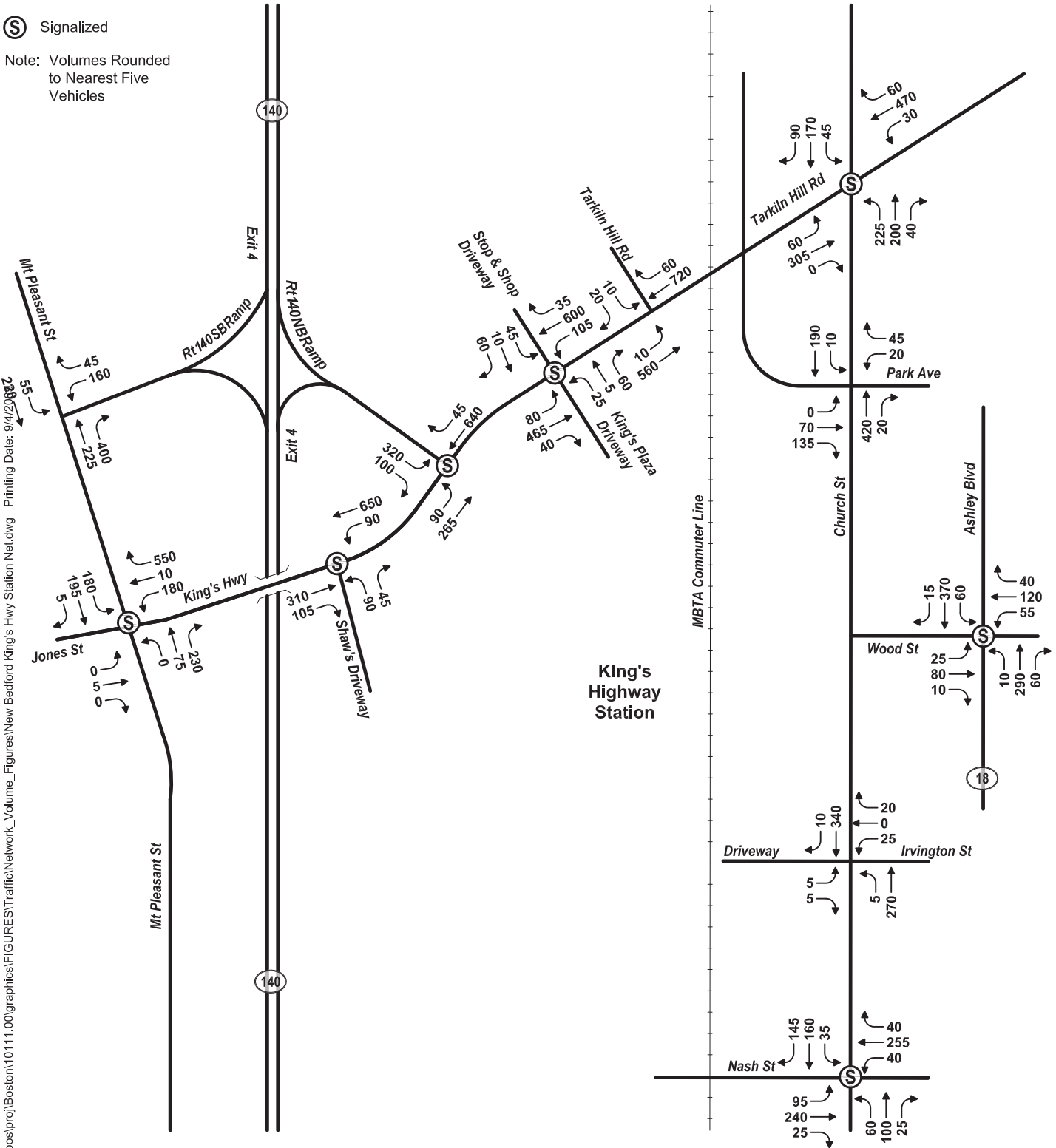
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Not to Scale

Figure 4.1-29
New Bedford
Whale's Tooth Station
No-Build Weekday Evening Peak
Hour Traffic Volumes

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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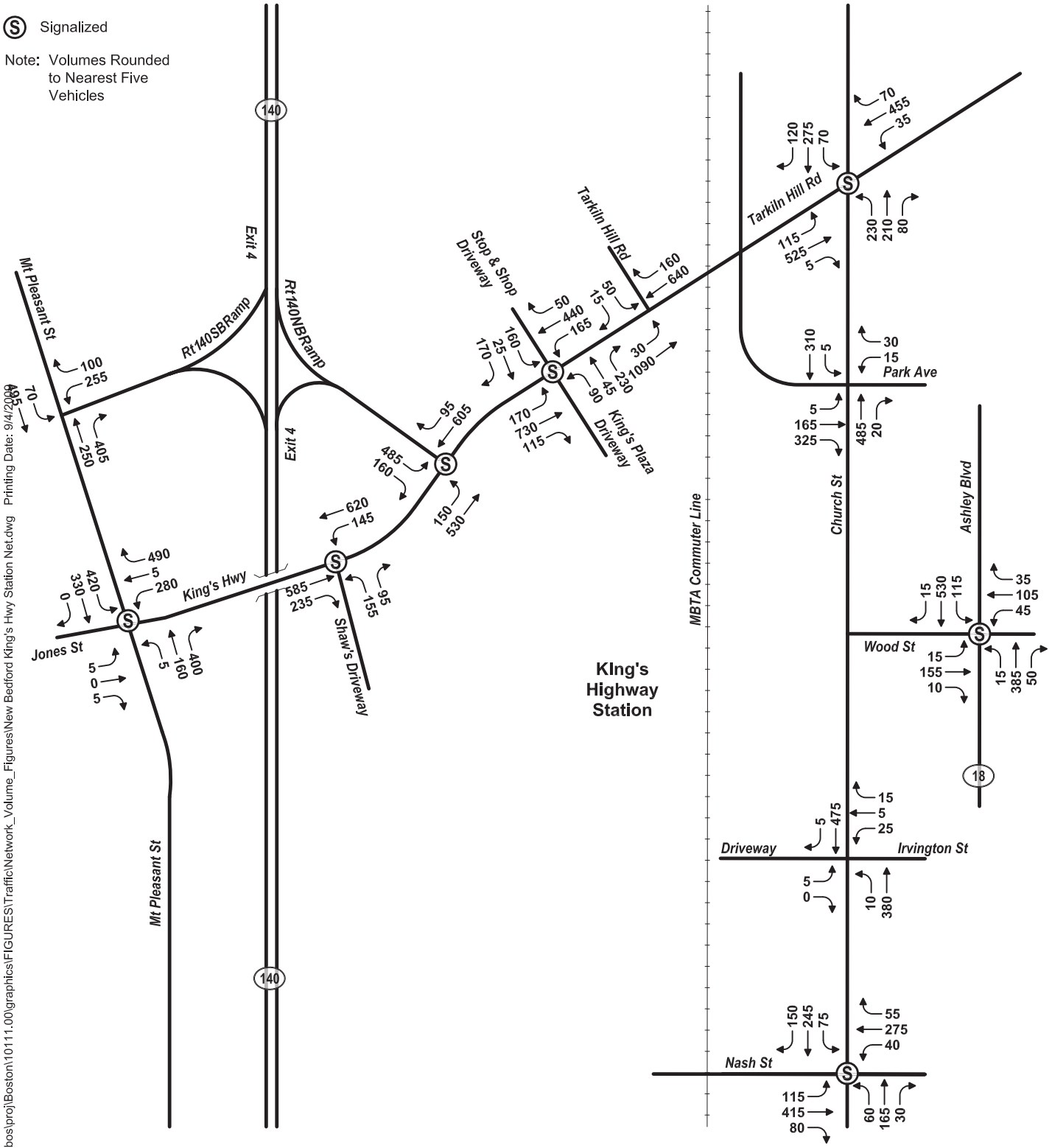
 Not to Scale

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

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



I:\Mabos\proj\Boston\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\New Bedford King's Hwy Station Net.dwg Printing Date: 9/4/2009

 Not to Scale

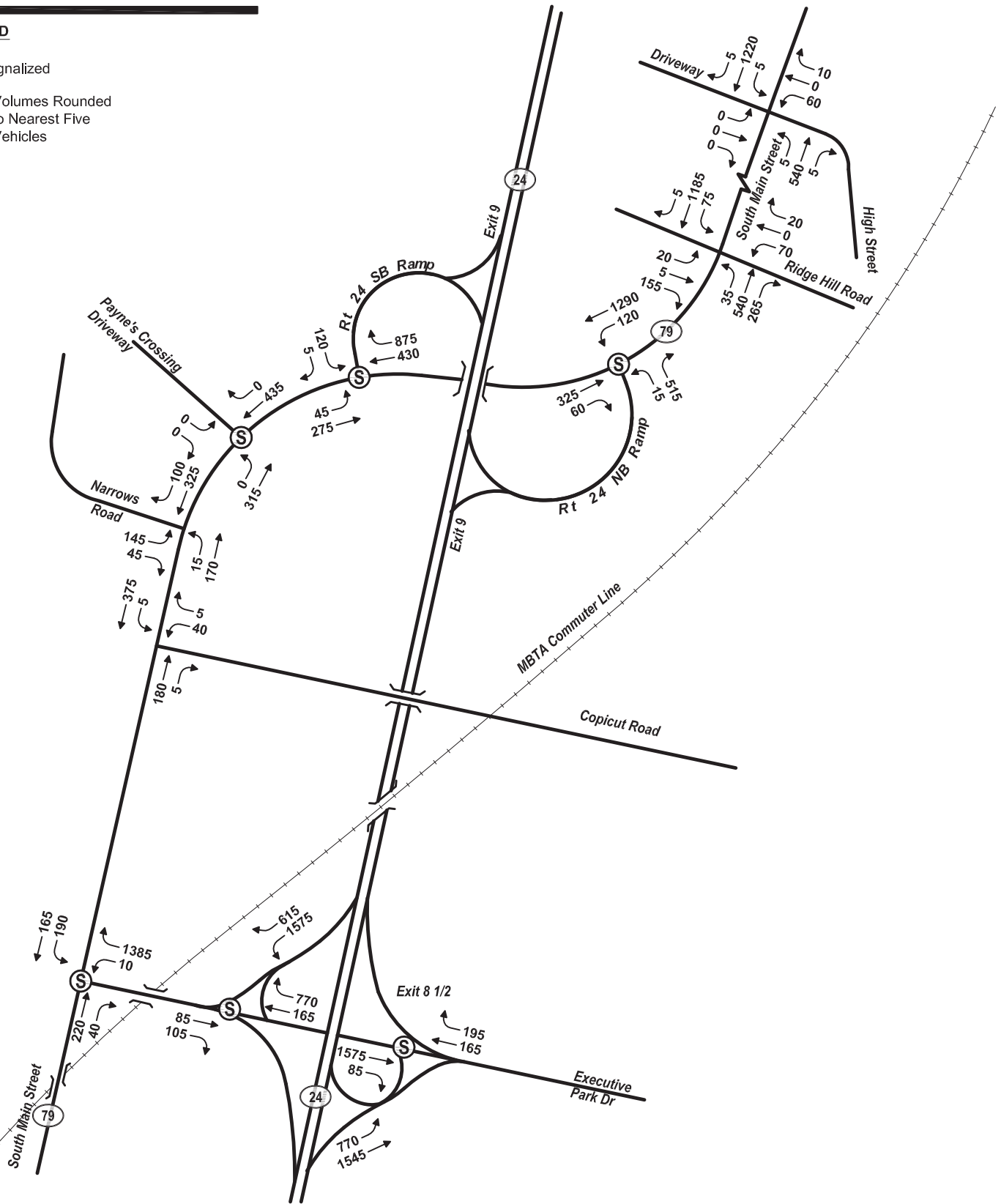
Figure 4.1-31
New Bedford King's Highway Station
No-Build Weekday Evening Peak Hour Traffic Volumes

LEGEND

(S) Signalized

Note: Volumes Rounded to Nearest Five Vehicles

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



Not to Scale

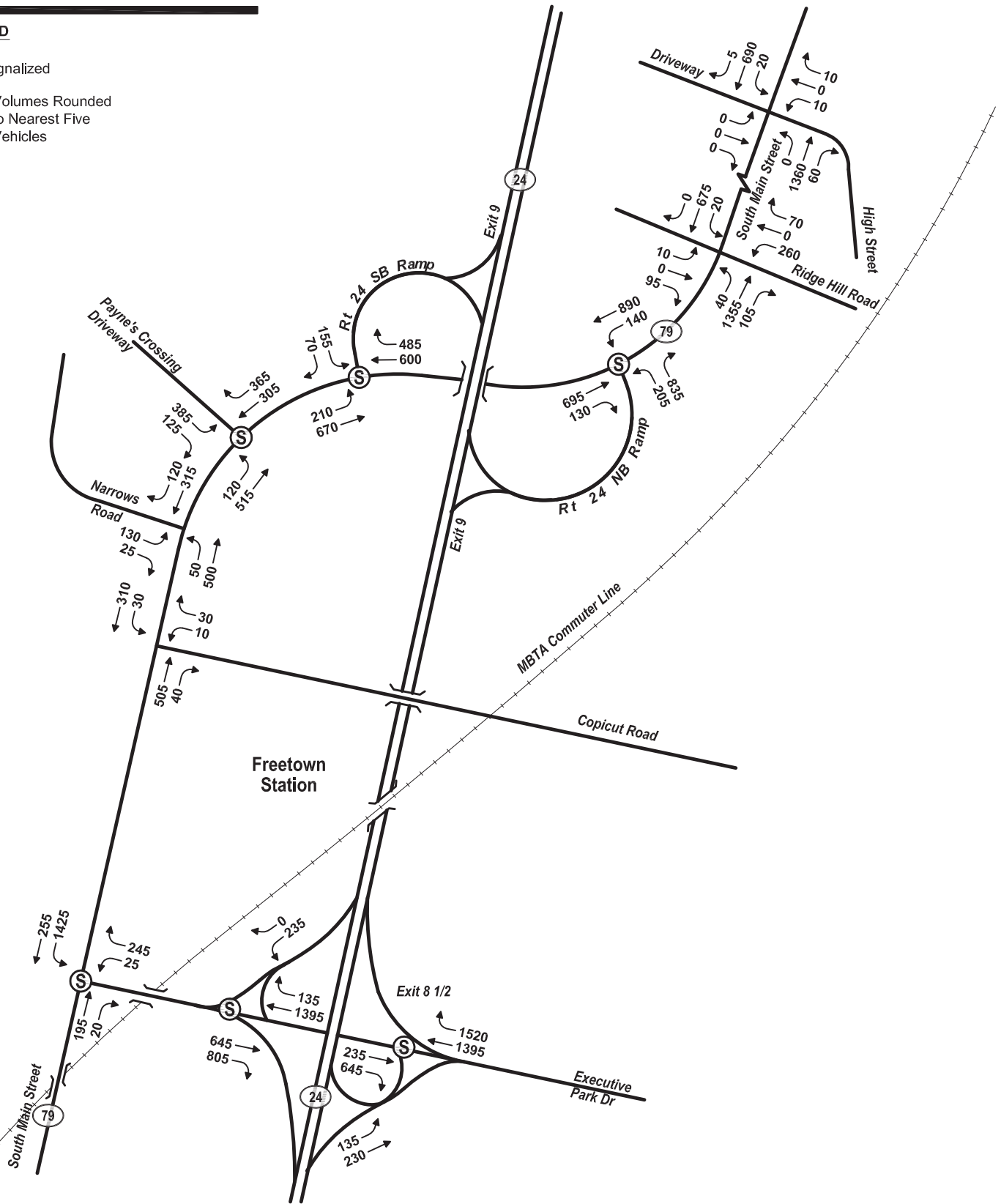
Figure 4.1-32
Freetown Station
No-Build Weekday Morning Peak Hour Traffic Volumes

