

Appendix 4.1-K

Relocated Stoughton Station Analyses



Traffic Appendix

- Traffic Counts
- Parking Lot Counts
- Intersection Inventory
- Crash Data
- Crash Rate Analysis
- Capacity Analysis
- Signal Warrant Analysis



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Traffic Counts



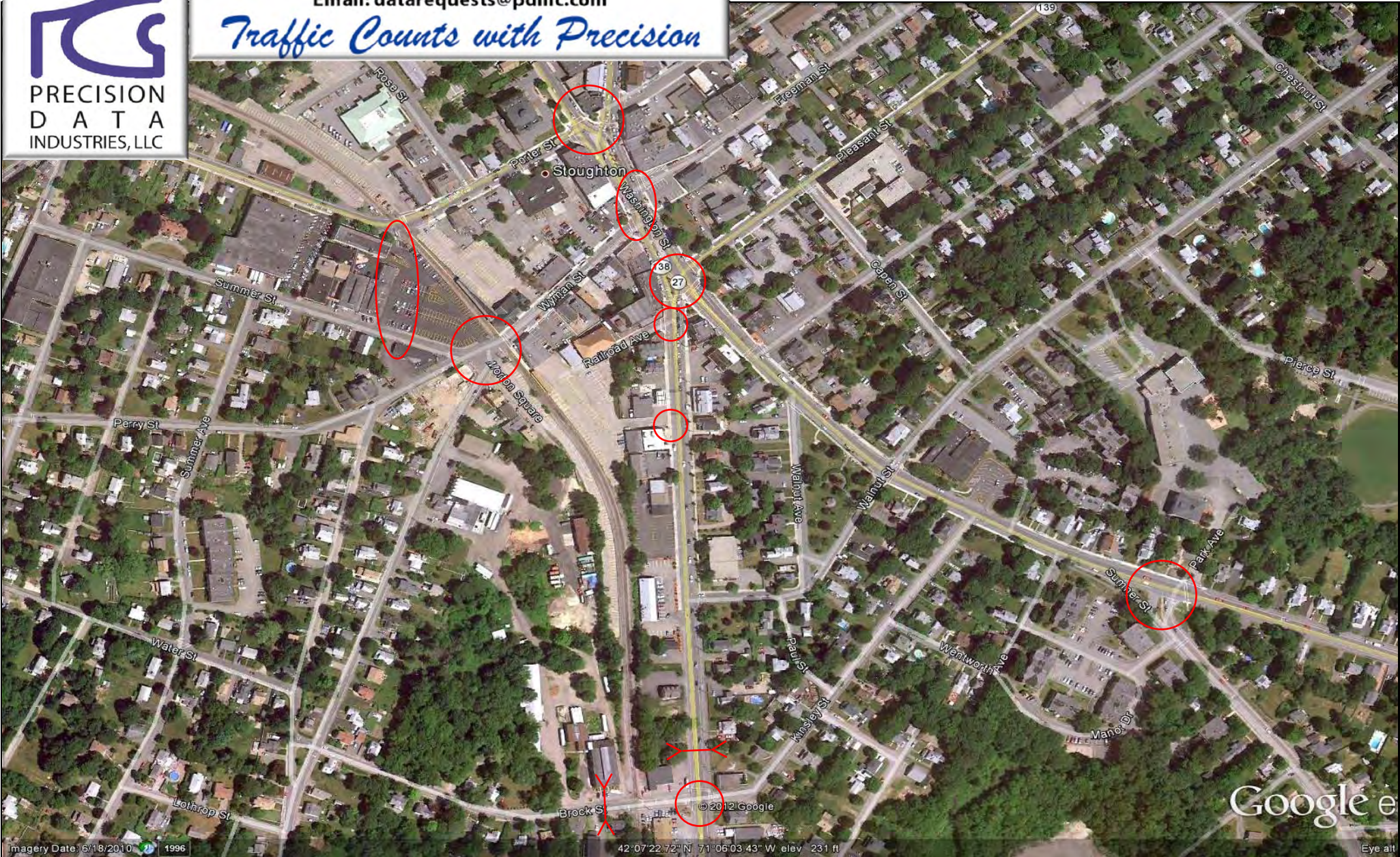
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DATA
INDUSTRIES, LLC

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Office: 508.481.3999 Fax: 508.545.1234

Email: datarequests@pdillc.com

Traffic Counts with Precision



Imagery Date: 6/18/2010 1996

42°07'22.72" N 71°06'03.43" W elev 231 ft

Eye alt

<p>Client: VHB</p>	<p>Engineer: E. Chan</p>	<p>Site Code: 10111.34</p>	<p>Date: Wed 4/11 thru Thurs 4/12/12</p>	<p>PDI Job Number: 122868</p>	<p>City, State: Stoughton, MA</p>
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D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

Washington Street (Route 138)
north of Kinsley Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

122868 A Class
Site Code: 10111.34

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
2	0	24	3	0	0	0	0	0	0	0	0	0	0	27
01:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
02:00	0	7	2	0	1	1	0	0	0	0	0	0	0	11
03:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
04:00	0	21	6	0	3	0	0	0	0	0	0	0	0	30
05:00	0	121	37	1	3	3	0	0	1	0	0	0	0	166
06:00	1	406	61	0	9	1	0	9	1	0	0	0	0	488
07:00	3	490	71	4	12	2	0	1	1	0	0	0	0	584
08:00	1	415	76	2	11	6	2	3	2	0	0	0	0	518
09:00	1	350	64	1	14	5	1	1	1	0	0	0	0	438
10:00	4	278	64	1	9	2	1	5	1	0	0	0	0	365
11:00	4	292	54	3	4	7	2	2	3	1	0	0	0	372
12 PM	4	303	61	3	13	2	0	2	7	0	0	0	0	395
13:00	4	322	47	1	11	3	0	0	0	0	0	0	0	388
14:00	6	303	60	2	7	2	1	1	1	0	0	0	0	383
15:00	2	324	51	1	16	2	0	2	0	0	0	0	0	398
16:00	5	312	49	3	3	1	0	0	0	0	0	0	0	373
17:00	3	323	40	0	5	1	0	0	1	0	0	0	0	373
18:00	1	300	34	1	3	3	0	3	0	0	0	0	0	345
19:00	4	264	32	1	4	2	0	0	0	0	0	0	0	307
20:00	1	186	21	0	2	2	0	0	0	0	0	0	0	212
21:00	1	126	14	0	0	0	0	1	1	0	0	0	0	143
22:00	0	81	3	0	0	0	0	0	0	0	0	0	0	84
23:00	0	38	6	0	1	0	0	0	0	0	0	0	0	45
Total	45	5306	864	24	131	45	7	30	20	1	0	0	0	6473
Percent	0.7%	82.0%	13.3%	0.4%	2.0%	0.7%	0.1%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	08:00	07:00	09:00	11:00	08:00	06:00	11:00	11:00				07:00
Vol.	4	490	76	4	14	7	2	9	3	1				584
PM Peak	14:00	15:00	12:00	12:00	15:00	13:00	14:00	18:00	12:00					15:00
Vol.	6	324	61	3	16	3	1	3	7					398



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04/11/1														
2	0	25	5	0	0	1	0	0	0	0	0	0	0	31
01:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
04:00	0	27	5	1	1	1	0	0	1	0	0	0	0	36
05:00	0	115	34	0	2	2	0	0	2	0	0	0	0	155
06:00	0	412	70	0	17	2	0	8	3	0	0	0	0	512
07:00	1	477	55	3	11	1	1	1	3	0	0	0	0	553
08:00	0	440	63	2	13	6	0	4	1	0	0	0	0	529
09:00	2	321	60	1	12	8	2	1	3	0	0	0	0	410
10:00	5	305	61	3	14	2	1	2	2	0	0	0	0	395
11:00	0	262	73	2	9	5	0	5	2	0	0	0	0	358
12 PM	2	325	54	4	8	1	0	0	2	0	0	0	0	396
13:00	4	299	62	2	7	6	0	1	6	0	0	0	0	387
14:00	1	322	54	1	6	5	0	1	4	0	0	0	0	394
15:00	5	305	48	1	6	2	0	1	0	0	0	0	0	368
16:00	2	333	52	1	7	0	0	0	0	0	0	0	0	395
17:00	4	343	37	1	5	3	0	3	1	0	0	0	0	397
18:00	2	304	32	0	3	0	0	0	0	0	0	0	0	341
19:00	4	264	22	0	5	2	0	0	0	0	0	0	0	297
20:00	0	201	28	0	2	0	0	0	0	0	0	0	0	231
21:00	0	146	9	0	0	0	0	1	1	0	0	0	0	157
22:00	2	99	7	0	1	0	0	0	0	0	0	0	0	109
23:00	0	51	4	0	0	0	0	0	0	0	0	0	0	55
Total	34	5406	838	22	129	47	4	28	31	0	0	0	0	6539
Percent	0.5%	82.7%	12.8%	0.3%	2.0%	0.7%	0.1%	0.4%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	11:00	07:00	06:00	09:00	09:00	06:00	06:00					07:00
Vol.	5	477	73	3	17	8	2	8	3					553
PM Peak	15:00	17:00	13:00	12:00	12:00	13:00		17:00	13:00					17:00
Vol.	5	343	62	4	8	6		3	6					397



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04/12/1														
2	0	15	10	0	0	0	0	0	0	0	0	0	0	25
01:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
02:00	0	8	1	0	0	1	0	0	1	0	0	0	0	11
03:00	0	10	1	0	0	0	0	0	1	0	0	0	0	12
04:00	0	27	6	0	2	2	0	0	0	0	0	0	0	37
05:00	0	100	32	2	7	0	0	0	0	0	0	0	0	141
06:00	1	398	63	2	7	4	0	7	4	0	0	0	0	486
07:00	0	489	63	2	8	1	0	2	1	0	0	0	0	566
08:00	2	435	64	0	9	5	0	1	3	0	0	0	0	519
09:00	0	302	59	0	7	6	1	2	3	1	0	0	0	381
10:00	1	278	43	2	14	4	0	1	2	0	0	0	0	345
11:00	2	310	58	3	11	6	0	3	2	0	0	0	0	395
12 PM	2	302	50	1	13	2	0	2	4	0	0	0	0	376
13:00	1	302	68	3	8	3	0	3	3	0	0	0	0	391
14:00	5	329	53	1	11	6	0	0	0	0	0	0	0	405
15:00	1	332	50	1	11	7	0	1	1	0	0	0	0	404
16:00	5	301	44	0	9	6	0	3	0	0	0	1	0	369
17:00	1	334	47	1	3	2	0	0	0	0	0	0	0	388
18:00	7	339	50	1	5	1	0	0	1	0	0	0	0	404
19:00	0	258	38	0	3	1	0	0	0	0	0	0	0	300
20:00	2	216	16	0	2	0	0	0	0	0	0	0	0	236
21:00	0	136	14	0	0	0	0	1	1	0	0	0	0	152
22:00	0	83	12	0	0	1	0	0	0	0	0	0	0	96
23:00	0	59	4	0	0	0	0	0	0	0	0	0	0	63
Total	30	5374	851	19	130	58	1	26	27	1	0	1	0	6518
Percent	0.5%	82.4%	13.1%	0.3%	2.0%	0.9%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	11:00	10:00	09:00	09:00	06:00	06:00	09:00				07:00
Vol.	2	489	64	3	14	6	1	7	4	1				566
PM Peak	18:00	18:00	13:00	13:00	12:00	15:00		13:00	12:00			16:00		14:00
Vol.	7	339	68	3	13	7		3	4			1		405
Total		16086	2553	65	390	150	12	84	78	2	0	1	0	19530



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04/10/1														
2	1	40	6	0	0	0	0	0	0	0	0	0	0	47
01:00	0	23	2	0	1	0	0	0	0	0	0	0	0	26
02:00	0	10	1	0	0	1	0	0	0	0	0	0	0	12
03:00	1	3	2	0	0	1	0	0	0	0	0	0	0	7
04:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
05:00	0	36	11	1	2	0	0	0	0	0	0	0	0	50
06:00	1	114	26	1	3	0	0	3	0	0	0	0	0	148
07:00	0	258	54	6	8	4	1	1	0	0	0	0	0	332
08:00	3	287	50	2	7	4	0	1	0	0	0	0	0	354
09:00	0	235	40	2	17	2	0	4	1	0	0	0	0	301
10:00	1	276	48	1	15	2	0	1	1	0	0	0	0	345
11:00	1	327	63	1	13	6	0	0	0	1	0	0	0	412
12 PM	1	297	45	1	18	3	0	2	0	2	0	0	0	369
13:00	3	338	55	1	17	3	0	2	0	0	0	0	0	419
14:00	2	394	63	2	16	3	0	0	1	0	0	0	0	481
15:00	2	407	57	5	16	2	0	3	1	0	0	0	0	493
16:00	0	501	97	0	12	1	0	5	0	0	0	0	0	616
17:00	7	626	85	0	10	1	0	2	0	0	0	0	0	731
18:00	1	501	46	3	6	1	1	1	0	0	0	0	0	560
19:00	1	357	38	0	8	0	0	1	0	0	0	0	0	405
20:00	0	247	29	1	2	1	0	0	0	0	0	0	0	280
21:00	0	202	18	0	3	0	0	0	0	0	0	0	0	223
22:00	0	93	9	0	4	0	0	1	0	0	0	0	0	107
23:00	0	66	4	0	1	0	0	0	0	0	0	0	0	71
Total	25	5649	851	27	180	35	2	27	4	3	0	0	0	6803
Percent	0.4%	83.0%	12.5%	0.4%	2.6%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	07:00	09:00	11:00	07:00	09:00	09:00	11:00				11:00
Vol.	3	327	63	6	17	6	1	4	1	1				412
PM Peak	17:00	17:00	16:00	15:00	12:00	12:00	18:00	16:00	14:00	12:00				17:00
Vol.	7	626	97	5	18	3	1	5	1	2				731



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04/11/1														
2	1	34	2	0	1	0	0	0	0	0	0	0	0	38
01:00	0	22	3	0	1	0	0	0	0	0	0	0	0	26
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	16	7	0	1	1	1	0	1	0	0	0	0	27
05:00	0	35	15	0	3	1	0	0	0	0	0	0	0	54
06:00	0	122	23	1	4	2	0	0	3	0	0	0	0	155
07:00	1	254	50	0	12	5	0	2	1	0	0	0	0	325
08:00	3	256	56	6	10	4	0	3	2	0	0	0	0	340
09:00	2	263	48	2	16	5	0	0	1	0	0	0	0	337
10:00	2	298	49	1	16	3	0	3	2	0	0	0	0	374
11:00	1	351	69	4	14	2	0	3	3	0	0	0	0	447
12 PM	3	358	64	4	13	2	0	2	2	0	0	0	0	448
13:00	4	316	60	1	9	3	0	0	5	0	0	0	0	398
14:00	3	362	61	2	10	2	0	1	1	0	0	0	0	442
15:00	4	408	86	6	10	4	0	4	2	0	0	0	0	524
16:00	2	522	99	1	17	3	0	4	0	0	0	0	0	648
17:00	3	617	60	1	8	5	0	3	1	0	0	0	0	698
18:00	3	536	62	1	7	0	0	0	0	0	0	0	0	609
19:00	4	357	38	1	5	1	0	0	0	1	0	0	0	407
20:00	0	266	42	0	3	1	0	0	0	0	0	0	0	312
21:00	0	212	18	0	1	0	0	0	0	0	0	0	0	231
22:00	0	114	10	0	0	0	0	0	0	0	0	0	0	124
23:00	1	66	8	0	1	0	0	0	0	0	0	0	0	76
Total	37	5801	932	31	162	44	1	25	24	1	0	0	0	7058
Percent	0.5%	82.2%	13.2%	0.4%	2.3%	0.6%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	11:00	08:00	09:00	07:00	04:00	08:00	06:00					11:00
Vol.	3	351	69	6	16	5	1	3	3					447
PM Peak	13:00	17:00	16:00	15:00	16:00	17:00		15:00	13:00	19:00				17:00
Vol.	4	617	99	6	17	5		4	5	1				698



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04/12/1														
2	1	37	5	0	1	0	0	0	0	0	0	0	0	44
01:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
02:00	0	9	2	0	0	0	0	0	1	0	0	0	0	12
03:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
04:00	0	13	2	0	1	1	0	0	0	0	0	0	0	17
05:00	0	44	11	2	2	1	0	0	1	0	0	0	0	61
06:00	0	125	20	2	3	1	0	1	1	0	0	0	0	153
07:00	1	240	51	3	7	4	0	0	3	0	0	0	0	309
08:00	1	263	54	4	11	4	0	2	4	0	0	0	0	343
09:00	0	237	51	2	14	3	0	2	1	0	0	0	0	310
10:00	2	277	52	2	14	6	0	1	3	0	0	0	0	357
11:00	2	307	59	3	12	5	0	1	1	0	0	0	0	390
12 PM	3	302	60	1	11	5	0	4	4	0	0	0	0	390
13:00	1	319	67	2	13	5	0	0	4	0	0	0	0	411
14:00	6	364	64	3	18	8	0	4	1	0	1	0	0	469
15:00	1	433	86	7	11	2	0	2	0	0	0	0	0	542
16:00	1	493	72	1	14	1	0	5	2	0	0	0	0	589
17:00	1	665	96	1	13	1	0	2	0	0	0	0	0	779
18:00	0	529	66	1	6	0	0	2	0	0	0	0	0	604
19:00	2	377	58	0	4	1	0	0	0	0	0	0	0	442
20:00	2	270	29	0	4	0	0	0	0	0	0	0	0	305
21:00	1	200	25	0	1	0	0	0	0	0	0	0	0	227
22:00	0	119	18	0	2	0	0	0	0	0	0	0	0	139
23:00	0	85	10	0	2	0	0	0	1	0	0	0	0	98
Total	25	5735	968	34	164	48	0	26	27	0	1	0	0	7028
Percent	0.4%	81.6%	13.8%	0.5%	2.3%	0.7%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	09:00	10:00		08:00	08:00					11:00
Vol.	2	307	59	4	14	6		2	4					390
PM Peak	14:00	17:00	17:00	15:00	14:00	14:00		16:00	12:00		14:00			17:00
Vol.	6	665	96	7	18	8		5	4		1			779
Total		17185	2751	92	506	127	3	78	55	4	1	0	0	20889



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NB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/10/1																
2	0	0	0	0	8	14	3	1	1	0	0	0	0	27	39	37
01:00	0	0	0	0	3	6	7	0	1	0	0	0	0	17	42	39
02:00	0	0	1	0	3	3	2	1	1	0	0	0	0	11	37	37
03:00	0	0	0	0	0	7	3	1	0	0	0	0	0	11	41	39
04:00	0	0	0	1	1	10	14	4	0	0	0	0	0	30	44	40
05:00	1	0	1	2	15	73	63	8	3	0	0	0	0	166	43	39
06:00	0	3	8	39	126	225	78	9	0	0	0	0	0	488	40	35
07:00	2	7	19	102	204	227	23	0	0	0	0	0	0	584	37	33
08:00	19	18	29	85	209	132	26	0	0	0	0	0	0	518	36	30
09:00	0	2	14	55	162	156	46	3	0	0	0	0	0	438	38	34
10:00	0	4	12	47	110	146	42	4	0	0	0	0	0	365	39	34
11:00	1	3	3	47	138	148	31	1	0	0	0	0	0	372	38	34
12 PM	1	4	8	43	140	161	34	3	0	0	0	0	1	395	38	34
13:00	1	1	9	53	147	148	24	5	0	0	0	0	0	388	38	34
14:00	0	1	6	37	170	143	25	1	0	0	0	0	0	383	38	34
15:00	0	2	17	56	157	147	19	0	0	0	0	0	0	398	37	33
16:00	1	4	6	65	173	102	19	3	0	0	0	0	0	373	37	33
17:00	0	4	15	70	157	109	18	0	0	0	0	0	0	373	37	32
18:00	1	0	6	39	111	154	33	1	0	0	0	0	0	345	38	34
19:00	0	0	7	22	107	134	33	4	0	0	0	0	0	307	39	35
20:00	1	1	3	14	59	98	34	2	0	0	0	0	0	212	39	35
21:00	0	0	4	7	48	55	20	8	1	0	0	0	0	143	40	36
22:00	0	0	1	5	23	26	25	4	0	0	0	0	0	84	42	37
23:00	0	0	0	3	5	19	14	4	0	0	0	0	0	45	43	38

%	0.4%	0.8%	2.6%	12.2%	35.2%	37.7%	9.8%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	08:00	07:00	06:00	06:00	05:00					07:00		
Vol.	19	18	29	102	209	227	78	9	3					584		
PM Peak	12:00	12:00	15:00	17:00	16:00	12:00	12:00	21:00	21:00				12:00	15:00		
Vol.	1	4	17	70	173	161	34	8	1				1	398		
Total	28	54	169	792	2276	2443	636	67	7	0	0	0	1	6473	940	
Percent			15th Percentile :				27 MPH									
			50th Percentile :				33 MPH									
			85th Percentile :				38 MPH									
			95th Percentile :				42 MPH									

Stats
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 4293
 Percent in Pace : 66.3%
 Number of Vehicles > 35 MPH : 2639
 Percent of Vehicles > 35 MPH : 40.8%
 Mean Speed(Average) : 34 MPH



PRECISION
D A T A
INDUSTRIES, LLC

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Office: 508.481.3999 Fax: 508.545.1234
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122868 A Speed
Site Code: 10111.34

Washington Street (Route 138)
north of Kinsley Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

NB

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/11/1																													
2	0	0	0	0	2	7	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	40	36	
01:00	0	0	0	0	0	2	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	39	38	
02:00	0	0	0	0	2	5	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	39	40	
03:00	0	0	0	1	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	42	38	
04:00	0	0	1	3	5	10	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	42	38	
05:00	2	0	0	3	21	68	52	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155	42	38	
06:00	0	0	6	46	179	234	42	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	512	38	35	
07:00	1	0	24	117	236	156	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	553	36	32	
08:00	1	4	17	69	260	154	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	529	37	33	
09:00	1	0	9	75	142	153	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	410	38	33	
10:00	0	0	7	34	155	168	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	395	38	34	
11:00	0	1	9	48	154	129	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	358	37	33	
12 PM	1	0	8	23	147	178	37	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	396	38	35	
13:00	0	0	9	47	149	131	50	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	387	39	34	
14:00	1	1	9	57	155	141	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	394	38	33	
15:00	1	1	7	66	131	128	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	368	38	33	
16:00	0	2	7	83	170	111	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	395	37	33	
17:00	0	4	14	84	174	103	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	397	36	32	
18:00	0	1	10	40	131	123	31	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	341	38	34	
19:00	0	0	9	31	102	121	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	297	38	34	
20:00	0	3	2	19	68	105	32	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231	39	35	
21:00	0	0	0	10	45	74	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	40	36	
22:00	1	0	4	12	34	34	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	40	35	
23:00	0	0	0	2	17	24	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	40	37	

%	0.1%	0.3%	2.3%	13.3%	38.0%	36.3%	8.7%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak Vol.	05:00	08:00	07:00	07:00	08:00	06:00	05:00	05:00	05:00	02:00					07:00	
	2	4	24	117	260	234	52	8	1	1					553	
PM Peak Vol.	12:00	17:00	17:00	17:00	17:00	12:00	13:00	21:00	12:00						17:00	
	1	4	14	84	174	178	50	6	1						397	
Total Percent	9	17	152	872	2487	2375	572	50	4	1	0	0	0	0	6539	929
			15th Percentile :				28 MPH									
			50th Percentile :				33 MPH									
			85th Percentile :				38 MPH									
			95th Percentile :				41 MPH									

Stats	10 MPH Pace Speed :	30-39 MPH
	Number in Pace :	4442
	Percent in Pace :	67.9%
	Number of Vehicles > 35 MPH :	2526
	Percent of Vehicles > 35 MPH :	38.6%
	Mean Speed(Average) :	34 MPH



PRECISION
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122868 A Speed
Site Code: 10111.34

Washington Street (Route 138)
north of Kinsley Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

NB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/12/1																
2	0	0	0	3	7	11	1	3	0	0	0	0	0	25	39	36
01:00	0	1	0	1	5	8	1	0	0	0	0	0	0	16	38	33
02:00	0	0	1	1	2	4	2	1	0	0	0	0	0	11	38	36
03:00	0	0	0	1	3	2	6	0	0	0	0	0	0	12	42	37
04:00	0	0	0	1	4	15	14	3	0	0	0	0	0	37	42	39
05:00	1	0	1	1	12	57	52	14	3	0	0	0	0	141	43	39
06:00	0	1	13	65	148	189	67	3	0	0	0	0	0	486	39	34
07:00	1	4	18	106	249	158	30	0	0	0	0	0	0	566	37	32
08:00	0	0	15	97	245	138	22	2	0	0	0	0	0	519	37	33
09:00	0	0	10	43	132	162	34	0	0	0	0	0	0	381	38	34
10:00	0	1	13	46	121	120	38	5	1	0	0	0	0	345	39	34
11:00	0	2	8	57	163	138	26	1	0	0	0	0	0	395	37	33
12 PM	0	0	1	71	163	123	17	1	0	0	0	0	0	376	37	33
13:00	1	0	10	58	167	131	22	2	0	0	0	0	0	391	37	33
14:00	0	0	14	61	191	126	12	1	0	0	0	0	0	405	37	33
15:00	0	0	21	70	170	121	21	1	0	0	0	0	0	404	37	33
16:00	2	9	9	59	158	110	21	1	0	0	0	0	0	369	37	32
17:00	0	0	9	68	187	96	25	3	0	0	0	0	0	388	37	33
18:00	3	1	6	68	185	128	13	0	0	0	0	0	0	404	37	33
19:00	0	0	5	33	120	110	30	2	0	0	0	0	0	300	38	34
20:00	0	3	8	20	83	108	10	4	0	0	0	0	0	236	38	34
21:00	0	0	3	10	45	77	17	0	0	0	0	0	0	152	39	35
22:00	0	0	4	9	26	38	15	4	0	0	0	0	0	96	40	35
23:00	0	0	0	2	17	28	12	4	0	0	0	0	0	63	41	37

%	0.1%	0.3%	2.6%	14.6%	39.9%	33.7%	7.8%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	07:00	07:00	07:00	07:00	06:00	06:00	05:00	05:00					07:00		
Vol.	1	4	18	106	249	189	67	14	3					566		
PM Peak	18:00	16:00	15:00	12:00	14:00	13:00	19:00	20:00						14:00		
Vol.	3	9	21	71	191	131	30	4						405		
Total	8	22	169	951	2603	2198	508	55	4	0	0	0	0	6518	924	
Percent			15th Percentile :			27 MPH										
			50th Percentile :			33 MPH										
			85th Percentile :			38 MPH										
			95th Percentile :			41 MPH										

Stats	10 MPH Pace Speed :	29-38 MPH
	Number in Pace :	4407
	Percent in Pace :	67.6%
	Number of Vehicles > 35 MPH :	2336
	Percent of Vehicles > 35 MPH :	35.8%
	Mean Speed(Average) :	33 MPH



PRECISION
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122868 A Speed
Site Code: 10111.34

Washington Street (Route 138)
north of Kinsley Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

SB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/10/1																
2	0	0	0	5	9	14	16	3	0	0	0	0	0	47	42	37
01:00	0	0	0	2	5	12	4	2	1	0	0	0	0	26	41	37
02:00	0	0	0	0	1	3	8	0	0	0	0	0	0	12	43	40
03:00	0	2	0	0	2	3	0	0	0	0	0	0	0	7	36	28
04:00	0	0	0	0	2	5	5	2	0	0	0	0	0	14	43	40
05:00	0	0	0	4	10	21	12	3	0	0	0	0	0	50	41	37
06:00	0	0	3	26	37	54	23	5	0	0	0	0	0	148	40	35
07:00	3	4	23	74	119	81	23	4	0	0	0	1	0	332	37	32
08:00	0	7	22	65	120	116	21	3	0	0	0	0	0	354	37	32
09:00	0	0	12	57	110	96	22	4	0	0	0	0	0	301	38	33
10:00	0	1	7	48	136	127	23	3	0	0	0	0	0	345	38	34
11:00	2	7	16	75	154	128	24	6	0	0	0	0	0	412	37	32
12 PM	0	3	16	76	140	112	18	4	0	0	0	0	0	369	37	32
13:00	0	19	17	68	162	121	27	4	1	0	0	0	0	419	37	32
14:00	3	2	16	92	190	146	26	4	2	0	0	0	0	481	37	33
15:00	0	11	21	81	198	149	27	6	0	0	0	0	0	493	37	32
16:00	0	1	18	97	280	191	24	5	0	0	0	0	0	616	37	33
17:00	10	17	49	191	281	160	21	2	0	0	0	0	0	731	36	30
18:00	1	2	17	80	241	177	39	3	0	0	0	0	0	560	37	33
19:00	0	0	5	48	159	150	39	4	0	0	0	0	0	405	38	34
20:00	1	4	13	37	86	97	41	1	0	0	0	0	0	280	39	34
21:00	0	0	4	24	81	78	29	7	0	0	0	0	0	223	39	35
22:00	0	0	2	9	21	44	22	7	2	0	0	0	0	107	42	37
23:00	0	0	0	4	12	22	27	6	0	0	0	0	0	71	43	38

%	0.3%	1.2%	3.8%	17.1%	37.6%	31.0%	7.7%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	11:00	11:00	11:00	11:00	11:00	01:00				07:00		11:00	
Vol.	3	7	23	75	154	128	24	6	1				1		412	
PM Peak	17:00	13:00	17:00	17:00	17:00	16:00	20:00	21:00	14:00						17:00	
Vol.	10	19	49	191	281	191	41	7	2						731	
Total	20	80	261	1163	2556	2107	521	88	6	0	0	1	0	6803	932	
Percent			15th Percentile :			26 MPH										
			50th Percentile :			32 MPH										
			85th Percentile :			38 MPH										
			95th Percentile :			41 MPH										

Stats
 10 MPH Pace Speed : 29-38 MPH
 Number in Pace : 4321
 Percent in Pace : 63.5%
 Number of Vehicles > 35 MPH : 2301
 Percent of Vehicles > 35 MPH : 33.8%
 Mean Speed(Average) : 33 MPH



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Washington Street (Route 138)
north of Kinsley Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

SB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/11/1	14	19	24	29	34	39	44	49	54	59	64	69	9999			
2	0	0	1	4	7	14	10	2	0	0	0	0	0	38	41	36
01:00	0	0	0	1	5	8	9	3	0	0	0	0	0	26	43	39
02:00	0	0	1	0	3	1	4	1	0	0	0	0	0	10	42	37
03:00	0	0	0	0	1	3	1	3	0	0	0	0	0	8	46	41
04:00	0	0	1	1	7	11	6	1	0	0	0	0	0	27	41	36
05:00	0	0	1	3	6	27	14	3	0	0	0	0	0	54	41	37
06:00	0	0	5	24	48	53	21	2	1	1	0	0	0	155	39	34
07:00	1	2	33	63	98	91	33	4	0	0	0	0	0	325	38	32
08:00	0	1	24	57	143	101	10	4	0	0	0	0	0	340	37	32
09:00	1	3	13	43	120	113	40	4	0	0	0	0	0	337	39	34
10:00	0	2	15	37	144	147	28	1	0	0	0	0	0	374	38	34
11:00	0	2	20	65	191	147	19	3	0	0	0	0	0	447	37	33
12 PM	0	1	11	55	169	167	41	3	0	1	0	0	0	448	38	34
13:00	1	6	27	57	139	133	32	2	1	0	0	0	0	398	38	33
14:00	0	13	8	64	180	143	29	5	0	0	0	0	0	442	38	33
15:00	4	5	22	83	193	177	37	3	0	0	0	0	0	524	38	33
16:00	6	10	48	142	242	161	37	2	0	0	0	0	0	648	37	31
17:00	3	14	58	147	283	165	25	3	0	0	0	0	0	698	36	31
18:00	3	4	14	117	207	199	62	3	0	0	0	0	0	609	38	33
19:00	1	1	11	49	142	166	33	4	0	0	0	0	0	407	38	34
20:00	0	1	7	30	93	135	40	5	1	0	0	0	0	312	39	35
21:00	0	0	3	16	63	98	43	7	1	0	0	0	0	231	40	36
22:00	0	2	8	13	37	40	18	4	2	0	0	0	0	124	40	34
23:00	1	0	1	6	17	24	24	3	0	0	0	0	0	76	42	36

%	0.3%	0.9%	4.7%	15.3%	36.0%	32.9%	8.7%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	07:00	09:00	07:00	11:00	11:00	10:00	09:00	07:00	06:00	06:00				11:00		
PM Peak Vol.	16:00	17:00	17:00	17:00	17:00	18:00	18:00	21:00	22:00	12:00				17:00		
Total Percent	21	67	332	1077	2538	2324	616	75	6	2	0	0	0	7058	944	
			15th Percentile :				26 MPH									
			50th Percentile :				32 MPH									
			85th Percentile :				38 MPH									
			95th Percentile :				41 MPH									

Stats
 10 MPH Pace Speed : 29-38 MPH
 Number in Pace : 4455
 Percent in Pace : 63.1%
 Number of Vehicles > 35 MPH : 2549
 Percent of Vehicles > 35 MPH : 36.1%
 Mean Speed(Average) : 33 MPH



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Washington Street (Route 138)
north of Kinsley Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