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



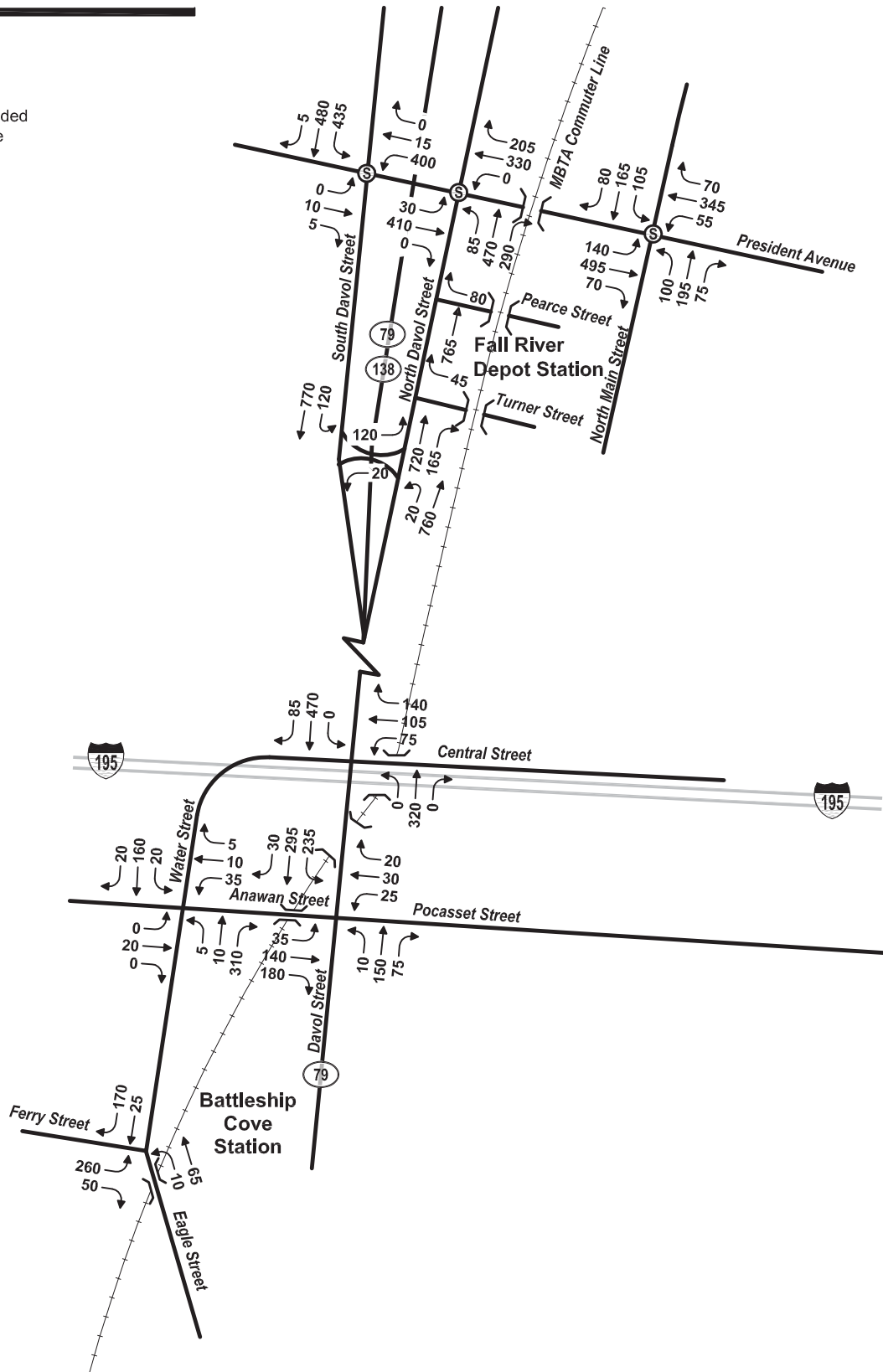
↑ Not to Scale

Figure 4.1-33
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

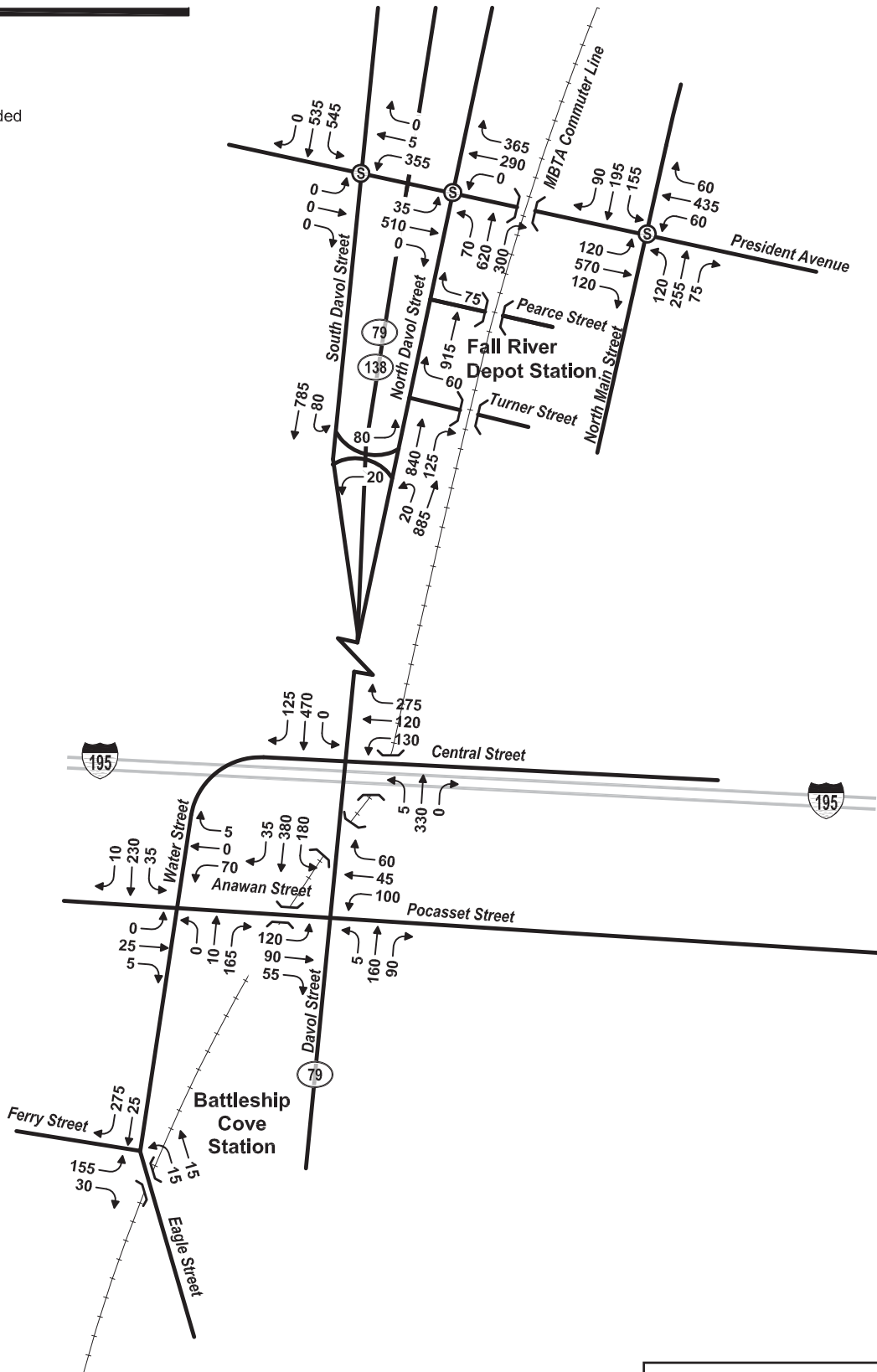
 Not to Scale

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

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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

 Not to Scale

Figure 4.1-35
Fall River Stations
No-Build Weekday Evening Peak Hour Traffic Volumes

LEGEND
 (S) Signalized
 Note: Volumes Rounded to Nearest Five Vehicles

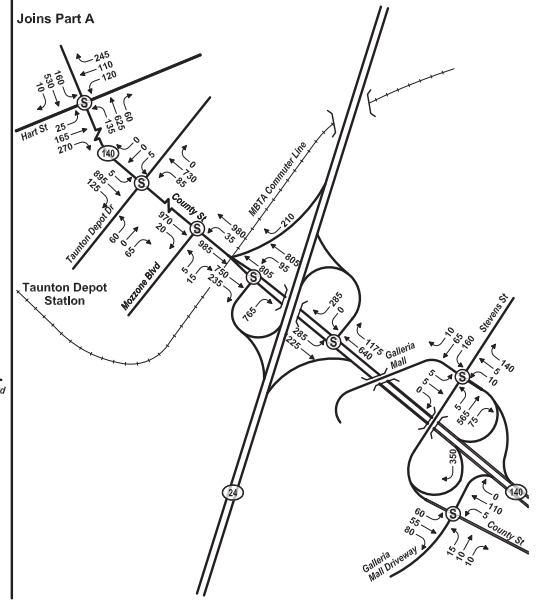
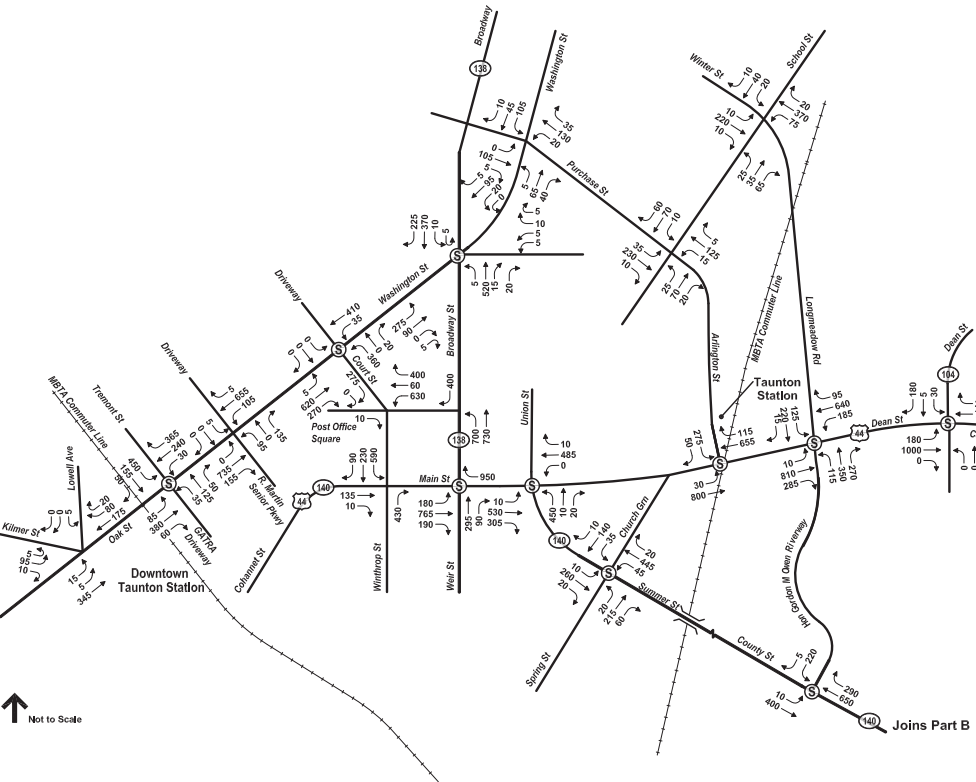


Figure 4.1-36
 Taunton Stations
 No-Build Weekday Morning
 Peak Hour Traffic Volumes

W:\projects\1011100\graphics\Figures\Figures\Taunton Station Map.dwg Printing Date: 10/20/09

LEGEND
 (S) Signalized
 Note: Volumes Rounded to Nearest Five Vehicles

W:\projects\1011100\reports\FIGURES\TrafficNetwork_Volumes_Downtown Taunton Station Mix.dwg Printing Date: 10/20/09

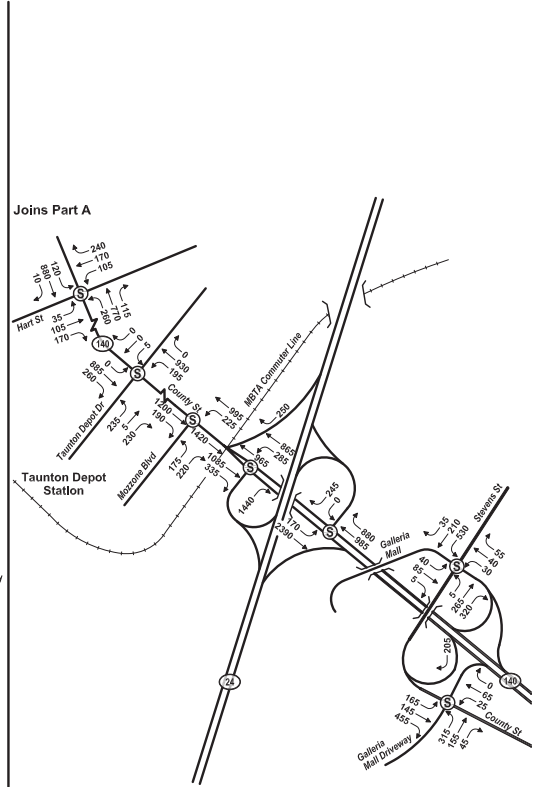


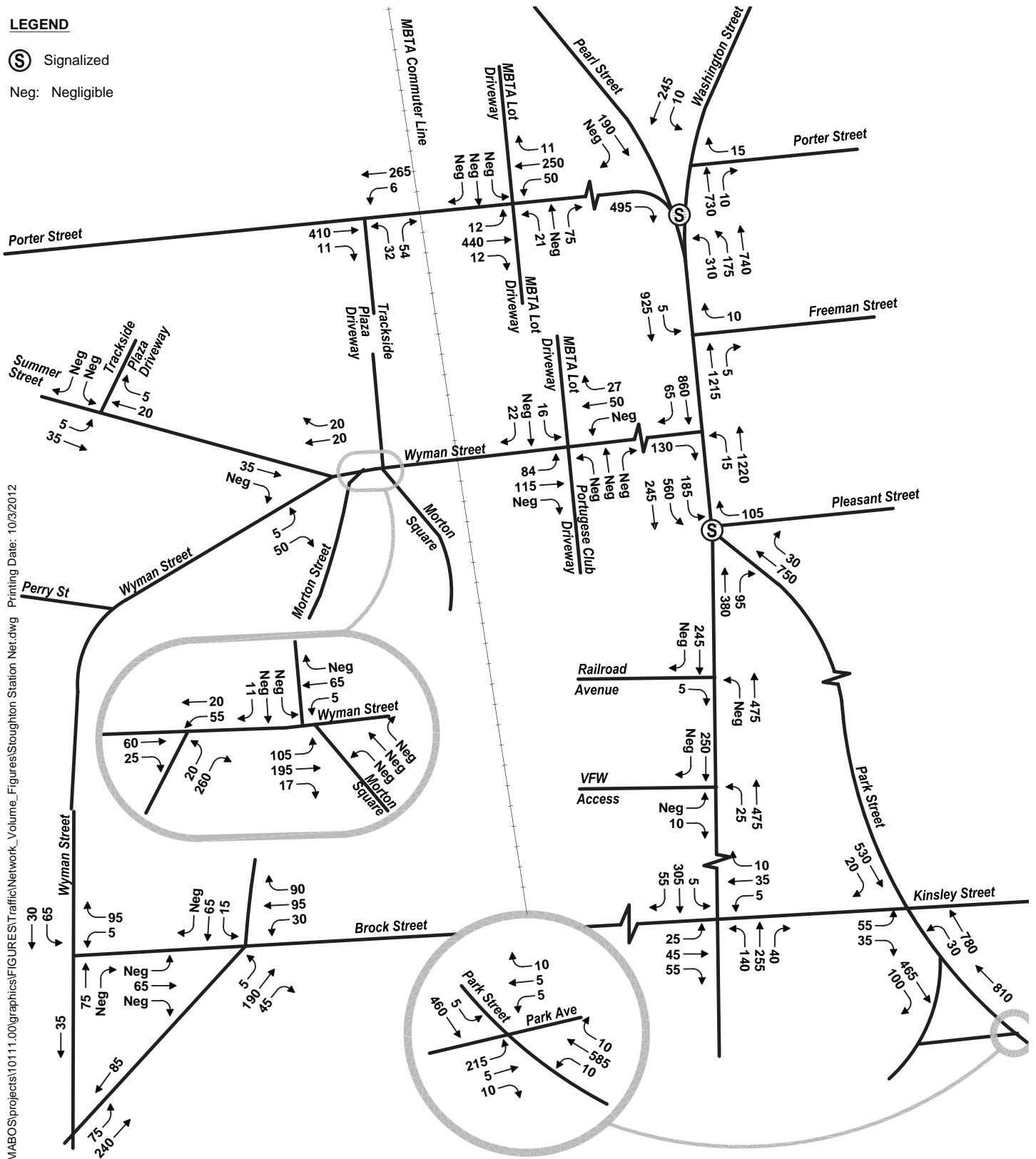
Figure 4.1-37
Taunton Stations
No-Build Weekday Evening Peak Hour Traffic Volumes

LEGEND

(S) Signalized

Neg: Negligible


\\MABOS\projects\10111.00\graphics\FIGURES\TrafficNetwork_Volume_Figures\Stoughton Station Net.dwg Printing Date: 10/3/2012

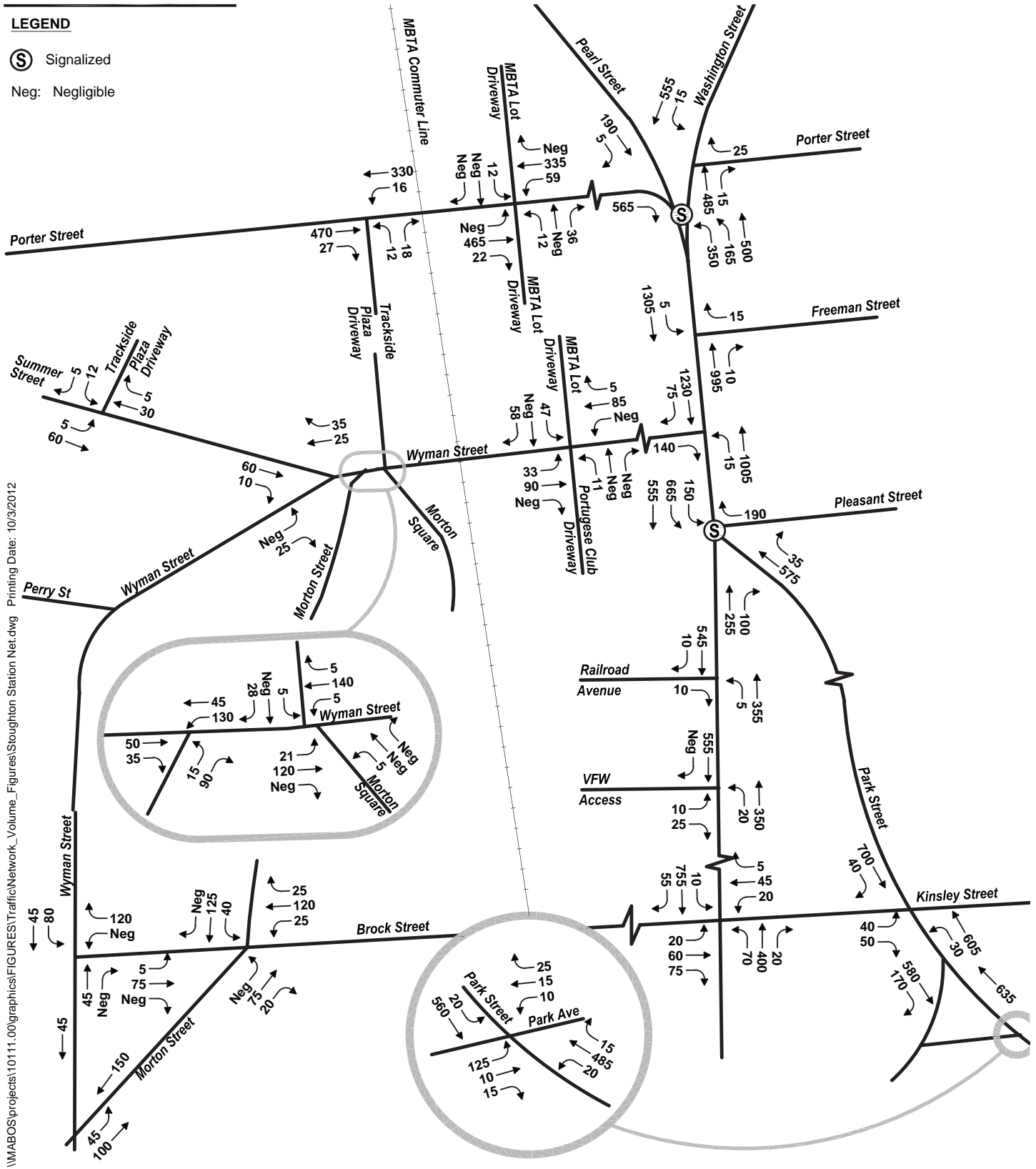


 Not to Scale

Figure 4.1-38
Relocated Stoughton Station
No-Build Condition Weekday Morning Peak Hour Traffic Volumes

LEGEND

-  Signalized
- Neg: Negligible



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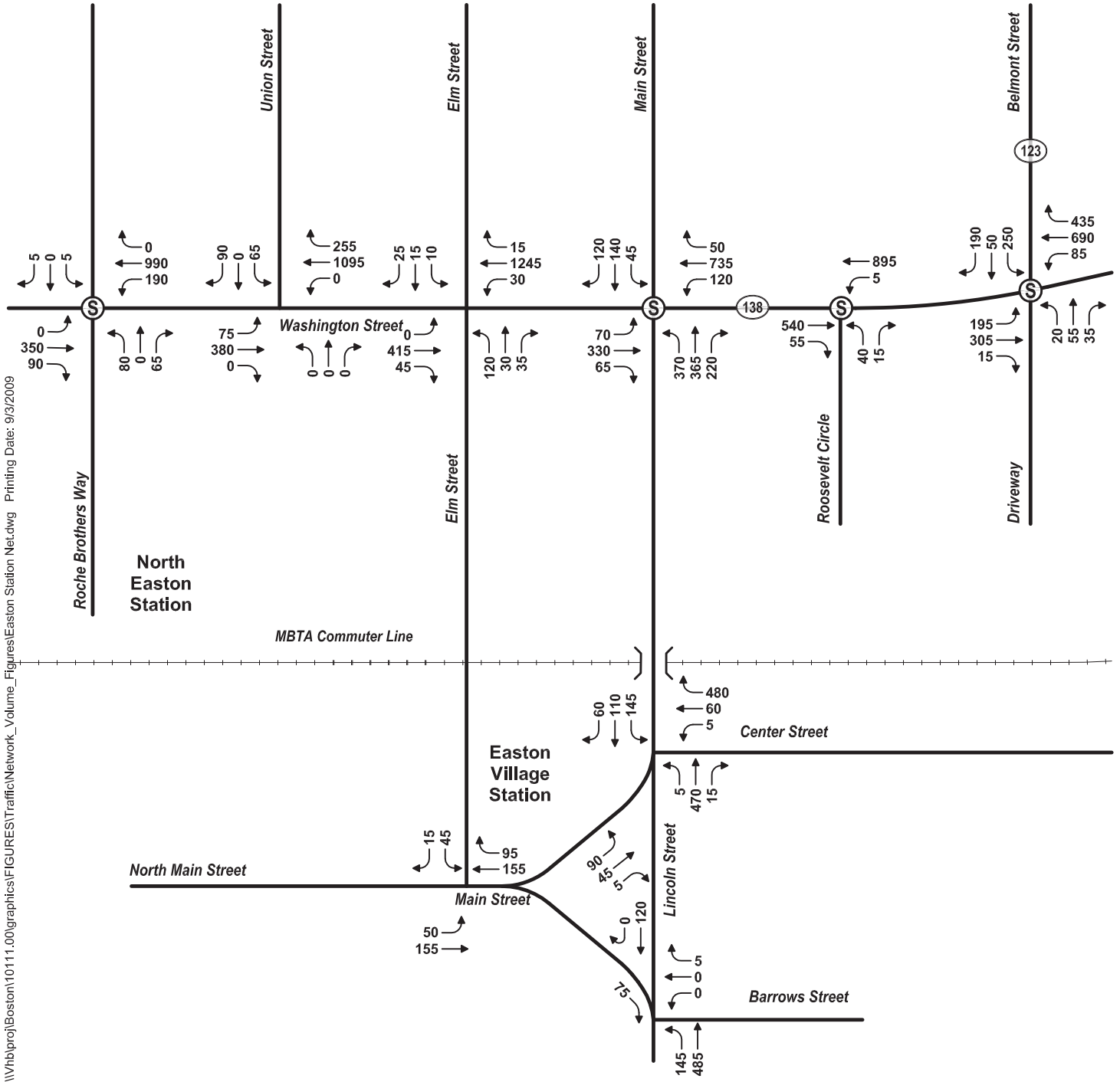
 Not to Scale

Figure 4.1-39
Relocated Stoughton Station
No-Build Condition Weekday Evening Peak Hour Traffic Volumes

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



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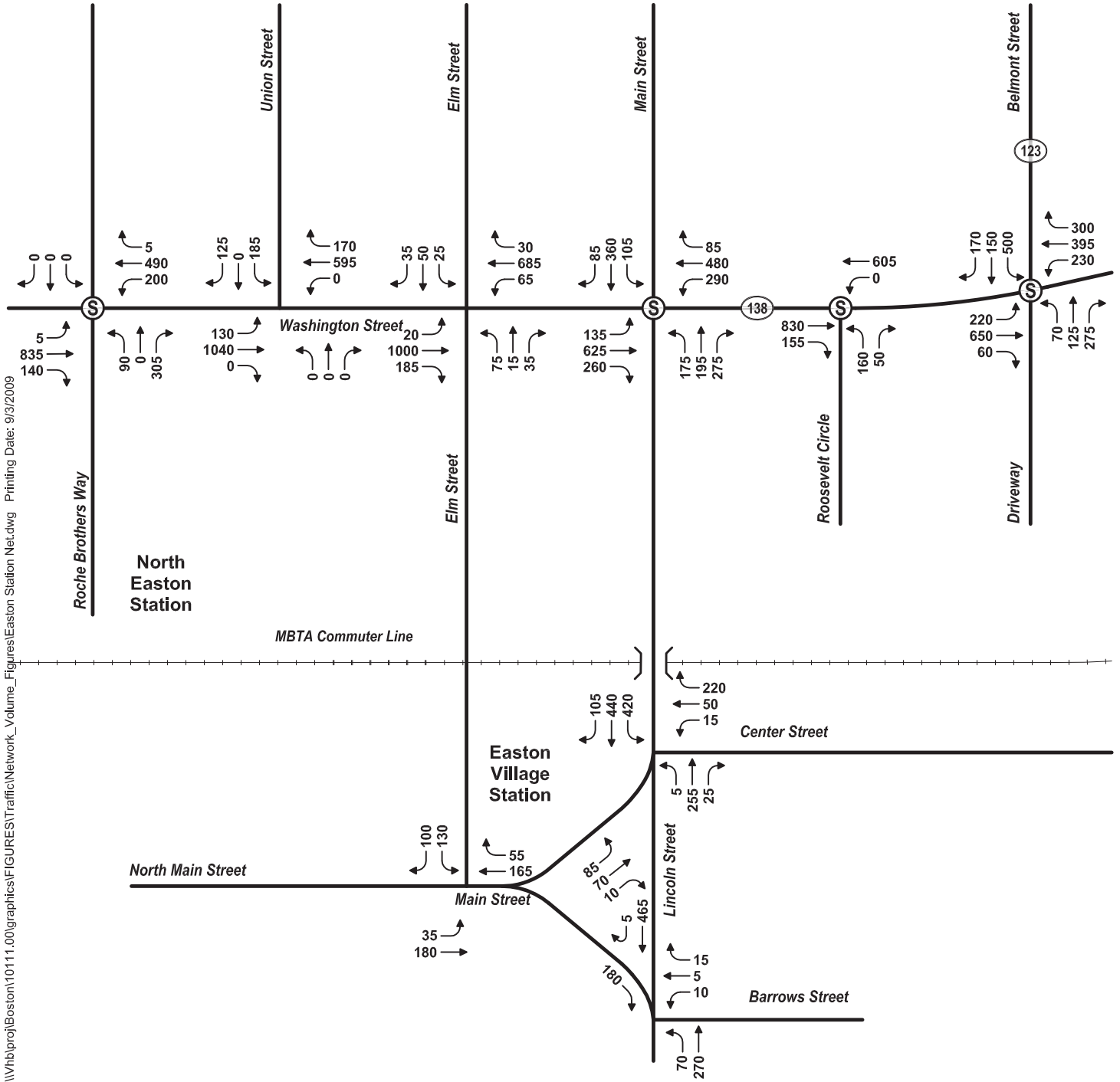

Not to Scale

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

LEGEND

 Signalized

Note: Volumes Rounded to Nearest Five Vehicles



\\hb\proj\Boston\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\Easton Station Net.dwg Printing Date: 9/3/2009

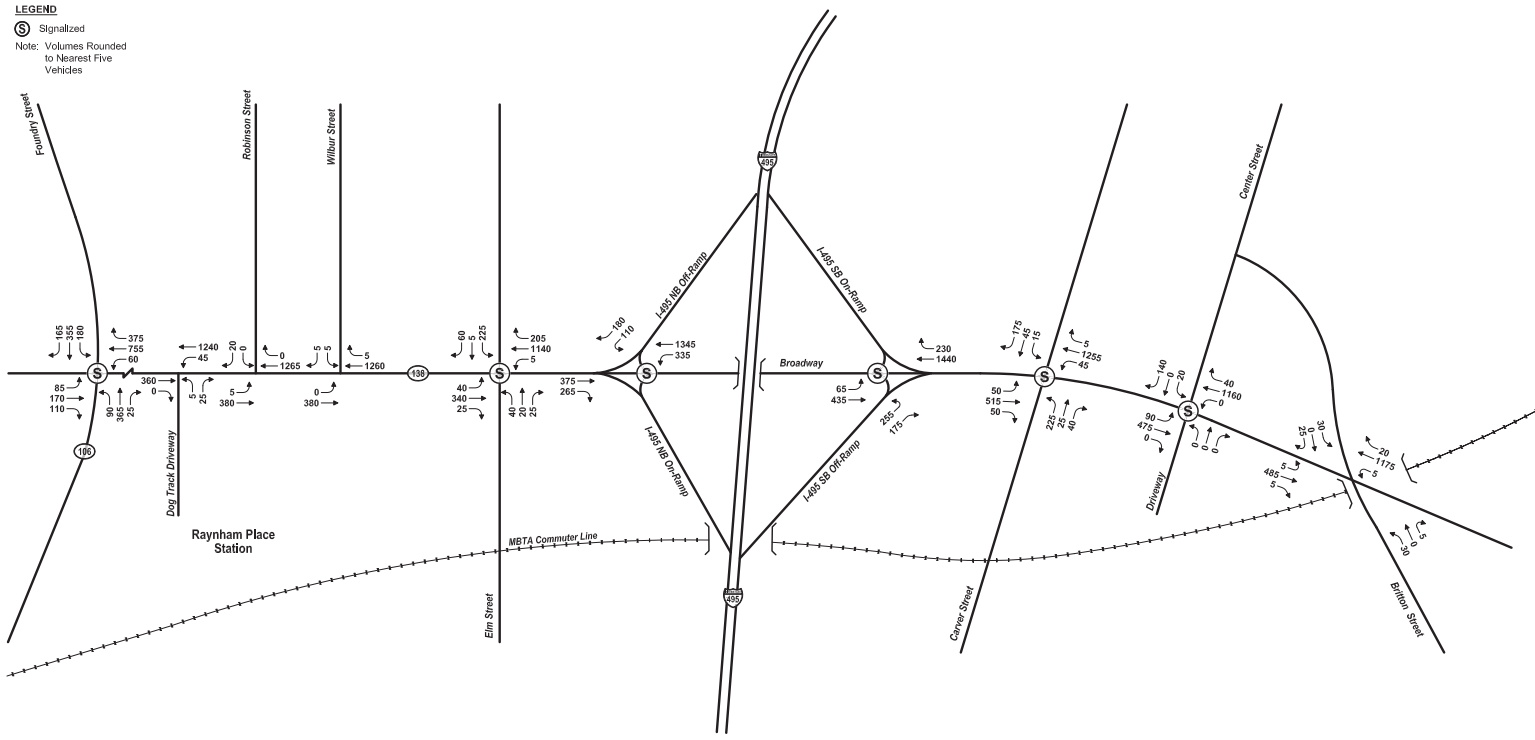


Not to Scale

Figure 4.1-41
Easton Stations
No-Build Weekday Evening Peak Hour Traffic Volumes

\\hwy\Boson\10111_00\graphics\FIGURES\TrafficNetwork_Volume_RayhamStation\Station\Hwy - Printing Date: 8/22/09

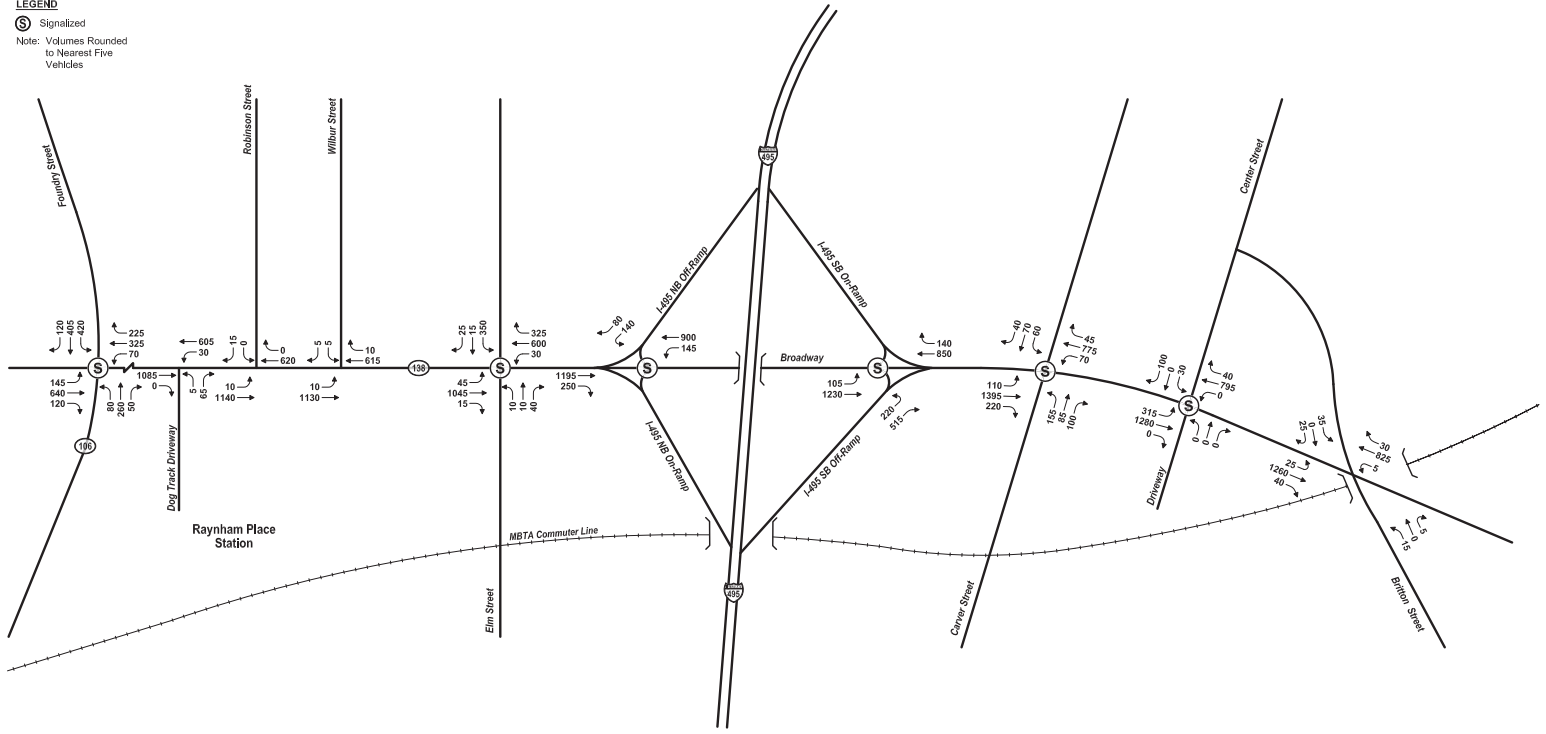
LEGEND
(S) Signalized
Note: Volumes Rounded to Nearest Five Vehicles



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Not to Scale

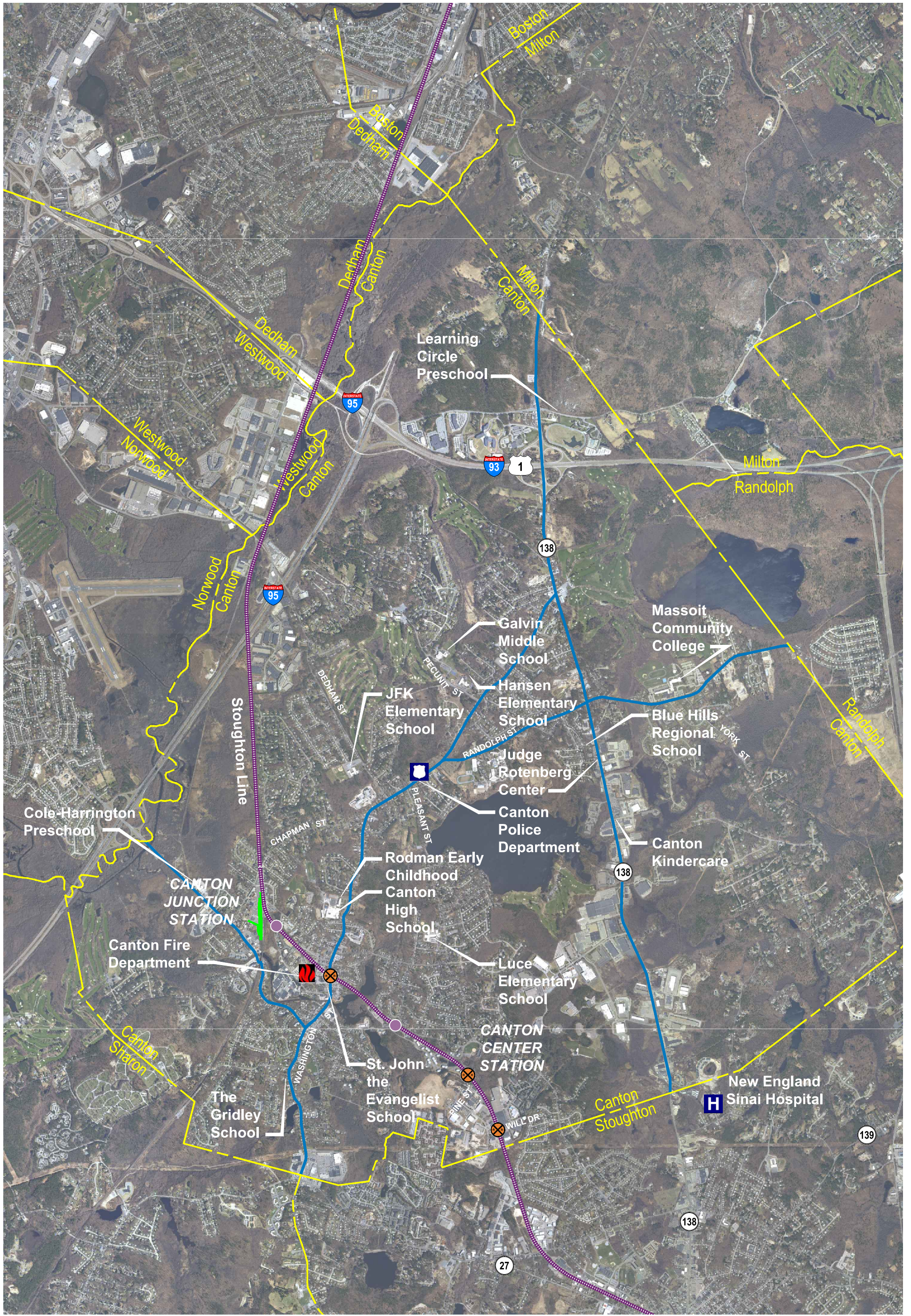
Figure 4.1-42
Rayham Park
No-Build Weekday Morning Peak Hour Traffic Volumes

LEGEND
 Signalized
 Note: Volumes Rounded to Nearest Five Vehicles



←
Not to Scale

Figure 4.1-43
Raynham Park
No-Build Weekday Evening Peak Hour Traffic Volumes



Legend

- ▬ Stoughton Alternative
- ▬ Primary Emergency Vehicle Routes*
- ⊗ Existing Grade Crossing to Remain
- ⊗ Proposed Grade Crossing
- ⊗ Existing Grade Crossing to be Closed
- ⊗ Existing Grade Separated Crossing to Remain
- ⊗ Proposed Grade Separated Crossing
- Proposed Station Location
- Fire Station
- Police Station
- Hospital