SB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/12/1																
2	0	0	0	2	6	17	14	5	0	0	0	0	0	44	43	39
01:00	0	0	0	1	5	12	4	3	0	0	0	0	0	25	43	38
02:00	0	0	0	0	1	6	4	1	0	0	0	0	0	12	42	39
03:00	0	0	0	0	3	3	4	2	0	0	0	0	0	12	42	39
04:00	0	0	0	0	4	10	2	1	0	0	0	0	0	17	38	37
05:00	0	0	0	2	7	29	19	3	1	0	0	0	0	61	42	38
06:00	0	0	7	30	44	47	24	1	0	0	0	0	0	153	39	34
07:00	3	3	19	69	102	86	25	2	0	0	0	0	0	309	37	32
08:00	1	7	19	80	126	87	22	1	0	0	0	0	0	343	37	32
09:00	0	2	8	45	102	114	36	3	0	0	0	0	0	310	39	34
10:00	0	0	20	51	133	115	34	4	0	0	0	0	0	357	38	33
11:00	0	1	16	59	146	129	34	5	0	0	0	0	0	390	38	33
12 PM	1	3	17	65	135	136	29	3	1	0	0	0	0	390	38	33
13:00	0	7	31	61	151	128	32	1	0	0	0	0	0	411	37	32
14:00	3	6	17	105	188	119	28	3	0	0	0	0	0	469	37	32
15:00	0	6	25	93	227	151	37	3	0	0	0	0	0	542	37	33
16:00	1	16	19	82	219	202	48	2	0	0	0	0	0	589	38	33
17:00	1	6	36	179	335	176	44	2	0	0	0	0	0	779	36	32
18:00	6	6	25	113	242	168	36	5	3	0	0	0	0	604	37	32
19:00	1	0	24	80	153	149	33	2	0	0	0	0	0	442	38	33
20:00	1	2	10	44	105	100	37	4	2	0	0	0	0	305	39	34
21:00	0	0	3	21	55	92	51	4	1	0	0	0	0	227	41	36
22:00	0	0	3	20	30	46	36	3	1	0	0	0	0	139	41	36
23:00	0	0	3	8	15	44	17	8	2	1	0	0	0	98	42	37

%	0.3%	0.9%	4.3%	17.2%	36.1%	30.8%	9.2%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	07:00	08:00	10:00	08:00	11:00	11:00	09:00	00:00	05:00					11:00		
PM Peak Vol.	18:00	16:00	17:00	17:00	17:00	16:00	21:00	23:00	18:00	23:00				17:00		
Total Percent	18	65	302	1210	2534	2166	650	71	11	1	0	0	0	7028	939	
			15th Percentile :			26 MPH										
			50th Percentile :			32 MPH										
			85th Percentile :			38 MPH										
			95th Percentile :			41 MPH										

Stats
 10 MPH Pace Speed : 29-38 MPH
 Number in Pace : 4367
 Percent in Pace : 62.1%
 Number of Vehicles > 35 MPH : 2465
 Percent of Vehicles > 35 MPH : 35.1%
 Mean Speed(Average) : 33 MPH



PRECISION
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Washington Street (Route 138)
north of Kinsley Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

122868 A Volume
Site Code: 10111.34

Start Time	A.M.	NB	P.M.	A.M.	SB	P.M.	A.M.	Combined	P.M.	10-Apr-12 Tue		
12:00	9		98	21		91	30		189			
12:15	7		113	9		92	16		205			
12:30	5		87	6		96	11		183			
12:45	6	27	97	395	11	47	90	369	17	74	187	764
01:00	5		80	10		131	15		211			
01:15	7		92	5		103	12		195			
01:30	1		123	6		90	7		213			
01:45	4	17	93	388	5	26	95	419	9	43	188	807
02:00	2		107	3		113	5		220			
02:15	1		77	5		125	6		202			
02:30	6		89	2		126	8		215			
02:45	2	11	110	383	2	12	117	481	4	23	227	864
03:00	4		99	0		118	4		217			
03:15	2		93	4		129	6		222			
03:30	2		94	2		115	4		209			
03:45	3	11	112	398	1	7	131	493	4	18	243	891
04:00	5		76	4		158	9		234			
04:15	10		90	2		164	12		254			
04:30	5		118	1		124	6		242			
04:45	10	30	89	373	7	14	170	616	17	44	259	989
05:00	25		101	10		196	35		297			
05:15	29		99	6		162	35		261			
05:30	52		79	9		197	61		276			
05:45	60	166	94	373	25	50	176	731	85	216	270	1104
06:00	81		90	10		144	91		234			
06:15	129		86	25		157	154		243			
06:30	137		85	42		148	179		233			
06:45	141	488	84	345	71	148	111	560	212	636	195	905
07:00	131		94	65		116	196		210			
07:15	140		80	79		125	219		205			
07:30	166		74	91		85	257		159			
07:45	147	584	59	307	97	332	79	405	244	916	138	712
08:00	140		57	98		89	238		146			
08:15	138		55	89		68	227		123			
08:30	113		59	93		66	206		125			
08:45	127	518	41	212	74	354	57	280	201	872	98	492
09:00	124		40	81		73	205		113			
09:15	98		40	75		55	173		95			
09:30	125		39	78		46	203		85			
09:45	91	438	24	143	67	301	49	223	158	739	73	366
10:00	96		28	67		36	163		64			
10:15	86		24	103		23	189		47			
10:30	98		17	94		30	192		47			
10:45	85	365	15	84	81	345	18	107	166	710	33	191
11:00	84		10	100		13	184		23			
11:15	107		8	111		28	218		36			
11:30	86		15	95		20	181		35			
11:45	95	372	12	45	106	412	10	71	201	784	22	116
Total	3027		3446	2048		4755	5075		8201			
Percent	59.6%		42.0%	40.4%		58.0%						
Day Total		6473			6803			13276				
Peak	07:15		01:15	11:00		05:00		07:30		05:00		
Vol.	593		415	412		731		966		1104		
P.H.F.	0.893		0.843	0.928		0.928		0.940		0.929		



PRECISION
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Washington Street (Route 138)
north of Kinsley Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

122868 A Volume
Site Code: 10111.34

Start Time	A.M.	NB	P.M.	A.M.	SB	P.M.	A.M.	Combined	P.M.	11-Apr-12 Wed		
12:00	6		85	11		109	17		194			
12:15	9		102	12		120	21		222			
12:30	10		97	6		108	16		205			
12:45	6	31	112	396	9	38	111	448	15	69	223	844
01:00	3		89		11		93		14		182	
01:15	3		102		7		103		10		205	
01:30	4		98		5		100		9		198	
01:45	2	12	98	387	3	26	102	398	5	38	200	785
02:00	2		90		2		105		4		195	
02:15	2		98		2		101		4		199	
02:30	4		100		4		117		8		217	
02:45	3	11	106	394	2	10	119	442	5	21	225	836
03:00	3		97		0		120		3		217	
03:15	1		72		2		138		3		210	
03:30	3		86		5		117		8		203	
03:45	3	10	113	368	1	8	149	524	4	18	262	892
04:00	4		102		7		153		11		255	
04:15	5		91		6		158		11		249	
04:30	14		93		5		143		19		236	
04:45	13	36	109	395	9	27	194	648	22	63	303	1043
05:00	23		100		7		152		30		252	
05:15	27		97		10		178		37		275	
05:30	50		98		11		185		61		283	
05:45	55	155	102	397	26	54	183	698	81	209	285	1095
06:00	90		95		15		176		105		271	
06:15	135		87		36		138		171		225	
06:30	126		87		33		166		159		253	
06:45	161	512	72	341	71	155	129	609	232	667	201	950
07:00	112		82		64		119		176		201	
07:15	137		83		79		108		216		191	
07:30	145		58		82		98		227		156	
07:45	159	553	74	297	100	325	82	407	259	878	156	704
08:00	143		58		89		72		232		130	
08:15	142		58		71		82		213		140	
08:30	122		70		90		87		212		157	
08:45	122	529	45	231	90	340	71	312	212	869	116	543
09:00	125		39		79		61		204		100	
09:15	101		44		83		58		184		102	
09:30	92		36		94		62		186		98	
09:45	92	410	38	157	81	337	50	231	173	747	88	388
10:00	89		32		80		37		169		69	
10:15	102		32		98		32		200		64	
10:30	101		24		107		27		208		51	
10:45	103	395	21	109	89	374	28	124	192	769	49	233
11:00	106		22		117		20		223		42	
11:15	90		9		114		20		204		29	
11:30	81		12		112		19		193		31	
11:45	81	358	12	55	104	447	17	76	185	805	29	131
Total	3012		3527		2141		4917		5153		8444	
Percent	58.5%		41.8%		41.5%		58.2%					
Day Total		6539				7058				13597		
Peak	07:30		04:45		11:00		05:15		07:15		05:15	
Vol.	589		404		447		722		934		1114	
P.H.F.	0.926		0.894		0.955		0.976		0.902		0.977	



PRECISION
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Washington Street (Route 138)
north of Kinsley Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

122868 A Volume
Site Code: 10111.34

Start Time	A.M.	NB	P.M.	A.M.	SB	P.M.	A.M.	Combined	P.M.	12-Apr-12 Thu		
12:00	7		88	14		90	21		178			
12:15	8		94	15		96	23		190			
12:30	5		88	9		111	14		199			
12:45	5	25	106	376	6	44	93	390	11	69	199	766
01:00	6		97	6		96	12		193			
01:15	4		99	8		103	12		202			
01:30	5		100	5		105	10		205			
01:45	1	16	95	391	6	25	107	411	7	41	202	802
02:00	3		99	5		105	8		204			
02:15	3		98	5		112	8		210			
02:30	2		97	1		127	3		224			
02:45	3	11	111	405	1	12	125	469	4	23	236	874
03:00	0		93	3		132	3		225			
03:15	6		105	2		142	8		247			
03:30	2		108	4		125	6		233			
03:45	4	12	98	404	3	12	143	542	7	24	241	946
04:00	4		99	6		136	10		235			
04:15	12		91	3		141	15		232			
04:30	7		74	5		148	12		222			
04:45	14	37	105	369	3	17	164	589	17	54	269	958
05:00	14		101	13		197	27		298			
05:15	29		98	10		178	39		276			
05:30	42		94	16		226	58		320			
05:45	56	141	95	388	22	61	178	779	78	202	273	1167
06:00	78		117	20		153	98		270			
06:15	139		115	35		157	174		272			
06:30	127		75	39		161	166		236			
06:45	142	486	97	404	59	153	133	604	201	639	230	1008
07:00	120		96	63		110	183		206			
07:15	156		62	65		143	221		205			
07:30	156		81	81		95	237		176			
07:45	134	566	61	300	100	309	94	442	234	875	155	742
08:00	129		58	76		95	205		153			
08:15	139		63	91		72	230		135			
08:30	124		55	96		85	220		140			
08:45	127	519	60	236	80	343	53	305	207	862	113	541
09:00	97		50	87		67	184		117			
09:15	102		39	69		59	171		98			
09:30	105		36	76		56	181		92			
09:45	77	381	27	152	78	310	45	227	155	691	72	379
10:00	87		26	88		40	175		66			
10:15	76		22	81		29	157		51			
10:30	99		24	106		37	205		61			
10:45	83	345	24	96	82	357	33	139	165	702	57	235
11:00	82		24	100		34	182		58			
11:15	111		12	105		24	216		36			
11:30	97		16	87		20	184		36			
11:45	105	395	11	63	98	390	20	98	203	785	31	161
Total	2934		3584		2033		4995		4967		8579	
Percent	59.1%		41.8%		40.9%		58.2%					
Day Total		6518			7028				13546			
Peak	07:15		05:30		10:30		05:00		07:30		05:00	
Vol.	575		421		393		779		906		1167	
P.H.F.	0.921		0.900		0.927		0.862		0.956		0.912	



PRECISION
D A T A
INDUSTRIES, LLC

Brock Street
west of Washington Street (Route 138)
City, State: Stoughton, MA
Client: VHB/ E. Chan

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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

122868 B Class
Site Code: 10111.34

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	7	9	0	1	0	0	0	0	0	0	0	0	17
06:00	0	33	6	3	1	0	0	0	0	0	0	0	0	43
07:00	0	87	37	0	5	0	0	0	0	0	0	0	0	129
08:00	0	110	22	1	5	0	0	0	0	0	0	0	0	138
09:00	1	62	15	0	5	0	0	0	0	0	0	0	0	83
10:00	1	51	13	0	6	0	0	0	0	0	0	0	0	71
11:00	0	44	17	0	6	0	0	0	0	0	0	0	0	67
12 PM	0	49	14	0	2	0	0	0	0	0	0	0	0	65
13:00	2	49	19	0	4	0	0	1	0	0	0	0	0	75
14:00	0	81	19	2	2	0	0	0	0	0	0	0	0	104
15:00	0	83	28	1	7	0	0	0	0	0	0	0	0	119
16:00	0	93	31	0	4	0	0	1	0	0	0	0	0	129
17:00	2	109	40	0	8	0	0	0	0	0	0	0	0	159
18:00	0	94	23	0	4	0	0	0	0	0	0	0	0	121
19:00	2	54	28	0	4	0	0	0	0	0	0	0	0	88
20:00	0	39	10	0	1	0	0	0	0	0	0	0	0	50
21:00	0	20	4	0	1	0	0	0	0	0	0	0	0	25
22:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Total	8	1086	339	7	67	0	0	2	0	0	0	0	0	1509
Percent	0.5%	72.0%	22.5%	0.5%	4.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	07:00	06:00	10:00									08:00
Vol.	1	110	37	3	6									138
PM Peak	13:00	17:00	17:00	14:00	17:00			13:00						17:00
Vol.	2	109	40	2	8			1						159



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Brock Street
west of Washington Street (Route 138)
City, State: Stoughton, MA
Client: VHB/ E. Chan

122868 B Class
Site Code: 10111.34

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
05:00	0	6	9	0	0	0	0	0	0	0	0	0	0	15
06:00	0	34	4	3	3	0	0	0	0	0	0	0	0	44
07:00	0	73	26	0	7	0	0	0	0	0	0	0	0	106
08:00	0	96	26	1	6	0	0	1	0	0	0	0	0	130
09:00	0	48	13	0	4	0	0	0	0	0	0	0	0	65
10:00	1	45	13	0	2	0	0	0	0	0	0	0	0	61
11:00	0	47	17	0	6	0	0	0	0	0	0	0	0	70
12 PM	0	52	12	1	4	0	0	1	0	0	0	0	0	70
13:00	2	52	16	0	5	0	0	0	0	0	0	0	0	75
14:00	0	64	39	3	4	0	0	0	0	0	0	0	0	110
15:00	0	84	29	1	6	1	0	1	0	0	0	0	0	122
16:00	1	113	36	0	10	0	0	1	0	0	0	0	0	161
17:00	2	122	41	0	10	0	0	0	0	0	0	0	0	175
18:00	0	81	24	0	4	0	0	0	0	0	0	0	0	109
19:00	0	57	18	0	2	0	0	0	0	0	0	0	0	77
20:00	0	26	7	0	2	0	0	0	0	0	0	0	0	35
21:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
22:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Total	6	1042	336	9	75	2	0	4	0	0	0	0	0	1474
Percent	0.4%	70.7%	22.8%	0.6%	5.1%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	07:00	06:00	07:00	04:00		08:00						08:00
Vol.	1	96	26	3	7	1		1						130
PM Peak	13:00	17:00	17:00	14:00	16:00	15:00		12:00						17:00
Vol.	2	122	41	3	10	1		1						175



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Brock Street
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City, State: Stoughton, MA
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122868 B Class
Site Code: 10111.34

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/12/1														
2	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	4	1	0	0	1	0	0	0	0	0	0	0	6
05:00	0	6	6	0	1	0	0	0	0	0	0	0	0	13
06:00	0	31	9	2	4	0	0	0	0	0	0	0	0	46
07:00	0	71	17	1	3	0	0	0	0	0	0	0	0	92
08:00	1	94	25	0	5	0	0	1	0	0	0	0	0	126
09:00	3	61	19	0	2	0	0	0	0	0	0	0	0	85
10:00	0	46	17	0	3	0	0	1	0	0	0	0	0	67
11:00	0	56	20	0	2	0	0	0	0	0	0	0	0	78
12 PM	0	46	16	0	3	0	0	0	0	0	0	0	0	65
13:00	1	49	10	0	2	0	0	0	0	0	0	0	0	62
14:00	0	76	34	3	4	0	0	0	0	0	0	0	0	117
15:00	1	82	29	1	9	1	0	0	0	0	0	0	0	123
16:00	1	88	26	0	7	0	0	2	0	0	0	0	0	124
17:00	0	103	28	0	5	0	0	0	0	0	0	0	0	136
18:00	0	93	19	0	5	0	0	0	0	0	0	0	0	117
19:00	0	53	17	0	3	0	0	0	0	0	0	0	0	73
20:00	0	38	9	0	2	0	0	0	0	0	0	0	0	49
21:00	0	12	5	0	1	0	0	0	0	0	0	0	0	18
22:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Total	7	1035	310	7	61	2	0	4	0	0	0	0	0	1426
Percent	0.5%	72.6%	21.7%	0.5%	4.3%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	06:00	08:00	04:00		08:00						08:00
Vol.	3	94	25	2	5	1		1						126
PM Peak	13:00	17:00	14:00	14:00	15:00	15:00		16:00						17:00
Vol.	1	103	34	3	9	1		2						136
Total		3163	985	23	203	4	0	10	0	0	0	0	0	4409



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

Brock Street
west of Washington Street (Route 138)
City, State: Stoughton, MA
Client: VHB/ E. Chan

122868 B Class
Site Code: 10111.34

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	71	13	0	3	0	0	0	0	0	0	0	0	87
07:00	0	169	22	2	2	0	0	0	0	0	0	0	0	195
08:00	0	128	22	0	3	0	0	0	0	0	0	0	0	153
09:00	0	48	16	0	6	0	0	0	0	0	0	0	0	70
10:00	2	46	19	0	4	1	0	0	0	0	0	0	0	72
11:00	1	76	21	0	2	0	0	0	0	0	0	0	0	100
12 PM	0	61	11	0	2	0	1	0	0	0	0	0	0	75
13:00	1	62	17	0	2	1	0	0	1	0	0	0	0	84
14:00	2	89	24	0	5	0	0	0	0	0	0	0	0	120
15:00	2	90	20	3	5	0	0	1	0	0	0	0	0	121
16:00	0	123	37	0	3	0	0	0	0	0	0	0	0	163
17:00	1	142	37	0	8	1	0	0	0	0	0	0	0	189
18:00	0	97	18	0	0	0	0	0	0	0	0	0	0	115
19:00	1	59	12	0	1	0	0	0	0	0	0	0	0	73
20:00	0	37	8	1	0	0	0	0	0	0	0	0	0	46
21:00	0	42	4	0	0	0	0	0	0	0	0	0	0	46
22:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	10	1374	307	6	46	3	1	1	1	0	0	0	0	1749
Percent	0.6%	78.6%	17.6%	0.3%	2.6%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	07:00	09:00	10:00								07:00
Vol.	2	169	22	2	6	1								195
PM Peak	14:00	17:00	16:00	15:00	17:00	13:00	12:00	15:00	13:00					17:00
Vol.	2	142	37	3	8	1	1	1	1					189



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Brock Street
west of Washington Street (Route 138)
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Client: VHB/ E. Chan

122868 B Class
Site Code: 10111.34

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
2	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
06:00	0	65	12	1	0	0	0	0	0	0	0	0	0	78
07:00	0	164	22	2	3	0	0	0	0	0	0	0	0	191
08:00	0	120	19	2	5	0	0	0	0	0	0	0	0	146
09:00	0	48	21	0	6	0	0	0	0	0	0	0	0	75
10:00	1	44	10	0	2	0	0	1	0	0	0	0	0	58
11:00	0	57	15	0	3	1	0	0	0	0	0	0	0	76
12 PM	0	54	10	0	0	0	0	0	0	0	0	0	0	64
13:00	0	68	13	0	3	0	0	0	0	0	0	0	0	84
14:00	0	81	19	0	4	0	0	0	0	0	0	0	0	104
15:00	0	80	23	3	3	0	0	0	0	0	0	0	0	109
16:00	3	127	46	0	5	2	0	1	0	0	0	0	0	184
17:00	0	147	39	0	3	1	0	0	0	0	0	0	0	190
18:00	1	89	12	0	2	0	0	0	0	0	0	0	0	104
19:00	0	48	12	0	2	0	0	0	0	0	0	0	0	62
20:00	0	42	7	0	0	0	0	0	0	0	0	0	0	49
21:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
22:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Total	5	1302	287	8	42	5	0	2	0	0	0	0	0	1651
Percent	0.3%	78.9%	17.4%	0.5%	2.5%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	07:00	09:00	03:00		10:00						07:00
Vol.	1	164	22	2	6	1		1						191
PM Peak	16:00	17:00	16:00	15:00	16:00	16:00		16:00						17:00
Vol.	3	147	46	3	5	2		1						190



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Brock Street
west of Washington Street (Route 138)
City, State: Stoughton, MA
Client: VHB/ E. Chan

122868 B Class
Site Code: 10111.34

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/12/1														
2	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
06:00	0	70	14	0	2	0	0	0	0	0	0	0	0	86
07:00	0	178	25	1	2	0	0	0	0	0	0	0	0	206
08:00	0	131	25	1	6	1	0	1	0	0	0	0	0	165
09:00	0	46	15	0	2	1	0	1	0	0	0	0	0	65
10:00	0	48	9	0	3	0	0	0	0	0	0	0	0	60
11:00	0	63	24	1	2	1	0	0	0	0	0	0	0	91
12 PM	0	57	11	0	1	0	0	0	0	0	0	0	0	69
13:00	0	64	12	0	5	0	0	0	0	0	0	0	0	81
14:00	0	99	20	0	6	0	0	0	0	0	0	0	0	125
15:00	1	99	29	6	3	0	0	0	0	0	0	0	0	138
16:00	1	112	26	0	2	1	0	0	1	0	0	0	0	143
17:00	1	129	25	0	3	1	0	0	0	0	0	0	0	159
18:00	0	92	12	0	1	0	0	0	0	0	0	0	0	105
19:00	0	74	18	0	2	0	0	0	0	0	0	0	0	94
20:00	0	42	9	0	0	0	0	0	0	0	0	0	0	51
21:00	0	27	7	0	0	0	0	0	0	0	0	0	0	34
22:00	0	18	7	0	0	0	0	0	0	0	0	0	0	25
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Total	3	1371	290	9	41	5	0	2	1	0	0	0	0	1722
Percent	0.2%	79.6%	16.8%	0.5%	2.4%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	07:00	08:00	08:00		08:00						07:00
Vol.		178	25	1	6	1		1						206
PM Peak	15:00	17:00	15:00	15:00	14:00	16:00			16:00					17:00
Vol.	1	129	29	6	6	1			1					159
Total		4047	884	23	129	13	1	5	2	0	0	0	0	5122



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122868 B Speed
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Brock Street
west of Washington Street (Route 138)
City, State: Stoughton, MA
Client: VHB/ E. Chan

EB

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed
04/10/1																												
2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	30
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	32
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	27
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	37
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	27
05:00	1	0	2	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	33	27	
06:00	1	2	13	16	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	32	26	
07:00	1	6	31	54	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	31	26	
08:00	2	0	26	63	40	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	32	28	
09:00	5	1	20	36	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	30	25	
10:00	5	4	17	25	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	31	24	
11:00	3	1	10	38	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	30	26	
12 PM	3	4	14	23	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	31	25	
13:00	2	1	12	33	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	33	27	
14:00	3	5	22	42	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	31	26	
15:00	2	0	20	53	35	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	32	28	
16:00	5	6	32	52	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	31	25	
17:00	10	13	32	69	32	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	30	24	
18:00	3	4	8	62	40	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121	32	27	
19:00	2	2	18	54	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	29	26	
20:00	1	2	8	25	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	31	26	
21:00	0	0	7	9	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	33	28	
22:00	0	1	2	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	32	27	
23:00	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	31	29	

%	3.2%	3.4%	19.5%	44.5%	25.1%	3.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	08:00	08:00	06:00	08:00								
Vol.	5	6	31	63	40	5	2								
PM Peak	17:00	17:00	16:00	17:00	18:00	15:00	14:00								
Vol.	10	13	32	69	40	9	1								
Total	49	52	295	671	379	56	7	0	0	0	0	0	0	0	0
Percent			15th Percentile :		20 MPH										
			50th Percentile :		26 MPH										
			85th Percentile :		31 MPH										
			95th Percentile :		34 MPH										

Stats
 10 MPH Pace Speed : 23-32 MPH
 Number in Pace : 977
 Percent in Pace : 64.7%
 Number of Vehicles > 30 MPH : 363
 Percent of Vehicles > 30 MPH : 24.1%
 Mean Speed(Average) : 26 MPH



PRECISION
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City, State: Stoughton, MA
Client: VHB/ E. Chan

EB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/11/1																
2	0	0	1	2	1	0	0	0	0	0	0	0	0	4	*	27
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	32
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	27
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	32
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	29
05:00	1	0	1	9	4	0	0	0	0	0	0	0	0	15	31	26
06:00	2	4	6	18	10	3	1	0	0	0	0	0	0	44	31	26
07:00	2	5	22	41	30	6	0	0	0	0	0	0	0	106	32	27
08:00	11	5	20	54	36	4	0	0	0	0	0	0	0	130	31	25
09:00	0	3	14	29	15	3	1	0	0	0	0	0	0	65	31	27
10:00	3	0	9	24	17	7	1	0	0	0	0	0	0	61	33	27
11:00	0	5	9	34	20	2	0	0	0	0	0	0	0	70	31	27
12 PM	1	0	10	29	27	3	0	0	0	0	0	0	0	70	32	28
13:00	2	4	13	36	17	3	0	0	0	0	0	0	0	75	31	26
14:00	2	1	23	42	37	5	0	0	0	0	0	0	0	110	32	27
15:00	4	4	21	50	34	9	0	0	0	0	0	0	0	122	32	27
16:00	4	3	21	71	53	7	2	0	0	0	0	0	0	161	32	27
17:00	7	10	33	78	40	7	0	0	0	0	0	0	0	175	31	25
18:00	1	1	25	44	37	1	0	0	0	0	0	0	0	109	31	27
19:00	1	6	15	32	22	1	0	0	0	0	0	0	0	77	31	26
20:00	2	2	8	17	4	2	0	0	0	0	0	0	0	35	30	24
21:00	0	1	2	9	11	0	0	0	0	0	0	0	0	23	32	28
22:00	1	0	1	7	1	0	0	0	0	0	0	0	0	10	28	24
23:00	0	0	0	4	1	2	0	0	0	0	0	0	0	7	28	31

%	3.0%	3.7%	17.2%	42.9%	28.5%	4.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	08:00	07:00	07:00	08:00	08:00	10:00	06:00								08:00	
Vol.	11	5	22	54	36	7	1								130	
PM Peak	17:00	17:00	17:00	17:00	16:00	15:00	16:00								17:00	
Vol.	7	10	33	78	53	9	2								175	
Total	44	54	254	632	420	65	5	0	0	0	0	0	0	0	1474	590
Percent			15th Percentile :			20 MPH										
			50th Percentile :			26 MPH										
			85th Percentile :			32 MPH										
			95th Percentile :			34 MPH										

Stats
 10 MPH Pace Speed : 24-33 MPH
 Number in Pace : 952
 Percent in Pace : 64.6%
 Number of Vehicles > 30 MPH : 399
 Percent of Vehicles > 30 MPH : 27.1%
 Mean Speed(Average) : 26 MPH



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EB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/12/1																
2	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	29
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	29
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	29
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	1	1	2	1	0	0	0	0	0	0	0	6	*	27
05:00	1	0	2	4	5	1	0	0	0	0	0	0	0	13	32	26
06:00	1	4	5	19	15	2	0	0	0	0	0	0	0	46	31	26
07:00	1	3	16	33	33	6	0	0	0	0	0	0	0	92	32	28
08:00	1	5	21	73	23	3	0	0	0	0	0	0	0	126	30	26
09:00	3	4	14	38	24	2	0	0	0	0	0	0	0	85	31	26
10:00	4	3	17	27	16	0	0	0	0	0	0	0	0	67	30	24
11:00	0	3	14	34	23	4	0	0	0	0	0	0	0	78	32	27
12 PM	4	1	5	34	18	3	0	0	0	0	0	0	0	65	31	26
13:00	2	3	10	31	14	2	0	0	0	0	0	0	0	62	31	26
14:00	1	6	24	53	29	4	0	0	0	0	0	0	0	117	31	26
15:00	5	4	28	52	30	4	0	0	0	0	0	0	0	123	31	26
16:00	7	3	15	53	37	9	0	0	0	0	0	0	0	124	32	26
17:00	4	3	14	60	45	7	3	0	0	0	0	0	0	136	32	28
18:00	1	3	8	65	35	5	0	0	0	0	0	0	0	117	32	28
19:00	0	1	13	41	16	2	0	0	0	0	0	0	0	73	31	27
20:00	3	2	8	21	13	2	0	0	0	0	0	0	0	49	31	25
21:00	0	1	2	4	10	0	1	0	0	0	0	0	0	18	32	29
22:00	0	0	3	7	3	0	0	0	0	0	0	0	0	13	30	27
23:00	1	0	2	5	1	1	0	0	0	0	0	0	0	10	28	24

%	2.7%	3.5%	15.6%	46.1%	27.7%	4.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	08:00	08:00	07:00	07:00								08:00		
Vol.	4	5	21	73	33	6								126		
PM Peak	16:00	14:00	15:00	18:00	17:00	16:00	17:00							17:00		
Vol.	7	6	28	65	45	9	3							136		
Total	39	50	222	658	395	58	4	0	0	0	0	0	0	1426	590	
Percent			15th Percentile :		20 MPH											
			50th Percentile :		26 MPH											
			85th Percentile :		31 MPH											
			95th Percentile :		34 MPH											

Stats
 10 MPH Pace Speed : 24-33 MPH
 Number in Pace : 953
 Percent in Pace : 66.8%
 Number of Vehicles > 30 MPH : 375
 Percent of Vehicles > 30 MPH : 26.3%
 Mean Speed(Average) : 27 MPH



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Brock Street
west of Washington Street (Route 138)
City, State: Stoughton, MA
Client: VHB/ E. Chan

122868 B Speed
Site Code: 10111.34

WB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/10/1																
2	0	0	1	2	1	0	0	0	0	0	0	0	0	4	*	27
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	37
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	32
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	32
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	22
05:00	0	0	0	3	3	0	0	0	0	0	0	0	0	6	31	30
06:00	2	0	12	44	27	2	0	0	0	0	0	0	0	87	31	27
07:00	2	3	19	109	58	4	0	0	0	0	0	0	0	195	31	28
08:00	0	2	21	87	39	3	1	0	0	0	0	0	0	153	31	28
09:00	2	4	22	32	8	2	0	0	0	0	0	0	0	70	29	24
10:00	4	2	21	32	13	0	0	0	0	0	0	0	0	72	29	24
11:00	4	2	25	57	11	0	1	0	0	0	0	0	0	100	29	25
12 PM	5	4	18	37	9	2	0	0	0	0	0	0	0	75	29	24
13:00	2	5	28	37	12	0	0	0	0	0	0	0	0	84	29	24
14:00	2	1	33	56	28	0	0	0	0	0	0	0	0	120	30	26
15:00	0	5	28	70	16	2	0	0	0	0	0	0	0	121	29	26
16:00	2	12	44	78	25	2	0	0	0	0	0	0	0	163	29	25
17:00	8	8	50	95	27	1	0	0	0	0	0	0	0	189	29	24
18:00	0	2	20	59	32	2	0	0	0	0	0	0	0	115	31	27
19:00	1	0	26	32	14	0	0	0	0	0	0	0	0	73	30	26
20:00	0	3	18	21	4	0	0	0	0	0	0	0	0	46	28	24
21:00	1	0	5	32	4	4	0	0	0	0	0	0	0	46	31	27
22:00	0	3	6	7	3	0	0	0	0	0	0	0	0	19	29	24
23:00	0	0	1	5	1	0	0	0	0	0	0	0	0	7	28	27

%	2.0%	3.2%	22.8%	51.2%	19.3%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	10:00	09:00	11:00	07:00	07:00	07:00	08:00								07:00	
Vol.	4	4	25	109	58	4	1								195	
PM Peak	17:00	16:00	17:00	17:00	18:00	21:00									17:00	
Vol.	8	12	50	95	32	4									189	
Total	35	56	399	895	337	25	2	0	0	0	0	0	0	1749	563	
Percent			15th Percentile :				20 MPH									
			50th Percentile :				25 MPH									
			85th Percentile :				30 MPH									
			95th Percentile :				33 MPH									

Stats
 10 MPH Pace Speed : 22-31 MPH
 Number in Pace : 1232
 Percent in Pace : 70.4%
 Number of Vehicles > 30 MPH : 310
 Percent of Vehicles > 30 MPH : 17.7%
 Mean Speed(Average) : 26 MPH



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122868 B Speed
Site Code: 10111.34

Brock Street
west of Washington Street (Route 138)
City, State: Stoughton, MA
Client: VHB/ E. Chan

WB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/11/1																
2	0	0	1	5	0	1	0	0	0	0	0	0	0	7	28	28
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	22
02:00	0	0	0	3	0	0	0	0	0	0	0	0	0	3	26	27
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2	*	24
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	*	27
05:00	0	0	1	6	1	0	0	0	0	0	0	0	0	8	28	27
06:00	3	1	16	32	23	3	0	0	0	0	0	0	0	78	31	26
07:00	2	4	32	97	53	2	1	0	0	0	0	0	0	191	31	27
08:00	0	3	29	81	28	5	0	0	0	0	0	0	0	146	31	27
09:00	0	4	23	33	14	1	0	0	0	0	0	0	0	75	30	26
10:00	2	2	14	35	3	2	0	0	0	0	0	0	0	58	28	25
11:00	0	1	19	42	11	3	0	0	0	0	0	0	0	76	30	27
12 PM	0	3	12	32	16	1	0	0	0	0	0	0	0	64	31	27
13:00	2	2	13	49	15	3	0	0	0	0	0	0	0	84	30	26
14:00	1	4	28	47	20	4	0	0	0	0	0	0	0	104	30	26
15:00	0	3	24	56	26	0	0	0	0	0	0	0	0	109	30	27
16:00	6	8	40	93	33	4	0	0	0	0	0	0	0	184	30	25
17:00	2	4	45	102	33	4	0	0	0	0	0	0	0	190	30	26
18:00	1	0	22	59	21	1	0	0	0	0	0	0	0	104	30	27
19:00	4	2	19	32	5	0	0	0	0	0	0	0	0	62	28	23
20:00	2	0	13	24	9	1	0	0	0	0	0	0	0	49	30	26
21:00	0	0	8	12	9	0	0	0	0	0	0	0	0	29	31	27
22:00	2	1	4	8	4	0	0	1	0	0	0	0	0	20	30	24
23:00	0	0	1	2	2	0	0	0	0	0	0	0	0	5	*	28