*Primary emergency vehicle routes provided by municipality's emergency offices

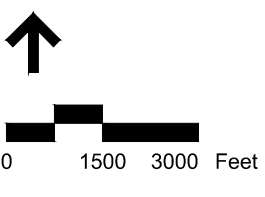
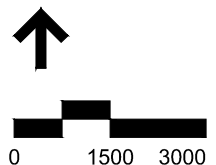


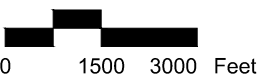
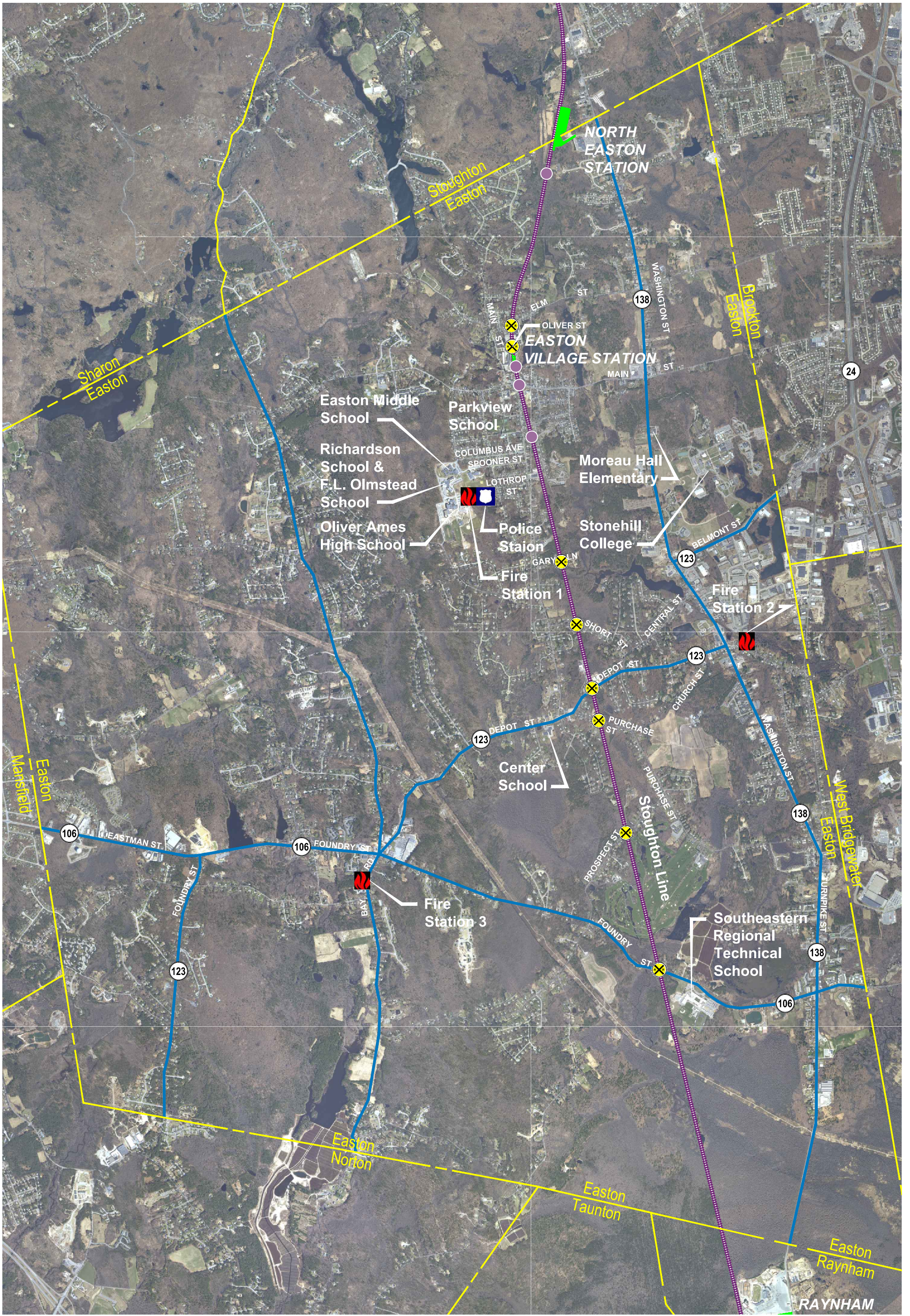
Figure 4.1-44
Canton Grade Crossings



- Legend**
- ▬ Stoughton Alternative
 - ▬ Primary Emergency Vehicle Routes*
 - Existing Grade Crossing to Remain
 - Proposed Grade Crossing
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing
 - Proposed Station Location
 - Fire Station
 - Police Station
 - Hospital

*Primary emergency vehicle routes provided by municipality's emergency

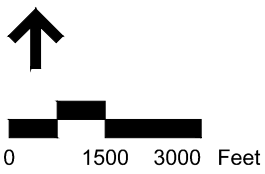
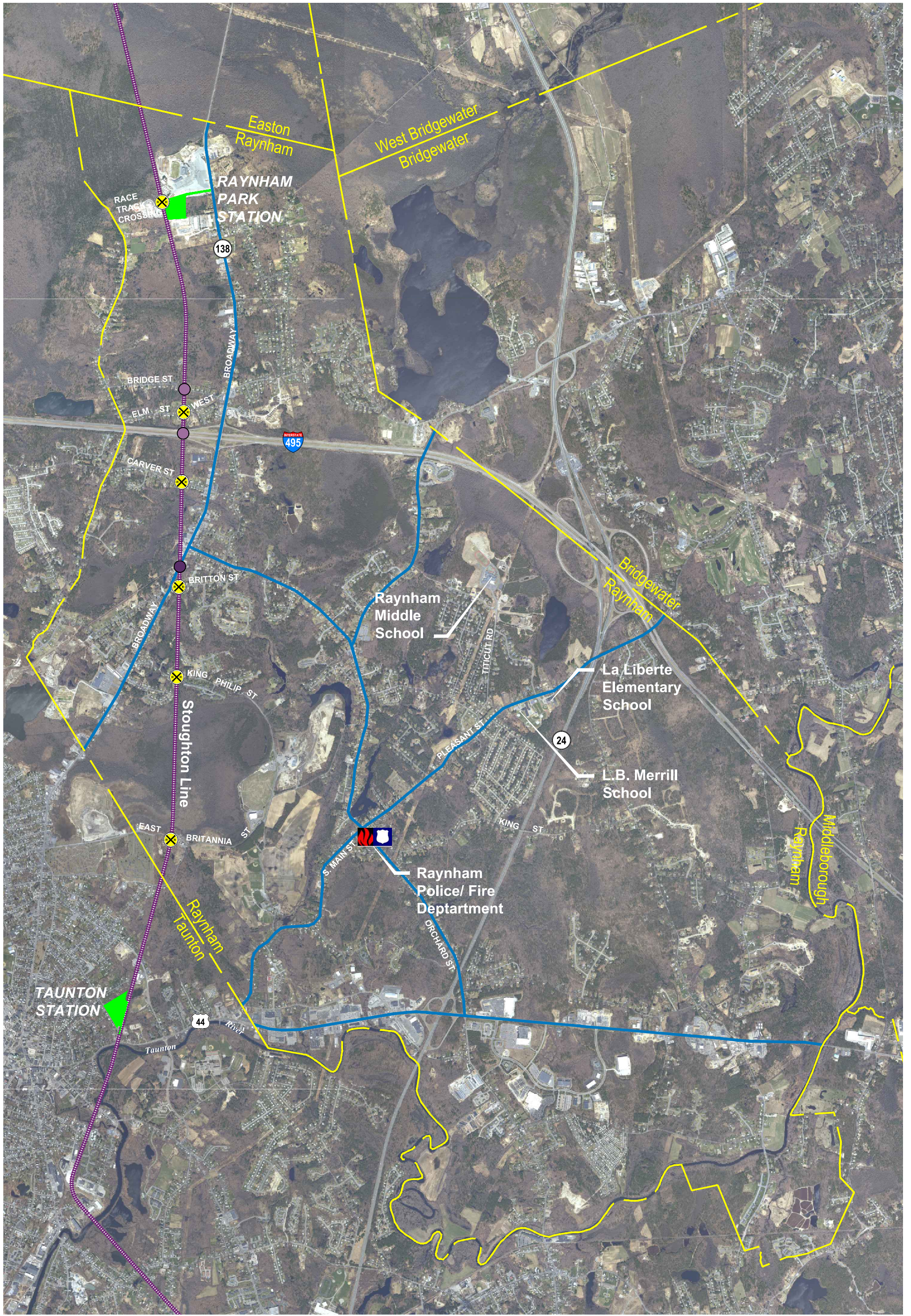
Figure 4.1-45
Stoughton Grade Crossings



- Legend**
- Stoughton Alternative
 - Primary Emergency Vehicle Routes*
 - Existing Grade Crossing to Remain
 - Proposed Grade Crossing
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing
 - Proposed Station Location
 - Fire Station
 - Police Station
 - Hospital

*Primary emergency vehicle routes provided by municipality's emergency o

Figure 4.1-46
Easton Grade Crossings

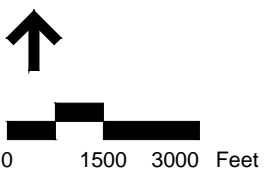
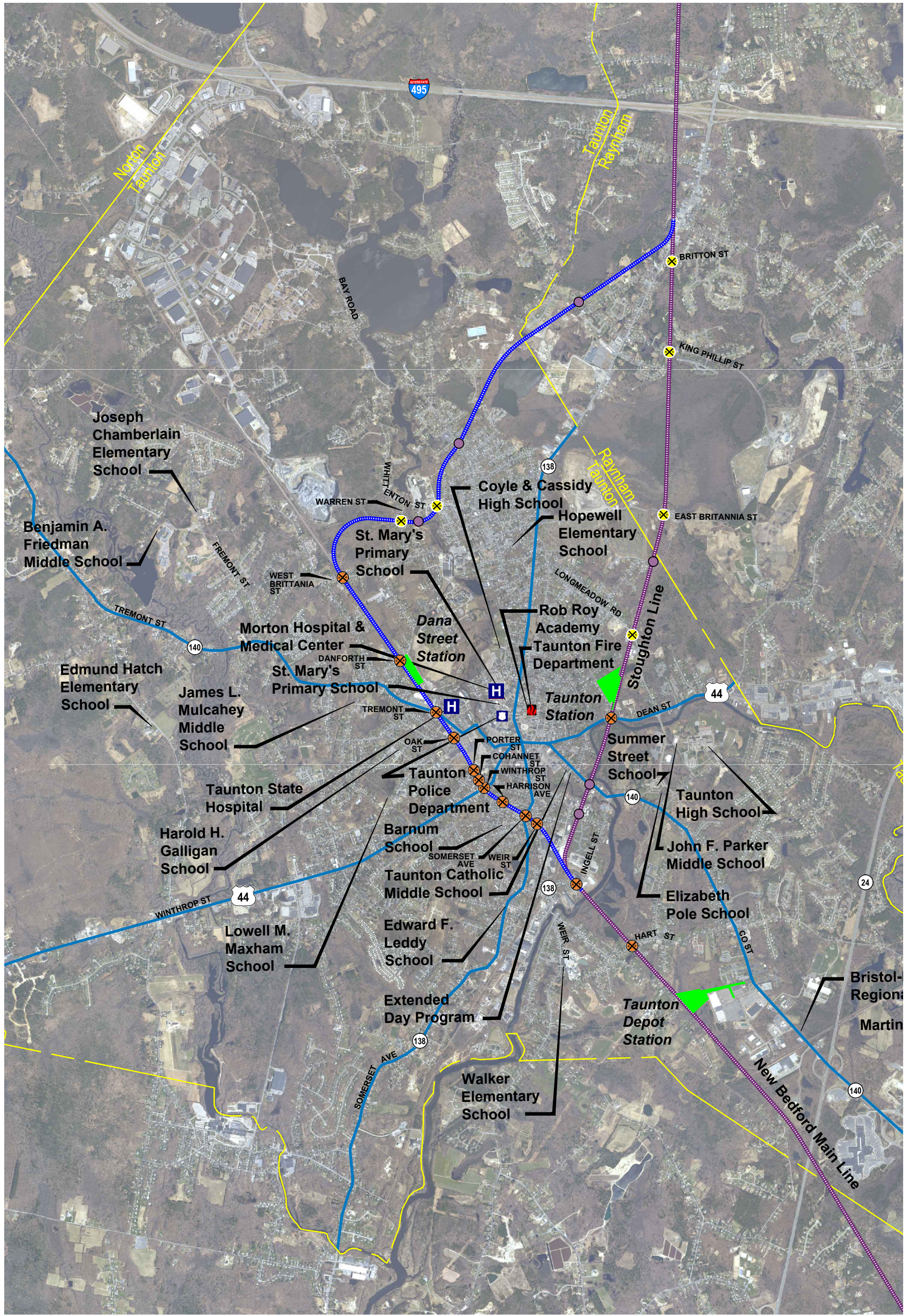


- Legend**
- ▬ Stoughton Alternative
 - ▬ Primary Emergency Vehicle Routes*
 - ⊗ Existing Grade Crossing to Remain
 - ⊗ Proposed Grade Crossing
 - ⊗ Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing
 - Proposed Station Location
 - Fire Station
 - Police Station
 - Hospital

*Primary emergency vehicle routes provided by municipality's emergency

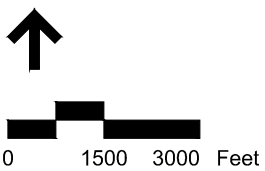
Figure 4.1-47
Raynham Grade Crossings

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- Legend**
- Stoughton Alternative
 - Whittenton Alternative
 - Primary Emergency Vehicle Routes*
 - Existing Grade Crossing to Remain
 - Proposed Grade Crossing
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing
 - Proposed Station Location
 - Fire Station
 - Police Station
 - Hospital

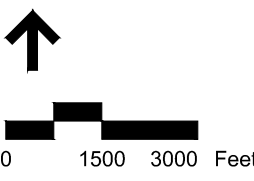
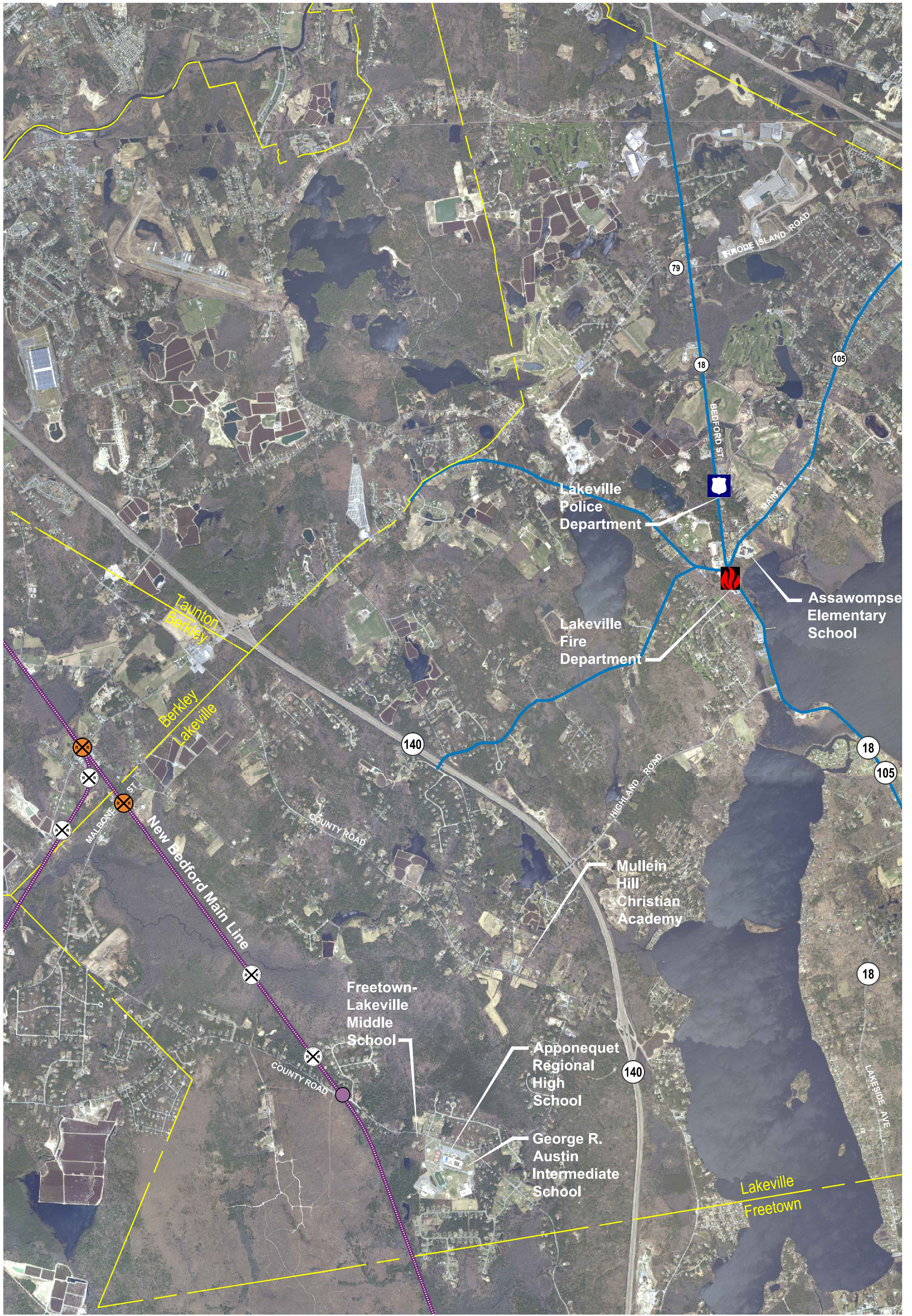
Figure 4.1-48
Taunton Grade Crossings



- Legend**
- ⋯ Stoughton Alternative
 - Primary Emergency Vehicle Routes*
 - ⊗ Existing Grade Crossing to Remain
 - ⊗ Proposed Grade Crossing
 - ⊗ Existing Grade Crossing to be Closed
 - ⊗ Existing Grade Separated Crossing to Remain
 - ⊗ Proposed Grade Separated Crossing
 - Proposed Station Location
 - 🚒 Fire Station
 - 👮 Police Station
 - 🏥 Hospital

*Primary emergency vehicle routes provided by municipality's emergency o

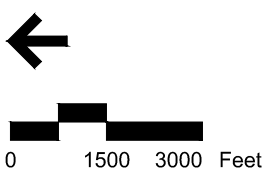
Figure 4.1-49
Berkley Grade Crossings



- Legend**
- ▬ Stoughton Alternative
 - ▬ Primary Emergency Vehicle Routes*
 - Existing Grade Crossing to Remain
 - Proposed Grade Crossing
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing
 - Proposed Station Location
 - Fire Station
 - Police Station
 - Hospital
- *Primary emergency vehicle routes provided by municipality's emergency offices

Figure 4.1-50
Lakeville Grade Crossings

\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Grade_Crossings\Memo\Grade Crossing Safety Calculations\Aerial Images\Freetown\1011100_Freetown_Aerial.dwg Printing Date: 5/18/2012 8:58 AM