%	1.6%	2.5%	22.2%	51.5%	19.8%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	06:00	07:00	07:00	07:00	07:00	08:00	07:00							07:00		
	3	4	32	97	53	5	1							191		
PM Peak Vol.	16:00	16:00	17:00	17:00	16:00	14:00		22:00						17:00		
	6	8	45	102	33	4		1						190		
Total Percent	27	42	367	851	327	35	1	1	0	0	0	0	0	1651	593	
			15th Percentile :				20 MPH									
			50th Percentile :				26 MPH									
			85th Percentile :				30 MPH									
			95th Percentile :				33 MPH									

Stats
 10 MPH Pace Speed : 22-31 MPH
 Number in Pace : 1174
 Percent in Pace : 71.1%
 Number of Vehicles > 30 MPH : 312
 Percent of Vehicles > 30 MPH : 18.9%
 Mean Speed(Average) : 26 MPH



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122868 B Speed
Site Code: 10111.34

WB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/12/1		14	19	24	29	34	39	44	49	54	59	64	69	9999			
2	0	1	1	3	1	0	0	0	0	0	0	0	0	0	6	26	24
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	27
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	*	27
05:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	27	28
06:00	1	2	16	44	19	4	0	0	0	0	0	0	0	0	86	31	27
07:00	0	7	36	110	46	6	1	0	0	0	0	0	0	0	206	31	27
08:00	1	1	30	91	39	2	1	0	0	0	0	0	0	0	165	30	27
09:00	2	2	22	25	12	2	0	0	0	0	0	0	0	0	65	30	25
10:00	0	2	18	31	8	1	0	0	0	0	0	0	0	0	60	29	26
11:00	2	1	29	46	12	1	0	0	0	0	0	0	0	0	91	29	25
12 PM	1	1	23	35	9	0	0	0	0	0	0	0	0	0	69	29	25
13:00	2	3	25	40	9	2	0	0	0	0	0	0	0	0	81	29	25
14:00	0	4	30	64	26	0	1	0	0	0	0	0	0	0	125	30	26
15:00	6	3	46	67	14	2	0	0	0	0	0	0	0	0	138	29	24
16:00	6	6	27	74	27	3	0	0	0	0	0	0	0	0	143	30	25
17:00	2	0	33	74	48	2	0	0	0	0	0	0	0	0	159	31	27
18:00	3	1	14	65	18	4	0	0	0	0	0	0	0	0	105	30	26
19:00	1	4	29	46	14	0	0	0	0	0	0	0	0	0	94	29	25
20:00	1	3	11	27	8	1	0	0	0	0	0	0	0	0	51	29	25
21:00	0	0	9	16	8	1	0	0	0	0	0	0	0	0	34	31	27
22:00	0	2	10	8	5	0	0	0	0	0	0	0	0	0	25	30	25
23:00	0	1	4	5	2	0	0	0	0	0	0	0	0	0	12	28	25

%	1.6%	2.6%	24.0%	50.8%	19.0%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	07:00	07:00	07:00	07:00	07:00								07:00		
Vol.	2	7	36	110	46	6	1								206		
PM Peak	15:00	16:00	15:00	16:00	17:00	18:00	14:00								17:00		
Vol.	6	6	46	74	48	4	1								159		
Total	28	44	414	875	327	31	3	0	0	0	0	0	0	0	1722	588	
Percent			15th Percentile :			20 MPH											
			50th Percentile :			26 MPH											
			85th Percentile :			30 MPH											
			95th Percentile :			33 MPH											

Stats
 10 MPH Pace Speed : 22-31 MPH
 Number in Pace : 1225
 Percent in Pace : 71.1%
 Number of Vehicles > 30 MPH : 310
 Percent of Vehicles > 30 MPH : 18.0%
 Mean Speed(Average) : 26 MPH



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Client: VHB/ E. Chan

122868 B Volume
Site Code: 10111.34

Start Time	EB		WB		Combined		10-Apr-12 Tue					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	0	16	0	20	0	36						
12:15	1	15	0	17	1	32						
12:30	1	14	0	26	1	40						
12:45	1	3	20	65	4	4	75	5	7	32	140	
01:00	0	22	0	20	0	42						
01:15	1	20	1	25	2	45						
01:30	0	18	0	17	0	35						
01:45	0	1	15	75	0	1	22	84	0	2	37	159
02:00	0	17	0	24	0	41						
02:15	0	23	1	33	1	56						
02:30	1	21	0	36	1	57						
02:45	0	1	43	104	0	1	27	120	0	2	70	224
03:00	1	32	0	22	1	54						
03:15	0	21	0	29	0	50						
03:30	0	31	1	40	1	71						
03:45	0	1	35	119	0	1	30	121	0	2	65	240
04:00	0	32	0	29	0	61						
04:15	0	27	1	49	1	76						
04:30	0	45	0	39	0	84						
04:45	1	1	25	129	0	1	46	163	1	2	71	292
05:00	1	37	1	43	2	80						
05:15	5	28	1	49	6	77						
05:30	7	49	2	54	9	103						
05:45	4	17	45	159	2	6	43	189	6	23	88	348
06:00	14	35	4	41	18	76						
06:15	8	35	14	27	22	62						
06:30	8	25	29	26	37	51						
06:45	13	43	26	121	40	87	21	115	53	130	47	236
07:00	21	17	38	18	59	35						
07:15	46	30	54	24	100	54						
07:30	34	30	62	17	96	47						
07:45	28	129	11	88	41	195	14	73	69	324	25	161
08:00	33	12	51	12	84	24						
08:15	47	11	60	12	107	23						
08:30	30	17	26	12	56	29						
08:45	28	138	10	50	16	153	10	46	44	291	20	96
09:00	14	10	18	23	32	33						
09:15	27	4	16	7	43	11						
09:30	21	7	19	9	40	16						
09:45	21	83	4	25	17	70	7	46	38	153	11	71
10:00	18	4	16	6	34	10						
10:15	19	5	23	6	42	11						
10:30	13	2	18	4	31	6						
10:45	21	71	2	13	15	72	3	19	36	143	5	32
11:00	22	1	25	2	47	3						
11:15	14	1	28	0	42	1						
11:30	15	2	21	1	36	3						
11:45	16	67	2	6	26	100	4	7	42	167	6	13
Total	555	954	691	1058	1246	2012						
Percent	44.5%	47.4%	55.5%	52.6%								
Day Total		1509		1749		3258						
Peak	07:30	05:30	07:30	04:45	07:30	05:00						
Vol.	142	164	214	192	356	348						
P.H.F.	0.755	0.837	0.863	0.889	0.832	0.845						



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122868 B Volume
Site Code: 10111.34

Start Time	A.M.	EB	P.M.	A.M.	WB	P.M.	A.M.	Combined	P.M.	11-Apr-12 Wed		
12:00	2		19	3		23	5		42			
12:15	2		9	0		10	2		19			
12:30	0		19	3		16	3		35			
12:45	0	4	23	70	1	7	15	64	11	38	134	
01:00	0		22	1		19	1		41			
01:15	0		25	0		22	0		47			
01:30	0		19	0		20	0		39			
01:45	1	1	9	75	0	1	23	84	1	2	32	159
02:00	0		17	2		25	2		42			
02:15	1		25	0		19	1		44			
02:30	0		32	1		30	1		62			
02:45	0	1	36	110	0	3	30	104	0	4	66	214
03:00	0		31	0		21	0		52			
03:15	1		27	1		27	2		54			
03:30	0		40	0		21	0		61			
03:45	0	1	24	122	1	2	40	109	1	3	64	231
04:00	1		51	0		34	1		85			
04:15	0		29	1		44	1		73			
04:30	0		44	0		49	0		93			
04:45	1	2	37	161	1	2	57	184	2	4	94	345
05:00	2		52	0		56	2		108			
05:15	2		36	0		40	2		76			
05:30	4		54	4		51	8		105			
05:45	7	15	33	175	4	8	43	190	11	23	76	365
06:00	9		42	2		36	11		78			
06:15	7		21	17		26	24		47			
06:30	8		24	17		30	25		54			
06:45	20	44	22	109	42	78	12	104	62	122	34	213
07:00	16		18	33		16	49		34			
07:15	32		29	61		13	93		42			
07:30	27		21	55		16	82		37			
07:45	31	106	9	77	42	191	17	62	73	297	26	139
08:00	35		7	41		18	76		25			
08:15	52		7	52		10	104		17			
08:30	29		12	27		13	56		25			
08:45	14	130	9	35	26	146	8	49	40	276	17	84
09:00	20		7	26		11	46		18			
09:15	21		8	13		6	34		14			
09:30	13		5	18		5	31		10			
09:45	11	65	3	23	18	75	7	29	29	140	10	52
10:00	11		2	13		5	24		7			
10:15	18		3	19		8	37		11			
10:30	18		4	13		4	31		8			
10:45	14	61	1	10	13	58	3	20	27	119	4	30
11:00	16		1	19		0	35		1			
11:15	16		2	25		2	41		4			
11:30	15		1	14		1	29		2			
11:45	23	70	3	7	18	76	2	5	41	146	5	12
Total	500		974	647		1004	1147		1978			
Percent	43.6%		49.2%	56.4%		50.8%						
Day Total		1474			1651			3125				
Peak	07:45		04:45		07:15		04:15		07:30		04:45	
Vol.	147		179		199		206		335		383	
P.H.F.	0.707		0.829		0.816		0.904		0.805		0.887	



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

Brock Street
west of Washington Street (Route 138)
City, State: Stoughton, MA
Client: VHB/ E. Chan

122868 B Volume
Site Code: 10111.34

Start Time	A.M.	EB	P.M.	A.M.	WB	P.M.	A.M.	Combined	P.M.	12-Apr-12 Thu		
12:00	1		13	2		19	3		32			
12:15	0		13	1		19	1		32			
12:30	1		18	2		15	3		33			
12:45	0	2	21	65	1	6	16	69	1	8	37	134
01:00	0		16	1		24	1		40			
01:15	1		10	0		16	1		26			
01:30	0		16	0		21	0		37			
01:45	1	2	20	62	0	1	20	81	1	3	40	143
02:00	0		15	0		19	0		34			
02:15	1		20	0		31	1		51			
02:30	0		30	0		38	0		68			
02:45	1	2	52	117	0	0	37	125	1	2	89	242
03:00	0		31	0		37	0		68			
03:15	0		40	0		30	0		70			
03:30	0		23	0		40	0		63			
03:45	0	0	29	123	0	0	31	138	0	0	60	261
04:00	1		24	0		33	1		57			
04:15	0		38	0		37	0		75			
04:30	2		30	2		34	4		64			
04:45	3	6	32	124	0	2	39	143	3	8	71	267
05:00	2		32	0		43	2		75			
05:15	2		38	0		34	2		72			
05:30	5		35	3		44	8		79			
05:45	4	13	31	136	1	4	38	159	5	17	69	295
06:00	10		40	6		30	16		70			
06:15	10		27	16		31	26		58			
06:30	7		30	24		22	31		52			
06:45	19	46	20	117	40	86	22	105	59	132	42	222
07:00	14		17	47		35	61		52			
07:15	26		14	56		29	82		43			
07:30	33		27	61		16	94		43			
07:45	19	92	15	73	42	206	14	94	61	298	29	167
08:00	38		9	44		14	82		23			
08:15	38		8	56		14	94		22			
08:30	28		18	39		10	67		28			
08:45	22	126	14	49	26	165	13	51	48	291	27	100
09:00	17		6	19		10	36		16			
09:15	26		3	15		9	41		12			
09:30	24		6	14		8	38		14			
09:45	18	85	3	18	17	65	7	34	35	150	10	52
10:00	17		7	19		10	36		17			
10:15	20		5	8		4	28		9			
10:30	12		1	20		7	32		8			
10:45	18	67	0	13	13	60	4	25	31	127	4	38
11:00	17		3	25		6	42		9			
11:15	22		3	24		2	46		5			
11:30	21		2	22		2	43		4			
11:45	18	78	2	10	20	91	2	12	38	169	4	22
Total	519		907	686		1036	1205		1943			
Percent	43.1%		46.7%	56.9%		53.3%						
Day Total		1426			1722			3148				
Peak	07:30		02:30	07:00		04:45	07:30		04:45			
Vol.	128		153	206		160	331		297			
P.H.F.	0.842		0.736	0.844		0.909	0.880		0.834			



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
E/W/NW: Porter Street/Pearl Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 A
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138) From North					Porter Street From East					Washington Street (Route 138) From South					Porter Street (Route 27) From West					Pearl Street From Northwest					Int. Total
	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	
06:30 AM	0	0	28	1	0	4	0	0	0	0	2	195	21	55	0	62	0	0	0	0	1	28	0	0	0	397
06:45 AM	0	0	33	1	0	2	0	0	0	0	0	171	35	68	0	59	0	0	0	0	0	22	0	0	0	391
Total	0	0	61	2	0	6	0	0	0	0	2	366	56	123	0	121	0	0	0	0	1	50	0	0	0	788
07:00 AM	0	0	39	2	0	3	0	0	0	0	2	180	48	50	0	96	0	0	0	0	0	35	0	0	0	455
07:15 AM	0	0	44	1	0	2	0	0	0	0	2	172	62	73	0	149	0	0	0	0	1	50	0	0	0	556
07:30 AM	0	0	63	4	0	3	0	0	0	0	3	185	29	72	0	125	0	0	0	0	0	55	0	0	0	539
07:45 AM	0	0	58	2	0	3	0	0	0	0	3	189	41	73	0	93	0	0	0	0	0	39	0	0	0	501
Total	0	0	204	9	0	11	0	0	0	0	10	726	180	268	0	463	0	0	0	0	1	179	0	0	0	2051
08:00 AM	0	0	65	3	0	7	0	0	0	0	0	156	34	71	0	98	0	0	0	0	1	35	0	0	0	470
08:15 AM	0	0	73	3	0	6	0	0	0	0	2	184	29	84	0	123	0	0	0	0	0	38	0	0	0	542
Grand Total	0	0	403	17	0	30	0	0	0	0	14	1432	299	546	0	805	0	0	0	0	3	302	0	0	0	3851
Apprch %	0	0	96	4	0	100	0	0	0	0	0.6	62.5	13.1	23.8	0	100	0	0	0	0	1	99	0	0	0	
Total %	0	0	10.5	0.4	0	0.8	0	0	0	0	0.4	37.2	7.8	14.2	0	20.9	0	0	0	0	0.1	7.8	0	0	0	
Cars	0	0	373	16	0	30	0	0	0	0	14	1398	283	511	0	784	0	0	0	0	3	297	0	0	0	3709
% Cars	0	0	92.6	94.1	0	100	0	0	0	0	100	97.6	94.6	93.6	0	97.4	0	0	0	0	100	98.3	0	0	0	96.3
Heavy Vehicles	0	0	30	1	0	0	0	0	0	0	0	34	16	35	0	21	0	0	0	0	0	5	0	0	0	142
% Heavy Vehicles	0	0	7.4	5.9	0	0	0	0	0	0	0	2.4	5.4	6.4	0	2.6	0	0	0	0	0	1.7	0	0	0	3.7

Start Time	Washington Street (Route 138) From North						Porter Street From East						Washington Street (Route 138) From South						Porter Street (Route 27) From West						Pearl Street From Northwest						Int. Total	
	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total		Int. Total
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 7:15:00 AM																																
7:15:00 AM	0	0	44	1	0	45	2	0	0	0	0	2	2	172	62	73	0	309	149	0	0	0	0	149	1	50	0	0	0	51	556	
7:30:00 AM	0	0	63	4	0	67	3	0	0	0	0	3	3	185	29	72	0	289	125	0	0	0	0	125	0	55	0	0	0	55	539	
7:45:00 AM	0	0	58	2	0	60	3	0	0	0	0	3	3	189	41	73	0	306	93	0	0	0	0	93	0	39	0	0	0	39	501	
8:00:00 AM	0	0	65	3	0	68	7	0	0	0	0	7	0	156	34	71	0	261	98	0	0	0	0	98	1	35	0	0	0	36	470	
Total Volume	0	0	230	10	0	240	15	0	0	0	0	15	8	702	166	289	0	1165	465	0	0	0	0	465	2	179	0	0	0	181	2066	
% App. Total	0	0	95.8	4.2	0		100	0	0	0	0		0.7	60.3	14.2	24.8	0		100	0	0	0	0		1.1	98.9	0	0	0			
PHF	.000	.000	.885	.625	.000	.882	.536	.000	.000	.000	.000	.536	.667	.929	.669	.990	.000	.943	.780	.000	.000	.000	.000	.780	.500	.814	.000	.000	.000	.823	.929	
Cars	0	0	217	10	0	227	15	0	0	0	0	15	8	685	158	268	0	1119	452	0	0	0	0	452	2	175	0	0	0	177	1990	
% Cars	0	0	94.3	100	0	94.6	100	0	0	0	0	100	100	97.6	95.2	92.7	0	96.1	97.2	0	0	0	0	97.2	100	97.8	0	0	0	97.8	96.3	
Heavy Vehicles	0	0	13	0	0	13	0	0	0	0	0	0	0	17	8	21	0	46	13	0	0	0	0	13	0	4	0	0	0	4	76	
% Heavy Vehicles	0	0	5.7	0	0	5.4	0	0	0	0	0	0	0	2.4	4.8	7.3	0	3.9	2.8	0	0	0	0	2.8	0	2.2	0	0	0	2.2	3.7	



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
E/W/NW: Porter Street/Pearl Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 A
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138) From North					Porter Street From East					Washington Street (Route 138) From South					Porter Street (Route 27) From West					Pearl Street From Northwest					Int. Total
	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	
06:30 AM	0	0	26	1	0	4	0	0	0	0	2	193	21	53	0	61	0	0	0	0	1	28	0	0	0	390
06:45 AM	0	0	30	1	0	2	0	0	0	0	0	162	33	65	0	58	0	0	0	0	0	22	0	0	0	373
Total	0	0	56	2	0	6	0	0	0	0	2	355	54	118	0	119	0	0	0	0	1	50	0	0	0	763
07:00 AM	0	0	32	1	0	3	0	0	0	0	2	178	44	49	0	94	0	0	0	0	0	34	0	0	0	437
07:15 AM	0	0	39	1	0	2	0	0	0	0	2	169	59	66	0	143	0	0	0	0	1	49	0	0	0	531
07:30 AM	0	0	62	4	0	3	0	0	0	0	3	181	29	66	0	123	0	0	0	0	0	55	0	0	0	526
07:45 AM	0	0	57	2	0	3	0	0	0	0	3	181	38	69	0	91	0	0	0	0	0	37	0	0	0	481
Total	0	0	190	8	0	11	0	0	0	0	10	709	170	250	0	451	0	0	0	0	1	175	0	0	0	1975
08:00 AM	0	0	59	3	0	7	0	0	0	0	0	154	32	67	0	95	0	0	0	0	1	34	0	0	0	452
08:15 AM	0	0	68	3	0	6	0	0	0	0	2	180	27	76	0	119	0	0	0	0	0	38	0	0	0	519
Grand Total	0	0	373	16	0	30	0	0	0	0	14	1398	283	511	0	784	0	0	0	0	3	297	0	0	0	3709
Apprch %	0	0	95.9	4.1	0	100	0	0	0	0	0.6	63.4	12.8	23.2	0	100	0	0	0	0	1	99	0	0	0	0
Total %	0	0	10.1	0.4	0	0.8	0	0	0	0	0.4	37.7	7.6	13.8	0	21.1	0	0	0	0	0.1	8	0	0	0	0

Start Time	Washington Street (Route 138) From North						Porter Street From East						Washington Street (Route 138) From South						Porter Street (Route 27) From West						Pearl Street From Northwest						Int. Total	
	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total		
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 7:15:00 AM																																
7:15:00 AM	0	0	39	1	0	40	2	0	0	0	0	2	2	169	59	66	0	296	143	0	0	0	0	143	1	49	0	0	0	50	531	
7:30:00 AM	0	0	62	4	0	66	3	0	0	0	0	3	3	181	29	66	0	279	123	0	0	0	0	123	0	55	0	0	0	55	526	
7:45:00 AM	0	0	57	2	0	59	3	0	0	0	0	3	3	181	38	69	0	291	91	0	0	0	0	91	0	37	0	0	0	37	481	
8:00:00 AM	0	0	59	3	0	62	7	0	0	0	0	7	0	154	32	67	0	253	95	0	0	0	0	95	1	34	0	0	0	35	452	
Total Volume	0	0	217	10	0	227	15	0	0	0	0	15	8	685	158	268	0	1119	452	0	0	0	0	452	2	175	0	0	0	177	1990	
% App. Total	0	0	95.6	4.4	0		100	0	0	0	0		0.7	61.2	14.1	23.9	0		100	0	0	0	0		1.1	98.9	0	0	0			
PHF	.000	.000	.875	.625	.000	.860	.536	.000	.000	.000	.000	.536	.667	.946	.669	.971	.000	.945	.790	.000	.000	.000	.000	.790	.500	.795	.000	.000	.000	.805	.937	



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
E/W/NW: Porter Street/Pearl Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 A
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Washington Street (Route 138) From North					Porter Street From East					Washington Street (Route 138) From South					Porter Street (Route 27) From West					Pearl Street From Northwest					Int. Total
	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	
06:30 AM	0	0	2	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	7
06:45 AM	0	0	3	0	0	0	0	0	0	0	0	9	2	3	0	1	0	0	0	0	0	0	0	0	0	18
Total	0	0	5	0	0	0	0	0	0	0	0	11	2	5	0	2	0	0	0	0	0	0	0	0	0	25
07:00 AM	0	0	7	1	0	0	0	0	0	0	0	2	4	1	0	2	0	0	0	0	0	1	0	0	0	18
07:15 AM	0	0	5	0	0	0	0	0	0	0	0	3	3	7	0	6	0	0	0	0	0	1	0	0	0	25
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	4	0	6	0	2	0	0	0	0	0	0	0	0	0	13
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	8	3	4	0	2	0	0	0	0	0	2	0	0	0	20
Total	0	0	14	1	0	0	0	0	0	0	0	17	10	18	0	12	0	0	0	0	0	4	0	0	0	76
08:00 AM	0	0	6	0	0	0	0	0	0	0	0	2	2	4	0	3	0	0	0	0	0	1	0	0	0	18
08:15 AM	0	0	5	0	0	0	0	0	0	0	0	4	2	8	0	4	0	0	0	0	0	0	0	0	0	23
Grand Total	0	0	30	1	0	0	0	0	0	0	0	34	16	35	0	21	0	0	0	0	0	5	0	0	0	142
Apprch %	0	0	96.8	3.2	0	0	0	0	0	0	0	40	18.8	41.2	0	100	0	0	0	0	0	100	0	0	0	
Total %	0	0	21.1	0.7	0	0	0	0	0	0	0	23.9	11.3	24.6	0	14.8	0	0	0	0	0	3.5	0	0	0	

Start Time	Washington Street (Route 138) From North						Porter Street From East						Washington Street (Route 138) From South						Porter Street (Route 27) From West						Pearl Street From Northwest						Int. Total	
	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total		
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 7:00:00 AM																																
7:00:00 AM	0	0	7	1	0	8	0	0	0	0	0	0	0	2	4	1	0	7	2	0	0	0	0	2	0	1	0	0	0	1	18	
7:15:00 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	3	3	7	0	13	6	0	0	0	0	6	0	1	0	0	0	1	25	
7:30:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	6	0	10	2	0	0	0	0	2	0	0	0	0	0	0	13	
7:45:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	8	3	4	0	15							2	0	0	0	0	2	20	
Total Volume	0	0	14	1	0	15	0	0	0	0	0	0	0	17	10	18	0	45	12	0	0	0	0	12	0	4	0	0	0	4	76	
% App. Total	0	0	93.3	6.7	0		0	0	0	0	0		0	37.8	22.2	40	0		100	0	0	0	0		0	100	0	0	0			
PHF	.000	.000	.500	.250	.000	.469	.000	.000	.000	.000	.000	.000	.000	.531	.625	.643	.000	.750	.500	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.500	.760	



PRECISION
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N/S: Washington Street (Route 138)
E/W/NW: Porter Street/Pearl Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 A
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Washington Street (Route 138) From North					Porter Street From East					Washington Street (Route 138) From South					Porter Street (Route 27) From West					Pearl Street From Northwest					Int. Total					
	Hard Right	Right	Thru	Left	Peds	Right	Bear Right	Thru	Left	Peds	Right	Thru	Bear Left	Left	Peds	Right	Thru	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds						
06:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
06:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8
07:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	13
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	29
08:00 AM	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	2	0	0	0	0	17	0	1	0	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	46
Apprch %	0	0	0	0	100	0	0	0	0	100	0	50	0	50	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	4.3	0	0	0	0	37	0	2.2	0	2.2	0	0	0	0	0	54.3	0	0	0	0	0	0	0	0	0	0	

Start Time	Washington Street (Route 138) From North						Porter Street From East						Washington Street (Route 138) From South						Porter Street (Route 27) From West						Pearl Street From Northwest						Int. Total							
	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total								
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																																						
Peak Hour for Entire Intersection Begins at 6:30:00 AM																																						
6:30:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:45:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00:00 AM	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Total Volume	0	0	0	0	1	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	30
% App. Total	0	0	0	0	100		0	0	0	0	100		0	0	0	0	0		0	0	0	0	100		0	0	0	0	0	0		0	0	0	0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.583	.583	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.550	.550	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.577	



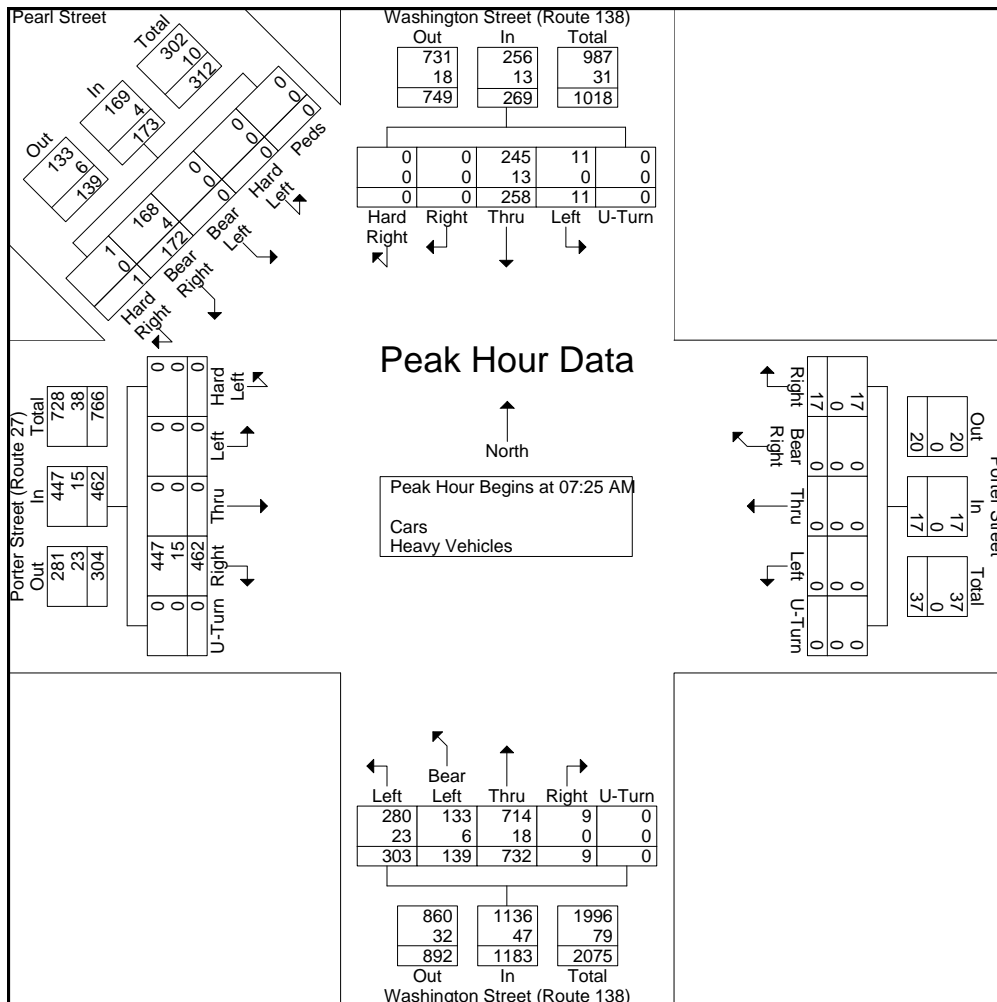
PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
E/W/NW: Porter Street/Pearl Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 A
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Start Time	Washington Street (Route 138) From North						Porter Street From East						Washington Street (Route 138) From South						Porter Street (Route 27) From West						Pearl Street From Northwest								
	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total		
Peak Hour Analysis From 06:30 AM to 08:25 AM - Peak 1 of 1																																	
Peak Hour for Entire Intersection Begins at 07:25 AM																																	
07:25 AM	0	0	21	0	0	21	0	0	0	0	0	0	1	72	16	34	0	123	57	0	0	0	0	0	57	0	14	0	0	0	0	14	215
07:30 AM	0	0	20	2	0	22	1	0	0	0	0	1	0	63	11	19	0	93	43	0	0	0	0	0	43	0	20	0	0	0	0	20	179
07:35 AM	0	0	24	1	0	25	1	0	0	0	0	1	2	51	10	32	0	95	41	0	0	0	0	0	41	0	11	0	0	0	0	11	173
07:40 AM	0	0	19	1	0	20	1	0	0	0	0	1	1	71	8	21	0	101	41	0	0	0	0	0	41	0	24	0	0	0	0	24	187
07:45 AM	0	0	31	1	0	32	1	0	0	0	0	1	2	70	12	32	0	116	32	0	0	0	0	0	32	0	9	0	0	0	0	9	190
07:50 AM	0	0	10	1	0	11	1	0	0	0	0	1	1	63	14	13	0	91	29	0	0	0	0	0	29	0	19	0	0	0	0	19	151
07:55 AM	0	0	17	0	0	17	1	0	0	0	0	1	0	56	15	28	0	99	32	0	0	0	0	0	32	0	11	0	0	0	0	11	160
08:00 AM	0	0	25	1	0	26	1	0	0	0	0	1	0	60	13	24	0	97	33	0	0	0	0	0	33	0	12	0	0	0	0	12	169
08:05 AM	0	0	17	1	0	18	6	0	0	0	0	6	0	50	13	26	0	89	38	0	0	0	0	0	38	0	11	0	0	0	0	11	162
08:10 AM	0	0	23	1	0	24	0	0	0	0	0	0	0	46	8	21	0	75	27	0	0	0	0	0	27	1	12	0	0	0	0	13	139
08:15 AM	0	0	23	0	0	23	3	0	0	0	0	3	2	59	12	34	0	107	41	0	0	0	0	0	41	0	11	0	0	0	0	11	185
08:20 AM	0	0	28	2	0	30	1	0	0	0	0	1	0	71	7	19	0	97	48	0	0	0	0	0	48	0	18	0	0	0	0	18	194
Total Volume	0	0	258	11	0	269	17	0	0	0	0	17	9	732	139	303	0	1183	462	0	0	0	0	0	462	1	172	0	0	0	0	173	2104
% App. Total	0	0	95.9	4.1	0		100	0	0	0	0		0.8	61.9	11.7	25.6	0		100	0	0	0	0	0		0.6	99.4	0	0	0	0		
PHF	.000	.000	.694	.458	.000	.701	.236	.000	.000	.000	.000	.236	.375	.847	.724	.743	.000	.801	.675	.000	.000	.000	.000	.000	.675	.083	.597	.000	.000	.000	.601	.816	
Cars	0	0	245	11	0	256	17	0	0	0	0	17	9	714	133	280	0	1136	447	0	0	0	0	0	447	1	168	0	0	0	0	169	2025
% Cars	0	0	95.0	100	0	95.2	100	0	0	0	0	100	100	97.5	95.7	92.4	0	96.0	96.8	0	0	0	0	0	96.8	100	97.7	0	0	0	0	97.7	96.2
Heavy Vehicles	0	0	13	0	0	13	0	0	0	0	0	0	0	18	6	23	0	47	15	0	0	0	0	0	15	0	4	0	0	0	0	4	79
% Heavy Vehicles	0	0	5.0	0	0	4.8	0	0	0	0	0	0	0	2.5	4.3	7.6	0	4.0	3.2	0	0	0	0	0	3.2	0	2.3	0	0	0	0	2.3	3.8





PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
E/W/NW: Porter Street/Pearl Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 AA
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138) From North					Porter Street From East					Washington Street (Route 138) From South					Porter Street (Route 27) From West					Pearl Street From Northwest					Int. Total
	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	
04:40 PM	0	1	123	1	0	6	0	0	0	0	3	110	42	79	0	119	0	0	0	0	3	45	0	0	0	532
04:55 PM	0	0	123	5	0	7	0	0	0	0	5	112	35	82	0	126	0	0	0	0	1	46	0	0	0	542
05:10 PM	0	1	142	3	0	4	0	0	0	0	3	100	45	82	0	147	0	0	0	0	1	41	0	0	0	569
05:25 PM	1	0	126	1	0	3	0	0	0	0	5	120	42	91	0	125	0	0	0	0	1	45	0	0	0	560
05:40 PM	0	1	137	4	0	10	0	0	0	0	3	134	36	83	0	127	0	0	0	0	3	44	0	0	0	582
05:55 PM	0	2	114	3	0	7	0	0	0	0	4	97	35	75	0	112	0	0	0	0	1	49	0	0	0	499
06:10 PM	0	0	115	2	0	4	0	0	0	0	3	103	44	68	0	137	0	0	0	0	5	46	0	0	0	527
06:25 PM	0	0	134	3	0	4	0	0	0	0	3	91	33	46	0	83	0	0	0	0	2	55	0	0	0	454
Grand Total	1	5	1014	22	0	45	0	0	0	0	29	867	312	606	0	976	0	0	0	0	17	371	0	0	0	4265
Apprch %	0.1	0.5	97.3	2.1	0	100	0	0	0	0	1.6	47.8	17.2	33.4	0	100	0	0	0	0	4.4	95.6	0	0	0	
Total %	0	0.1	23.8	0.5	0	1.1	0	0	0	0	0.7	20.3	7.3	14.2	0	22.9	0	0	0	0	0.4	8.7	0	0	0	
Cars	1	5	1001	21	0	44	0	0	0	0	29	850	304	590	0	954	0	0	0	0	17	362	0	0	0	4178
% Cars	100	100	98.7	95.5	0	97.8	0	0	0	0	100	98	97.4	97.4	0	97.7	0	0	0	0	100	97.6	0	0	0	98
Heavy Vehicles	0	0	13	1	0	1	0	0	0	0	0	17	8	16	0	22	0	0	0	0	0	9	0	0	0	87
% Heavy Vehicles	0	0	1.3	4.5	0	2.2	0	0	0	0	0	2	2.6	2.6	0	2.3	0	0	0	0	0	2.4	0	0	0	2

Start Time	Washington Street (Route 138) From North						Porter Street From East						Washington Street (Route 138) From South						Porter Street (Route 27) From West						Pearl Street From Northwest						Int. Total	
	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total		
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 4:55:00 PM																																
4:55:00 PM	0	0	123	5	0	128	7	0	0	0	0	7	5	112	35	82	0	234	126	0	0	0	0	126	1	46	0	0	0	47	542	
5:10:00 PM	0	1	142	3	0	146	4	0	0	0	0	4	3	100	45	82	0	230	147	0	0	0	0	147	1	41	0	0	0	42	569	
5:25:00 PM	1	0	126	1	0	128	3	0	0	0	0	3	5	120	42	91	0	258	125	0	0	0	0	125	1	45	0	0	0	46	560	
5:40:00 PM	0	1	137	4	0	142	10	0	0	0	0	10	3	134	36	83	0	256	127	0	0	0	0	127	3	44	0	0	0	47	582	
Total Volume	1	2	528	13	0	544	24	0	0	0	0	24	16	466	158	338	0	978	525	0	0	0	0	525	6	176	0	0	0	182	2253	
% App. Total	0.2	0.4	97.1	2.4	0	100	0	0	0	0	1.6	47.6	16.2	34.6	0	100	0	0	0	0	100	0	0	0	0	3.3	96.7	0	0	0		
PHF	.250	.500	.930	.650	.000	.932	.600	.000	.000	.000	.600	.800	.869	.878	.929	.000	.948	.893	.000	.000	.000	.000	.893	.500	.957	.000	.000	.000	.968	.968		
Cars	1	2	521	12	0	536	24	0	0	0	0	24	16	456	156	331	0	959	518	0	0	0	0	518	6	171	0	0	0	177	2214	
% Cars	100	100	98.7	92.3	0	98.5	100	0	0	0	0	100	100	97.9	98.7	97.9	0	98.1	98.7	0	0	0	0	98.7	100	97.2	0	0	0	97.3	98.3	
Heavy Vehicles	0	0	7	1	0	8	0	0	0	0	0	0	0	10	2	7	0	19	7	0	0	0	0	7	0	5	0	0	0	5	39	
% Heavy Vehicles	0	0	1.3	7.7	0	1.5	0	0	0	0	0	0	0	2.1	1.3	2.1	0	1.9	1.3	0	0	0	0	1.3	0	2.8	0	0	0	2.7	1.7	



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
E/W/NW: Porter Street/Pearl Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 AA
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138) From North					Porter Street From East					Washington Street (Route 138) From South					Porter Street (Route 27) From West					Pearl Street From Northwest					Int. Total
	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	
04:40 PM	0	1	121	1	0	6	0	0	0	0	3	108	41	77	0	113	0	0	0	0	3	44	0	0	0	518
04:55 PM	0	0	121	4	0	7	0	0	0	0	5	110	35	80	0	125	0	0	0	0	1	46	0	0	0	534
05:10 PM	0	1	140	3	0	4	0	0	0	0	3	97	43	80	0	141	0	0	0	0	1	38	0	0	0	551
05:25 PM	1	0	125	1	0	3	0	0	0	0	5	117	42	89	0	125	0	0	0	0	1	44	0	0	0	553
05:40 PM	0	1	135	4	0	10	0	0	0	0	3	132	36	82	0	127	0	0	0	0	3	43	0	0	0	576
05:55 PM	0	2	110	3	0	6	0	0	0	0	4	95	32	72	0	109	0	0	0	0	1	47	0	0	0	481
06:10 PM	0	0	115	2	0	4	0	0	0	0	3	100	43	66	0	134	0	0	0	0	5	46	0	0	0	518
06:25 PM	0	0	134	3	0	4	0	0	0	0	3	91	32	44	0	80	0	0	0	0	2	54	0	0	0	447
Grand Total	1	5	1001	21	0	44	0	0	0	0	29	850	304	590	0	954	0	0	0	0	17	362	0	0	0	4178
Apprch %	0.1	0.5	97.4	2	0	100	0	0	0	0	1.6	47.9	17.1	33.3	0	100	0	0	0	0	4.5	95.5	0	0	0	
Total %	0	0.1	24	0.5	0	1.1	0	0	0	0	0.7	20.3	7.3	14.1	0	22.8	0	0	0	0	0.4	8.7	0	0	0	

Start Time	Washington Street (Route 138) From North						Porter Street From East						Washington Street (Route 138) From South						Porter Street (Route 27) From West						Pearl Street From Northwest						Int. Total	
	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total		
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 4:55:00 PM																																
4:55:00 PM	0	0	121	4	0	125	7	0	0	0	0	7	5	110	35	80	0	230	125	0	0	0	0	125	1	46	0	0	0	47	534	
5:10:00 PM	0	1	140	3	0	144	4	0	0	0	0	4	3	97	43	80	0	223	141	0	0	0	0	141	1	38	0	0	0	39	551	
5:25:00 PM	1	0	125	1	0	127	3	0	0	0	0	3	5	117	42	89	0	253	125	0	0	0	0	125	1	44	0	0	0	45	553	
5:40:00 PM	0	1	135	4	0	140	10	0	0	0	0	10	3	132	36	82	0	253	127	0	0	0	0	127	3	43	0	0	0	46	576	
Total Volume	1	2	521	12	0	536	24	0	0	0	0	24	16	456	156	331	0	959	518	0	0	0	0	518	6	171	0	0	0	177	2214	
% App. Total	0.2	0.4	97.2	2.2	0		100	0	0	0	0		1.7	47.5	16.3	34.5	0		100	0	0	0	0		3.4	96.6	0	0	0			
PHF	.250	.500	.930	.750	.000	.931	.600	.000	.000	.000	.000	.600	.800	.864	.907	.930	.000	.948	.918	.000	.000	.000	.000	.918	.500	.929	.000	.000	.000	.941	.961	



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Groups Printed- Heavy Vehicles

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	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	
04:40 PM	0	0	2	0	0	0	0	0	0	0	0	2	1	2	0	6	0	0	0	0	0	1	0	0	0	14
04:55 PM	0	0	2	1	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	8
05:10 PM	0	0	2	0	0	0	0	0	0	0	0	3	2	2	0	6	0	0	0	0	0	3	0	0	0	18
05:25 PM	0	0	1	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	1	0	0	0	7
05:40 PM	0	0	2	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1	0	0	0	6
05:55 PM	0	0	4	0	0	1	0	0	0	0	0	2	3	3	0	3	0	0	0	0	0	2	0	0	0	18
06:10 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	3	0	0	0	0	0	0	0	0	0	9
06:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	0	0	7
Grand Total	0	0	13	1	0	1	0	0	0	0	0	17	8	16	0	22	0	0	0	0	0	9	0	0	0	87
Apprch %	0	0	92.9	7.1	0	100	0	0	0	0	0	41.5	19.5	39	0	100	0	0	0	0	0	100	0	0	0	0
Total %	0	0	14.9	1.1	0	1.1	0	0	0	0	0	19.5	9.2	18.4	0	25.3	0	0	0	0	0	10.3	0	0	0	0

Start Time	Washington Street (Route 138) From North						Porter Street From East						Washington Street (Route 138) From South						Porter Street (Route 27) From West						Pearl Street From Northwest						Int. Total	
	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total		
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 5:10:00 PM																																
5:10:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	3	2	2	0	7	6	0	0	0	0	0	6	0	3	0	0	0	3	18
5:25:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	2	0	5	0	0	0	0	0	0	0	1	0	0	0	1	7	
5:40:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1	6	
5:55:00 PM	0	0	4	0	0	4	1	0	0	0	0	1	0	2	3	3	0	8														
Total Volume	0	0	9	0	0	9	1	0	0	0	0	1	0	10	5	8	0	23	9	0	0	0	0	9	0	7	0	0	0	7	49	
% App. Total	0	0	100	0	0		100	0	0	0	0		0	43.5	21.7	34.8	0	100	0	0	0	0		0	100	0	0	0				
PHF	.000	.000	.563	.000	.000	.563	.250	.000	.000	.000	.000	.250	.000	.833	.417	.667	.000	.719	.375	.000	.000	.000	.000	.375	.000	.583	.000	.000	.000	.583	.681	



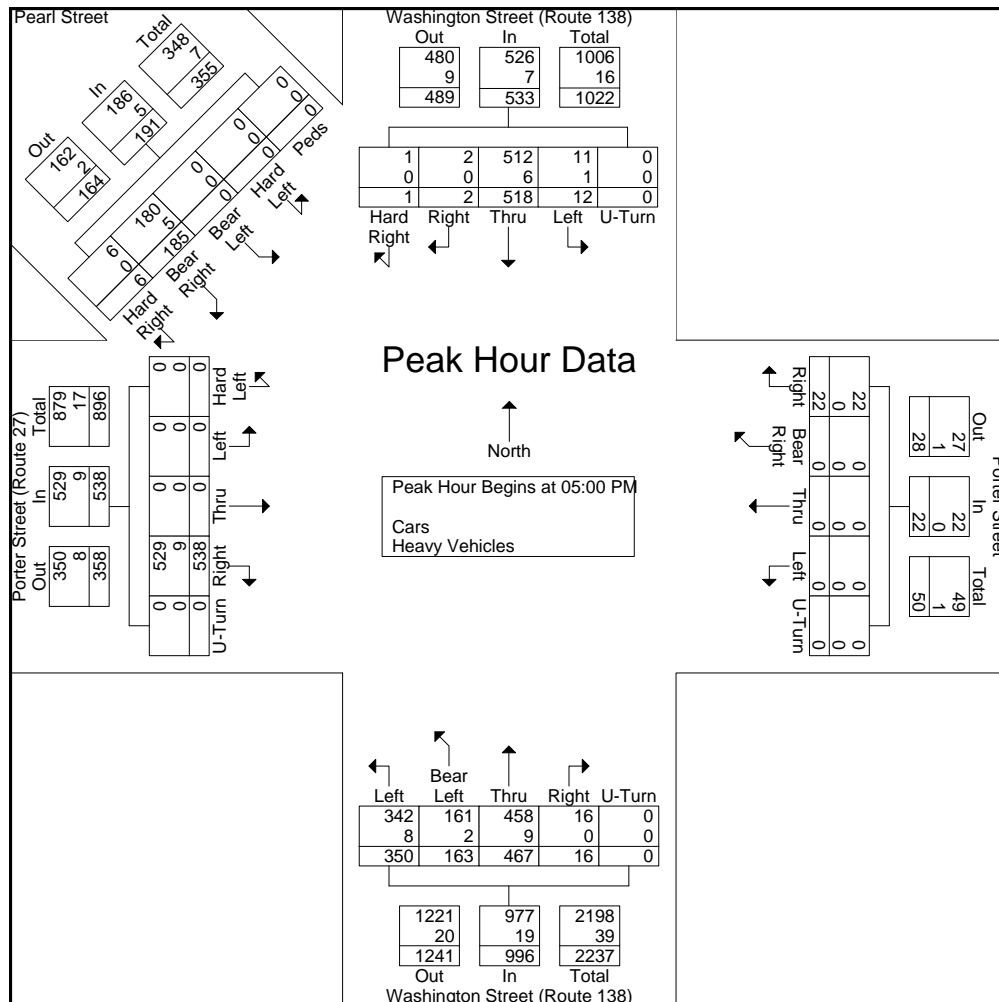
PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
E/W/NW: Porter Street/Pearl Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 AA
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Start Time	Washington Street (Route 138) From North						Porter Street From East						Washington Street (Route 138) From South						Porter Street (Route 27) From West						Pearl Street From Northwest							
	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 04:40 PM to 06:35 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 05:00 PM																																
05:00 PM	0	0	49	1	0	50	2	0	0	0	0	2	2	38	14	30	0	84	46	0	0	0	0	46	0	15	0	0	0	15	197	
05:05 PM	0	0	35	2	0	37	2	0	0	0	0	2	1	39	14	27	0	81	44	0	0	0	0	44	1	18	0	0	0	19	183	
05:10 PM	0	0	48	1	0	49	3	0	0	0	0	3	2	37	19	31	0	89	48	0	0	0	0	48	0	18	0	0	0	18	202	
05:15 PM	0	1	41	0	0	42	1	0	0	0	0	1	0	30	9	32	0	71	50	0	0	0	0	50	1	11	0	0	0	12	187	
05:20 PM	0	0	53	2	0	55	0	0	0	0	0	0	1	33	17	19	0	70	39	0	0	0	0	39	0	16	0	0	0	16	187	
05:25 PM	0	0	43	1	0	44	1	0	0	0	0	1	1	47	13	26	0	87	35	0	0	0	0	35	0	13	0	0	0	13	178	
05:30 PM	1	0	44	0	0	45	2	0	0	0	0	2	0	35	12	38	0	85	51	0	0	0	0	51	1	16	0	0	0	17	195	
05:35 PM	0	0	39	0	0	39	2	0	0	0	0	2	4	38	17	27	0	86	54	0	0	0	0	54	1	15	0	0	0	16	207	
05:40 PM	0	0	50	2	0	52	1	0	0	0	0	1	1	45	9	29	0	84	29	0	0	0	0	29	2	17	0	0	0	19	185	
05:45 PM	0	0	41	1	0	42	6	0	0	0	0	6	1	45	11	32	0	89	44	0	0	0	0	44	0	12	0	0	0	12	190	
05:50 PM	0	1	46	1	0	48	3	0	0	0	0	3	1	44	16	22	0	83	49	0	0	0	0	49	0	22	0	0	0	22	189	
05:55 PM	0	0	29	1	0	30	1	0	0	0	0	1	2	36	12	37	0	87	100	0	0	0	0	100	3	1	0	0	0	4	2280	
Total Volume	1	2	518	12	0	533	22	0	0	0	0	22	16	467	163	350	0	996	538	0	0	0	0	538	6	185	0	0	0	191	2280	
% App. Total	0.2	0.4	97.2	2.3	0		100	0	0	0	0		1.6	46.9	16.4	35.1	0		100	0	0	0	0		3.1	96.9	0	0	0			
PHF	.083	.167	.814	.500	.000	.808	.306	.000	.000	.000	.000	.306	.333	.828	.715	.768	.000	.933	.830	.000	.000	.000	.000	.830	.250	.701	.000	.000	.000	.723	.918	
Cars	1	2	512	11	0	526	22	0	0	0	0	22	16	458	161	342	0	977	529	0	0	0	0	529	6	180	0	0	0	186	2240	
% Cars	100	100	98.8	91.7	0	98.7	100	0	0	0	0	100	100	98.1	98.8	97.7	0	98.1	98.3	0	0	0	0	98.3	100	97.3	0	0	0	97.4	98.2	
Heavy Vehicles	0	0	6	1	0	7	0	0	0	0	0	0	0	9	2	8	0	19	9	0	0	0	0	9	0	5	0	0	0	5	40	
% Heavy Vehicles	0	0	1.2	8.3	0	1.3	0	0	0	0	0	0	0	1.9	1.2	2.3	0	1.9	1.7	0	0	0	0	1.7	0	2.7	0	0	0	2.6	1.8	





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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/W: Freeman Street/ Wyman Street
City, State: Stoughton, MA
Client: 2012B/ E. Chan

File Name : 122868 B
Site Code : 10111.34
Start Date :

Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138/27) From North				Freeman Street From East				Washington Street (Route 138/27) From South				Wyman Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
06:30 AM	10	105	2	0	2	0	0	0	1	262	28	0	19	0	10	0	439
06:45 AM	6	106	0	0	0	0	0	0	0	271	28	0	29	0	5	0	445
Total	16	211	2	0	2	0	0	0	1	533	56	0	48	0	15	0	884
07:00 AM	5	163	0	0	1	0	0	0	0	275	2	0	19	0	0	0	465
07:15 AM	11	232	2	0	2	0	0	0	1	298	1	0	23	0	0	0	570
07:30 AM	15	223	2	0	0	0	0	0	1	268	6	0	24	0	0	0	539
07:45 AM	10	182	1	0	3	0	0	0	1	296	5	0	34	0	0	0	532
Total	41	800	5	0	6	0	0	0	3	1137	14	0	100	0	0	0	2106
08:00 AM	23	172	1	0	2	0	0	0	1	258	2	0	30	0	0	0	489
08:15 AM	14	212	0	0	1	0	0	0	2	293	0	0	31	0	0	0	553
Grand Total	94	1395	8	0	11	0	0	0	7	2221	72	0	209	0	15	0	4032
Apprch %	6.3	93.2	0.5	0	100	0	0	0	0.3	96.6	3.1	0	93.3	0	6.7	0	
Total %	2.3	34.6	0.2	0	0.3	0	0	0	0.2	55.1	1.8	0	5.2	0	0.4	0	
Cars	89	1335	8	0	10	0	0	0	5	2142	72	0	195	0	15	0	3871
% Cars	94.7	95.7	100	0	90.9	0	0	0	71.4	96.4	100	0	93.3	0	100	0	96
Heavy Vehicles	5	60	0	0	1	0	0	0	2	79	0	0	14	0	0	0	161
% Heavy Vehicles	5.3	4.3	0	0	9.1	0	0	0	28.6	3.6	0	0	6.7	0	0	0	4

Start Time	Washington Street (Route 138/27) From North					Freeman Street From East					Washington Street (Route 138/27) From South					Wyman Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	11	232	2	0	245	2	0	0	0	2	1	298	1	0	300	23	0	0	0	23	570
7:30:00 AM	15	223	2	0	240	0	0	0	0	0	1	268	6	0	275	24	0	0	0	24	539
7:45:00 AM	10	182	1	0	193	3	0	0	0	3	1	296	5	0	302	34	0	0	0	34	532
8:00:00 AM	23	172	1	0	196	2	0	0	0	2	1	258	2	0	261	30	0	0	0	30	489
Total Volume	59	809	6	0	874	7	0	0	0	7	4	1120	14	0	1138	111	0	0	0	111	2130
% App. Total																					
PHF	.641	.872	.750	.000	.892	.583	.000	.000	.000	.583	1.00	.940	.583	.000	.942	.816	.000	.000	.000	.816	.934
Cars	55	775	6	0	836	7	0	0	0	7	3	1078	14	0	1095	104	0	0	0	104	2042
% Cars	93.2	95.8	100	0	95.7	100	0	0	0	100	75.0	96.3	100	0	96.2	93.7	0	0	0	93.7	95.9
Heavy Vehicles																					
% Heavy Vehicles	6.8	4.2	0	0	4.3	0	0	0	0	0	25.0	3.8	0	0	3.8	6.3	0	0	0	6.3	4.1



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/W: Freeman Street/ Wyman Street
City, State: Stoughton, MA
Client: 2012B/ E. Chan

File Name : 122868 B
Site Code : 10111.34
Start Date :

Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138/27) From North				Freeman Street From East				Washington Street (Route 138/27) From South				Wyman Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
06:30 AM	10	102	2	0	2	0	0	0	0	260	28	0	17	0	10	0	431
06:45 AM	6	102	0	0	0	0	0	0	0	259	28	0	27	0	5	0	427
Total	16	204	2	0	2	0	0	0	0	519	56	0	44	0	15	0	858
07:00 AM	5	154	0	0	1	0	0	0	0	265	2	0	18	0	0	0	445
07:15 AM	11	216	2	0	2	0	0	0	1	288	1	0	21	0	0	0	542
07:30 AM	14	220	2	0	0	0	0	0	1	259	6	0	22	0	0	0	524
07:45 AM	10	175	1	0	3	0	0	0	1	281	5	0	31	0	0	0	507
Total	40	765	5	0	6	0	0	0	3	1093	14	0	92	0	0	0	2018
08:00 AM	20	164	1	0	2	0	0	0	0	250	2	0	30	0	0	0	469
08:15 AM	13	202	0	0	0	0	0	0	2	280	0	0	29	0	0	0	526
Grand Total	89	1335	8	0	10	0	0	0	5	2142	72	0	195	0	15	0	3871
Apprch %	6.2	93.2	0.6	0	100	0	0	0	0.2	96.5	3.2	0	92.9	0	7.1	0	
Total %	2.3	34.5	0.2	0	0.3	0	0	0	0.1	55.3	1.9	0	5	0	0.4	0	

Start Time	Washington Street (Route 138/27) From North					Freeman Street From East					Washington Street (Route 138/27) From South					Wyman Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:15:00 AM	11	216	2	0	229	2	0	0	0	2	1	288	1	0	290	21	0	0	0	21	542
7:30:00 AM	14	220	2	0	236	0	0	0	0	0	1	259	6	0	266	22	0	0	0	22	524
7:45:00 AM	10	175	1	0	186	3	0	0	0	3	1	281	5	0	287	31	0	0	0	31	507
8:00:00 AM	20	164	1	0	185	2	0	0	0	2	0	250	2	0	252	30	0	0	0	30	469
Total Volume	55	775	6	0	836	7	0	0	0	7	3	1078	14	0	1095	104	0	0	0	104	2042
% App. Total	.688	.881	.750	.000	.886	.583	.000	.000	.000	.583	.750	.936	.583	.000	.944	.839	.000	.000	.000	.839	.942

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 7:15:00 AM



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/W: Freeman Street/ Wyman Street
City, State: Stoughton, MA
Client: 2012B/ E. Chan

File Name : 122868 B
Site Code : 10111.34
Start Date :

Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Washington Street (Route 138/27) From North				Freeman Street From East				Washington Street (Route 138/27) From South				Wyman Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
06:30 AM	0	3	0	0	0	0	0	0	1	2	0	0	2	0	0	0	8
06:45 AM	0	4	0	0	0	0	0	0	0	12	0	0	2	0	0	0	18
Total	0	7	0	0	0	0	0	0	1	14	0	0	4	0	0	0	26
07:00 AM	0	9	0	0	0	0	0	0	0	10	0	0	1	0	0	0	20
07:15 AM	0	16	0	0	0	0	0	0	0	10	0	0	2	0	0	0	28
07:30 AM	1	3	0	0	0	0	0	0	0	9	0	0	2	0	0	0	15
07:45 AM	0	7	0	0	0	0	0	0	0	15	0	0	3	0	0	0	25
Total	1	35	0	0	0	0	0	0	0	44	0	0	8	0	0	0	88
08:00 AM	3	8	0	0	0	0	0	0	1	8	0	0	0	0	0	0	20
08:15 AM	1	10	0	0	1	0	0	0	0	13	0	0	2	0	0	0	27
Grand Total	5	60	0	0	1	0	0	0	2	79	0	0	14	0	0	0	161
Apprch %	7.7	92.3	0	0	100	0	0	0	2.5	97.5	0	0	100	0	0	0	
Total %	3.1	37.3	0	0	0.6	0	0	0	1.2	49.1	0	0	8.7	0	0	0	

Start Time	Washington Street (Route 138/27) From North					Freeman Street From East					Washington Street (Route 138/27) From South					Wyman Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:00:00 AM																					
7:00:00 AM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	20
7:15:00 AM	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	28
7:30:00 AM	1	3	0	0	4	0	0	0	0	0	0	9	0	0	9	2	0	0	0	2	15
7:45:00 AM	0	7	0	0	7	0	0	0	0	0	0	15	0	0	15	3	0	0	0	3	25
Total Volume	1	35	0	0	36	0	0	0	0	0	0	44	0	0	44	8	0	0	0	8	88
% App. Total	2.8	97.2	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.250	.547	.000	.000	.563	.000	.000	.000	.000	.000	.000	.733	.000	.000	.733	.667	.000	.000	.000	.667	.786



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D A T A
INDUSTRIES, LLC

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Office: 508.481.3999 Fax: 508.545.1234
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N/S: Washington Street (Route 138/27)
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File Name : 122868 B
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Start Date :

Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Washington Street (Route 138/27) From North				Freeman Street From East				Washington Street (Route 138/27) From South				Wyman Street From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
06:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	6
06:45 AM	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	7	21
Total	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	11	27
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
07:15 AM	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	12	18
07:30 AM	0	0	0	20	0	0	0	1	0	0	0	0	0	0	0	1	22
07:45 AM	0	0	0	2	0	0	0	3	0	0	0	1	1	0	0	2	9
Total	0	0	0	26	0	0	0	6	0	0	0	1	1	0	0	23	57
08:00 AM	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	1	8
08:15 AM	0	0	0	13	0	0	0	2	0	2	0	0	0	0	0	4	21
Grand Total	0	0	0	61	0	0	0	9	0	2	0	1	1	0	0	39	113
Apprch %	0	0	0	100	0	0	0	100	0	66.7	0	33.3	2.5	0	0	97.5	
Total %	0	0	0	54	0	0	0	8	0	1.8	0	0.9	0.9	0	0	34.5	

Start Time	Washington Street (Route 138/27) From North					Freeman Street From East					Washington Street (Route 138/27) From South					Wyman Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
6:45:00 AM	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	21
7:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8
7:15:00 AM	0	0	0	4	4	0	0	0	2	2	0	0	0	0	0	0	0	0	12	12	18
7:30:00 AM	0	0	0	20	20	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	22
Total Volume	0	0	0	38	38	0	0	0	3	3	0	0	0	0	0	0	0	0	28	28	69
% App. Total	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.475	.475	.000	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.000	.000	.583	.583	.784

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 6:45:00 AM



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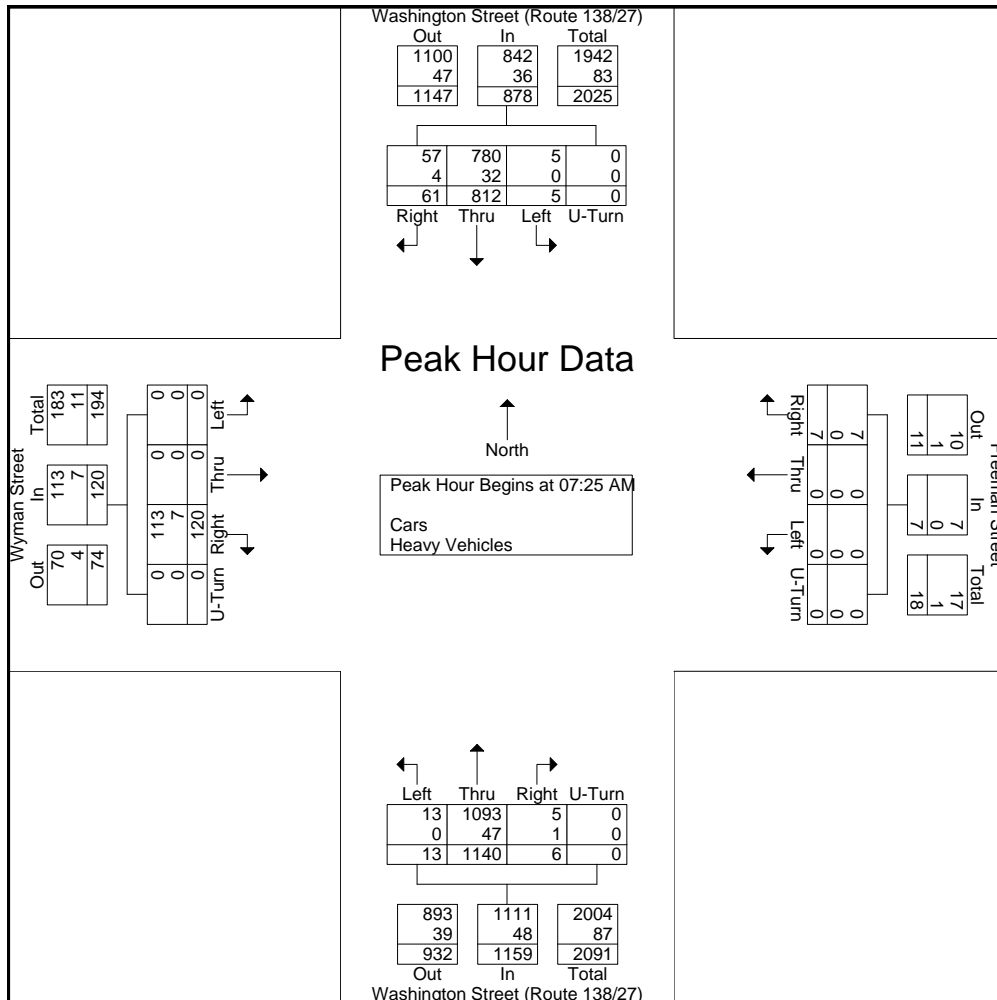
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/W: Freeman Street/ Wyman Street
City, State: Stoughton, MA
Client: 2012B/ E. Chan

File Name : 122868 B
Site Code : 10111.34
Start Date :

Page No : 1

Start Time	Washington Street (Route 138/27) From North					Freeman Street From East					Washington Street (Route 138/27) From South					Wyman Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 06:30 AM to 08:25 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:25 AM																					
07:25 AM	4	89	1	0	94	2	0	0	0	2	1	116	0	0	117	10	0	0	0	10	223
07:30 AM	7	74	0	0	81	0	0	0	0	0	0	92	2	0	94	6	0	0	0	6	181
07:35 AM	4	72	1	0	77	0	0	0	0	0	1	83	0	0	84	7	0	0	0	7	168
07:40 AM	4	77	1	0	82	0	0	0	0	0	0	93	4	0	97	11	0	0	0	11	190
07:45 AM	6	69	0	0	75	1	0	0	0	1	0	104	2	0	106	16	0	0	0	16	198
07:50 AM	2	55	1	0	58	1	0	0	0	1	0	99	1	0	100	11	0	0	0	11	170
07:55 AM	2	58	0	0	60	1	0	0	0	1	1	93	2	0	96	7	0	0	0	7	164
08:00 AM	11	59	0	0	70	1	0	0	0	1	0	96	1	0	97	13	0	0	0	13	181
08:05 AM	7	57	0	0	64	1	0	0	0	1	0	87	1	0	88	11	0	0	0	11	164
08:10 AM	5	56	1	0	62	0	0	0	0	0	1	75	0	0	76	6	0	0	0	6	144
08:15 AM	4	70	0	0	74	0	0	0	0	0	0	111	0	0	111	9	0	0	0	9	194
08:20 AM	5	76	0	0	81	0	0	0	0	0	2	91	0	0	93	13	0	0	0	13	187
Total Volume	61	812	5	0	878	7	0	0	0	7	6	1140	13	0	1159	120	0	0	0	120	2164
% App. Total	.462	.760	.417	.000	.778	.292	.000	.000	.000	.292	.250	.819	.271	.000	.825	.625	.000	.000	.000	.625	.809
PHF																					
Cars	57	780	5	0	842	7	0	0	0	7	5	1093	13	0	1111	113	0	0	0	113	2073
% Cars	93.4	96.1	100	0	95.9	100	0	0	0	100	83.3	95.9	100	0	95.9	94.2	0	0	0	94.2	95.8
Heavy Vehicles																					
% Heavy Vehicles	6.6	3.9	0	0	4.1	0	0	0	0	0	16.7	4.1	0	0	4.1	5.8	0	0	0	5.8	4.2





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P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/W: Freeman Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 BB
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138/27) From North				Freeman Street From East				Washington Street (Route 138/27) From South				Wyman Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:40 PM	20	267	0	0	1	0	0	0	4	233	4	0	29	0	1	0	559
04:55 PM	15	283	2	0	3	0	0	0	4	237	2	0	32	0	0	0	578
05:10 PM	20	306	2	0	2	0	0	0	0	224	3	0	27	0	0	0	584
05:25 PM	19	281	0	0	4	0	0	0	5	247	0	0	40	0	0	0	596
05:40 PM	14	293	3	0	5	0	0	0	1	224	10	0	28	0	2	0	580
05:55 PM	16	245	3	0	4	0	0	0	2	183	21	0	32	0	2	0	508
06:10 PM	13	296	1	0	1	0	0	0	2	203	22	0	35	0	0	0	573
06:25 PM	21	251	0	0	1	0	1	0	0	158	17	0	22	0	0	0	471
Grand Total	138	2222	11	0	21	0	1	0	18	1709	79	0	245	0	5	0	4449
Apprch %	5.8	93.7	0.5	0	95.5	0	4.5	0	1	94.6	4.4	0	98	0	2	0	
Total %	3.1	49.9	0.2	0	0.5	0	0	0	0.4	38.4	1.8	0	5.5	0	0.1	0	
Cars	136	2184	9	0	18	0	1	0	18	1675	78	0	241	0	4	0	4364
% Cars	98.6	98.3	81.8	0	85.7	0	100	0	100	98	98.7	0	98.4	0	80	0	98.1
Heavy Vehicles	2	38	2	0	3	0	0	0	0	34	1	0	4	0	1	0	85
% Heavy Vehicles	1.4	1.7	18.2	0	14.3	0	0	0	0	2	1.3	0	1.6	0	20	0	1.9

Start Time	Washington Street (Route 138/27) From North					Freeman Street From East					Washington Street (Route 138/27) From South					Wyman Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:55:00 PM																					
4:55:00 PM	15	283	2	0	300	3	0	0	0	3	4	237	2	0	243	32	0	0	0	32	578
5:10:00 PM	20	306			328	2	0	0	0	2	0	224	3	0	227	27	0	0	0	27	584
5:25:00 PM	19	281	0	0	300	4	0	0	0	4	5	247			252	40	0	0	0	40	596
5:40:00 PM	14	293	3	0	310	5	0	0	0	5	1	224	10	0	235	28	0	2	0	30	580
Total Volume	68	1163	7	0	1238	14	0	0	0	14	10	932	15	0	957	127	0	2	0	129	2338
% App. Total																					
PHF	.850	.950	.583	.000	.944	.700	.000	.000	.000	.700	.500	.943	.375	.000	.949	.794	.000	.250	.000	.806	.981
Cars	67	1145	6	0	1218	12	0	0	0	12	10	917	14	0	941	125	0	2	0	127	2298
% Cars	98.5	98.5	85.7	0	98.4	85.7	0	0	0	85.7	100	98.4	93.3	0	98.3	98.4	0	100	0	98.4	98.3
Heavy Vehicles																					
% Heavy Vehicles	1.5	1.5	14.3	0	1.6	14.3	0	0	0	14.3	0	1.6	6.7	0	1.7	1.6	0	0	0	1.6	1.7



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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/W: Freeman Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 BB
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138/27) From North				Freeman Street From East				Washington Street (Route 138/27) From South				Wyman Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:40 PM	20	259	0	0	1	0	0	0	4	227	4	0	28	0	1	0	544
04:55 PM	15	279	2	0	3	0	0	0	4	233	2	0	32	0	0	0	570
05:10 PM	20	296	1	0	2	0	0	0	0	219	2	0	27	0	0	0	567
05:25 PM	18	280	0	0	2	0	0	0	5	244	0	0	39	0	0	0	588
05:40 PM	14	290	3	0	5	0	0	0	1	221	10	0	27	0	2	0	573
05:55 PM	15	241	2	0	3	0	0	0	2	178	21	0	31	0	1	0	494
06:10 PM	13	292	1	0	1	0	0	0	2	198	22	0	35	0	0	0	564
06:25 PM	21	247	0	0	1	0	1	0	0	155	17	0	22	0	0	0	464
Grand Total	136	2184	9	0	18	0	1	0	18	1675	78	0	241	0	4	0	4364
Apprch %	5.8	93.8	0.4	0	94.7	0	5.3	0	1	94.6	4.4	0	98.4	0	1.6	0	
Total %	3.1	50	0.2	0	0.4	0	0	0	0.4	38.4	1.8	0	5.5	0	0.1	0	

Start Time	Washington Street (Route 138/27) From North					Freeman Street From East					Washington Street (Route 138/27) From South					Wyman Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:55:00 PM																					
4:55:00 PM	15	279	2	0	296	3	0	0	0	3	4	233	2	0	239	32	0	0	0	32	570
5:10:00 PM	20	296			317	2	0	0	0	2	0	219	2	0	221	27	0	0	0	27	567
5:25:00 PM	18	280	0	0	298	2	0	0	0	2	5	244			249	39	0	0	0	39	588
5:40:00 PM	14	290	3	0	307	5	0	0	0	5	1	221	10	0	232	27	0	2	0	29	573
Total Volume	67	1145	6	0	1218	12	0	0	0	12	10	917	14	0	941	125	0	2	0	127	2298
% App. Total																					
PHF	.838	.967	.500	.000	.961	.600	.000	.000	.000	.600	.500	.940	.350	.000	.945	.801	.000	.250	.000	.814	.977



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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
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N/S: Washington Street (Route 138/27)
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City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 BB
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Washington Street (Route 138/27) From North				Freeman Street From East				Washington Street (Route 138/27) From South				Wyman Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:40 PM	0	8	0	0	0	0	0	0	0	6	0	0	1	0	0	0	15
04:55 PM	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	8
05:10 PM	0	10	1	0	0	0	0	0	0	5	1	0	0	0	0	0	17
05:25 PM	1	1	0	0	2	0	0	0	0	3	0	0	1	0	0	0	8
05:40 PM	0	3	0	0	0	0	0	0	0	3	0	0	1	0	0	0	7
05:55 PM	1	4	1	0	1	0	0	0	0	5	0	0	1	0	1	0	14
06:10 PM	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0	0	9
06:25 PM	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	7
Grand Total	2	38	2	0	3	0	0	0	0	34	1	0	4	0	1	0	85
Apprch %	4.8	90.5	4.8	0	100	0	0	0	0	97.1	2.9	0	80	0	20	0	
Total %	2.4	44.7	2.4	0	3.5	0	0	0	0	40	1.2	0	4.7	0	1.2	0	

Start Time	Washington Street (Route 138/27) From North					Freeman Street From East					Washington Street (Route 138/27) From South					Wyman Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:40:00 PM																					
4:40:00 PM	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	15
4:55:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
5:10:00 PM	0	10	1	0	11	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	17
5:25:00 PM	1	1	0	0	2	2	0	0	0	2	0	3	0	0	3	1	0	0	0	1	8
Total Volume	1	23	1	0	25	2	0	0	0	2	0	18	1	0	19	2	0	0	0	2	48
% App. Total	4	92	4	0	100	0	0	0	0	0	0	94.7	5.3	0	100	0	0	0	0	0	
PHF	.250	.575	.250	.000	.568	.250	.000	.000	.000	.250	.000	.750	.250	.000	.792	.500	.000	.000	.000	.500	.706



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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
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File Name : 122868 BB
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Washington Street (Route 138/27) From North				Freeman Street From East				Washington Street (Route 138/27) From South				Wyman Street From West				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
04:40 PM	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	3	13
04:55 PM	0	1	0	6	0	0	0	2	0	0	0	0	0	0	0	0	8	17
05:10 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	8	15
05:25 PM	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	3	18
05:40 PM	0	0	0	1	0	0	0	6	0	0	0	2	0	0	0	0	3	12
05:55 PM	0	0	0	17	0	0	0	2	0	0	0	0	0	0	0	0	3	22
06:10 PM	0	0	0	10	0	0	0	3	0	0	0	1	0	0	0	0	4	18
06:25 PM	0	0	0	7	0	0	0	4	0	0	0	3	0	0	0	0	2	16
Grand Total	0	1	0	71	0	0	0	19	0	0	0	6	0	0	0	0	34	131
Apprch %	0	1.4	0	98.6	0	0	0	100	0	0	0	100	0	0	0	0	100	
Total %	0	0.8	0	54.2	0	0	0	14.5	0	0	0	4.6	0	0	0	0	26	

Start Time	Washington Street (Route 138/27) From North					Freeman Street From East					Washington Street (Route 138/27) From South					Wyman Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 5:25:00 PM																					
5:25:00 PM	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	18
5:40:00 PM	0	0	0	1	1	0	0	0	6	6	0	0	0	2	2	0	0	0	3	3	12
5:55:00 PM	0	0	0	17	17	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	22
6:10:00 PM	0	0	0	10	10	0	0	0	3	3	0	0	0	1	1	0	0	0	4	4	18
Total Volume	0	0	0	43	43	0	0	0	11	11	0	0	0	3	3	0	0	0	13	13	70
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.632	.632	.000	.000	.000	.458	.458	.000	.000	.000	.375	.375	.000	.000	.000	.813	.813	.795



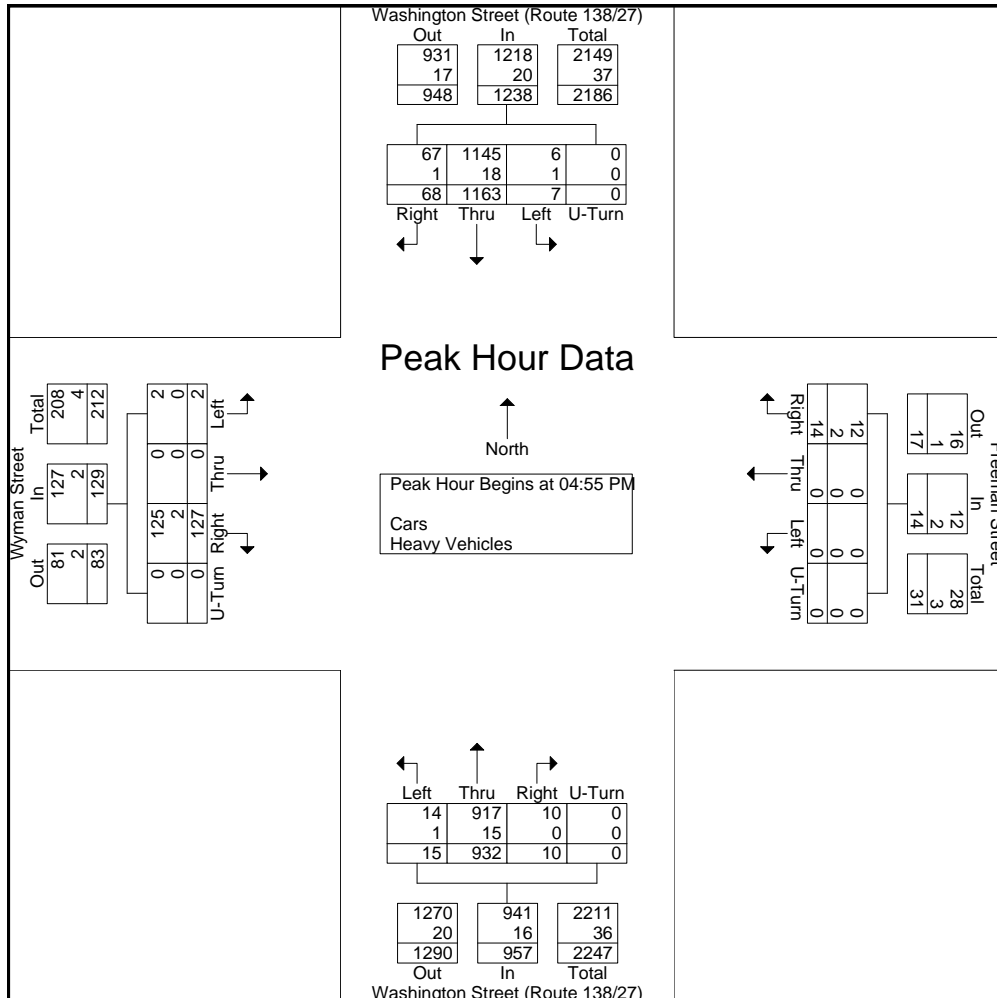
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INDUSTRIES, LLC

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Start Time	Washington Street (Route 138/27) From North					Freeman Street From East					Washington Street (Route 138/27) From South					Wyman Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:40 PM to 06:35 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:55 PM																					
04:55 PM	7	87	0	0	94	2	0	0	0	2	2	69	2	0	73	14	0	0	0	14	183
05:00 PM	4	97	1	0	102	0	0	0	0	0	1	82	0	0	83	9	0	0	0	9	194
05:05 PM	4	99	1	0	104	1	0	0	0	1	1	86	0	0	87	9	0	0	0	9	201
05:10 PM	6	98	1	0	105	2	0	0	0	2	0	80	1	0	81	5	0	0	0	5	193
05:15 PM	9	99	1	0	109	0	0	0	0	0	0	74	0	0	74	11	0	0	0	11	194
05:20 PM	5	109	0	0	114	0	0	0	0	0	0	70	2	0	72	11	0	0	0	11	197
05:25 PM	6	93	0	0	99	2	0	0	0	2	0	85	0	0	85	8	0	0	0	8	194
05:30 PM	6	85	0	0	91	0	0	0	0	0	3	81	0	0	84	18	0	0	0	18	193
05:35 PM	7	103	0	0	110	2	0	0	0	2	2	81	0	0	83	14	0	0	0	14	209
05:40 PM	6	113			119	1	0	0	0	1	1	77	4	0	82	6	0	2	0	8	210
05:45 PM	5	80	1	0	86	3	0	0	0	3	0	77	5	0	82	14	0	0	0	14	185
05:50 PM	3	100	2	0	105	1	0	0	0	1	0	70	1	0	71	8	0	0	0	8	185
Total Volume	68	1163	7	0	1238	14	0	0	0	14	10	932	15	0	957	127	0	2	0	129	2338
% App. Total	.630	.858	.292	.000	.867	.389	.000	.000	.000	.389	.278	.903	.250	.000	.917	.588	.000	.083	.000	.597	.928
PHF	.630	.858	.292	.000	.867	.389	.000	.000	.000	.389	.278	.903	.250	.000	.917	.588	.000	.083	.000	.597	.928
Cars	67	1145	6	0	1218	12	0	0	0	12	10	917	14	0	941	125	0	2	0	127	2298
% Cars	98.5	98.5	85.7	0	98.4	85.7	0	0	0	85.7	100	98.4	93.3	0	98.3	98.4	0	100	0	98.4	98.3
Heavy Vehicles																					
% Heavy Vehicles	1.5	1.5	14.3	0	1.6	14.3	0	0	0	14.3	0	1.6	6.7	0	1.7	1.6	0	0	0	1.6	1.7





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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/SE: Pleasant St (Rt 139/Park St (Rt 27)
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 C
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138/27) From North				Pleasant Street (Route 139) From East				Park Street (Route 27) From Southeast				Washington Street (Route 138/27) From South				Int. Total
	Thru	Bear Left	Left	U-Turn	Right	Left	Hard Left	U-Turn	Hard Right	Bear Right	Hard Left	Peds	Hard Right	Right	Thru	U-Turn	
06:30 AM	33	68	24	0	17	0	0	0	11	185	0	0	0	15	89	0	442
06:45 AM	37	78	22	0	18	0	0	0	5	201	0	0	0	17	80	0	458
Total	70	146	46	0	35	0	0	0	16	386	0	0	0	32	169	0	900
07:00 AM	48	92	40	0	20	0	0	0	10	182	0	0	0	28	81	0	501
07:15 AM	54	153	46	0	25	0	0	0	5	173	0	0	0	18	95	0	569
07:30 AM	75	144	47	0	25	0	0	0	4	182	0	0	0	29	91	0	597
07:45 AM	54	121	48	0	30	0	0	0	10	178	0	0	0	20	95	0	556
Total	231	510	181	0	100	0	0	0	29	715	0	0	0	95	362	0	2223
08:00 AM	51	110	36	0	18	0	0	0	10	176	0	0	0	19	67	0	487
08:15 AM	64	152	36	0	26	0	0	0	6	170	0	0	0	22	98	0	574
Grand Total	416	918	299	0	179	0	0	0	61	1447	0	0	0	168	696	0	4184
Apprch %	25.5	56.2	18.3	0	100	0	0	0	4	96	0	0	0	19.4	80.6	0	
Total %	9.9	21.9	7.1	0	4.3	0	0	0	1.5	34.6	0	0	0	4	16.6	0	
Cars	393	887	288	0	167	0	0	0	59	1400	0	0	0	158	678	0	4030
% Cars	94.5	96.6	96.3	0	93.3	0	0	0	96.7	96.8	0	0	0	94	97.4	0	96.3
Heavy Vehicles	23	31	11	0	12	0	0	0	2	47	0	0	0	10	18	0	154
% Heavy Vehicles	5.5	3.4	3.7	0	6.7	0	0	0	3.3	3.2	0	0	0	6	2.6	0	3.7

Start Time	Washington Street (Route 138/27) From North					Pleasant Street (Route 139) From East					Park Street (Route 27) From Southeast					Washington Street (Route 138/27) From South					Int. Total
	Thru	Bear Left	Left	U-Turn	App. Total	Right	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Hard Left	Peds	App. Total	Hard Right	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:00:00 AM																					
7:00:00 AM	48	92	40	0	180	20	0	0	0	20	10	182	0	0	192	0	28	81	0	109	501
7:15:00 AM	54	153																95			
7:30:00 AM	75	144	47	0	266	25	0	0	0	25	4	182	0	0	186	0	29	91	0	120	597
7:45:00 AM	54	121	48	0	223	30	0	0	0	30	10	178	0	0	188	0	20	95	0	115	556
Total Volume	231	510	181	0	922	100	0	0	0	100	29	715	0	0	744	0	95	362	0	457	2223
% App. Total	25.1	55.3	19.6	0		100	0	0	0		3.9	96.1	0	0		0	20.8	79.2	0		
PHF	.770	.833	.943	.000	.867	.833	.000	.000	.000	.833	.725	.982	.000	.000	.969	.000	.819	.953	.000	.952	.931
Cars	220	489	176	0	885	92	0	0	0	92	28	690	0	0	718	0	91	357	0	448	2143
% Cars	95.2	95.9	97.2	0	96.0	92.0	0	0	0	92.0	96.6	96.5	0	0	96.5	0	95.8	98.6	0	98.0	96.4
Heavy Vehicles	11	21	5	0	37	8	0	0	0	8	1	25	0	0	26	0	4	5	0	9	80
% Heavy Vehicles	4.8	4.1	2.8	0	4.0	8.0	0	0	0	8.0	3.4	3.5	0	0	3.5	0	4.2	1.4	0	2.0	3.6



PRECISION
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INDUSTRIES, LLC

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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/SE: Pleasant St (Rt 139/Park St (Rt 27)
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 C
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138/27) From North				Pleasant Street (Route 139) From East				Park Street (Route 27) From Southeast				Washington Street (Route 138/27) From South				Int. Total
	Thru	Bear Left	Left	U-Turn	Right	Left	Hard Left	U-Turn	Hard Right	Bear Right	Hard Left	Peds	Hard Right	Right	Thru	U-Turn	
06:30 AM	32	65	22	0	17	0	0	0	11	182	0	0	0	15	87	0	431
06:45 AM	36	75	20	0	18	0	0	0	5	194	0	0	0	17	74	0	439
Total	68	140	42	0	35	0	0	0	16	376	0	0	0	32	161	0	870
07:00 AM	46	86	39	0	19	0	0	0	10	177	0	0	0	24	79	0	480
07:15 AM	50	144	45	0	25	0	0	0	4	166	0	0	0	18	93	0	545
07:30 AM	73	140	46	0	22	0	0	0	4	177	0	0	0	29	91	0	582
07:45 AM	51	119	46	0	26	0	0	0	10	170	0	0	0	20	94	0	536
Total	220	489	176	0	92	0	0	0	28	690	0	0	0	91	357	0	2143
08:00 AM	46	109	36	0	16	0	0	0	9	172	0	0	0	16	64	0	468
08:15 AM	59	149	34	0	24	0	0	0	6	162	0	0	0	19	96	0	549
Grand Total	393	887	288	0	167	0	0	0	59	1400	0	0	0	158	678	0	4030
Apprch %	25.1	56.6	18.4	0	100	0	0	0	4	96	0	0	0	18.9	81.1	0	
Total %	9.8	22	7.1	0	4.1	0	0	0	1.5	34.7	0	0	0	3.9	16.8	0	

Start Time	Washington Street (Route 138/27) From North					Pleasant Street (Route 139) From East					Park Street (Route 27) From Southeast					Washington Street (Route 138/27) From South					Int. Total
	Thru	Bear Left	Left	U-Turn	App. Total	Right	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Hard Left	Peds	App. Total	Hard Right	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:00:00 AM																					
7:00:00 AM	46	86	39	0	171	19	0	0	0	19	10	177	0	0	187	0	24	79	0	103	480
7:15:00 AM	50	144																			
7:30:00 AM	73	140	46	0	259	22	0	0	0	22	4	177	0	0	181	0	29	91	0	120	582
7:45:00 AM	51	119	46	0	216	26	0	0	0	26	10	170	0	0	180	0	20	94			
Total Volume	220	489	176	0	885	92	0	0	0	92	28	690	0	0	718	0	91	357	0	448	2143
% App. Total	24.9	55.3	19.9	0		100	0	0	0		3.9	96.1	0	0		0	20.3	79.7	0		
PHF	.753	.849	.957	.000	.854	.885	.000	.000	.000	.885	.700	.975	.000	.000	.960	.000	.784	.949	.000	.933	.921



PRECISION
D A T A
INDUSTRIES, LLC

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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/SE: Pleasant St (Rt 139/Park St (Rt 27)
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 C
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Washington Street (Route 138/27) From North				Pleasant Street (Route 139) From East				Park Street (Route 27) From Southeast				Washington Street (Route 138/27) From South				Int. Total
	Thru	Bear Left	Left	U-Turn	Right	Left	Hard Left	U-Turn	Hard Right	Bear Right	Hard Left	Peds	Hard Right	Right	Thru	U-Turn	
06:30 AM	1	3	2	0	0	0	0	0	0	3	0	0	0	0	2	0	11
06:45 AM	1	3	2	0	0	0	0	0	0	7	0	0	0	0	6	0	19
Total	2	6	4	0	0	0	0	0	0	10	0	0	0	0	8	0	30
07:00 AM	2	6	1	0	1	0	0	0	0	5	0	0	0	4	2	0	21
07:15 AM	4	9	1	0	0	0	0	0	1	7	0	0	0	0	2	0	24
07:30 AM	2	4	1	0	3	0	0	0	0	5	0	0	0	0	0	0	15
07:45 AM	3	2	2	0	4	0	0	0	0	8	0	0	0	0	1	0	20
Total	11	21	5	0	8	0	0	0	1	25	0	0	0	4	5	0	80
08:00 AM	5	1	0	0	2	0	0	0	1	4	0	0	0	3	3	0	19
08:15 AM	5	3	2	0	2	0	0	0	0	8	0	0	0	3	2	0	25
Grand Total	23	31	11	0	12	0	0	0	2	47	0	0	0	10	18	0	154
Apprch %	35.4	47.7	16.9	0	100	0	0	0	4.1	95.9	0	0	0	35.7	64.3	0	
Total %	14.9	20.1	7.1	0	7.8	0	0	0	1.3	30.5	0	0	0	6.5	11.7	0	

Start Time	Washington Street (Route 138/27) From North					Pleasant Street (Route 139) From East					Park Street (Route 27) From Southeast					Washington Street (Route 138/27) From South					Int. Total
	Thru	Bear Left	Left	U-Turn	App. Total	Right	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Hard Left	Peds	App. Total	Hard Right	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:00:00 AM																					
7:00:00 AM	2	6	1	0	9	1	0	0	0	1	0	5	0	0	5	0	4	2	0	6	21
7:15:00 AM	4	9	1	0	14	3	0	0	0	3	1	7	0	0	8	0	0	2	0	2	24
7:30:00 AM	2	4	1	0	7	3	0	0	0	3	0	5	0	0	5	0	0	0	0	0	15
7:45:00 AM	3	2	2	0	7	4	0	0	0	4	0	8	0	0	8	0	0	1	0	1	20
Total Volume	11	21	5	0	37	8	0	0	0	8	1	25	0	0	26	0	4	5	0	9	80
% App. Total	29.7	56.8	13.5	0		100	0	0	0		3.8	96.2	0	0		0	44.4	55.6	0		
PHF	.688	.583	.625	.000	.661	.500	.000	.000	.000	.500	.250	.781	.000	.000	.813	.000	.250	.625	.000	.375	.833



PRECISION
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City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 C
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Washington Street (Route 138/27) From North				Pleasant Street (Route 139) From East				Park Street (Route 27) From Southeast				Washington Street (Route 138/27) From South				Int. Total
	Thru	Bear Left	Left	Peds	Right	Left	Hard Left	Peds	Hard Right	Bear Right	Hard Left	Peds	Hard Right	Right	Thru	Peds	
06:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	6
06:45 AM	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	6	12
Total	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	10	18
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	8
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
07:30 AM	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	11	18
07:45 AM	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	4
Total	0	0	1	0	0	0	0	5	0	0	0	5	0	0	0	28	39
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	4
Grand Total	0	0	1	0	0	0	0	9	0	1	0	10	0	0	0	40	61
Apprch %	0	0	100	0	0	0	0	100	0	9.1	0	90.9	0	0	0	100	
Total %	0	0	1.6	0	0	0	0	14.8	0	1.6	0	16.4	0	0	0	65.6	

Start Time	Washington Street (Route 138/27) From North					Pleasant Street (Route 139) From East					Park Street (Route 27) From Southeast					Washington Street (Route 138/27) From South					Int. Total
	Thru	Bear Left	Left	Peds	App. Total	Right	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:45:00 AM																					
6:45:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	6	6	12
7:00:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	7	7	8
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9
7:30:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	5	5	0	0	0	11	11	18
Total Volume	0	0	0	0	0	0	0	0	5	5	0	0	0	9	9	0	0	0	33	33	47
% App. Total	0	0	0	0	0	0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.625	.625	.000	.000	.000	.450	.450	.000	.000	.000	.750	.750	.653



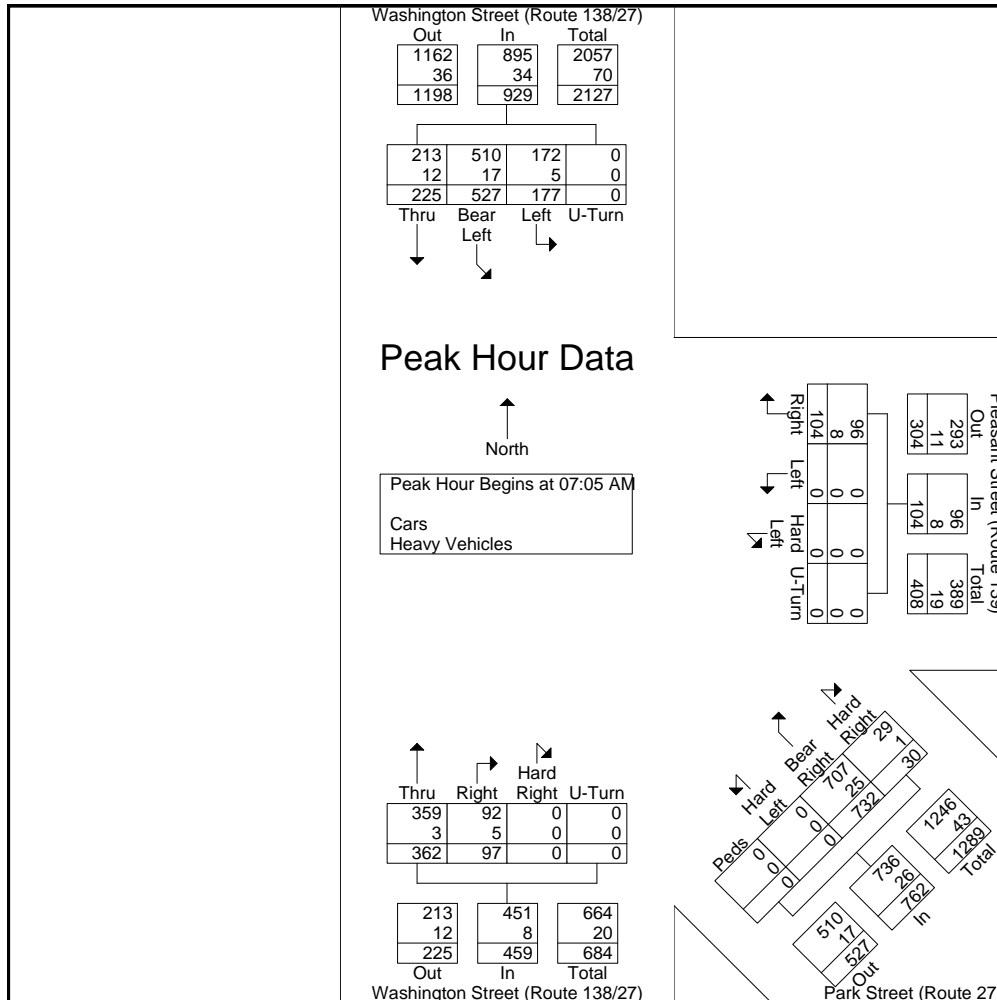
PRECISION
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INDUSTRIES, LLC

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Site Code : 10111.34
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Start Time	Washington Street (Route 138/27) From North					Pleasant Street (Route 139) From East					Park Street (Route 27) From Southeast					Washington Street (Route 138/27) From South					Int. Total
	Thru	Bear Left	Left	U-Turn	App. Total	Right	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Hard Left	Peds	App. Total	Hard Right	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 06:30 AM to 08:25 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:05 AM																					
07:05 AM	16	32	13	0	61	7	0	0	0	7	2	70	0	0	72	0	7	32	0	39	179
07:10 AM	14	34	11	0	59	9	0	0	0	9	6	61	0	0	67	0	17	29	0	46	181
07:15 AM	18	46	12	0	76	8	0	0	0	8	2	54	0	0	56	0	5	40	0	27	170
07:20 AM	17	48	14	0	79	9	0	0	0	9	1	54	0	0	55	0	7	20	0	41	214
07:25 AM	19	59	20	0	98	8	0	0	0	8	2	65	0	0	67	0	6	35	0	41	214
07:30 AM	22	53	12	0	87	6	0	0	0	6	0	57	0	0	57	0	10	33	0	43	193
07:35 AM	22	49	13	0	84	13	0	0	0	13	1	55	0	0	56	0	14	26	0	40	193
07:40 AM	31	42	22	0	95	6	0	0	0	6	3	70	0	0	73	0	5	32	0	37	211
07:45 AM	26	49	10	0	85	6	0	0	0	6	3	64	0	0	67	0	5	32	0	37	195
07:50 AM	12	33	21	0	66	7	0	0	0	7	3	63	0	0	66	0	7	30	0	37	176
07:55 AM	16	39	17	0	72	17	0	0	0	17	4	51	0	0	55	0	8	33	0	41	185
08:00 AM	12	43	12	0	67	8	0	0	0	8	3	68	0	0	71	0	6	20	0	26	172
Total Volume	225	527	177	0	929	104	0	0	0	104	30	732	0	0	762	0	97	362	0	459	2254
% App. Total	24.2	56.7	19.1	0		100	0	0	0		3.9	96.1	0	0		0	21.1	78.9	0		
PHF	.605	.744	.670	.000	.790	.510	.000	.000	.000	.510	.417	.871	.000	.000	.870	.000	.475	.754	.000	.832	.878
Cars	213	510	172	0	895	96	0	0	0	96	29	707	0	0	736	0	92	359	0	451	2178
% Cars	94.7	96.8	97.2	0	96.3	92.3	0	0	0	92.3	96.7	96.6	0	0	96.6	0	94.8	99.2	0	98.3	96.6
Heavy Vehicles	12	17	5	0	34	8	0	0	0	8	1	25	0	0	26	0	5	3	0	8	76
% Heavy Vehicles	5.3	3.2	2.8	0	3.7	7.7	0	0	0	7.7	3.3	3.4	0	0	3.4	0	5.2	0.8	0	1.7	3.4





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File Name : 122868 CC
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138/27) From North				Pleasant Street (Route 139) From East				Park Street (Route 27) From Southeast				Washington Street (Route 138/27) From South				Int. Total
	Thru	Bear Left	Left	U-Turn	Right	Left	Hard Left	U-Turn	Hard Right	Bear Right	Hard Left	Peds	Hard Right	Right	Thru	U-Turn	
04:40 PM	112	121	32	0	41	0	0	0	6	141	0	0	0	15	59	0	527
04:55 PM	122	163	30	0	44	0	0	0	5	132	0	0	0	23	56	0	575
05:10 PM	137	155	40	0	36	0	0	0	12	126	0	0	0	25	54	0	585
05:25 PM	139	148	33	0	54	0	0	0	7	125	0	0	1	21	78	0	606
05:40 PM	126	156	34	0	44	0	0	0	9	157	0	0	0	22	61	0	609
05:55 PM	112	155	23	0	38	0	0	0	9	123	0	0	0	20	67	0	547
06:10 PM	102	182	40	0	31	0	0	0	5	125	0	0	0	17	75	0	577
06:25 PM	126	139	18	0	36	0	0	0	5	94	0	0	0	20	52	0	490
Grand Total	976	1219	250	0	324	0	0	0	58	1023	0	0	1	163	502	0	4516
Apprch %	39.9	49.9	10.2	0	100	0	0	0	5.4	94.6	0	0	0.2	24.5	75.4	0	
Total %	21.6	27	5.5	0	7.2	0	0	0	1.3	22.7	0	0	0	3.6	11.1	0	
Cars	961	1194	246	0	320	0	0	0	56	1003	0	0	1	159	489	0	4429
% Cars	98.5	97.9	98.4	0	98.8	0	0	0	96.6	98	0	0	100	97.5	97.4	0	98.1
Heavy Vehicles	15	25	4	0	4	0	0	0	2	20	0	0	0	4	13	0	87
% Heavy Vehicles	1.5	2.1	1.6	0	1.2	0	0	0	3.4	2	0	0	0	2.5	2.6	0	1.9