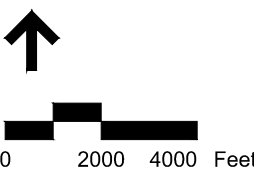
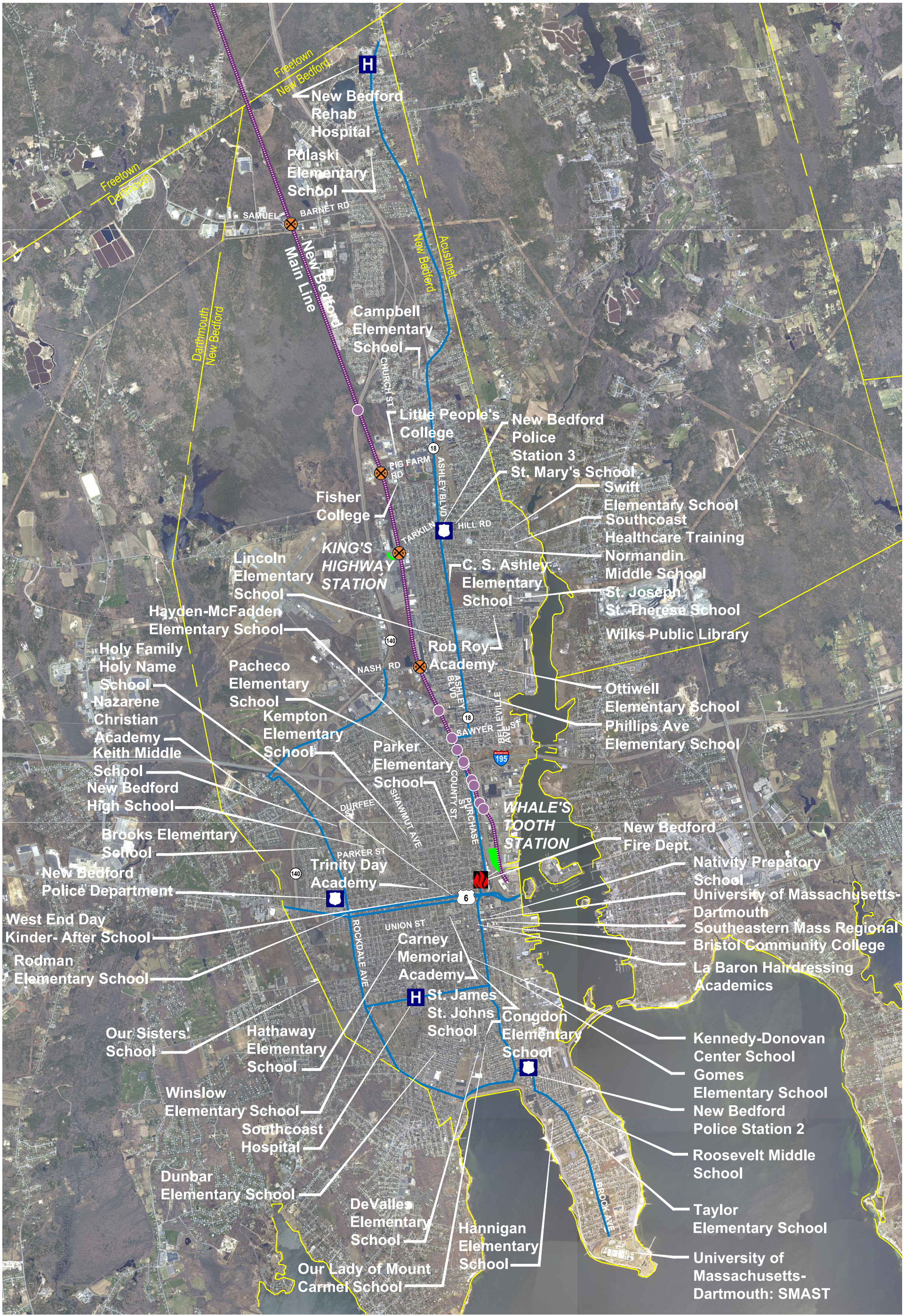


- Legend**
- Stoughton Alternative
 - Primary Emergency Vehicle Routes*
 - Existing Grade Crossing to Remain
 - Proposed Grade Crossing
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing
 - Proposed Station Location
 - Fire Station
 - Police Station
 - Hospital

*Primary emergency vehicle routes provided by municipality's emergency off

Figure 4.1-51
Freetown Grade Crossings

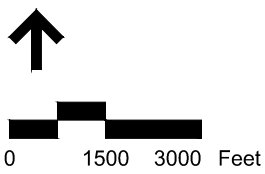
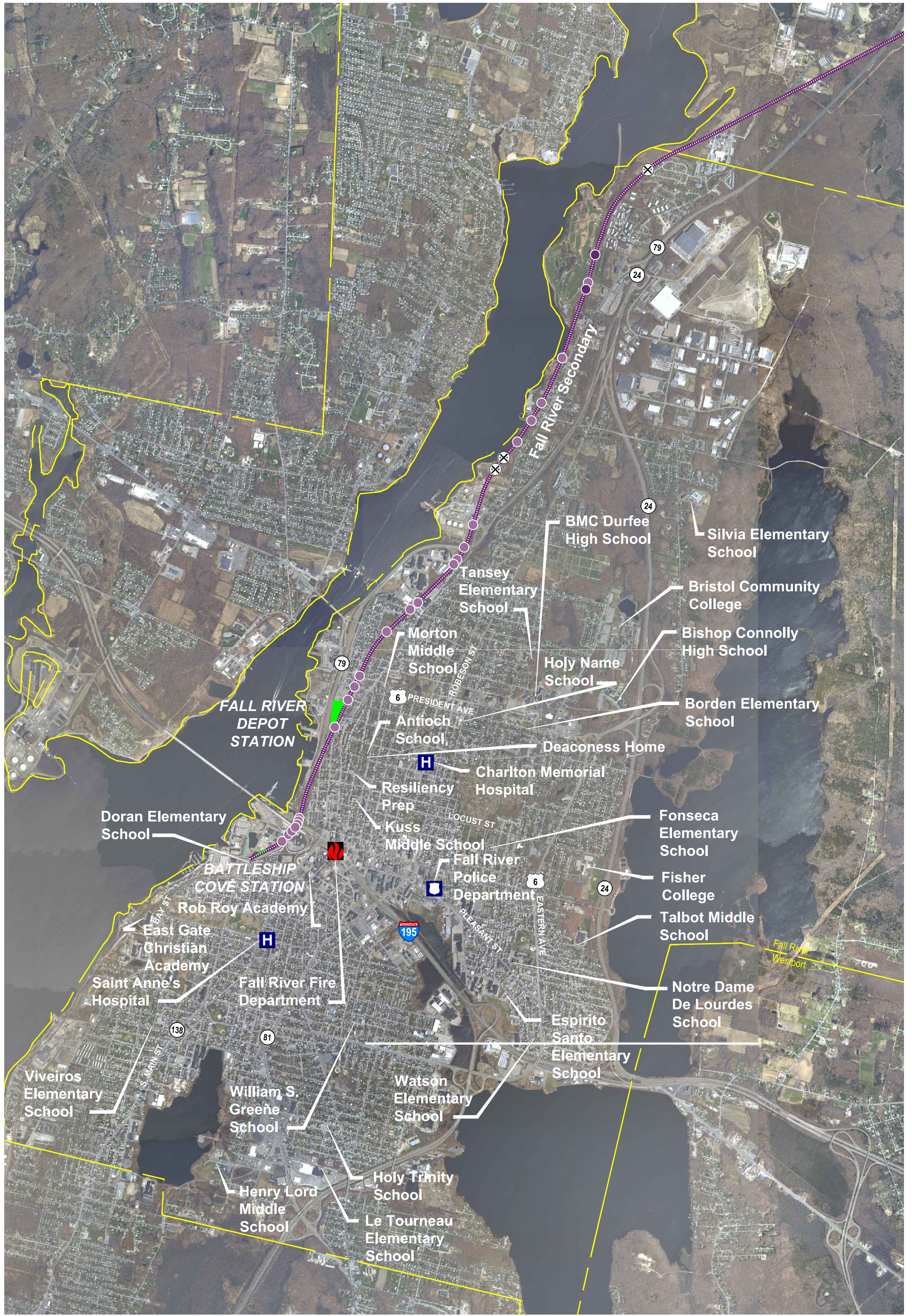
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- Legend**
- ▬ Stoughton Alternative
 - ▬ Primary Emergency Vehicle Routes*
 - Existing Grade Crossing to Remain
 - Proposed Grade Crossing
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing
 - Proposed Station Location
 - Fire Station
 - Police Station
 - Hospital

*Primary emergency vehicle routes provided by municipality's emergency of

Figure 4.1-52
New Bedford Grade Crossings



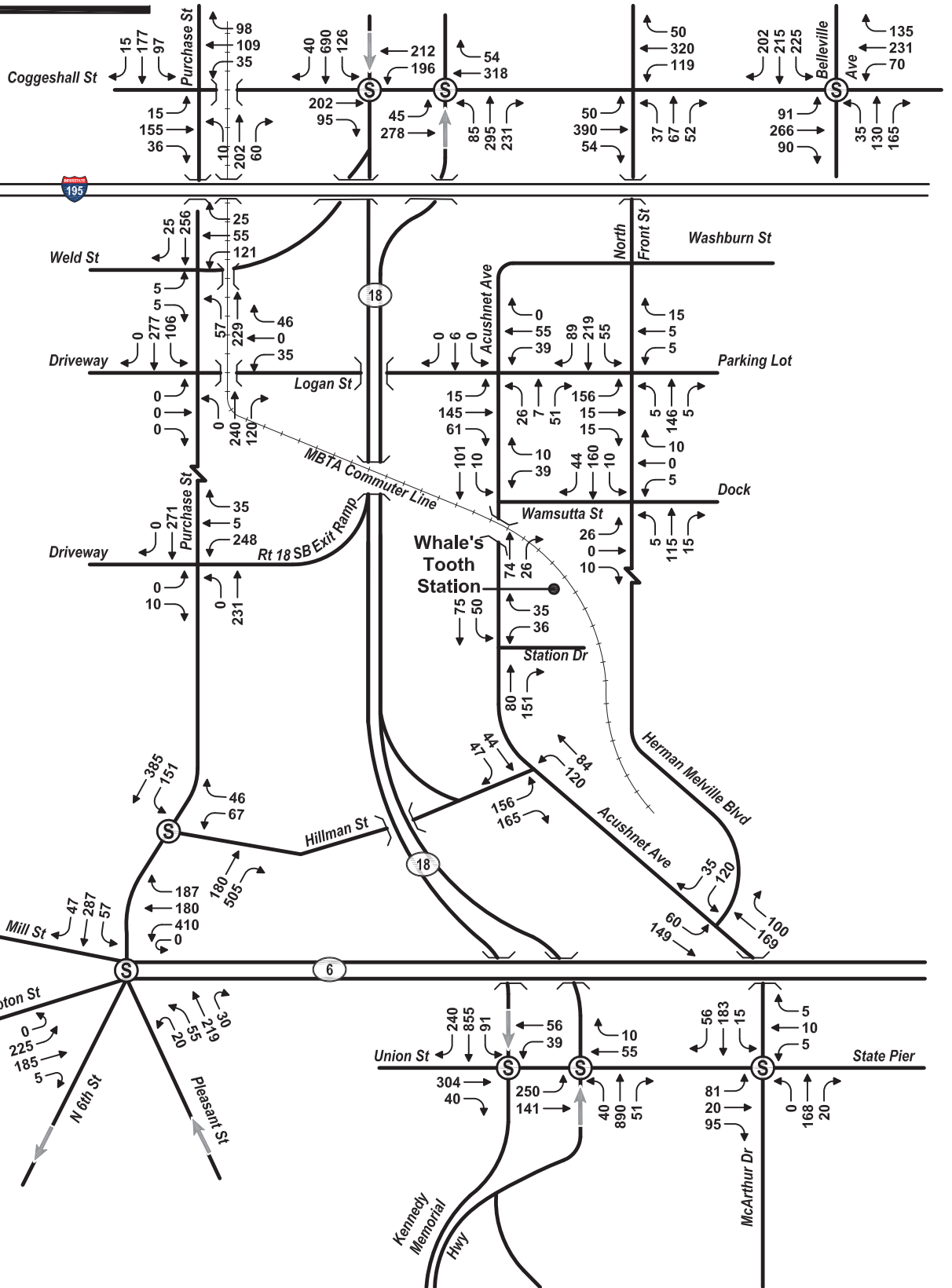
- Legend**
- ⋯ Stoughton Alternative
 - Primary Emergency Vehicle Routes*
 - Existing Grade Crossing to Remain
 - Proposed Grade Crossing
 - Existing Grade Crossing to be Closed
 - Existing Grade Separated Crossing to Remain
 - Proposed Grade Separated Crossing
 - Proposed Station Location
 - Fire Station
 - Police Station
 - Hospital

*Primary emergency vehicle routes provided by municipality's emergency of

Figure 4.1-53
Fall River Grade Crossings

LEGEND

 Signalized



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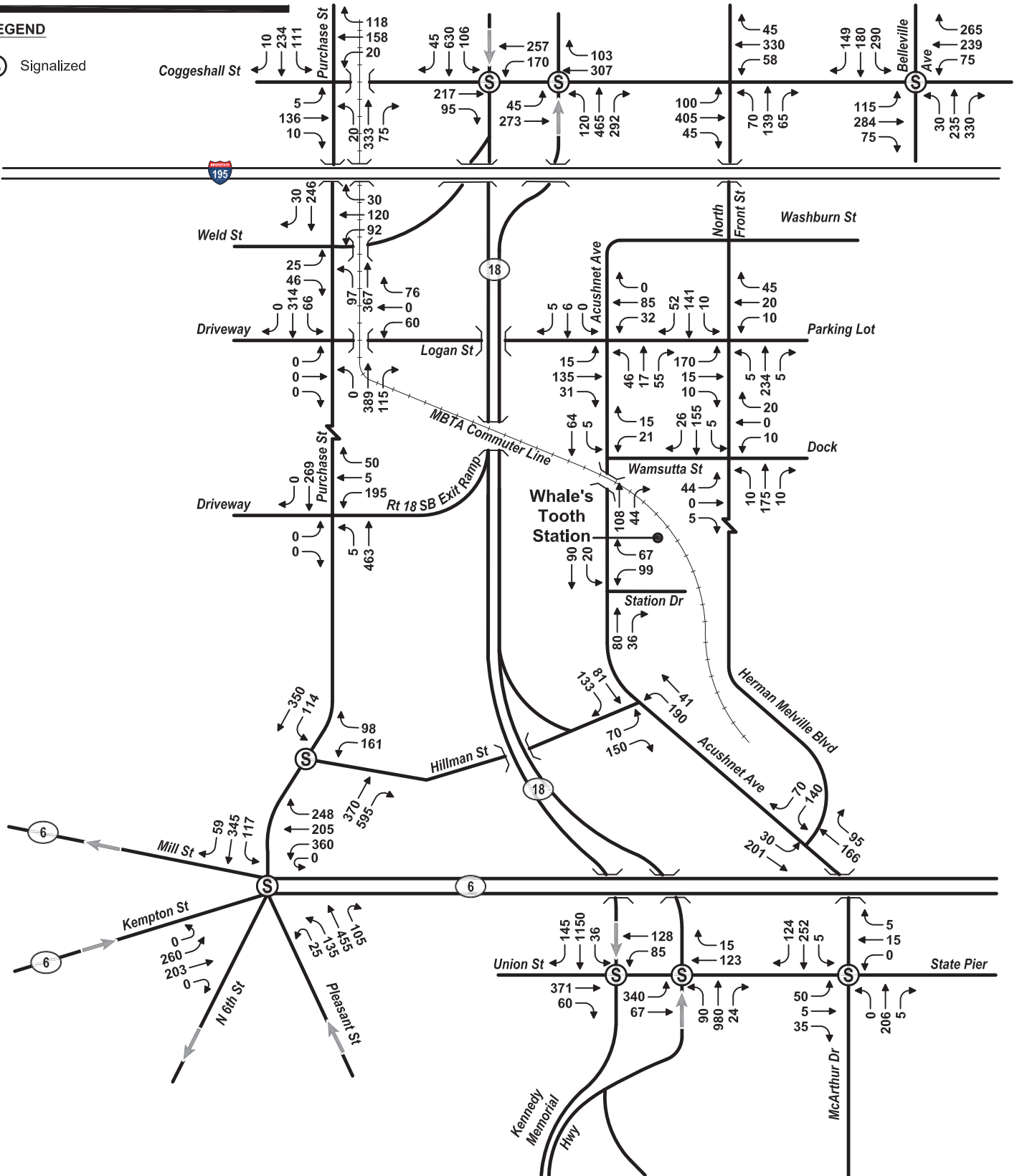
 Not to Scale

Figure 4.1-54
 New Bedford - Whale's Tooth Stations
 Build Weekday Morning Peak
 Hour Traffic Volumes

LEGEND

 Signalized

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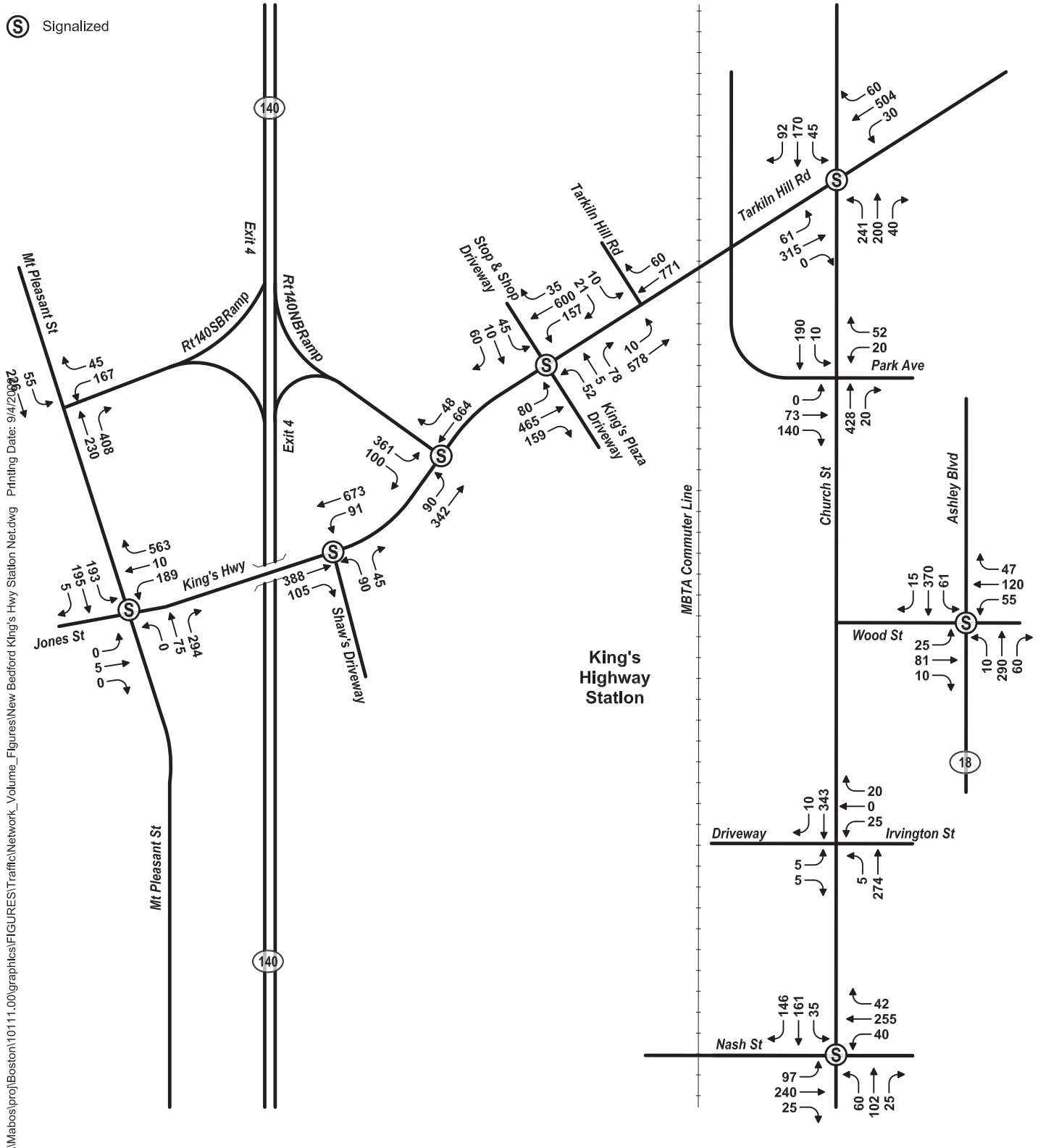