Start Time	Washington Street (Route 138/27) From North					Pleasant Street (Route 139) From East					Park Street (Route 27) From Southeast					Washington Street (Route 138/27) From South					Int. Total
	Thru	Bear Left	Left	U-Turn	App. Total	Right	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Hard Left	Peds	App. Total	Hard Right	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:55:00 PM																					
4:55:00 PM	122	163	30	0	315	44	0	0	0	44	5	132	0	0	137	0	23	56	0	79	575
5:10:00 PM	137	155	40	0	332	36	0	0	0	36	12	126	0	0	138	0	25	54	0	79	585
5:25:00 PM	139	148	33	0	320	54	0	0	0	54	7	125	0	0	132	1	21	78	0	100	606
5:40:00 PM	126	156	34	0	316	44	0	0	0	44	9	157	0	0	166	0	22	61	0	83	609
Total Volume	524	622	137	0	1283	178	0	0	0	178	33	540	0	0	573	1	91	249	0	341	2375
% App. Total	40.8	48.5	10.7	0		100	0	0	0		5.8	94.2	0	0		0.3	26.7	73	0		
PHF	.942	.954	.856	.000	.966	.824	.000	.000	.000	.824	.688	.860	.000	.000	.863	.250	.910	.798	.000	.853	.975
Cars	515	610	135	0	1260	175	0	0	0	175	32	530	0	0	562	1	89	243	0	333	2330
% Cars	98.3	98.1	98.5	0	98.2	98.3	0	0	0	98.3	97.0	98.1	0	0	98.1	100	97.8	97.6	0	97.7	98.1
Heavy Vehicles	9	12	2	0	23	3	0	0	0	3	1	10	0	0	11	0	2	6	0	8	45
% Heavy Vehicles	1.7	1.9	1.5	0	1.8	1.7	0	0	0	1.7	3.0	1.9	0	0	1.9	0	2.2	2.4	0	2.3	1.9



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/SE: Pleasant St (Rt 139)/Park St (Rt 27)
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 CC
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138/27) From North				Pleasant Street (Route 139) From East				Park Street (Route 27) From Southeast				Washington Street (Route 138/27) From South				Int. Total
	Thru	Bear Left	Left	U-Turn	Right	Left	Hard Left	U-Turn	Hard Right	Bear Right	Hard Left	Peds	Hard Right	Right	Thru	U-Turn	
04:40 PM	109	116	31	0	40	0	0	0	6	140	0	0	0	13	58	0	513
04:55 PM	120	160	29	0	44	0	0	0	5	128	0	0	0	23	55	0	564
05:10 PM	134	147	39	0	34	0	0	0	12	122	0	0	0	24	53	0	565
05:25 PM	139	147	33	0	54	0	0	0	6	123	0	0	1	20	75	0	598
05:40 PM	122	156	34	0	43	0	0	0	9	157	0	0	0	22	60	0	603
05:55 PM	111	153	22	0	38	0	0	0	8	122	0	0	0	20	63	0	537
06:10 PM	102	177	40	0	31	0	0	0	5	118	0	0	0	17	74	0	564
06:25 PM	124	138	18	0	36	0	0	0	5	93	0	0	0	20	51	0	485
Grand Total	961	1194	246	0	320	0	0	0	56	1003	0	0	1	159	489	0	4429
Apprch %	40	49.7	10.2	0	100	0	0	0	5.3	94.7	0	0	0.2	24.5	75.3	0	
Total %	21.7	27	5.6	0	7.2	0	0	0	1.3	22.6	0	0	0	3.6	11	0	

Start Time	Washington Street (Route 138/27) From North					Pleasant Street (Route 139) From East					Park Street (Route 27) From Southeast					Washington Street (Route 138/27) From South					Int. Total
	Thru	Bear Left	Left	U-Turn	App. Total	Right	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Hard Left	Peds	App. Total	Hard Right	Right	Thru	U-Turn	App. Total	
4:45:00 PM	120	160	29	0	309	44	0	0	0	44	5	128	0	0	133	0	23	55	0	78	564
5:10:00 PM	134	147	39	0	320	34	0	0	0	34	12	122	0	0	134	0	24	53	0	77	565
5:25:00 PM	139	147	33	0	319	54	0	0	0	54	6	123	0	0	129	1	75	75	0	96	598
5:40:00 PM	122	156	34	0	312	43	0	0	0	43	9	157	0	0	166	0	22	60	0	82	603
Total Volume	515	610	135	0	1260	175	0	0	0	175	32	530	0	0	562	1	89	243	0	333	2330
% App. Total	40.9	48.4	10.7	0		100	0	0	0		5.7	94.3	0	0		0.3	26.7	73	0		
PHF	.926	.953	.865	.000	.984	.810	.000	.000	.000	.810	.667	.844	.000	.000	.846	.250	.927	.810	.000	.867	.966

Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 4:55:00 PM



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D A T A
INDUSTRIES, LLC

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Office: 508.481.3999 Fax: 508.545.1234
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N/S: Washington Street (Route 138/27)
E/SE: Pleasant St (Rt 139/Park St (Rt 27)
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 CC
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Washington Street (Route 138/27) From North				Pleasant Street (Route 139) From East				Park Street (Route 27) From Southeast				Washington Street (Route 138/27) From South				Int. Total
	Thru	Bear Left	Left	U-Turn	Right	Left	Hard Left	U-Turn	Hard Right	Bear Right	Hard Left	Peds	Hard Right	Right	Thru	U-Turn	
04:40 PM	3	5	1	0	1	0	0	0	0	1	0	0	0	2	1	0	14
04:55 PM	2	3	1	0	0	0	0	0	0	4	0	0	0	0	1	0	11
05:10 PM	3	8	1	0	2	0	0	0	0	4	0	0	0	1	1	0	20
05:25 PM	0	1	0	0	0	0	0	0	1	2	0	0	0	1	3	0	8
05:40 PM	4	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	6
05:55 PM	1	2	1	0	0	0	0	0	1	1	0	0	0	0	4	0	10
06:10 PM	0	5	0	0	0	0	0	0	0	7	0	0	0	0	1	0	13
06:25 PM	2	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	5
Grand Total	15	25	4	0	4	0	0	0	2	20	0	0	0	4	13	0	87
Apprch %	34.1	56.8	9.1	0	100	0	0	0	9.1	90.9	0	0	0	23.5	76.5	0	
Total %	17.2	28.7	4.6	0	4.6	0	0	0	2.3	23	0	0	0	4.6	14.9	0	

Start Time	Washington Street (Route 138/27) From North					Pleasant Street (Route 139) From East					Park Street (Route 27) From Southeast					Washington Street (Route 138/27) From South					Int. Total
	Thru	Bear Left	Left	U-Turn	App. Total	Right	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Hard Left	Peds	App. Total	Hard Right	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:40:00 PM																					
4:40:00 PM	3	5	1	0	9	1	0	0	0	1	0	1	0	0	1	0	2	1	0	3	14
4:55:00 PM	2	3	1	0	6	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	11
5:10:00 PM	3	8			12	2	0	0	0	2	0	4	0	0	4	0	1	1	0	2	20
5:25:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	1	3		4	8
Total Volume	8	17	3	0	28	3	0	0	0	3	1	11	0	0	12	0	4	6	0	10	53
% App. Total	28.6	60.7	10.7	0		100	0	0	0		8.3	91.7	0	0		0	40	60	0		
PHF	.667	.531	.750	.000	.583	.375	.000	.000	.000	.375	.250	.688	.000	.000	.750	.000	.500	.500	.000	.625	.663



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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/SE: Pleasant St (Rt 139/Park St (Rt 27)
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 CC
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Washington Street (Route 138/27) From North				Pleasant Street (Route 139) From East				Park Street (Route 27) From Southeast				Washington Street (Route 138/27) From South				Int. Total
	Thru	Bear Left	Left	Peds	Right	Left	Hard Left	Peds	Hard Right	Bear Right	Hard Left	Peds	Hard Right	Right	Thru	Peds	
04:40 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4
04:55 PM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	4	7
05:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:25 PM	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	8	17
05:40 PM	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	1	8
05:55 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	4	10
06:10 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
06:25 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	4	7
Grand Total	0	0	1	0	0	0	0	14	0	0	0	15	0	0	0	27	57
Apprch %	0	0	100	0	0	0	0	100	0	0	0	100	0	0	0	100	
Total %	0	0	1.8	0	0	0	0	24.6	0	0	0	26.3	0	0	0	47.4	

Start Time	Washington Street (Route 138/27) From North					Pleasant Street (Route 139) From East					Park Street (Route 27) From Southeast					Washington Street (Route 138/27) From South					Int. Total
	Thru	Bear Left	Left	Peds	App. Total	Right	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Peds	App. Total	
5:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
5:25:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	7	7	0	0	0	8	8	17
5:40:00 PM	0	0	0	0	0	0	0	0	6	6	0	0	0	1	1	0	0	0	1	1	8
5:55:00 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	3	3	0	0	0	4	4	10
Total Volume	0	0	0	0	0	0	0	0	11	11	0	0	0	11	11	0	0	0	15	15	37
% App. Total	0	0	0	0	0	0	0	0	100	100	0	0	0	100	100	0	0	0	100	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.458	.458	.000	.000	.000	.393	.393	.000	.000	.000	.469	.469	.544

Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 5:10:00 PM



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D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
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City, State: Stoughton, MA
Client: VHB/ E. Chan

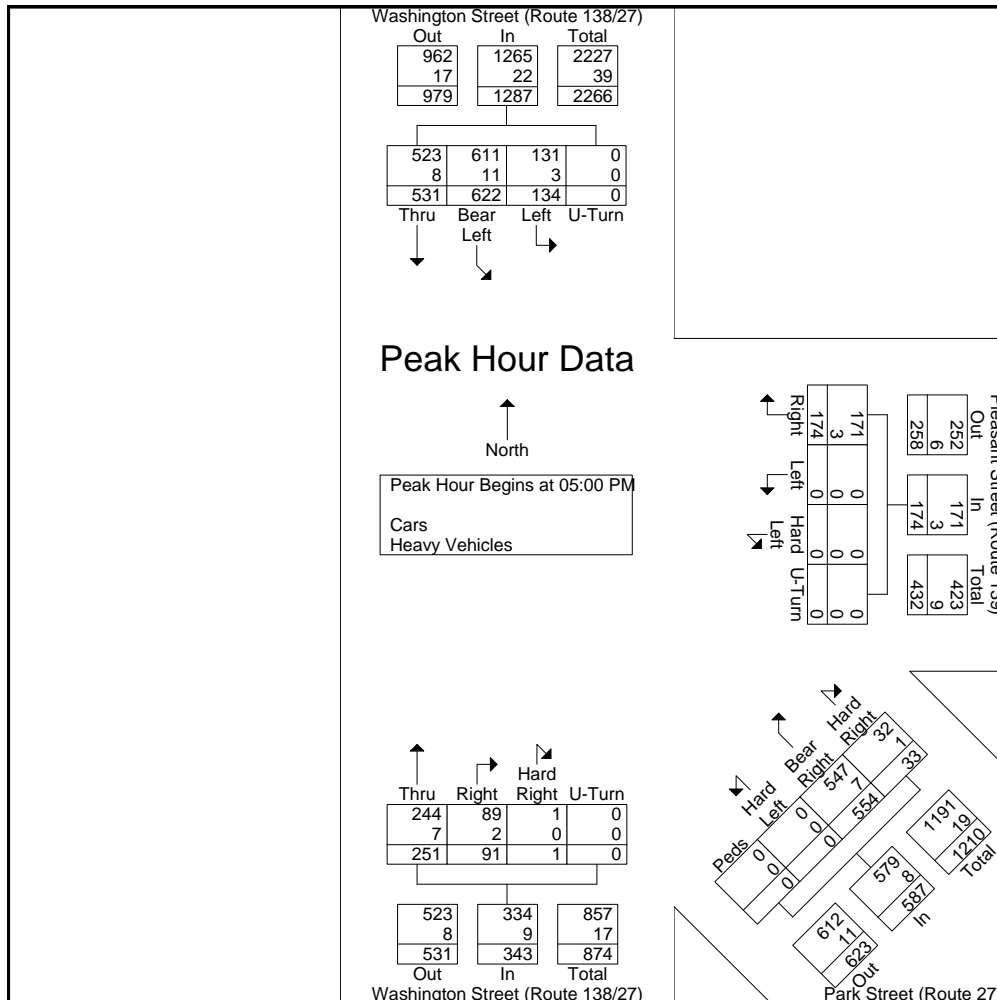
File Name : 122868 CC
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Start Time	Washington Street (Route 138/27) From North					Pleasant Street (Route 139) From East					Park Street (Route 27) From Southeast					Washington Street (Route 138/27) From South					Int. Total
	Thru	Bear Left	Left	U-Turn	App. Total	Right	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Hard Left	Peds	App. Total	Hard Right	Right	Thru	U-Turn	App. Total	

Peak Hour Analysis From 04:40 PM to 06:35 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	45	54	9	0	108	11	0	0	0	11	1	52	0	0	53	0	9	21	0	30	202
05:05 PM	35	58	9	0	102	19	0	0	0	19	2	42	0	0	44	0	6	19	0	25	190
05:10 PM	44	49	13	0	106	11	0	0	0	11	5	42	0	0	47	0	14	25	0	39	203
05:15 PM	46	45	15	0	106	14	0	0	0	14	1	52	0	0	53	0	7	9	0	16	189
05:20 PM	47	61			120						6	32	0	0	38	0	4	20	0	24	193
05:25 PM	43	47	13	0	103	12	0	0	0	12	3	44	0	0	47	1		32		44	206
05:30 PM	41	50	6	0	97	20	0	0	0	20	1	45	0	0	46	0	5	24	0	29	192
05:35 PM	55	51	14	0	120	22	0	0	0	22	3	36	0	0	39	0	5	22	0	27	208
05:40 PM	55	53	12	0	120	14	0	0	0	14	4	57	0	0	61	0	5	15	0	20	215
05:45 PM	37	48	10	0	95	19	0	0	0	19	3	54	0	0	57	0	9	19	0	28	199
05:50 PM	34	55	12	0	101	11	0	0	0	11	2	46	0	0	48	0	8	27	0	35	195
05:55 PM	49	51	9	0	109	10	0	0	0	10	2	52	0	0	54	0	8	18	0	26	199
Total Volume	531	622	134	0	1287	174	0	0	0	174	33	554	0	0	587	1	91	251	0	343	2391
% App. Total	41.3	48.3	10.4	0		100	0	0	0		5.6	94.4	0	0		0.3	26.5	73.2	0		
PHF	.805	.850	.744	.000	.894	.659	.000	.000	.000	.659	.458	.810	.000	.000	.802	.083	.542	.654	.000	.650	.927
Cars	523	611	131	0	1265	171	0	0	0	171	32	547	0	0	579	1	89	244	0	334	2349
% Cars	98.5	98.2	97.8	0	98.3	98.3	0	0	0	98.3	97.0	98.7	0	0	98.6	100	97.8	97.2	0	97.4	98.2
Heavy Vehicles	8	11	3	0	22	3	0	0	0	3	1	7	0	0	8	0	2	7	0	9	42
% Heavy Vehicles	1.5	1.8	2.2	0	1.7	1.7	0	0	0	1.7	3.0	1.3	0	0	1.4	0	2.2	2.8	0	2.6	1.8





PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/W: Kinsley Street/ Brock Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 D
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138) From North				Kinsley Street From East				Washington Street (Route 138) From South				Brock Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
06:30 AM	7	39	0	0	1	4	0	0	2	129	15	0	1	1	7	0	206
06:45 AM	9	45	1	0	1	7	1	0	5	122	25	0	7	8	2	0	233
Total	16	84	1	0	2	11	1	0	7	251	40	0	8	9	9	0	439
07:00 AM	10	56	1	0	1	9	3	0	6	145	30	0	6	7	3	0	277
07:15 AM	11	64	0	0	2	11	3	0	7	132	30	0	13	9	3	0	285
07:30 AM	12	78	3	0	3	6	0	0	9	162	49	0	11	15	8	0	356
07:45 AM	15	76	2	0	0	7	1	0	14	113	22	0	6	7	9	0	272
Total	48	274	6	0	6	33	7	0	36	552	131	0	36	38	23	0	1190
08:00 AM	11	71	1	0	4	10	0	0	10	135	26	0	18	15	7	0	308
08:15 AM	17	77	1	0	1	12	1	0	7	122	34	0	9	18	12	0	311
Grand Total	92	506	9	0	13	66	9	0	60	1060	231	0	71	80	51	0	2248
Apprch %	15.2	83.4	1.5	0	14.8	75	10.2	0	4.4	78.5	17.1	0	35.1	39.6	25.2	0	
Total %	4.1	22.5	0.4	0	0.6	2.9	0.4	0	2.7	47.2	10.3	0	3.2	3.6	2.3	0	
Cars	89	474	9	0	13	65	9	0	59	1027	225	0	69	78	51	0	2168
% Cars	96.7	93.7	100	0	100	98.5	100	0	98.3	96.9	97.4	0	97.2	97.5	100	0	96.4
Heavy Vehicles	3	32	0	0	0	1	0	0	1	33	6	0	2	2	0	0	80
% Heavy Vehicles	3.3	6.3	0	0	0	1.5	0	0	1.7	3.1	2.6	0	2.8	2.5	0	0	3.6

Start Time	Washington Street (Route 138) From North					Kinsley Street From East					Washington Street (Route 138) From South					Brock Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:30:00 AM																					
7:30:00 AM	12	78	3	0	93	3	6	0	0	9	9	162	49	0	220	11	15	8	0	34	356
7:45:00 AM	15	76	2	0	93	0	7	1	0	8	14	113	22	0	149	6	7	9	0	22	272
8:00:00 AM	11	71	1	0	83	4	10	0	0	14	10	135	26	0	171	18					40
8:15:00 AM	17	77	1	0	95		12										18	12			
Total Volume	55	302	7	0	364	8	35	2	0	45	40	532	131	0	703	44	55	36	0	135	1247
% App. Total	15.1	83	1.9	0		17.8	77.8	4.4	0		5.7	75.7	18.6	0		32.6	40.7	26.7	0		
PHF	.809	.968	.583	.000	.958	.500	.729	.500	.000	.804	.714	.821	.668	.000	.799	.611	.764	.750	.000	.844	.876
Cars	53	281	7	0	341	8	34	2	0	44	40	517	128	0	685	43	55	36	0	134	1204
% Cars	96.4	93.0	100	0	93.7	100	97.1	100	0	97.8	100	97.2	97.7	0	97.4	97.7	100	100	0	99.3	96.6
Heavy Vehicles	2	21	0	0	23	0	1	0	0	1	0	15	3	0	18	1	0	0	0	1	43
% Heavy Vehicles	3.6	7.0	0	0	6.3	0	2.9	0	0	2.2	0	2.8	2.3	0	2.6	2.3	0	0	0	0.7	3.4



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File Name : 122868 D
Site Code : 10111.34
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Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138) From North				Kinsley Street From East				Washington Street (Route 138) From South				Brock Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
06:30 AM	7	38	0	0	1	4	0	0	2	128	15	0	1	1	7	0	204
06:45 AM	9	42	1	0	1	7	1	0	5	117	24	0	6	8	2	0	223
Total	16	80	1	0	2	11	1	0	7	245	39	0	7	9	9	0	427
07:00 AM	10	55	1	0	1	9	3	0	5	136	30	0	6	7	3	0	266
07:15 AM	10	58	0	0	2	11	3	0	7	129	28	0	13	7	3	0	271
07:30 AM	12	74	3	0	3	6	0	0	9	161	48	0	10	15	8	0	349
07:45 AM	15	72	2	0	0	6	1	0	14	113	22	0	6	7	9	0	267
Total	47	259	6	0	6	32	7	0	35	539	128	0	35	36	23	0	1153
08:00 AM	9	65	1	0	4	10	0	0	10	126	25	0	18	15	7	0	290
08:15 AM	17	70	1	0	1	12	1	0	7	117	33	0	9	18	12	0	298
Grand Total	89	474	9	0	13	65	9	0	59	1027	225	0	69	78	51	0	2168
Apprch %	15.6	82.9	1.6	0	14.9	74.7	10.3	0	4.5	78.3	17.2	0	34.8	39.4	25.8	0	
Total %	4.1	21.9	0.4	0	0.6	3	0.4	0	2.7	47.4	10.4	0	3.2	3.6	2.4	0	

Start Time	Washington Street (Route 138) From North					Kinsley Street From East					Washington Street (Route 138) From South					Brock Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:30:00 AM																					
7:30:00 AM	12	74	3	0	89	3	6	0	0	9	9	161	48	0	218	10	15	8	0	33	349
7:45:00 AM	15	72	2	0	89	0	6	1	0	7	14	113	22	0	149	6	7	9	0	22	267
8:00:00 AM	9	65	1	0	75	4	10	0	0	14	10	126	25	0	161	18				40	290
8:15:00 AM	17	70	1	0	88	1	12										18	12			
Total Volume	53	281	7	0	341	8	34	2	0	44	40	517	128	0	685	43	55	36	0	134	1204
% App. Total	15.5	82.4	2.1	0		18.2	77.3	4.5	0		5.8	75.5	18.7	0		32.1	41	26.9	0		
PHF	.779	.949	.583	.000	.958	.500	.708	.500	.000	.786	.714	.803	.667	.000	.786	.597	.764	.750	.000	.838	.862



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/W: Kinsley Street/ Brock Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 D
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Washington Street (Route 138) From North				Kinsley Street From East				Washington Street (Route 138) From South				Brock Street From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
06:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
06:45 AM	0	3	0	0	0	0	0	0	0	5	1	0	1	0	0	0	0	10
Total	0	4	0	0	0	0	0	0	0	6	1	0	1	0	0	0	0	12
07:00 AM	0	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	11
07:15 AM	1	6	0	0	0	0	0	0	0	3	2	0	0	2	0	0	0	14
07:30 AM	0	4	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	7
07:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
Total	1	15	0	0	0	1	0	0	1	13	3	0	1	2	0	0	0	37
08:00 AM	2	6	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	18
08:15 AM	0	7	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	13
Grand Total	3	32	0	0	0	1	0	0	1	33	6	0	2	2	0	0	0	80
Apprch %	8.6	91.4	0	0	0	100	0	0	2.5	82.5	15	0	50	50	0	0	0	
Total %	3.8	40	0	0	0	1.2	0	0	1.2	41.2	7.5	0	2.5	2.5	0	0	0	

Start Time	Washington Street (Route 138) From North					Kinsley Street From East					Washington Street (Route 138) From South					Brock Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	1	6	0	0	7	0	0	0	0	0	0	3	2	0	5	0	2	0	0	2	14
7:30:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	5
7:45:00 AM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
8:00:00 AM	2	6	0	0	8	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	18
Total Volume	3	20	0	0	23	0	1	0	0	1	0	13	4	0	17	1	2	0	0	3	44
% App. Total	13	87	0	0		0	100	0	0		0	76.5	23.5	0		33.3	66.7	0	0		
PHF	.375	.833	.000	.000	.719	.000	.250	.000	.000	.250	.000	.361	.500	.000	.425	.250	.250	.000	.000	.375	.611



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/W: Kinsley Street/ Brock Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 D
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Washington Street (Route 138) From North				Kinsley Street From East				Washington Street (Route 138) From South				Brock Street From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
Total	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	1	9
08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3
Grand Total	0	0	0	4	0	1	0	5	0	0	0	0	0	0	0	4	14
Apprch %	0	0	0	100	0	16.7	0	83.3	0	0	0	0	0	0	0	100	
Total %	0	0	0	28.6	0	7.1	0	35.7	0	0	0	0	0	0	0	28.6	

Start Time	Washington Street (Route 138) From North					Kinsley Street From East					Washington Street (Route 138) From South					Brock Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:30:00 AM																					
7:30:00 AM	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
7:45:00 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
8:00:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
8:15:00 AM	0	0	0	0	0	0	1												2	2	3
Total Volume	0	0	0	4	4	0	1	0	4	5	0	0	0	0	0	0	0	0	3	3	12
% App. Total	0	0	0	100		0	20	0	80		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.333	.333	.000	.250	.000	.500	.625	.000	.000	.000	.000	.000	.000	.000	.000	.375	.375	.750

N/S: Washington Street (Route 138/27)
 E/W: Kinsley Street/ Brock Street
 City, State: Stoughton, MA
 Client: VHB/ E. Chan

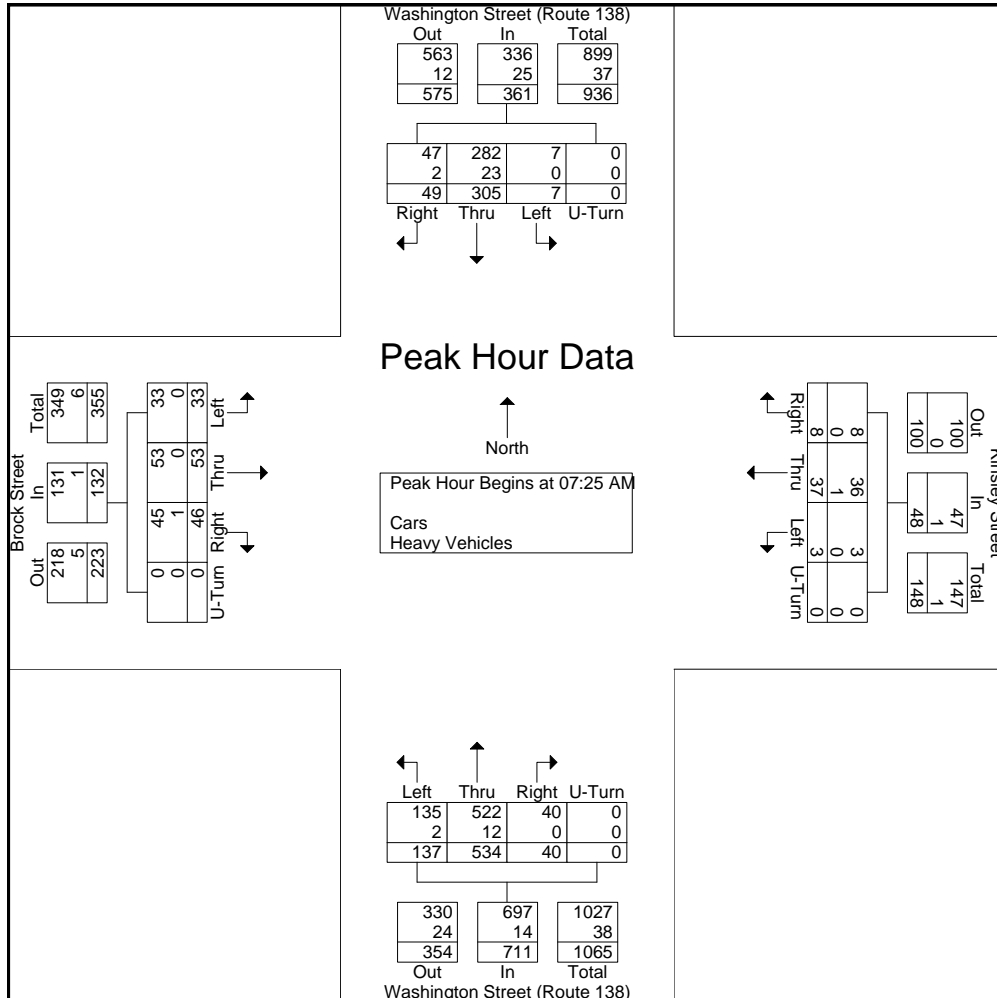


PRECISION
 DATA
 INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
 Office: 508.481.3999 Fax: 508.545.1234
 Email: datarequests@pdillc.com

File Name : 122868 D
 Site Code : 10111.34
 Start Date : 4/12/2012
 Page No : 1

Start Time	Washington Street (Route 138) From North					Kinsley Street From East					Washington Street (Route 138) From South					Brock Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 06:30 AM to 08:25 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:25 AM																					
07:25 AM	2	27	0	0	29	1	6	1	0	8	1	47	15	0	63	4	4	1	0	9	109
07:30 AM	3	23	0	0	26	0	2	0	0	2	5	46	17	0	68	6	4	3	0	13	109
07:35 AM	6	21	1	0	28	1	2	0	0	3	0	57	11	0	68	4	5	3	0	12	111
07:40 AM	3	34	2	0	39	2	2	0	0	4	4	59	21	0	84	1	6	2	0	9	136
07:45 AM	4	34	2	0	40																
07:50 AM	7	18	0	0	25	0	1	0	0	1	4	38	8	0	50	1	4	5	0	10	86
07:55 AM	4	24	0	0	28	0	2	0	0	2	5	38	8	0	51	3	1	2	0	6	87
08:00 AM	2	13	0	0	15	1	2	0	0	3	1	43	8	0	52	4	5	3	0	12	82
08:05 AM	3	26	0	0	29	2	1	0	0	3	2	40	9	0	51	10	5	3	0	18	101
08:10 AM	6	32	1	0	39	1	7				7	52	9	0	68	4	5	1	0	10	125
08:15 AM	2	22	1	0	25	0	5	0	0	5	1	39	14	0	54	5	7	4	0	16	100
08:20 AM	7	31	0	0	38	0	3	1	0	4	5	38	11	0	54	2	5	4	0	11	107
Total Volume	49	305	7	0	361	8	37	3	0	48	40	534	137	0	711	46	53	33	0	132	1252
% App. Total	13.6	84.5	1.9	0		16.7	77.1	6.2	0		5.6	75.1	19.3	0		34.8	40.2	25	0		
PHF	.583	.748	.292	.000	.752	.333	.440	.250	.000	.500	.476	.754	.544	.000	.705	.383	.631	.550	.000	.611	.767
Cars	47	282	7	0	336	8	36	3	0	47	40	522	135	0	697	45	53	33	0	131	1211
% Cars	95.9	92.5	100	0	93.1	100	97.3	100	0	97.9	100	97.8	98.5	0	98.0	97.8	100	100	0	99.2	96.7
Heavy Vehicles	2	23	0	0	25	0	1	0	0	1	0	12	2	0	14	1	0	0	0	1	41
% Heavy Vehicles	4.1	7.5	0	0	6.9	0	2.7	0	0	2.1	0	2.2	1.5	0	2.0	2.2	0	0	0	0.8	3.3





PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
E/W: Kinsley Street/ Brock Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 DD
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138) From North				Kinsley Street From East				Washington Street (Route 138) From South				Brock Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:40 PM	12	162	3	0	1	11	3	0	6	95	19	0	13	8	7	0	340
04:55 PM	11	179	4	0	1	13	6	0	7	94	16	0	16	14	8	0	369
05:10 PM	6	168	2	0	2	16	0	0	2	100	11	0	15	21	5	0	348
05:25 PM	17	204	6	0	1	8	4	0	6	99	17	0	22	9	3	0	396
05:40 PM	13	166	0	0	2	9	7	0	4	85	22	0	15	13	4	0	340
05:55 PM	13	153	0	0	0	5	3	0	8	109	9	0	17	9	7	0	333
06:10 PM	4	136	1	0	1	9	7	0	2	114	9	0	21	8	7	0	319
06:25 PM	8	159	2	0	2	6	2	0	6	77	13	0	12	10	5	0	302
Grand Total	84	1327	18	0	10	77	32	0	41	773	116	0	131	92	46	0	2747
Apprch %	5.9	92.9	1.3	0	8.4	64.7	26.9	0	4.4	83.1	12.5	0	48.7	34.2	17.1	0	
Total %	3.1	48.3	0.7	0	0.4	2.8	1.2	0	1.5	28.1	4.2	0	4.8	3.3	1.7	0	
Cars	84	1309	17	0	10	77	32	0	41	756	114	0	128	91	42	0	2701
% Cars	100	98.6	94.4	0	100	100	100	0	100	97.8	98.3	0	97.7	98.9	91.3	0	98.3
Heavy Vehicles	0	18	1	0	0	0	0	0	0	17	2	0	3	1	4	0	46
% Heavy Vehicles	0	1.4	5.6	0	0	0	0	0	0	2.2	1.7	0	2.3	1.1	8.7	0	1.7

Start Time	Washington Street (Route 138) From North					Kinsley Street From East					Washington Street (Route 138) From South					Brock Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:40:00 PM																					
4:40:00 PM	12	162	3	0	177	1	11	3	0	15	6	95	19	0	120	13	8	7	0	28	340
4:55:00 PM	11	179	4	0	194	1	13	6	0	20	7	94	16	0	113	16	14	8	0	41	369
5:10:00 PM	6	168	2	0	176	2	16	0	0	18	2	100	11	0	113	15	21	5	0	41	348
5:25:00 PM	17	204	6	0	227	1	8	4	0	13	6	99	17	0	122	22	9	3	0	396	
Total Volume	46	713	15	0	774	5	48	13	0	66	21	388	63	0	472	66	52	23	0	141	1453
% App. Total	5.9	92.1	1.9	0		7.6	72.7	19.7	0		4.4	82.2	13.3	0		46.8	36.9	16.3	0		
PHF	.676	.874	.625	.000	.852	.625	.750	.542	.000	.825	.750	.970	.829	.000	.967	.750	.619	.719	.000	.860	.917
Cars	46	702	14	0	762	5	48	13	0	66	21	378	61	0	460	66	52	21	0	139	1427
% Cars	100	98.5	93.3	0	98.4	100	100	100	0	100	100	97.4	96.8	0	97.5	100	100	91.3	0	98.6	98.2
Heavy Vehicles	0	11	1	0	12	0	0	0	0	0	0	10	2	0	12	0	0	2	0	2	26
% Heavy Vehicles	0	1.5	6.7	0	1.6	0	0	0	0	0	0	2.6	3.2	0	2.5	0	0	8.7	0	1.4	1.8



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
E/W: Kinsley Street/ Brock Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 DD
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138) From North				Kinsley Street From East				Washington Street (Route 138) From South				Brock Street From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:40 PM	12	161	3	0	1	11	3	0	6	92	19	0	13	8	6	0	335
04:55 PM	11	172	4	0	1	13	6	0	7	92	15	0	16	14	7	0	358
05:10 PM	6	165	2	0	2	16	0	0	2	97	11	0	15	21	5	0	342
05:25 PM	17	204	5	0	1	8	4	0	6	97	16	0	22	9	3	0	392
05:40 PM	13	162	0	0	2	9	7	0	4	84	22	0	15	13	2	0	333
05:55 PM	13	152	0	0	0	5	3	0	8	105	9	0	16	9	7	0	327
06:10 PM	4	136	1	0	1	9	7	0	2	112	9	0	20	7	7	0	315
06:25 PM	8	157	2	0	2	6	2	0	6	77	13	0	11	10	5	0	299
Grand Total	84	1309	17	0	10	77	32	0	41	756	114	0	128	91	42	0	2701
Apprch %	6	92.8	1.2	0	8.4	64.7	26.9	0	4.5	83	12.5	0	49	34.9	16.1	0	
Total %	3.1	48.5	0.6	0	0.4	2.9	1.2	0	1.5	28	4.2	0	4.7	3.4	1.6	0	

Start Time	Washington Street (Route 138) From North					Kinsley Street From East					Washington Street (Route 138) From South					Brock Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:40:00 PM																					
4:40:00 PM	12	161	3	0	176	1	11	3	0	15	6	92	19	0	117	13	8	6	0	27	335
4:55:00 PM	11	172	4	0	187	1	13	6	0	20	7	92	11	0	110	15	21	5	0	41	342
5:10:00 PM	6	165	2	0	173	2	16	0	0	18	2	97	11	0	110	15	21	5	0	41	342
5:25:00 PM	17	204	5	0	226	1	8	4	0	13	6	97	16	0	119	22	9	3	0	31	392
Total Volume	46	702	14	0	762	5	48	13	0	66	21	378	61	0	460	66	52	21	0	139	1427
% App. Total	6	92.1	1.8	0		7.6	72.7	19.7	0		4.6	82.2	13.3	0		47.5	37.4	15.1	0		
PHF	.676	.860	.700	.000	.843	.625	.750	.542	.000	.825	.750	.974	.803	.000	.966	.750	.619	.750	.000	.848	.910



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
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File Name : 122868 DD
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Washington Street (Route 138) From North				Kinsley Street From East				Washington Street (Route 138) From South				Brock Street From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
04:40 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	5
04:55 PM	0	7	0	0	0	0	0	0	0	2	1	0	0	0	0	1	0	11
05:10 PM	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6
05:25 PM	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	4
05:40 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	7
05:55 PM	0	1	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	6
06:10 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	0	4
06:25 PM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
Grand Total	0	18	1	0	0	0	0	0	0	17	2	0	3	1	4	0	0	46
Apprch %	0	94.7	5.3	0	0	0	0	0	0	89.5	10.5	0	37.5	12.5	50	0	0	
Total %	0	39.1	2.2	0	0	0	0	0	0	37	4.3	0	6.5	2.2	8.7	0	0	

Start Time	Washington Street (Route 138) From North					Kinsley Street From East					Washington Street (Route 138) From South					Brock Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:55:00 PM																					
4:55:00 PM	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	11
5:10:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
5:25:00 PM	0	0	1	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
5:40:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	7
Total Volume	0	14	1	0	15	0	0	0	0	0	0	8	2	0	10	0	0	3	0	3	28
% App. Total	0	93.3	6.7	0		0	0	0	0		0	80	20	0		0	0	100	0		
PHF	.000	.500	.250	.000	.536	.000	.000	.000	.000	.000	.000	.667	.500	.000	.833	.000	.000	.375	.000	.375	.636



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
E/W: Kinsley Street/ Brock Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 DD
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Washington Street (Route 138) From North				Kinsley Street From East				Washington Street (Route 138) From South				Brock Street From West				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
04:40 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
06:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:25 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Grand Total	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	5	8
Apprch %	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	100	
Total %	0	0	0	25	0	0	0	12.5	0	0	0	0	0	0	0	0	62.5	

Start Time	Washington Street (Route 138) From North					Kinsley Street From East					Washington Street (Route 138) From South					Brock Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 5:40:00 PM																					
5:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
6:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
6:25:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
Total Volume	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	6
% App. Total	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.500



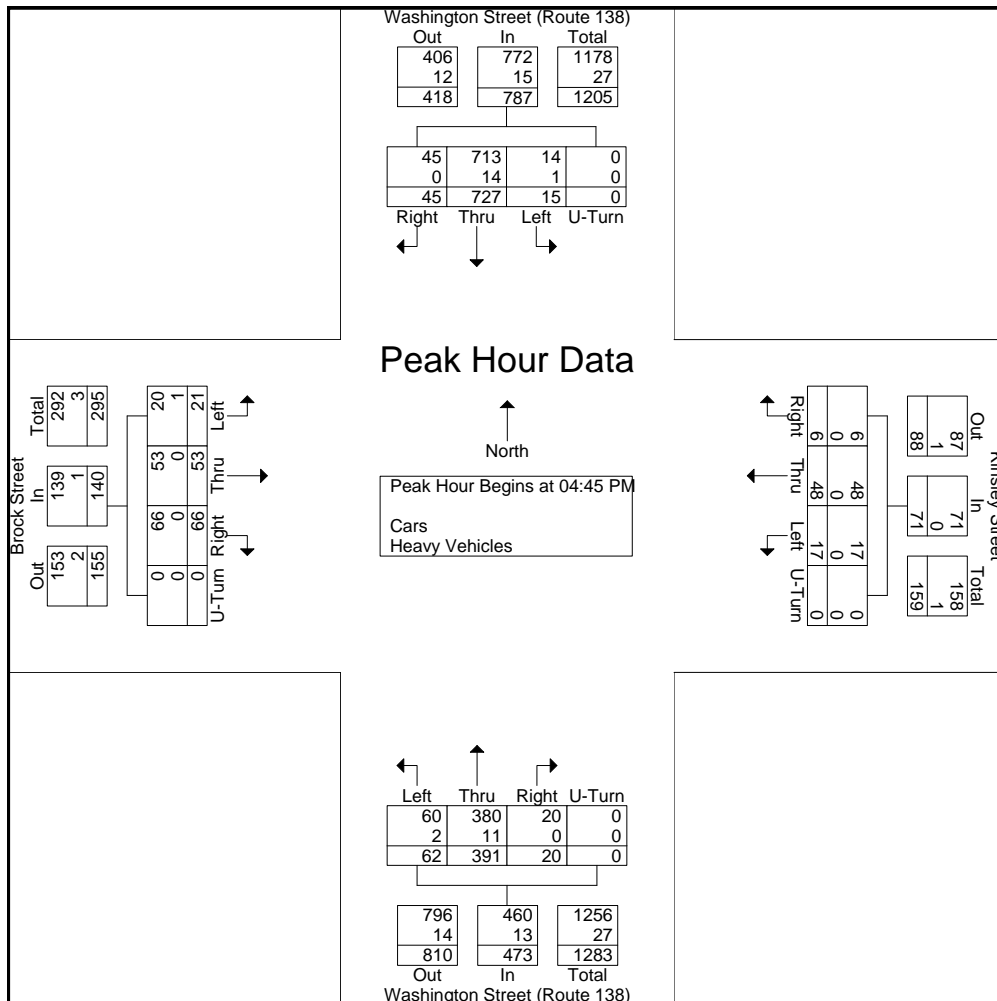
PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
E/W: Kinsley Street/ Brock Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 DD
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Start Time	Washington Street (Route 138) From North					Kinsley Street From East					Washington Street (Route 138) From South					Brock Street From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:40 PM to 06:35 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	5	48	0	0	53	1	5	1	0	7	2	38	9	0	49	5	1	4	0	10	119
04:50 PM	3	69	3	0	75	0	4	2	0	6	2	32	3	0	37	3	4	0	0	7	125
04:55 PM	2	58	3	0	63	0	3	1	0	4	2	32	7	0	41	7	5	4	0	16	124
05:00 PM	5	70	0	0	75	1	5	4	0	10	3	28	3	0	34	5	6	2	0	13	132
05:05 PM	4	51	1	0	56	0	5	1	0	6	2	34	6	0	42	4	3	2	0	9	113
05:10 PM	2	49	0	0	51	1	3	0	0	4	1	37	4	0	42	5	6	1	0	12	109
05:15 PM	3	58	0	0	61	1	6	0	0	7	1	29	2	0	32	5	9	2	0	16	116
05:20 PM	1	61	2	0	64	0	7														
05:25 PM	5	61	0	0	66	1	5	1	0	7	2	42	6	0	50	6	3	0	0	9	132
05:30 PM	3	70	3	0	76	0	1	0	0	1	3	34	2	0	39	3	4	1	0	8	124
05:35 PM	9	73	3	0	85	0	2	3	0	5	1	23	9	0	33	13				17	140
05:40 PM	3	59	0	0	62	1	2	4	0	7	1	28	6	0	35	5	4	1	0	10	114
Total Volume	45	727	15	0	787	6	48	17	0	71	20	391	62	0	473	66	53	21	0	140	1471
% App. Total	5.7	92.4	1.9	0		8.5	67.6	23.9	0		4.2	82.7	13.1	0		47.1	37.9	15	0		
PHF	.417	.830	.417	.000	.772	.500	.571	.354	.000	.592	.556	.776	.574	.000	.788	.423	.491	.438	.000	.686	.876
Cars	45	713	14	0	772	6	48	17	0	71	20	380	60	0	460	66	53	20	0	139	1442
% Cars	100	98.1	93.3	0	98.1	100	100	100	0	100	100	97.2	96.8	0	97.3	100	100	95.2	0	99.3	98.0
Heavy Vehicles	0	14	1	0	15	0	0	0	0	0	0	11	2	0	13	0	0	1	0	1	29
% Heavy Vehicles	0	1.9	6.7	0	1.9	0	0	0	0	0	0	2.8	3.2	0	2.7	0	0	4.8	0	0.7	2.0





PRECISION DATA INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/W: Freeman Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 E
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Table with columns for Start Time, Trackside Plaza From North, Morton Street From East, MBTA Lot From South, Morton Street From Southwest, Perry street From West, Summer Street From Northwest, and Int. Total. Rows include 06:30 AM, 07:00 AM, 07:30 AM, 07:45 AM, 08:00 AM, Grand Total, Apprch %, Total %, Cars, and % Cars.

Table with columns for Start Time, Trackside Plaza From North, Morton Street From East, MBTA Lot From South, Morton Street From Southwest, Perry street From West, Summer Street From Northwest, and Int. Total. Rows include PHF and Cars for various times from 6:45:00 AM to 7:30:00 AM.

N/S: Washington Street (Route 138/27)
 E/W: Freeman Street/ Wyman Street
 City, State: Stoughton, MA
 Client: VHB/ E. Chan



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 D A T A
 INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
 Office: 508.481.3999 Fax: 508.545.1234
 Email: datarequests@pdillc.com

File Name : 122868 E
 Site Code : 10111.34
 Start Date : 4/12/2012
 Page No : 1

Groups Printed- Cars

Start Time	Trackside Plaza From North						Morton Street From East					MBTA Lot From South					Morton Street From Southwest					Perry street From West					Summer Street From Northwest					Int. Total						
	Har d Rght	Righ t	Bea r Rght	Thru	Left	U- Turn	Righ t	Bea r Rght	Thru	Bea r Left	Left	U- Turn	Righ t	Thru	Bea r Left	Left	Har d Left	U- Turn	Har d Rght	Bea r Rght	Bea r Left	Left	Har d Left	Pe d s	Har d Rght	Righ t	Thru	Left	Har d Left	U- Turn	Har d Rght		Righ t	Bea r Rght	Bea r Left	Har d Left	Pe d s	
06:30 AM 06:45 AM	0	0	0	0	0	0	0	2	3	7	1	0	2	0	0	0	0	0	2	24	3	2	0	0	0	3	4	0	0	0	0	1	0	4	0	0	58	
Total	0	0	1	0	0	0	0	7	4	13	1	0	2	0	0	0	0	0	4	50	16	6	1	0	0	3	12	0	1	0	3	2	0	5	0	0	131	
07:00 AM 07:15 AM	0	0	1	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	29	34	4	0	0	0	0	6	0	1	0	0	5	0	2	0	0	87	
07:30 AM 07:45 AM	0	0	7	0	0	0	1	2	3	8	2	0	0	0	0	0	1	0	14	34	35	4	2	0	0	0	9	1	0	0	1	9	0	0	0	0	133	
	1	0	0	1	1	0	0	2	0	7	1	0	0	0	0	0	0	0	1	18	13	6	1	0	0	0	15	1	1	0	0	4	0	0	0	0	73	
Total	1	0	9	1	1	0	1	5	6	3	0	0	0	0	0	0	1	0	1	6	127	123	16	3	0	0	0	37	2	3	0	1	26	0	5	0	0	417
08:00 AM 08:15 AM	0	1	2	0	1	0	1	0	7	6	0	0	1	0	0	0	0	0	0	30	5	3	1	0	0	0	7	0	2	0	0	3	0	1	0	0	71	
Grand Total	1	1	12	1	2	0	4	13	18	53	4	0	3	0	0	0	2	0	27	230	156	30	5	0	0	3	65	4	6	0	4	35	1	13	0	0	693	
Approch %	5.9	5.9	70.6	5.9	11.8	0	4.3	14.1	19.6	57.6	4.3	0	60	0	0	0	40	0	6	51.3	34.8	6.7	1.1	0	0	3.8	83.3	5.1	7.7	0	7.5	66	1.9	24.5	0	0		
Total %	0.1	0.1	1.7	0.1	0.3	0	0.6	1.9	2.6	7.6	0.6	0	0.4	0	0	0	0.3	0	3.9	33.2	22.5	4.3	0.7	0	0	0.4	9.4	0.6	0.9	0	0.6	5.1	0.1	1.9	0	0		

Start Time	Trackside Plaza From North						Morton Street From East					MBTA Lot From South					Morton Street From Southwest					Perry street From West					Summer Street From Northwest					Int. Total											
	Har d Rght	Righ t	Bea r Rght	Thru	Left	U- Turn	App. Total	Righ t	Bea r Rght	Thru	Bea r Left	Left	U- Turn	App. Total	Righ t	Thru	Bea r Left	Left	Har d Left	U- Turn	App. Total	Har d Rght	Righ t	Thru	Left	Har d Left	U- Turn	App. Total	Har d Rght	Righ t	Bea r Rght		Bea r Left	Har d Left	Pe d s	App. Total							
6:45:00 AM	0	0	1	0	0	0	1	0	5	1	6	0	0	12	0	0	0	0	0	0	0	2	26	13	4	1	0	46	0	0	8	0	1	0	9	3	1	0	1	0	0	5	73
7:00:00 AM	0	0	1	0	0	0	1	0	1	2	2	0	0	5	0	0	0	0	0	0	0	0	29	34	4	0	0	67	0	0	6	0	1	0	7	0	5	0	2	0	0	7	87
7:15:00 AM	0	0	1	0	0	0	1	0	0	1	13	0	0	14	0	0	0	0	0	0	0	1	46	41	2	0	0	90	0	0	7	0	1	0	8	0	8	0	3	0	0	11	124
7:30:00 AM	0	0	7	0	0	0	7	1	2	3	8	2	0	16	0	0	0	0	1	0	1	14	34	35	4	2	0	89	0	0	9	1	0	0	10	1	9	0	0	0	0	10	133
Total Volume	0	0	10	0	0	0	10	1	8	7	29	2	0	47	0	0	0	0	1	0	1	17	13	12	5	3	14	292	0	0	30	1	3	0	34	4	23	0	6	0	0	33	417
% App. Total	0	0	10	0	0	0	2.1	17	14	61	4.3	0	0	0	0	0	10	0	5.8	46	42	4.8	1	0	0	0	88	2	2.9	8.8	0	12	69	0	18	0	0	0					
PHF	.00	.00	.35	.00	.00	.00	.357	.25	.40	.58	.55	.25	.00	.734	.00	.00	.00	.00	.25	.00	.250	.30	.73	.75	.87	.37	.00	.811	.00	.00	.83	.25	.75	.00	.850	.33	.63	.00	.50	.00	.00	.750	.784

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 6:45:00 AM

N/S: Washington Street (Route 138/27)
 E/W: Freeman Street/ Wyman Street
 City, State: Stoughton, MA
 Client: VHB/ E. Chan



PRECISION
 DATA
 INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
 Office: 508.481.3999 Fax: 508.545.1234
 Email: datarequests@pdillc.com

File Name : 122868 E
 Site Code : 10111.34
 Start Date : 4/12/2012
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Trackside Plaza From North						Morton Street From East						MBTA Lot From South						Morton Street From Southwest						Perry street From West						Summer Street From Northwest						Int. Total						
	Har d Rght	Righ t	Bea r Rght	Thru	Left	U-Turn	Righ t	Bea r Rght	Thru	Bear Left	Left	U-Turn	Righ t	Thru	Bea r Left	Left	Har d Left	U-Turn	Har d Rght	Bea r Rght	Bea r Left	Left	Har d Left	Pe d s	Har d Rght	Righ t	Thru	Left	Har d Left	U-Turn	Har d Rght	Righ t	Bea r Rght	Bear Left	Har d Left	Pe d s							
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	6	0	0	1	0	0	1	2	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	17
Apprch %	0	0	0	0	0	0	0	0	0	75	25	0	0	0	0	0	0	0	0	85.7	0	0	14.3	0	0	33.3	66.7	0	0	0	0	33.3	0	66.7	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	17.6	5.9	0	0	0	0	0	0	0	0	35.3	0	0	5.9	0	0	5.9	11.8	0	0	0	0	5.9	0	11.8	0	0	0	0	0	0	0	0	

Start Time	Trackside Plaza From North						Morton Street From East						MBTA Lot From South						Morton Street From Southwest						Perry street From West						Summer Street From Northwest						Int. Total							
	Har d Rght	Righ t	Bea r Rght	Thru	Left	U-Turn	Righ t	Bea r Rght	Thru	Bear Left	Left	U-Turn	Righ t	Thru	Bea r Left	Left	Har d Left	U-Turn	Har d Rght	Bea r Rght	Bea r Left	Left	Har d Left	Pe d s	Har d Rght	Righ t	Thru	Left	Har d Left	U-Turn	Har d Rght	Righ t	Bea r Rght	Bear Left	Har d Left	Pe d s								
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	2
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
8:00:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total Volume	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	2	0	0	0	3	0	0	0	2	0	0	0	0	0	2	0	0	10
% App.	0	0	0	0	0	0	0	0	0	66.7	33.3	0	0	0	0	0	0	0	0	50	0	0	50	0	0	33.3	66.7	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0		
Total										7	3																																	
PHF	.00	.00	.00	.00	.00	.00	.00	.00	.00	.25	.25	.00	.00	.00	.00	.00	.00	.00	.00	.25	.00	.00	.25	.00	.00	.25	.25	.00	.00	.00	.375	.00	.00	.00	.50	.00	.00	.00	.00	.00	.500			.833

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 7:15:00 AM

N/S: Washington Street (Route 138/27)
 E/W: Freeman Street/ Wyman Street
 City, State: Stoughton, MA
 Client: VHB/ E. Chan



PRECISION
 D A T A
 INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
 Office: 508.481.3999 Fax: 508.545.1234
 Email: datarequests@pdillc.com

File Name : 122868 E
 Site Code : 10111.34
 Start Date : 4/12/2012
 Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Trackside Plaza From North						Morton Street From East						MBTA Lot From South						Morton Street From Southwest						Perry street From West						Summer Street From Northwest						Int. Total						
	Har d Rl ght	Ri gh t	Bea r Ri gh t	Thru	Le ft	Pe ds	Ri gh t	Bea r Ri gh t	Thru	Bea r Left	Le ft	Pe ds	Ri gh t	Thru	Bea r Left	Le ft	Har d Le ft	Pe ds	Har d Ri gh t	Bea r Ri gh t	Bea r Left	Le ft	Har d Le ft	Pe ds	Har d Ri gh t	Ri gh t	Thru	Le ft	Har d Le ft	Pe ds	Har d Ri gh t	Ri gh t	Bea r Ri gh t	Bea r Left	Har d Le ft	Pe ds							
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
06:45 AM	0	0	0	0	0	5	0	0	0	0	0	28	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	40
Total	0	0	0	0	0	6	0	0	0	0	0	33	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	47
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	13	0	0	0	0	0	21	0	0	0	0	0	10	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	52					
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	0	0	0	14	0	0	0	0	0	27	0	0	0	0	0	11	0	2	0	0	0	1	0	0	1	0	0	2	0	0	0	0	0	0	5	63					
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5					
08:15 AM	0	0	0	0	0	8	0	0	0	0	0	20	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	37					
Grand Total	0	0	0	0	0	30	0	0	0	0	0	82	0	0	0	0	0	17	0	2	0	0	0	2	0	0	1	0	0	4	0	0	0	0	0	0	14	152					
Apprch %	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	0	50	0	0	0	50	0	0	20	0	0	80	0	0	0	0	0	0	100						
Total %	0	0	0	0	0	19.7	0	0	0	0	0	53.9	0	0	0	0	0	11.2	0	1.3	0	0	0	1.3	0	0	0.7	0	0	2.6	0	0	0	0	0	0	9.2						

Start Time	Trackside Plaza From North						Morton Street From East						MBTA Lot From South						Morton Street From Southwest						Perry street From West						Summer Street From Northwest						Int. Total							
	Har d Rl ght	Ri gh t	Bea r Ri gh t	Thru	Le ft	Pe ds	Ri gh t	Bea r Ri gh t	Thru	Bea r Left	Le ft	Pe ds	Ri gh t	Thru	Bea r Left	Le ft	Har d Le ft	Pe ds	Har d Ri gh t	Bea r Ri gh t	Bea r Left	Le ft	Har d Le ft	Pe ds	Har d Ri gh t	Ri gh t	Thru	Le ft	Har d Le ft	Pe ds	Har d Ri gh t	Ri gh t	Bea r Ri gh t	Bea r Left	Har d Le ft	Pe ds								
7:30:00 AM	0	0	0	0	0	13	13	0	0	0	0	0	21	21	0	0	0	0	0	10	10	0	2	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	5	5	52	
7:45:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	8
8:00:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
8:15:00 AM	0	0	0	0	0	8	8	0	0	0	0	0	20	20	0	0	0	0	0	3	3	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	3	3	37	
Total Volume	0	0	0	0	0	24	24	0	0	0	0	0	47	47	0	0	0	0	0	13	13	0	2	0	0	0	2	4	0	0	1	0	0	4	5	0	0	0	0	0	9	9	102	
% App.	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	50	0	0	0	50	0	0	0	20	0	0	80	0	0	0	0	0	0	10	0		
PHF	.00	.00	.00	.00	.00	.46	.462	.00	.00	.00	.00	.00	.56	.560	.00	.00	.00	.00	.00	.32	.325	.00	.25	.00	.00	.00	.50	.500	.00	.00	.25	.00	.00	.50	.625	.00	.00	.00	.00	.00	.45	.450		

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 7:30:00 AM



PRECISION DATA INDUSTRIES, LLC

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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138/27)
E/W: Freeman Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 E
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Table with columns for Start Time, Trackside Plaza From North, Morton Street From East, MBTA Lot From South, Morton Street From Southwest, Perry street From West, Summer Street From Northwest, and various traffic flow metrics (Right, Left, Through, etc.) for each approach.

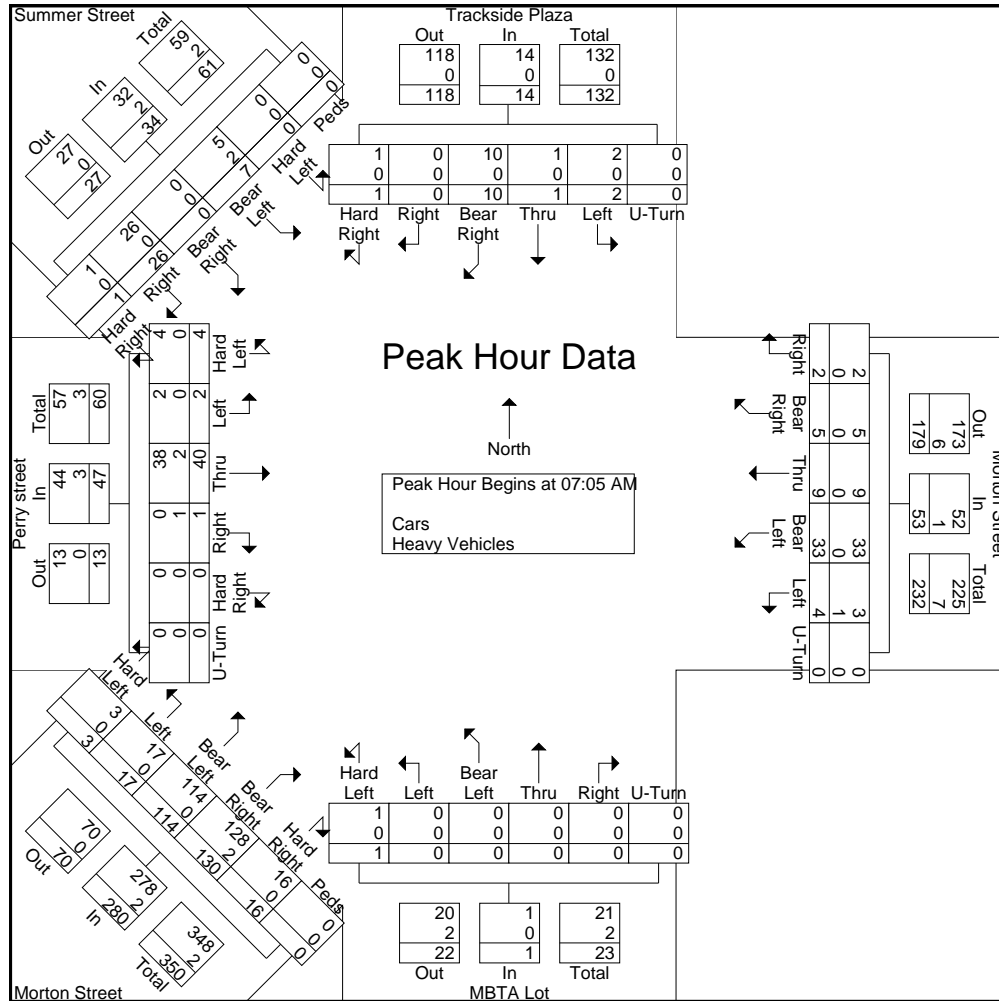
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Page No : 1

Table with 17 columns for movement types and 17 rows for time intervals (04:40 PM to 06:25 PM) and summary rows (Grand Total, Apprch %, Total %, Cars, % Cars, Heavy Vehicles, % Heavy Vehicles).

Table with 17 columns for movement types and 17 rows for time intervals (4:40:00 PM to 5:25:00 PM) and summary rows (Total Volume, % App. Total, PHF, Cars, % Cars, Heavy Vehicles, % Heavy Vehicles).



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Page No : 1

Groups Printed- Cars

Start Time	Trackside Plaza From North						Morton Street From East						MBTA Lot From South						Morton Street From Southwest						Perry Street From West						Summer Street From Northwest						Int. Total						
	Har d Rl ght	Ri ght	Bea r Rl ght	Thru	Left	U-Turn	Ri ght	Bea r Rl ght	Thru	Bea r Rl ght	Left	U-Turn	Ri ght	Thru	Bea r Rl ght	Left	Har d Le ft	U-Turn	Har d Rl ght	Bea r Rl ght	Bea r Rl ght	Left	Har d Le ft	Pe d s	U-Turn	Har d Rl ght	Ri ght	Thru	Left	Har d Le ft	U-Turn	Har d Rl ght	Ri ght	Bea r Rl ght	Bea r Rl ght	Har d Le ft		Pe d s					
04:40 PM	0	0	8	0	1	0	0	3	10	23	0	0	0	0	0	0	1	0	0	16	1	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	9	0	3	0	0	89
04:55 PM	0	1	2	0	1	0	0	3	5	20	1	0	0	0	0	0	0	0	0	16	4	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	9	0	6	0	0	80
05:10 PM	0	0	6	0	2	0	1	5	3	25	2	0	0	0	0	1	0	0	0	23	4	2	0	0	1	0	3	0	0	0	2	8	0	10	0	0	98						
05:25 PM	0	1	10	0	2	0	0	6	6	25	0	0	0	0	0	0	6	0	1	15	4	5	0	0	0	0	5	1	0	0	1	6	0	2	0	0	96						
05:40 PM	0	0	5	0	1	0	2	3	7	20	0	0	0	0	0	0	0	0	0	10	4	3	0	0	2	0	8	0	0	0	3	9	0	3	0	0	80						
05:55 PM	0	1	7	0	0	0	1	2	10	26	0	0	1	0	0	0	2	0	0	16	1	3	3	0	0	0	5	0	0	0	1	5	0	1	0	0	85						
06:10 PM	0	0	10	0	0	0	0	1	8	30	1	0	0	0	0	0	2	0	0	13	2	1	0	0	0	0	4	0	0	0	0	7	0	5	0	0	84						
06:25 PM	1	2	8	0	0	0	0	2	11	25	1	0	2	0	0	0	8	0	1	7	4	4	1	0	0	0	7	0	0	0	1	3	0	4	0	0	92						
Grand Total	1	5	56	0	7	0	4	25	60	194	5	0	3	0	0	1	19	0	2	116	24	24	4	0	3	0	44	1	0	0	16	56	0	34	0	0	704						
Apprch %	1.4	7.2	81.2		10.1		1.4	8.7	20.8	67.4	1.7		13	0	0	4.3	82.6		1.2	68.2	14.1	14.1	2.4		6.2		91.7	2.1			15.1	52.8		32.1									
Total %	0.1	0.7	8	0	1	0	0.6	3.6	8.5	27.6	0.7	0	0.4	0	0	0.1	2.7	0	0.3	16.5	3.4	3.4	0.6	0	0.4	0	6.2	0.1	0	0	2.3	8	0	4.8	0	0							

Start Time	Trackside Plaza From North							Morton Street From East							MBTA Lot From South							Morton Street From Southwest							Perry Street From West							Summer Street From Northwest							Int. Total
	Har d Rl ght	Ri ght	Bea r Rl ght	Thru	Left	U-Turn	App. Total	Ri ght	Bea r Rl ght	Thru	Bea r Rl ght	Left	U-Turn	App. Total	Ri ght	Thru	Bea r Rl ght	Left	Har d Le ft	U-Turn	App. Total	Har d Rl ght	Bea r Rl ght	Bea r Rl ght	Left	Har d Le ft	Pe ds	App. Total	Har d Rl ght	Ri ght	Thru	Left	Har d Le ft	U-Turn	App. Total	Har d Rl ght	Ri ght	Bea r Rl ght	Bea r Rl ght	Har d Le ft	Pe ds	App. Total	
4:40:00 PM	0	0	8	0	1	0	9	0	3	10	23	0	0	36	0	0	0	0	1	0	1	0	16	1	5	0	0	22	0	0	5	0	0	0	5	4	9	0	3	0	0	16	89
4:55:00 PM	0	1	2	0	1	0	4	0	3	5	20	1	0	29	0	0	0	0	0	0	0	0	16	4	1	0	0	21	0	0	7	0	0	0	7	4	9	0	6	0	0	19	80
5:10:00 PM	0	0	6	0	2	0	8	1	5	3	25	2	0	36	0	0	0	1	0	0	1	0	23	4	2	0	0	29	1	0	3	0	0	0	4	2	8	0	10	0	0	20	98
5:25:00 PM	0	1	10	0	2	0	13	0	6	6	25	0	0	37	0	0	0	0	6	0	6	1	15	4	5	0	0	25	0	0	5	1	0	0	6	1	6	0	2	0	0	9	96
Total Volume	0	2	26	0	6	0	34	1	17	24	93	3	0	138	0	0	0	1	7	0	8	1	70	13	13	0	0	97	1	0	20	1	0	0	22	11	32	0	21	0	0	64	363
% App. Total	0	5.9	76.	0	17.	0		0.7	12.	17.	67.	2.2	0		0	0	0	12.	87.	0		1	72.	13.	13.	0	0		4.5	0	90.	4.5	0	0		17.	50	0	32.	0	0		
PHF	.00	.50	.65	.00	.75	.00	.654	.25	.70	.60	.93	.37	.00	.932	.00	.00	.00	.25	.29	.00	.333	.25	.76	.81	.65	.00	.00	.836	.25	.00	.71	.25	.00	.00	.786	.68	.88	.00	.52	.00	.00	.800	.926



PRECISION DATA INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
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Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Vehicles

Table with columns for Start Time, Trackside Plaza From North, Morton Street From East, MBTA Lot From South, Morton Street From Southwest, Perry Street From West, Summer Street From Northwest, and Int. Total. Rows include time intervals from 04:40 PM to 06:25 PM and Grand Total.

Table with columns for Start Time, Trackside Plaza From North, Morton Street From East, MBTA Lot From South, Morton Street From Southwest, Perry Street From West, Summer Street From Northwest, and Int. Total. Rows include time intervals from 04:40 PM to 06:25 PM and Grand Total.

Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 5:10:00 PM

Table showing peak hour analysis with columns for Start Time, Trackside Plaza From North, Morton Street From East, MBTA Lot From South, Morton Street From Southwest, Perry Street From West, Summer Street From Northwest, and Int. Total. Rows include time intervals from 5:10:00 PM to 5:55:00 PM, Total Volume, % App. Total, and PHF.



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Page No : 1

Groups Printed- Peds and Bicycles

Table with columns for Start Time, Trackside Plaza From North, Morton Street From East, MBTA Lot From South, Morton Street From Southwest, Perry Street From West, Summer Street From Northwest, and Int. Total. Rows include time intervals from 04:40 PM to 06:25 PM and Grand Total.

Table with columns for Start Time, Trackside Plaza From North, Morton Street From East, MBTA Lot From South, Morton Street From Southwest, Perry Street From West, Summer Street From Northwest, and Int. Total. Rows include time intervals from 04:40 PM to 06:25 PM and Grand Total.

Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 4:40:00 PM

Table with columns for Start Time, Trackside Plaza From North, Morton Street From East, MBTA Lot From South, Morton Street From Southwest, Perry Street From West, Summer Street From Northwest, and Int. Total. Rows include time intervals from 4:40:00 PM to 5:25:00 PM and Total Volume, % App. Total, and PHF.