 Not to Scale

Figure 4.1-55
 New Bedford - Whale's Tooth Stations
 Build Weekday Evening Peak
 Hour Traffic Volumes

LEGEND

(S) Signalized



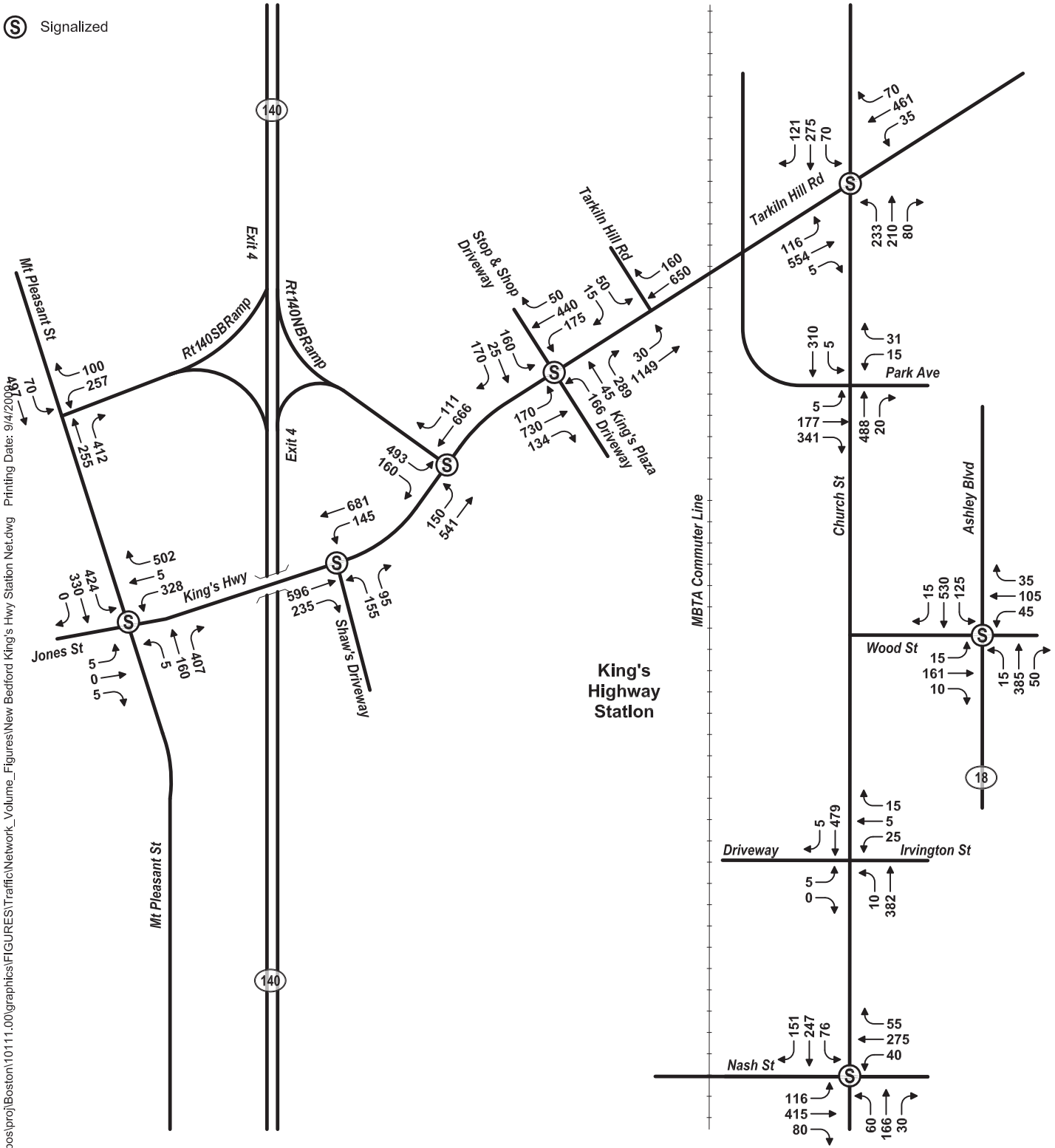
\\Mabos\proj\Boston\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\New Bedford King's Hwy Station Net.dwg Printing Date: 9/4/2007 2:28:02

↑ Not to Scale

Figure 4.1-56
 New Bedford - King's Highway Station
 Build Weekday Morning Peak
 Hour Traffic Volumes

LEGEND

 Signalized



\\Mabos\proj\Boston\10111.00\graphics\FIGURES\TrafficNetwork_Volume_Figures\New Bedford King's Hwy Station Net.dwg Printing Date: 9/4/2008 4

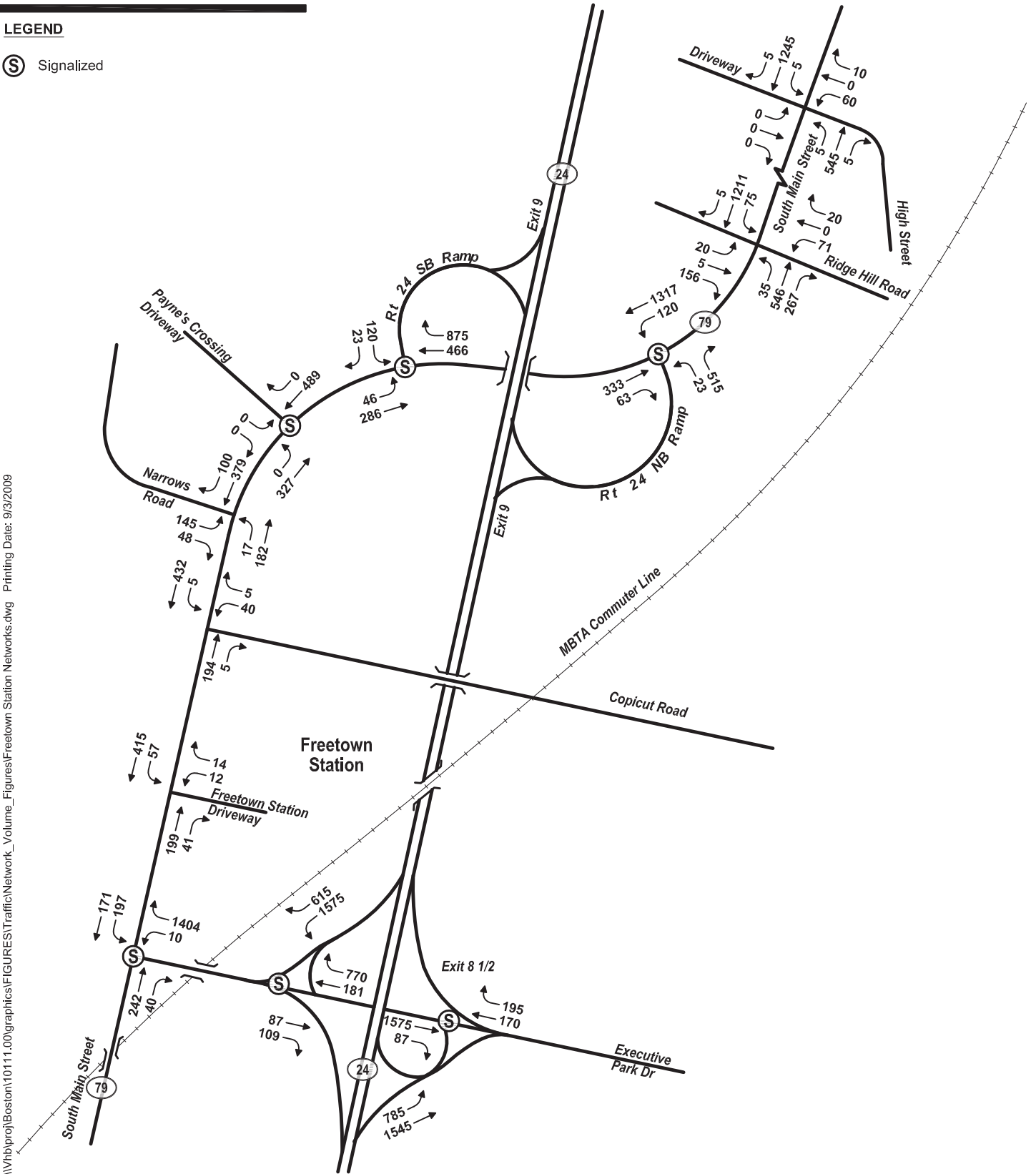
 Not to Scale

Figure 4.1-57
New Bedford - King's Highway Station
Build Weekday Evening Peak
Hour Traffic Volumes

LEGEND

S Signalized

\\hb\proj\Boston\10111.00\graphics\FIGURES\TrafficNetwork_Volume_Figures\Freetown Station Networks.dwg Printing Date: 9/3/2009



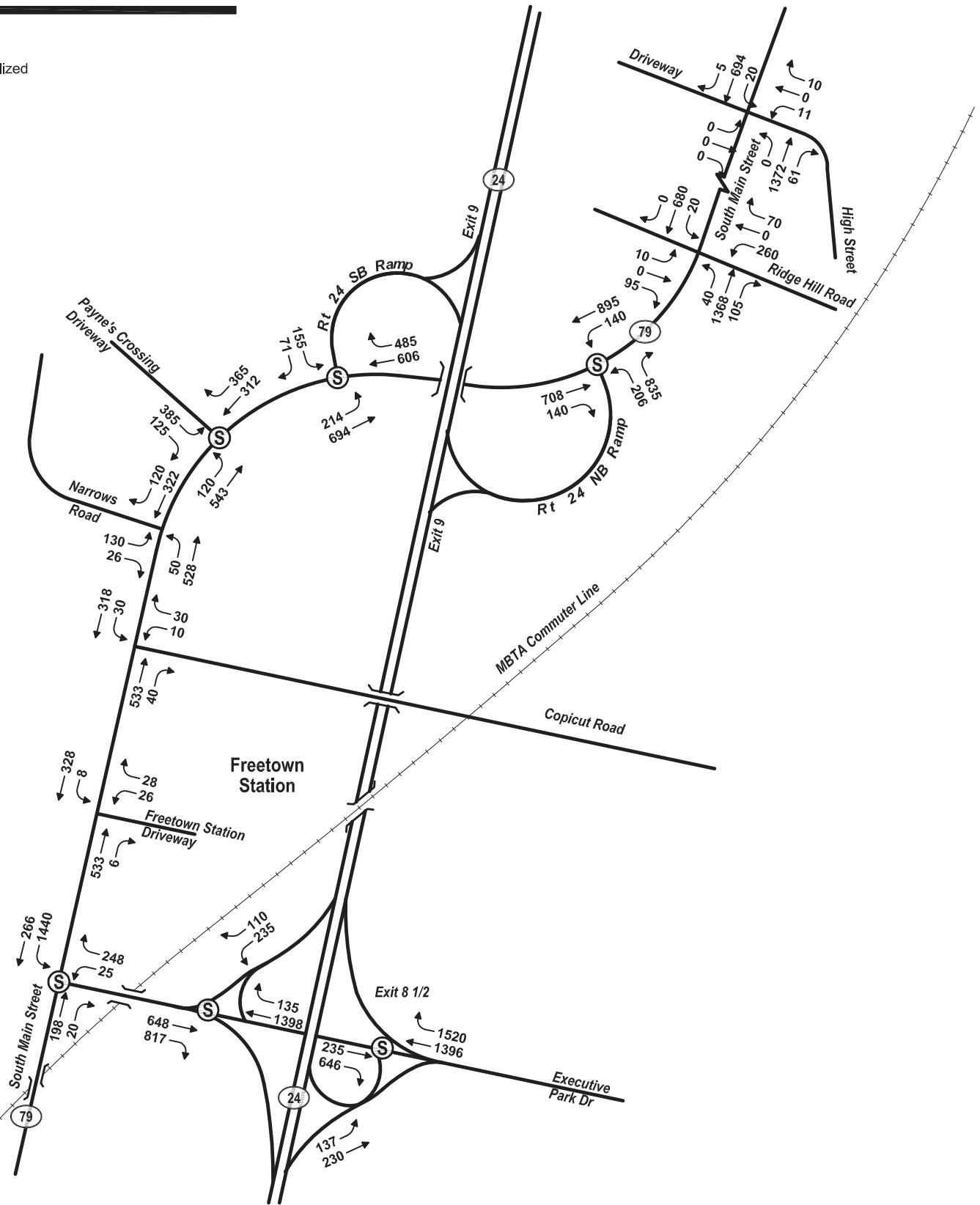
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Figure 4.1-58
Freetown Stations
Build Weekday Morning Peak Hour Traffic Volumes

LEGEND

(S) Signalized

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



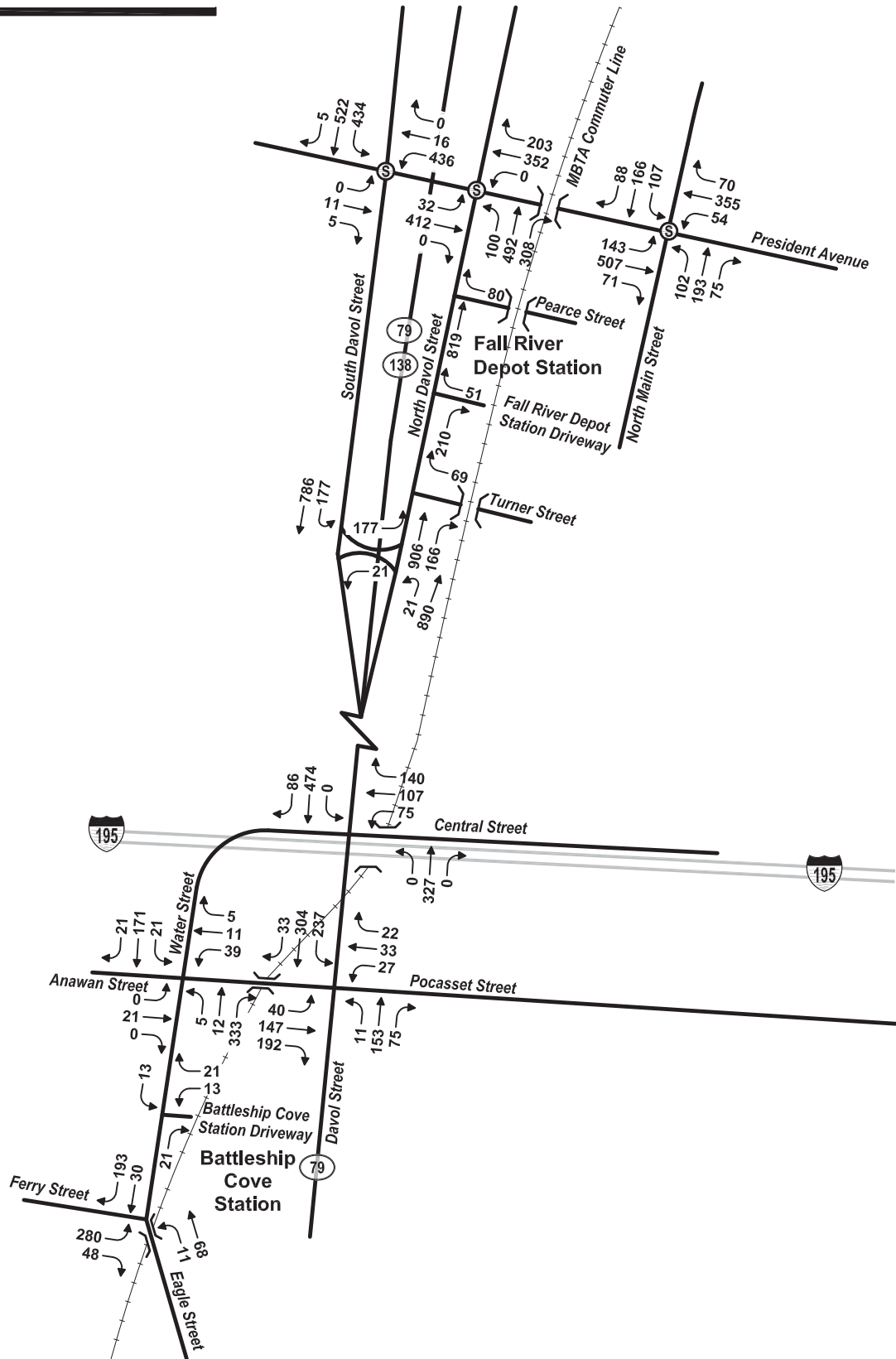
↑ Not to Scale

Figure 4.1-59
Freetown Stations
Build Weekday Evening Peak Hour Traffic Volumes

LEGEND

(S) Signalized

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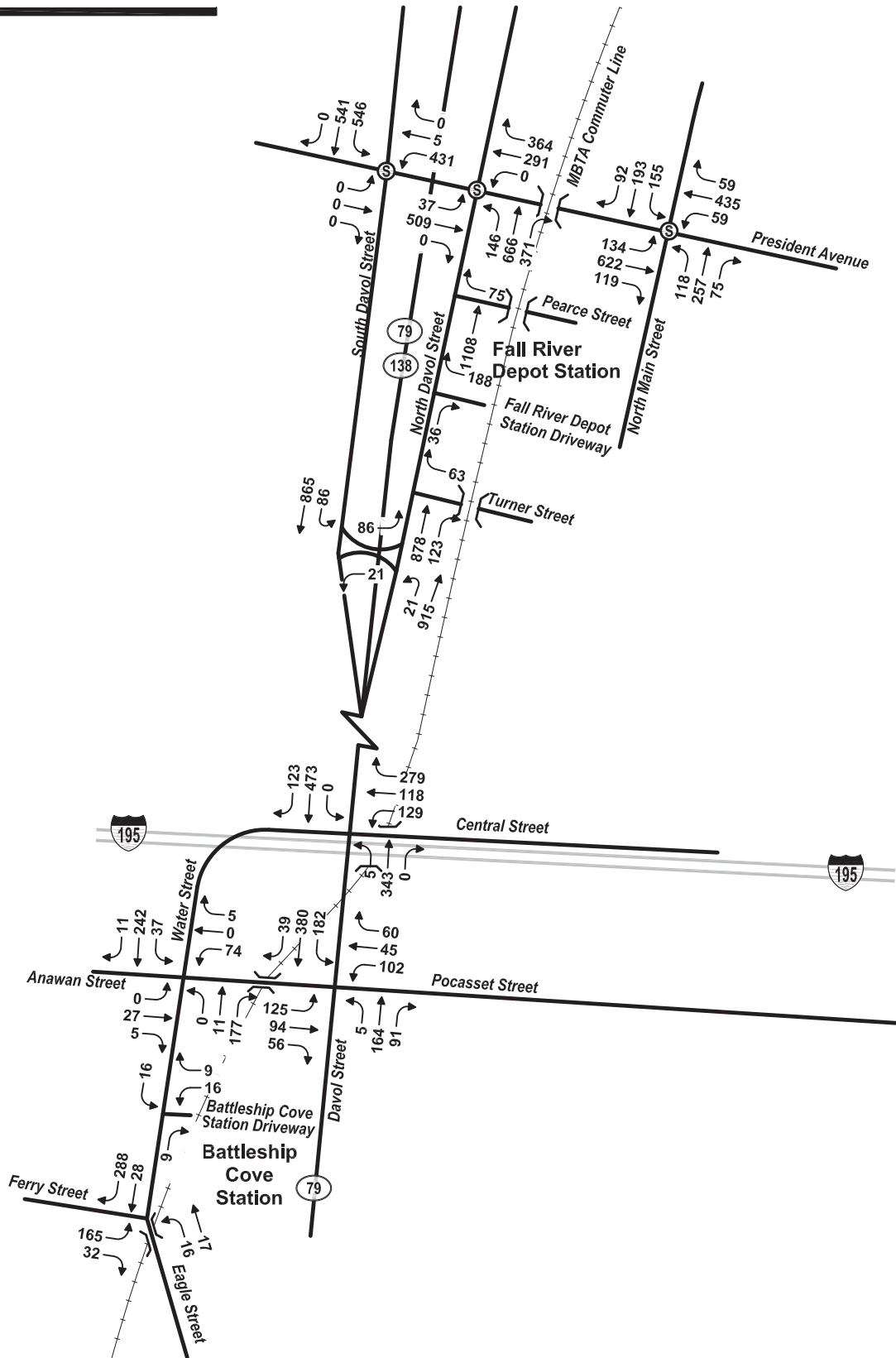
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Not to Scale

Figure 4.1-60
Fall River Stations
Build Weekday Morning Peak Hour Traffic Volumes

LEGEND

(S) Signalized

\\Mabos\proj\Boston\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\Fall River Station Networks.dwg Printing Date: 9/8/2009



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Not to Scale

Figure 4.1-61
Fall River Stations
Build Weekday Evening Peak Hour Traffic Volumes

LEGEND
S Signalized

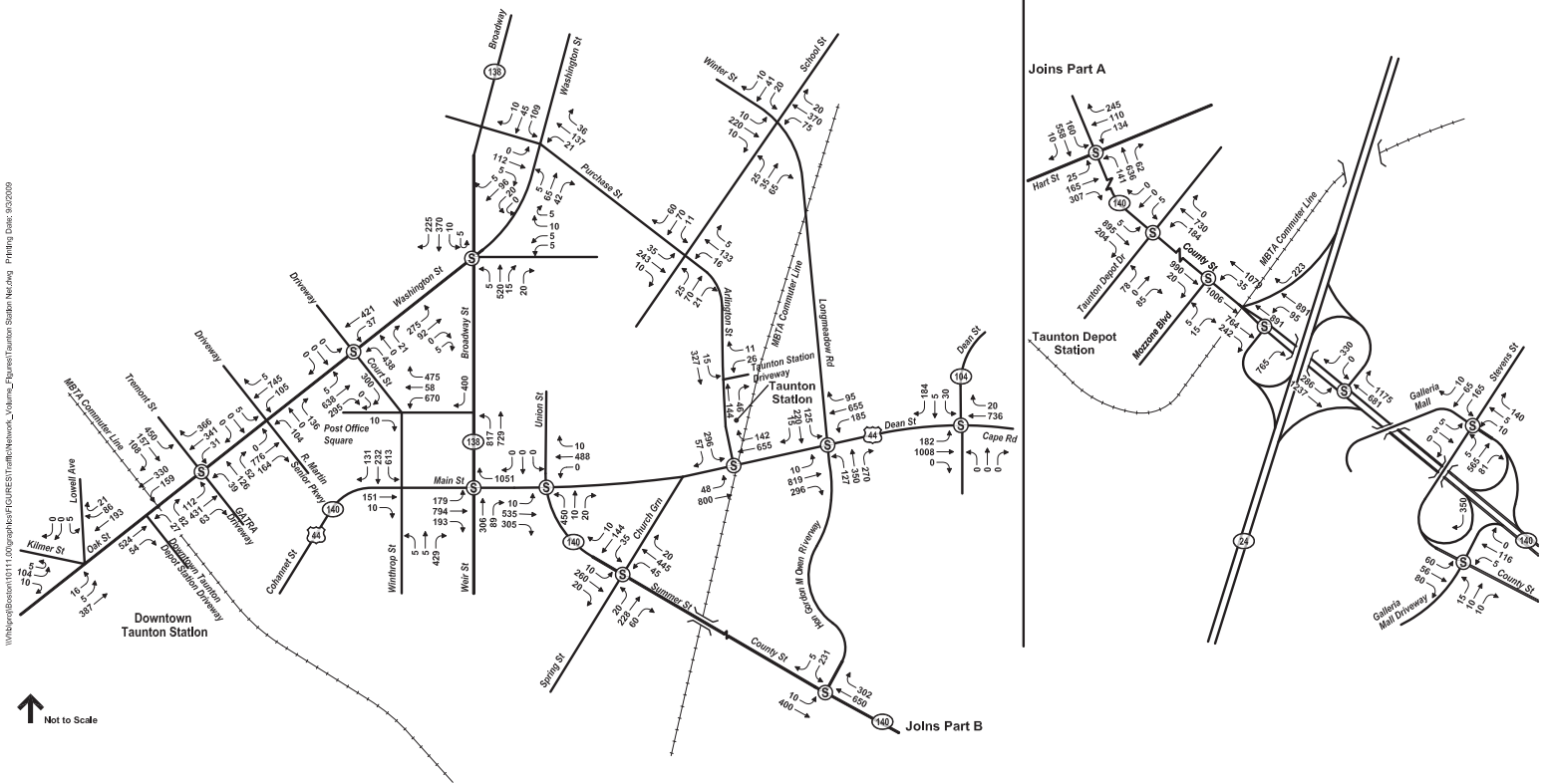


Figure 4.1-62
Taunton Stations
Build Weekday Morning Peak
Hour Traffic Volumes

LEGEND
 (S) Signalized

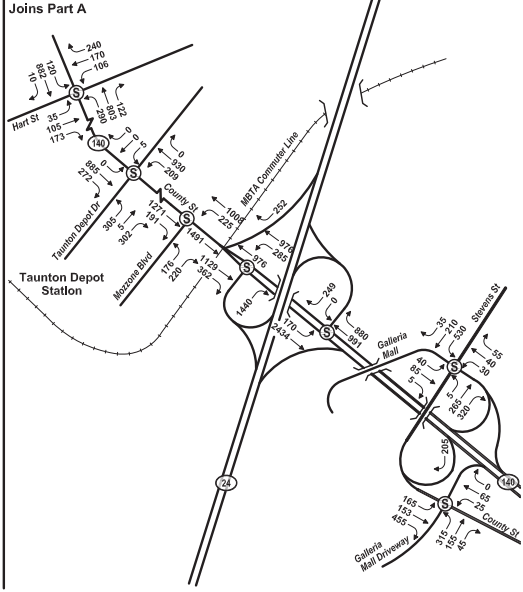
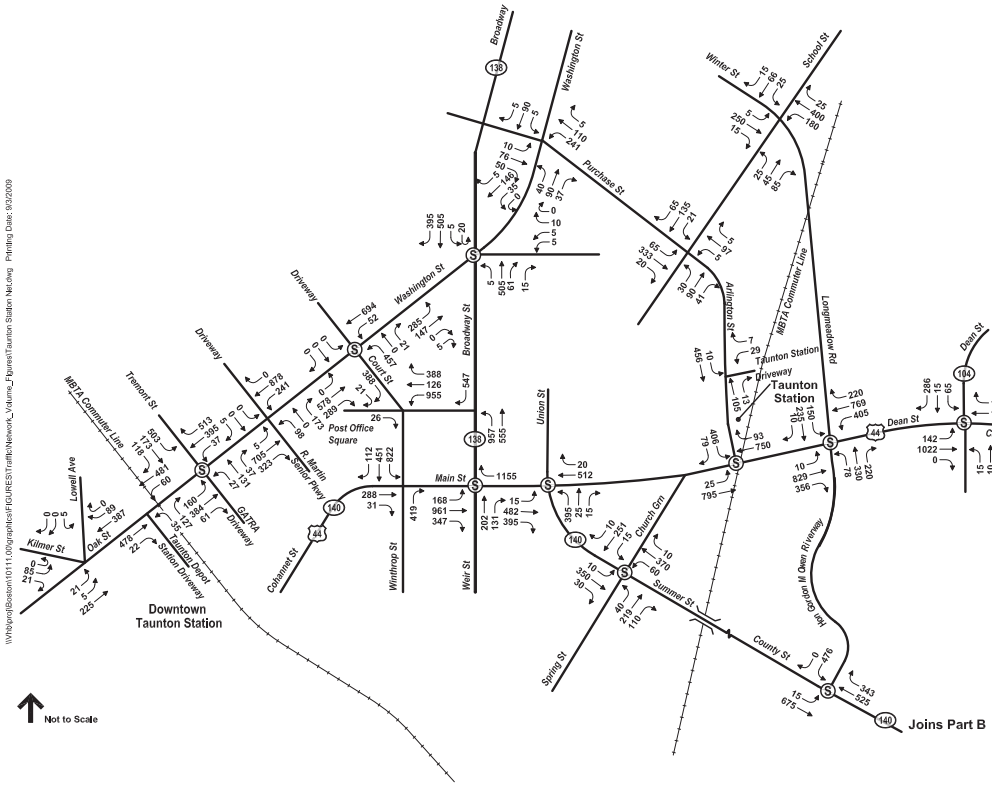


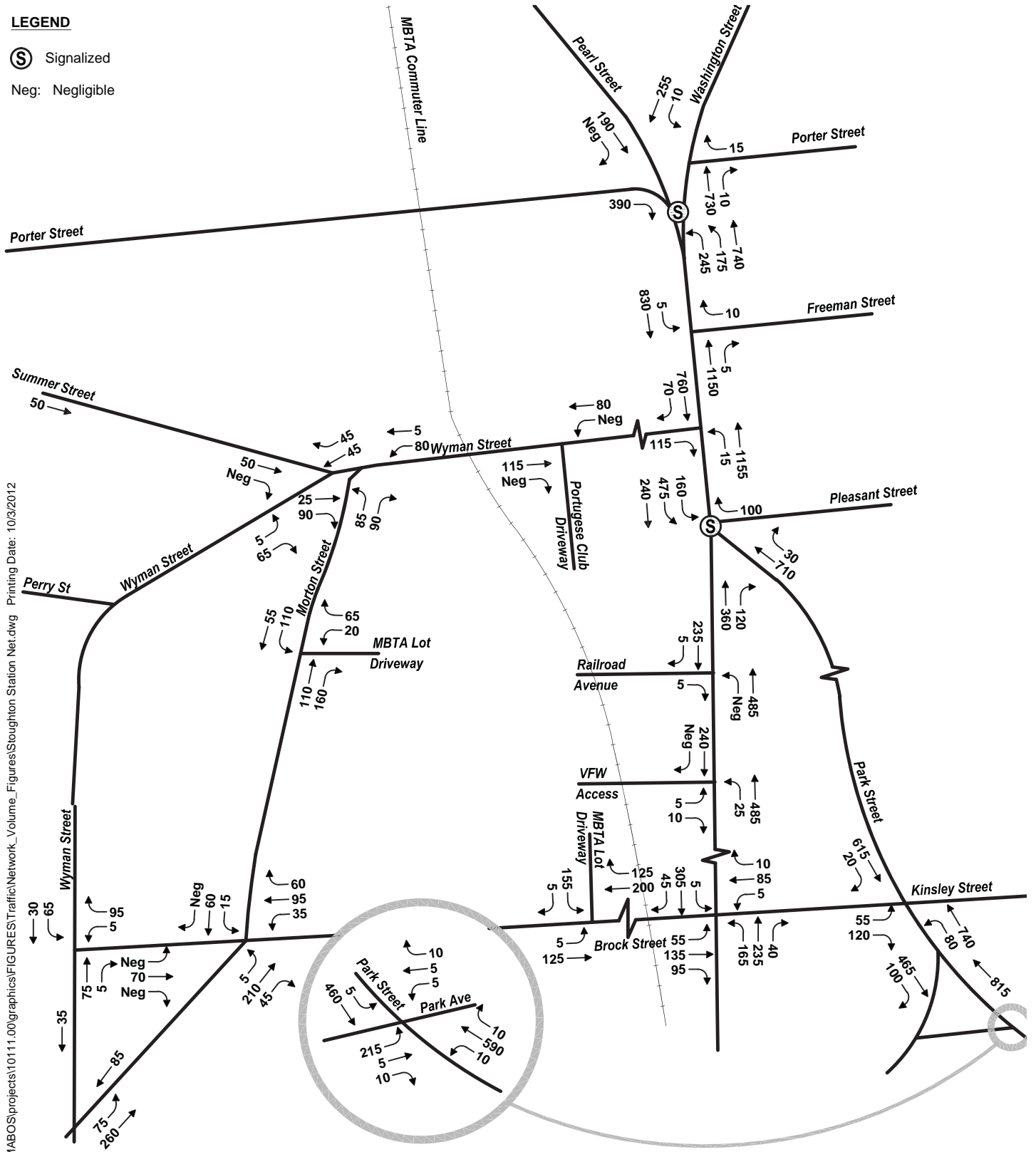
Figure 4.1-63
 Taunton Stations
 Build Weekday Evening Peak
 Hour Traffic Volumes

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LEGEND

(S) Signalized

Neg: Negligible



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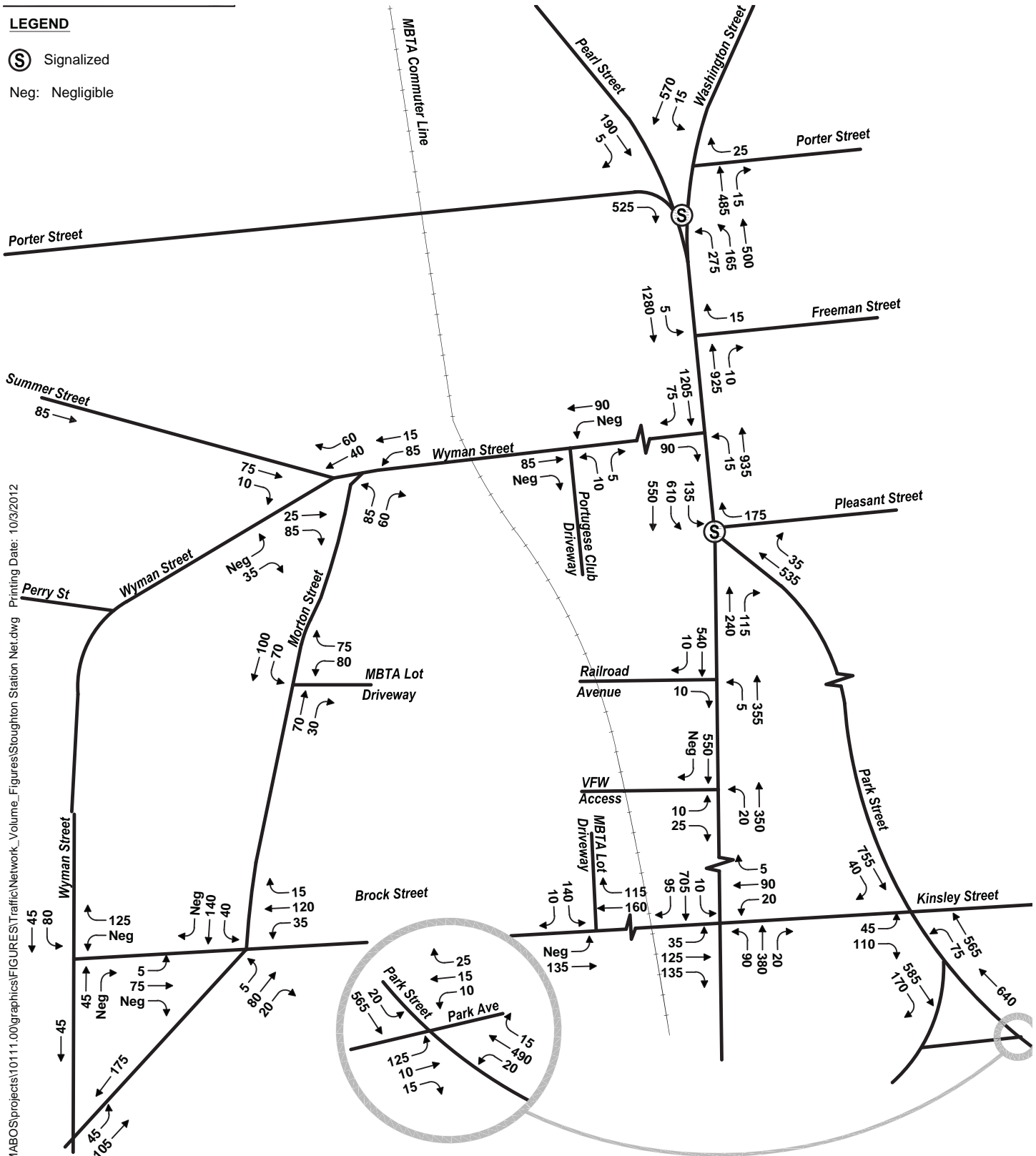
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Not to Scale

Figure 4.1-64
Relocated Stoughton Station
Build Condition Weekday Morning Peak Hour Traffic Volumes

LEGEND

 Signalized

Neg: Negligible



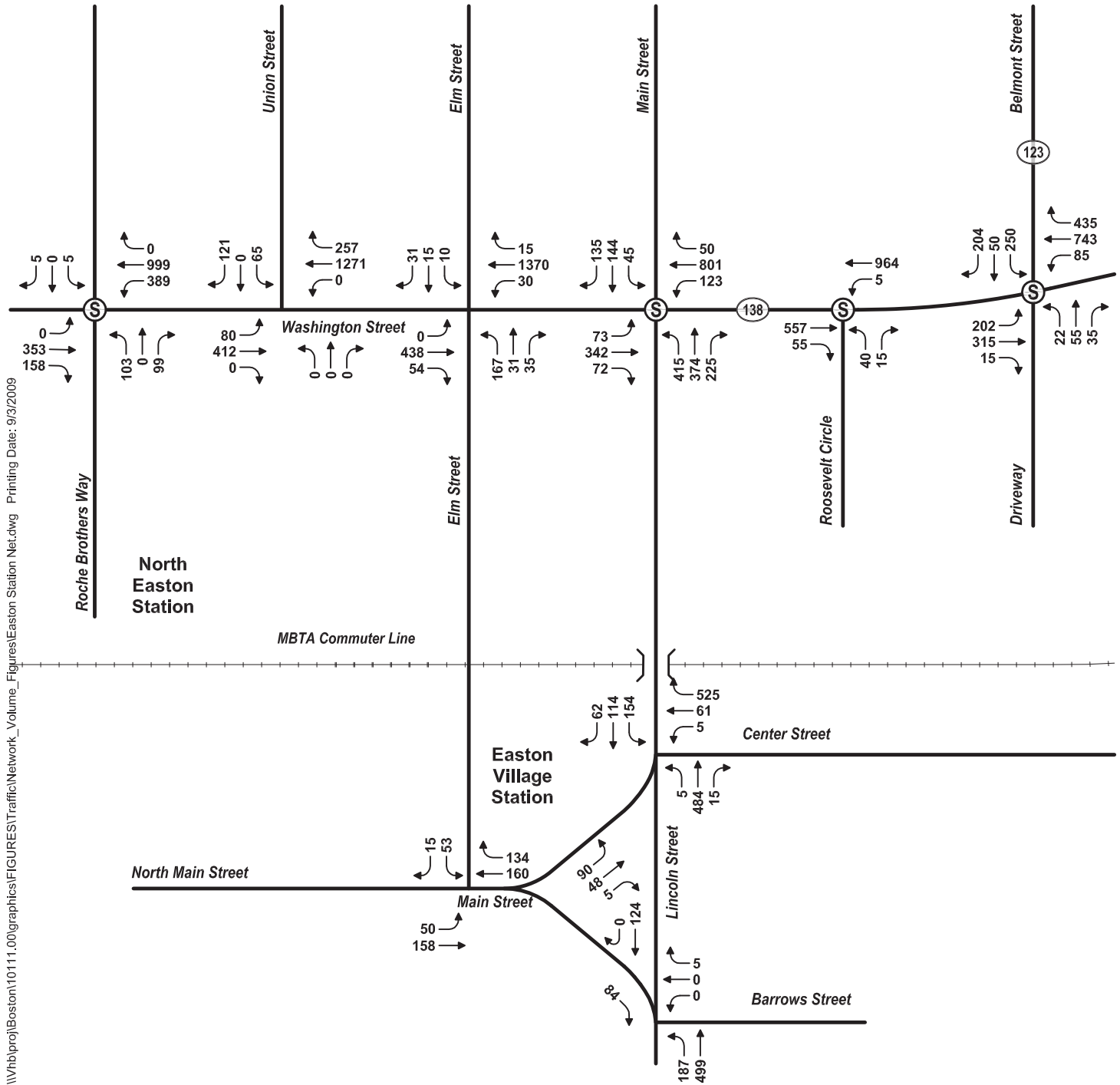
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Figure 4.1-65
Relocated Stoughton Station
Build Condition Weekday Evening Peak Hour Traffic Volumes

LEGEND

 Signalized



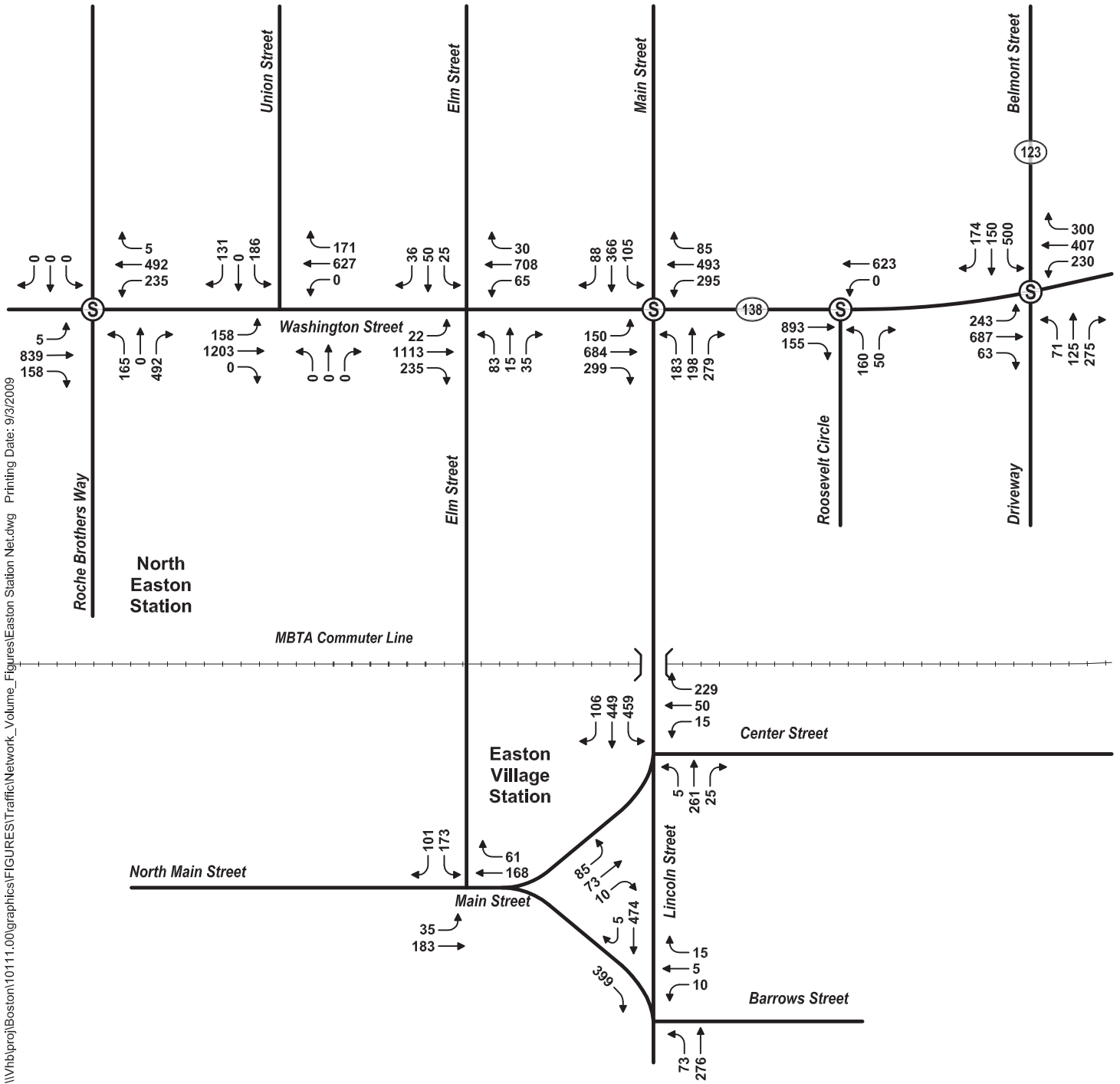
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Not to Scale

Figure 4.1-66
Easton Stations
Build Weekday Morning Peak Hour Traffic Volumes

LEGEND

(S) Signalized

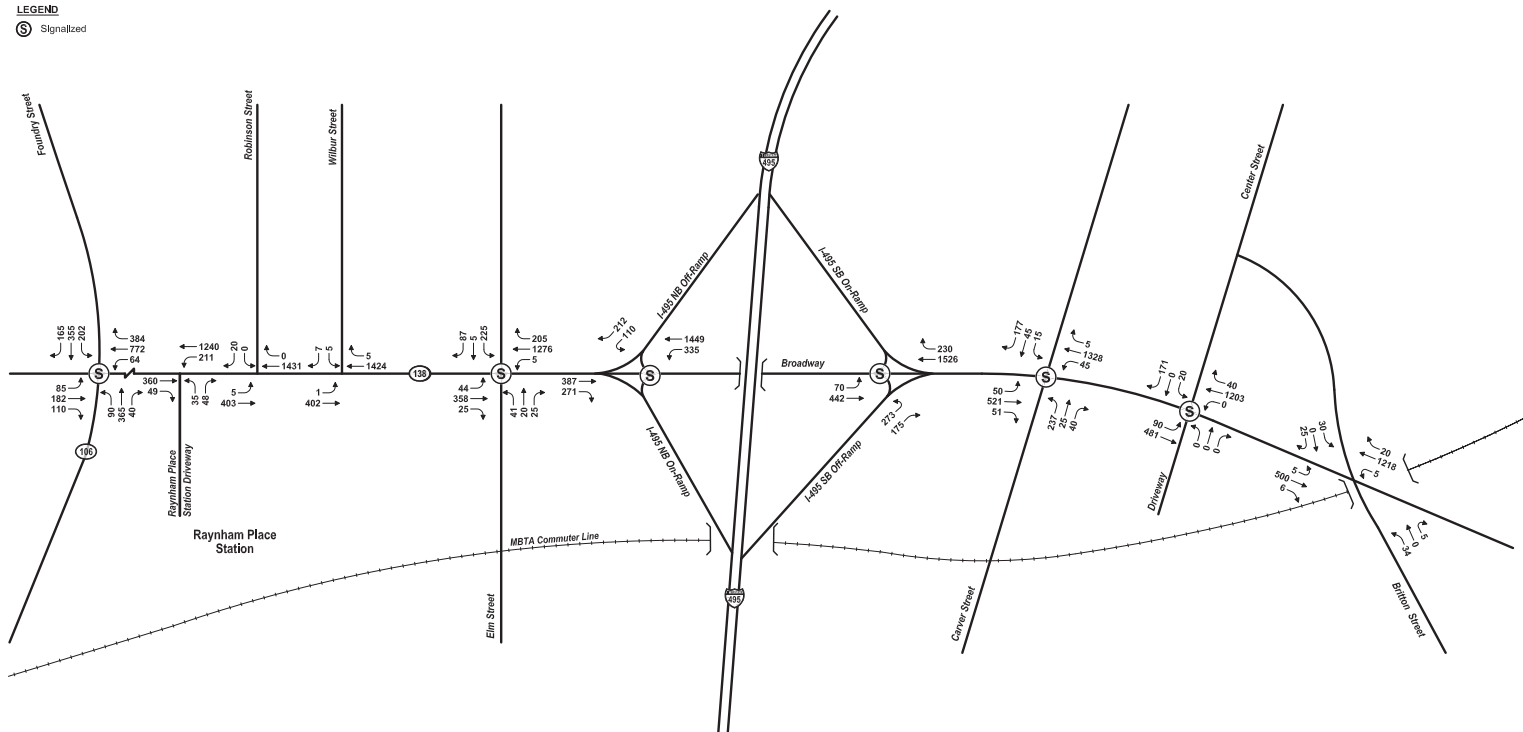


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Not to Scale

Figure 4.1-67
Easton Stations
Build Weekday Evening Peak Hour Traffic Volumes

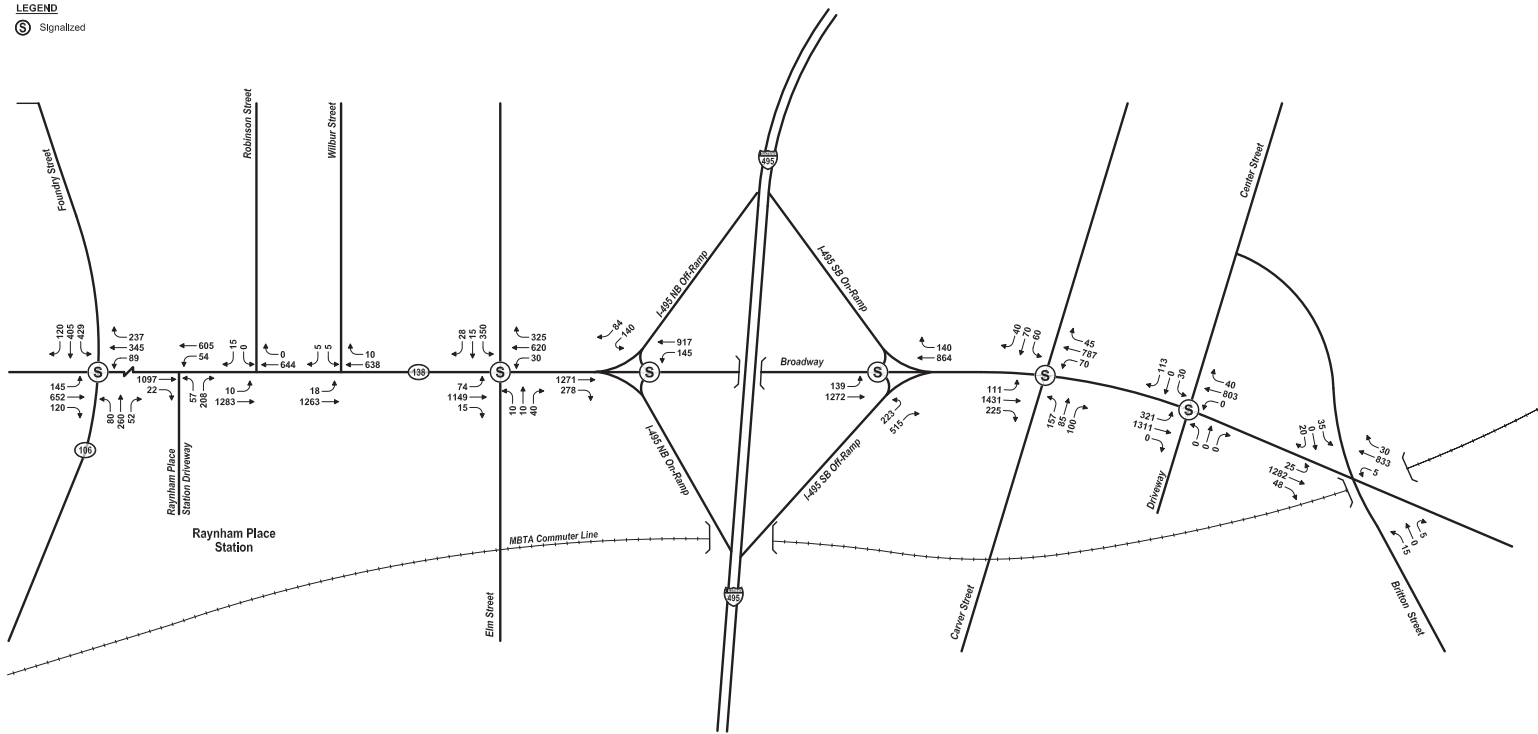
LEGEND
S Signalized



←
Not to Scale

Figure 4.1-68
Raynham Park
Build Weekday Morning Peak Hour Traffic Volumes

LEGEND
S Signalized



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Not to Scale

Figure 4.1-69
Rayham Park
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

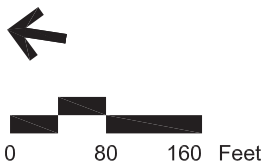
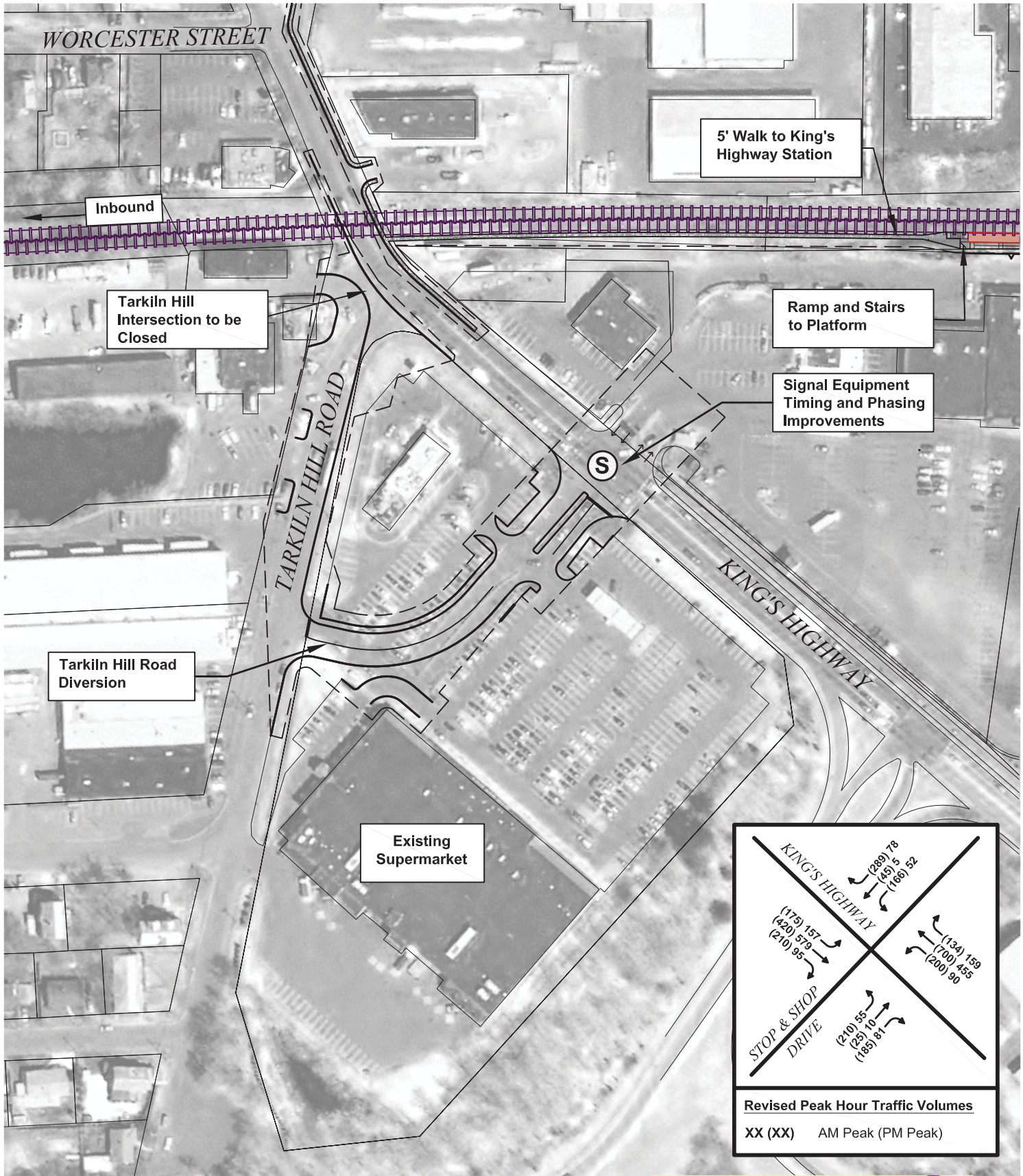


Figure 4.1-70
 Proposed Mitigation - King's Highway
 at Tarkiln Hill Road and Stop & Shop
 Driveway