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Start Time	Trackside Plaza From North							Morton Street From East							MBTA Lot From South							Morton Street From Southwest							Perry Street From West							Summer Street From Northwest							Int. Total
	H	R	Be	Th	Lef	U	App.	R	Be	Th	Be	Lef	U	App.	R	Th	Be	Lef	H	U	App.	Ha	Be	Be	Lef	H	Pe	App.	H	R	Th	Lef	Ha	U	App.	H	R	Be	Be	Ha	Pe	App.	
	ar	ig	ar	ru	t	T	Total	ig	ar	ru	ar	t	T	Total	ght	ru	ar	Lef	ar	T	Total	rd	ar	ar	Lef	ar	ds	Total	ar	ig	ru	t	rd	Tu	Total	ar	ig	ar	ar	rd	ds	Total	
Peak Hour Analysis From 04:40 PM to 06:35 PM - Peak 1 of 1																																											
Peak Hour for Entire Intersection Begins at 04:50 PM																																											
04:50 PM	0	0	5	0	0	0	5	0	1	2	9	0	0	12	0	0	0	0	1	0	1	0	8	0	3	0	0	11	0	0	2	0	0	0	2	2	1	0	1	0	0	4	35
04:55 PM	0	1											10	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	0	2	0	0	0	2	2	4	0	2	0	0	8	30	
05:00 PM	0	0	0	0	0	0	0	0	2	2	8	0	0	12	0	0	0	0	0	0	0	0	4	2	1	0	0	7	0	0	1	0	0	0	1	1	2	1					25
05:05 PM	0	0	0	0	0	0	0	0	0	1	5	1	0	7	0	0	0	0	0	0	0	0	7	1	1	0	0	9	0	0	4	0	0	0	4	1	3	0	3	0	0	7	27
05:10 PM	0	0	3	0	1	0	4	1					10	0	0	0	0	0	0	0	0	6	1	0	0	0	7	1	1	0	0	0	0	2	0	3	0	1	0	0	4	27	
05:15 PM	0	0	0	0	1	0	1	0	3		13	0	0	17	0	0	0	1	0	0	1	0	7	1	1	0	0	9	0	0	1	0	0	0	1	1	1	0	3	0	0	5	34
05:20 PM	0	0	3	0	0	0	3	0	1	1	7	1	0	10	0	0	0	0	0	0	0	0	10	2	1	0	0	13	0	0	2	0	0	0	2	1	4	0	6			11	39
05:25 PM	0	0	1	0	0	0	1	0	2	0	5	0	0	7	0	0	0	0	0	0	0	1	6	0	0	0	0	7	0	0	1	0	0	0	1	0	2	0	0	0	0	2	18
05:30 PM	0	0	5	0	0	0	5	0	1	2	11	0	0	14	0	0	0	0	2	0	2	0	3	3	2	0	0	8	0	0	3	1				0	0	3	1				36
05:35 PM	0	1	4	0	2	0	7	0	3	4	11	0	0	18	0	0	0	0	4	0	4							10	0	0	1	0	0	0	1	1	2	0	1	0	0	4	44
05:40 PM	0	0	2	0	1	0	3	0	1	3	6	0	0	10	0	0	0	0	0	0	0	0	2	3	2	0	0	7	0	0	1	0	0	0	1	0	5	0	2	0	0	7	28
05:45 PM	0	0	1	0	0	0	1	1	1	2	12	0	0	16	0	0	0	0	0	0	0	0	6	0	2	0	0	8	2	0	3	0	0	0	5	1	3	0	1	0	0	5	35
Total Volume	0	2	26	0	6	0	34	2	17	21	10	3	0	143	0	0	0	1	7	0	8	1	70	15	16	0	0	102	3	0	22	1	0	0	26	10	32	1	22	0	0	65	378
% App. Total	0	5.9	76.	0	17.	0		1.4	11.	14.	69.	2.1	0		0	0	0	12.	87.	0		1	68.	14.	15.	0	0		11.	0	84.	3.8	0	0		15.	49.	1.5	33.	0	0		
PHF	.00	.16	.43	.00	.25	.00	.405	.16	.47	.43	.64	.25	.00	.662	.00	.00	.00	.08	.14	.00	.167	.08	.58	.41	.44	.00	.00	.654	.12	.00	.45	.08	.00	.00	.433	.41	.53	.08	.30	.00	.00	.492	.716
Cars	0	2	26	0	6	0	34	2	17	21	97	3	0	140	0	0	0	1	7	0	8	1	69	15	14	0	0	99	3	0	21	1	0	0	25	10	32	0	22	0	0	64	370
% Cars	0	10	10	0	10	0	100	10	10	10	97.	10	0	97.9	0	0	0	10	10	0	100	10	98.	10	87.	0	0	97.1	10	0	95.	10	0	0	96.2	10	10	0	10	0	0	98.5	97.9
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	2	0	0	3	0	0	1	0	0	0	1	0	0	1	0	0	0	1	8
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	3.0	0	0	2.1	0	0	0	0	0	0	0	0	1.4	0	12.	0	0	2.9	0	0	4.5	0	0	0	3.8	0	0	10	0	0	0	1.5	2.1

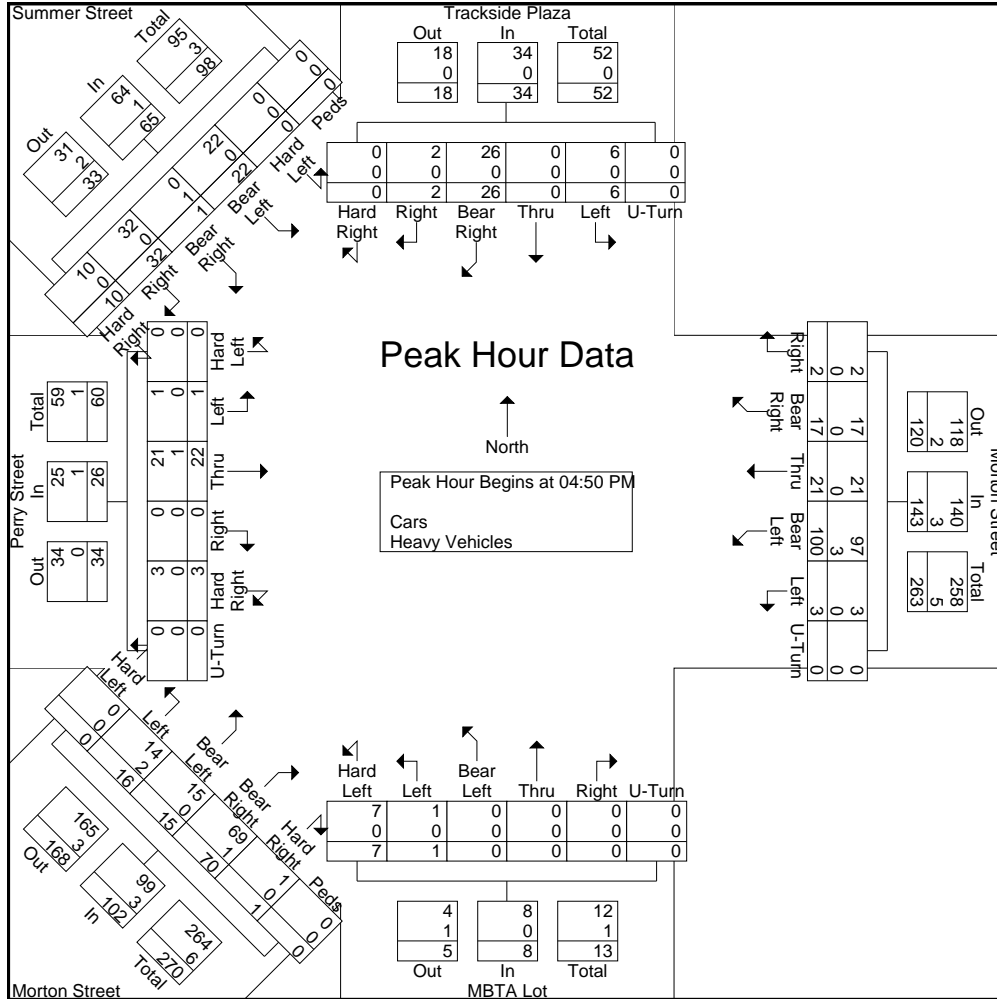
N/S: Washington Street (Route 138/27)
 E/W: Freeman Street/ Wyman Street
 City, State: Stoughton, MA
 Client: VHB/ E. Chan



PRECISION
 DATA
 INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
 Office: 508.481.3999 Fax: 508.545.1234
 Email: datarequests@pdillc.com

File Name : 122868 EE
 Site Code : 10111.34
 Start Date : 4/12/2012
 Page No : 2





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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S/SW: Morton Street
E/W: Brock Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 F
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Morton Street From North					Brock Street From East					Morton Street From South					Morton Street From Southwest					Wyman Street From West					Int. Total
	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	U-Turn	
06:30 AM	1	0	6	0	0	7	18	0	1	0	0	26	0	0	0	0	0	0	6	0	2	0	7	0	0	74
06:45 AM	0	0	8	2	0	19	15	0	3	0	8	30	0	0	0	0	0	0	5	0	2	0	8	0	0	100
Total	1	0	14	2	0	26	33	0	4	0	8	56	0	0	0	0	0	0	11	0	4	0	15	0	0	174
07:00 AM	0	0	4	6	0	25	25	0	1	0	2	42	0	0	0	0	0	0	11	0	8	0	7	0	0	131
07:15 AM	0	0	17	1	0	27	16	0	7	0	9	61	1	1	0	0	0	0	22	0	11	0	15	0	0	188
07:30 AM	1	0	15	8	0	39	23	0	6	0	8	58	0	0	0	0	0	0	12	0	7	0	16	0	0	193
07:45 AM	1	0	8	2	0	9	24	2	5	0	9	23	0	0	0	0	1	0	11	0	5	0	9	0	0	109
Total	2	0	44	17	0	100	88	2	19	0	28	184	1	1	0	0	1	0	56	0	31	0	47	0	0	621
08:00 AM	0	0	12	2	0	9	23	0	12	0	16	29	0	0	0	0	0	0	25	0	7	0	19	0	0	154
08:15 AM	1	0	8	3	0	23	24	0	13	0	21	27	0	0	0	0	0	0	30	0	13	0	12	0	0	175
Grand Total	4	0	78	24	0	158	168	2	48	0	73	296	1	1	0	0	1	0	122	0	55	0	93	0	0	1124
Apprch %	3.8	0	73.6	22.6	0	42	44.7	0.5	12.8	0	19.7	79.8	0.3	0.3	0	0	0.8	0	99.2	0	37.2	0	62.8	0	0	
Total %	0.4	0	6.9	2.1	0	14.1	14.9	0.2	4.3	0	6.5	26.3	0.1	0.1	0	0	0.1	0	10.9	0	4.9	0	8.3	0	0	
Cars	4	0	75	23	0	158	163	2	45	0	69	292	1	1	0	0	1	0	118	0	50	0	93	0	0	1095
% Cars	100	0	96.2	95.8	0	100	97	100	93.8	0	94.5	98.6	100	100	0	0	100	0	96.7	0	90.9	0	100	0	0	97.4
Heavy Vehicles	0	0	3	1	0	0	5	0	3	0	4	4	0	0	0	0	0	0	4	0	5	0	0	0	0	29
% Heavy Vehicles	0	0	3.8	4.2	0	0	3	0	6.2	0	5.5	1.4	0	0	0	0	0	0	3.3	0	9.1	0	0	0	0	2.6

Start Time	Morton Street From North						Brock Street From East						Morton Street From South						Morton Street From Southwest						Wyman Street From West						Int. Total	
	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 7:15:00 AM																																
7:15:00 AM	0	0	17	1	0	18	27	16	0	7	0	50	9	61	1	1	0	72	0	0	0	22	0	22	11	0	15	0	0	26	188	
7:30:00 AM	1	0	15	8	0	24	39	23	0	6	0	68	8	58	0	0	0	66	0	0	0	12	0	12	7	0	16	0	0	23	193	
7:45:00 AM	1	0	8	2	0	11	9	24	2	5	0	40	9	23	0	0	0	32	0	1	0	11	0	12	5	0	9	0	0	14	109	
8:00:00 AM	0	0	12	2	0	14	9	23	0	12	0	44	16	29	0	0	0	45	0	0	0	25	0	25	7	0	19	0	0	26	154	
Total Volume	2	0	52	13	0	67	84	86	2	30	0	202	42	171	1	1	0	215	0	1	0	70	0	71	30	0	59	0	0	89	644	
% App. Total	3	0	77.6	19.4	0	41.6	42.6	1	14.9	0	19.5	79.5	0.5	0.5	0	0	1.4	0	98.6	0	33.7	0	66.3	0	0							
PHF	.500	.000	.765	.406	.000	.698	.538	.896	.250	.625	.000	.743	.656	.701	.250	.250	.000	.747	.000	.250	.000	.700	.000	.710	.682	.000	.776	.000	.000	.856	.834	
Cars	2	0	50	13	0	65	84	83	2	27	0	196	41	171	1	1	0	214	0	1	0	70	0	71	29	0	59	0	0	88	634	
% Cars	100	0	96.2	100	0	97.0	100	96.5	100	90.0	0	97.0	97.6	100	100	100	0	99.5	0	100	0	100	0	100	96.7	0	100	0	0	98.9	98.4	
Heavy Vehicles	0	0	2	0	0	2	0	3	0	3	0	6	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	10	
% Heavy Vehicles	0	0	3.8	0	0	3.0	0	3.5	0	10.0	0	3.0	2.4	0	0	0	0	0.5	0	0	0	0	0	0	3.3	0	0	0	0	1.1	1.6	



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S/SW: Morton Street
E/W: Brock Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 F
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Morton Street From North					Brock Street From East					Morton Street From South					Morton Street From Southwest					Wyman Street From West					Int. Total
	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	U-Turn	
06:30 AM	1	0	6	0	0	7	18	0	1	0	0	25	0	0	0	0	0	0	5	0	1	0	7	0	0	71
06:45 AM	0	0	8	1	0	19	15	0	3	0	6	28	0	0	0	0	0	0	4	0	2	0	8	0	0	94
Total	1	0	14	1	0	26	33	0	4	0	6	53	0	0	0	0	0	0	9	0	3	0	15	0	0	165
07:00 AM	0	0	4	6	0	25	24	0	1	0	1	41	0	0	0	0	0	0	10	0	6	0	7	0	0	125
07:15 AM	0	0	17	1	0	27	14	0	6	0	8	61	1	1	0	0	0	0	22	0	10	0	15	0	0	183
07:30 AM	1	0	15	8	0	39	22	0	6	0	8	58	0	0	0	0	0	0	12	0	7	0	16	0	0	192
07:45 AM	1	0	8	2	0	9	24	2	4	0	9	23	0	0	0	0	1	0	11	0	5	0	9	0	0	108
Total	2	0	44	17	0	100	84	2	17	0	26	183	1	1	0	0	1	0	55	0	28	0	47	0	0	608
08:00 AM	0	0	10	2	0	9	23	0	11	0	16	29	0	0	0	0	0	0	25	0	7	0	19	0	0	151
08:15 AM	1	0	7	3	0	23	23	0	13	0	21	27	0	0	0	0	0	0	29	0	12	0	12	0	0	171
Grand Total	4	0	75	23	0	158	163	2	45	0	69	292	1	1	0	0	1	0	118	0	50	0	93	0	0	1095
Apprch %	3.9	0	73.5	22.5	0	42.9	44.3	0.5	12.2	0	19	80.4	0.3	0.3	0	0	0.8	0	99.2	0	35	0	65	0	0	
Total %	0.4	0	6.8	2.1	0	14.4	14.9	0.2	4.1	0	6.3	26.7	0.1	0.1	0	0	0.1	0	10.8	0	4.6	0	8.5	0	0	

Start Time	Morton Street From North						Brock Street From East						Morton Street From South						Morton Street From Southwest						Wyman Street From West						Int. Total	
	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 7:15:00 AM																																
7:15:00 AM	0	0	17	1	0	18	27	14	0	6	0	47	8	61	1	1	0	71	0	0	0	22	0	22	10	0	15	0	0	25	183	
7:30:00 AM	1	0	15	8	0	24	39	22	0	6	0	67	8	58	0	0	0	66	0	0	0	12	0	12	7	0	16	0	0	23	192	
7:45:00 AM	1	0	8	2	0	11	9	24	2	4	0	39	9	23	0	0	0	32	0	1	0	11	0	12	5	0	9	0	0	14	108	
8:00:00 AM	0	0	10	2	0	12	9	23	0	11	0	43	16	29	0	0	0	45	0	0	0	25	0	25	7	0	19	0	0	26	151	
Total Volume	2	0	50	13	0	65	84	83	2	27	0	196	41	171	1	1	0	214	0	1	0	70	0	71	29	0	59	0	0	88	634	
% App. Total	3.1	0	76.9	20	0		42.9	42.3	1	13.8	0		19.2	79.9	0.5	0.5	0		0	1.4	0	98.6	0		33	0	67	0	0			
PHF	.500	.000	.735	.406	.000	.677	.538	.865	.250	.614	.000	.731	.641	.701	.250	.250	.000	.754	.000	.250	.000	.700	.000	.710	.725	.000	.776	.000	.000	.846	.826	



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S/SW: Morton Street
E/W: Brock Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 F
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Morton Street From North					Brock Street From East					Morton Street From South					Morton Street From Southwest					Wyman Street From West					Int. Total	
	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	U-Turn		
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3
06:45 AM	0	0	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6
Total	0	0	0	1	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	2	0	1	0	0	0	0	9
07:00 AM	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	6
07:15 AM	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	2	0	2	1	0	0	0	0	0	0	0	1	0	3	0	0	0	0	13
08:00 AM	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4
Grand Total	0	0	3	1	0	0	5	0	3	0	4	4	0	0	0	0	0	0	0	4	0	5	0	0	0	0	29
Apprch %	0	0	75	25	0	0	62.5	0	37.5	0	50	50	0	0	0	0	0	0	100	0	100	0	0	0	0	0	
Total %	0	0	10.3	3.4	0	0	17.2	0	10.3	0	13.8	13.8	0	0	0	0	0	0	13.8	0	17.2	0	0	0	0	0	

Start Time	Morton Street From North						Brock Street From East						Morton Street From South						Morton Street From Southwest						Wyman Street From West						Int. Total	
	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 6:30:00 AM																																
6:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	1	3	
6:45:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	2	6	
7:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	1	0	1	2	0	0	0	0	2	6	
7:15:00 AM	0	0	0	0	0	0	0	2	0	1	0	3	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	5	
Total Volume	0	0	0	1	0	1	0	3	0	1	0	4	4	4	0	0	0	8	0	0	0	3	0	3	4	0	0	0	0	4	20	
% App. Total	0	0	0	100	0	0	0	75	0	25	0	0	50	50	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.375	.000	.250	.000	.333	.500	.500	.000	.000	.000	.500	.000	.000	.000	.750	.000	.750	.500	.000	.000	.000	.000	.500	.833	



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S/SW: Morton Street
E/W: Brock Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 F
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Morton Street From North					Brock Street From East					Morton Street From South					Morton Street From Southwest					Wyman Street From West					Int. Total					
	Right	Bear Right	Thru	Left	Peds	Right	Thru	Bear Left	Left	Peds	Right	Thru	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	Peds						
06:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Total	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
Grand Total	0	0	0	0	1	0	1	0	0	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
Apprch %	0	0	0	0	100	0	12.5	0	0	87.5	0	50	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	
Total %	0	0	0	0	7.1	0	7.1	0	0	50	0	14.3	0	0	14.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.1	

Start Time	Morton Street From North						Brock Street From East						Morton Street From South						Morton Street From Southwest						Wyman Street From West						Int. Total						
	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total							
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																																					
Peak Hour for Entire Intersection Begins at 6:45:00 AM																																					
6:45:00 AM	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
7:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	1	1	0	0	0	0	2	2	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
% App. Total	0	0	0	0	100		0	0	0	0	100		0	50	0	0	50		0	0	0	0	0		0	0	0	0	0		0	0	0	0	100		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.500	.500	.000	.250	.000	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.667



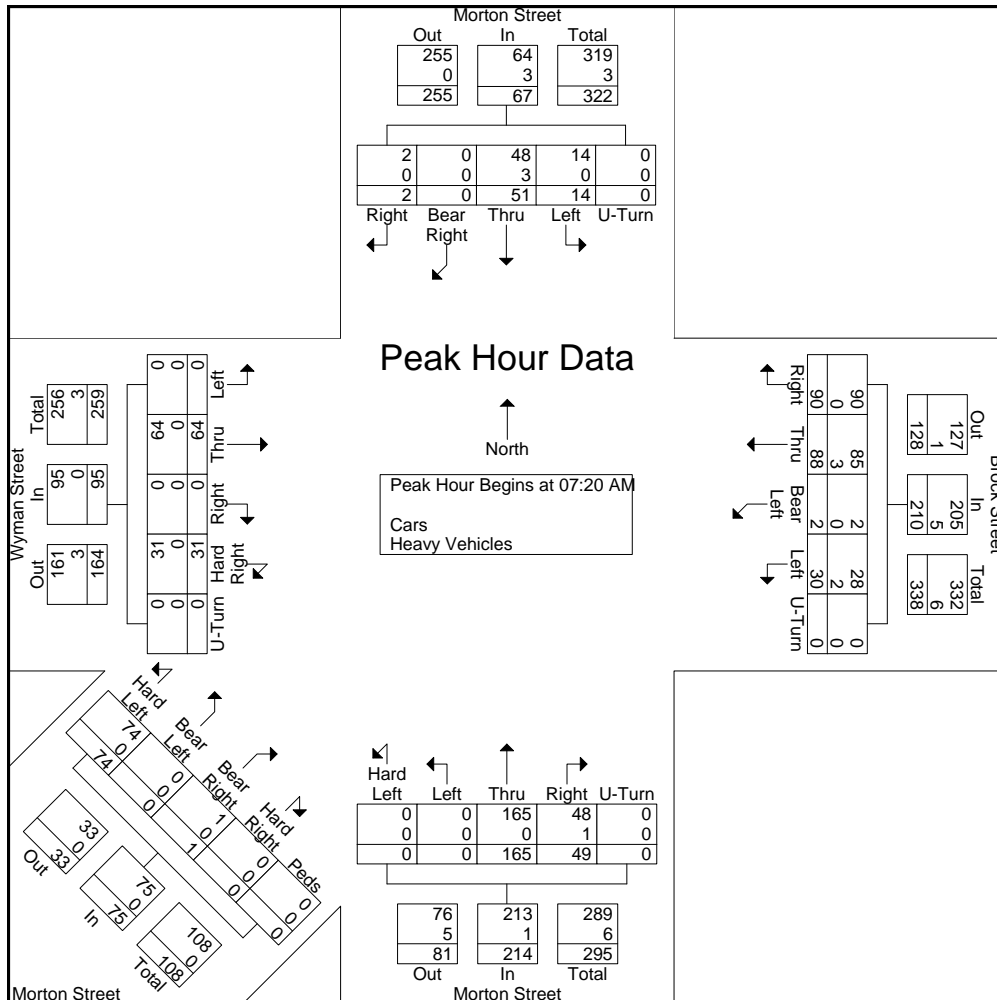
PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S/SW: Morton Street
E/W: Brock Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 F
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Start Time	Morton Street From North						Brock Street From East						Morton Street From South						Morton Street From Southwest						Wyman Street From West						
	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:25 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:20 AM																															
07:20 AM	0	0	4	1	0	5	12	5	0	2	0	19	4	23	0	0	0	27	0	0	0	10	0	10	5	0	9	0	0	14	75
07:25 AM	0	0	7	0	0	7	11	8	0	2	0	21	4	23	0	0	0	27	0	0	0	6	0	6	3	0	3	0	0	6	67
07:30 AM	0	0	5	4	0	9	11	8	0	3	0	22	2	13	0	0	0	15	0	0	0	3	0	3	1	0	9	0	0	10	59
07:35 AM	0	0	8	2	0	10	10	10	0	1	0	21	5	22	0	0	0	27	0	0	0	5	0	5	4	0	6	0	0	10	73
07:40 AM	1	0	2	2	0	5	18	5	0	2	0	25	1	23	0	0	0	24	0	0	0	4	0	4	2	0	1	0	0	3	61
07:45 AM	1	0	4	2	0	7	5	8	0	2	0	15	2	9	0	0	0	11	0	0	0	4	0	4	3	0	5	0	0	8	45
07:50 AM	0	0	3	0	0	3	2	8	0	1	0	11	3	5	0	0	0	8	0	1	0	6	0	7	2	0	2	0	0	4	33
07:55 AM	0	0	1	0	0	1	2	8	2	2	0	14	4	9	0	0	0	13	0	0	0	1	0	1	0	0	2	0	0	2	31
08:00 AM	0	0	3	2	0	5	2	6	0	3	0	11	5	10	0	0	0	15	0	0	0	10	0	10	2	0	6	0	0	8	49
08:05 AM	0	0	6	0	0	6	3	6	0	1	0	10	7	8	0	0	0	15	0	0	0	7	0	7	2	0	7	0	0	9	47
08:10 AM	0	0	3	0	0	3	4	11	0	8	0	23	4	11	0	0	0	15	0	0	0	8	0	8	3	0	6	0	0	9	58
08:15 AM	0	0	5	1	0	6	10	5	0	3	0	18	8	9	0	0	0	17	0	0	0	10	0	10	4	0	8	0	0	12	63
Total Volume	2	0	51	14	0	67	90	88	2	30	0	210	49	165	0	0	0	214	0	1	0	74	0	75	31	0	64	0	0	95	661
% App. Total	3	0	76.1	20.9	0		42.9	41.9	1	14.3	0		22.9	77.1	0	0	0		0	1.3	0	98.7	0		32.6	0	67.4	0	0		
PHF	.167	.000	.531	.292	.000	.558	.417	.667	.083	.313	.000	.700	.510	.598	.000	.000	.000	.660	.000	.083	.000	.617	.000	.625	.517	.000	.593	.000	.000	.565	.734
Cars	2	0	48	14	0	64	90	85	2	28	0	205	48	165	0	0	0	213	0	1	0	74	0	75	31	0	64	0	0	95	652
% Cars	100	0	94.1	100	0	95.5	100	96.6	100	93.3	0	97.6	98.0	100	0	0	0	99.5	0	100	0	100	0	100	100	0	100	0	0	100	98.6
Heavy Vehicles	0	0	3	0	0	3	0	3	0	2	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
% Heavy Vehicles	0	0	5.9	0	0	4.5	0	3.4	0	6.7	0	2.4	2.0	0	0	0	0.5		0	0	0	0	0	0	0	0	0	0	0	0	1.4





PRECISION
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N/S/SW: Morton Street
E/W: Brock Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 FF
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Morton Street From North					Brock Street From East					Morton Street From South					Morton Street From Southwest					Wyman Street From West					Int. Total
	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	U-Turn	
04:40 PM	1	0	36	9	0	9	25	0	3	0	5	14	0	0	0	0	0	0	10	0	13	0	15	0	0	140
04:55 PM	0	0	23	8	0	5	30	0	0	0	3	12	0	0	0	0	0	0	10	0	10	0	16	2	0	119
05:10 PM	0	0	30	7	0	7	22	0	4	0	8	20	0	0	0	0	0	0	12	0	11	0	24	1	0	146
05:25 PM	0	0	33	16	0	4	31	0	9	0	5	19	2	0	0	0	0	0	10	0	12	0	16	2	0	159
05:40 PM	0	0	28	10	0	5	32	0	11	0	5	11	0	0	0	0	0	0	13	0	10	0	14	0	0	139
05:55 PM	0	0	28	9	0	4	15	0	6	0	3	18	0	0	0	0	0	0	16	0	21	0	21	0	0	141
06:10 PM	0	0	38	14	0	2	14	0	8	0	5	10	0	1	0	0	0	0	6	0	13	0	16	1	0	128
06:25 PM	0	0	36	11	0	3	13	1	8	0	2	14	0	0	0	0	0	0	6	0	12	0	14	0	0	120
Grand Total	1	0	252	84	0	39	182	1	49	0	36	118	2	1	0	0	0	0	83	0	102	0	136	6	0	1092
Apprch %	0.3	0	74.8	24.9	0	14.4	67.2	0.4	18.1	0	22.9	75.2	1.3	0.6	0	0	0	0	100	0	41.8	0	55.7	2.5	0	
Total %	0.1	0	23.1	7.7	0	3.6	16.7	0.1	4.5	0	3.3	10.8	0.2	0.1	0	0	0	0	7.6	0	9.3	0	12.5	0.5	0	
Cars	1	0	250	82	0	38	182	1	48	0	34	118	2	1	0	0	0	0	83	0	102	0	135	6	0	1083
% Cars	100	0	99.2	97.6	0	97.4	100	100	98	0	94.4	100	100	100	0	0	0	0	100	0	100	0	99.3	100	0	99.2
Heavy Vehicles	0	0	2	2	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9
% Heavy Vehicles	0	0	0.8	2.4	0	2.6	0	0	2	0	5.6	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.8

Start Time	Morton Street From North						Brock Street From East						Morton Street From South						Morton Street From Southwest						Wyman Street From West						Int. Total	
	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 5:10:00 PM																																
5:10:00 PM	0	0	30	7	0	37	7	22	0	4	0	33	8	20	0	0	0	28	0	0	0	12	0	12	11	0	24	1	0	36	146	
5:25:00 PM	0	0	33	16	0	49	4	31	0	9	0	44	5	19	2	0	0	26	0	0	0	10	0	10	12	0	16	2	0	30	159	
5:40:00 PM	0	0	28	10	0	38	5	32	0	11	0	48	5	11	0	0	0	16	0	0	0	13	0	13	10	0	14	0	0	24	139	
5:55:00 PM	0	0	28	9	0	37	4	15	0	6	0	25	3	18	0	0	0	21	0	0	0	16	0	16	21	0	21	0	0	42	141	
Total Volume	0	0	119	42	0	161	20	100	0	30	0	150	21	68	2	0	0	91	0	0	0	51	0	51	54	0	75	3	0	132	585	
% App. Total	0	0	73.9	26.1	0	13.3	66.7	0	20	0	23.1	74.7	2.2	0	0	0	0	0	100	0	40.9	0	56.8	2.3	0							
PHF	.000	.000	.902	.656	.000	.821	.714	.781	.000	.682	.000	.781	.656	.850	.250	.000	.000	.813	.000	.000	.000	.797	.000	.797	.643	.000	.781	.375	.000	.786	.920	
Cars	0	0	118	42	0	160	19	100	0	29	0	148	20	68	2	0	0	90	0	0	0	51	0	51	54	0	74	3	0	131	580	
% Cars	0	0	99.2	100	0	99.4	95.0	100	0	96.7	0	98.7	95.2	100	100	0	0	98.9	0	0	0	100	0	100	100	0	98.7	100	0	99.2	99.1	
Heavy Vehicles	0	0	1	0	0	1	1	0	0	1	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	5	
% Heavy Vehicles	0	0	0.8	0	0	0.6	5.0	0	0	3.3	0	1.3	4.8	0	0	0	0	1.1	0	0	0	0	0	0	0	0	1.3	0	0	0.8	0.9	



PRECISION
D A T A
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P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S/SW: Morton Street
E/W: Brock Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 FF
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Morton Street From North					Brock Street From East					Morton Street From South					Morton Street From Southwest					Wyman Street From West					Int. Total
	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	U-Turn	
04:40 PM	1	0	35	8	0	9	25	0	3	0	5	14	0	0	0	0	0	0	10	0	13	0	15	0	0	138
04:55 PM	0	0	23	8	0	5	30	0	0	0	3	12	0	0	0	0	0	0	10	0	10	0	16	2	0	119
05:10 PM	0	0	30	7	0	7	22	0	4	0	8	20	0	0	0	0	0	0	12	0	11	0	24	1	0	146
05:25 PM	0	0	33	16	0	4	31	0	8	0	5	19	2	0	0	0	0	0	10	0	12	0	16	2	0	158
05:40 PM	0	0	28	10	0	4	32	0	11	0	4	11	0	0	0	0	0	0	13	0	10	0	14	0	0	137
05:55 PM	0	0	27	9	0	4	15	0	6	0	3	18	0	0	0	0	0	0	16	0	21	0	20	0	0	139
06:10 PM	0	0	38	13	0	2	14	0	8	0	4	10	0	1	0	0	0	0	6	0	13	0	16	1	0	126
06:25 PM	0	0	36	11	0	3	13	1	8	0	2	14	0	0	0	0	0	0	6	0	12	0	14	0	0	120
Grand Total	1	0	250	82	0	38	182	1	48	0	34	118	2	1	0	0	0	0	83	0	102	0	135	6	0	1083
Apprch %	0.3	0	75.1	24.6	0	14.1	67.7	0.4	17.8	0	21.9	76.1	1.3	0.6	0	0	0	0	100	0	42	0	55.6	2.5	0	
Total %	0.1	0	23.1	7.6	0	3.5	16.8	0.1	4.4	0	3.1	10.9	0.2	0.1	0	0	0	0	7.7	0	9.4	0	12.5	0.6	0	

Start Time	Morton Street From North						Brock Street From East						Morton Street From South						Morton Street From Southwest						Wyman Street From West						Int. Total	
	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total		
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 5:10:00 PM																																
5:10:00 PM	0	0	30	7	0	37	7	22	0	4	0	33	8	20	0	0	0	28	0	0	0	12	0	12	11	0	24	1	0	36	146	
5:25:00 PM	0	0	33	16	0	49	4	31	0	8	0	43	5	19	2	0	0	26	0	0	0	10	0	10	12	0	16	2	0	30	158	
5:40:00 PM	0	0	28	10	0	38	4	32	0	11	0	47	4	11	0	0	0	15	0	0	0	13	0	13	10	0	14	0	0	24	137	
5:55:00 PM	0	0	27	9	0	36	4	15	0	6	0	25	3	18	0	0	0	21	0	0	0	16	0	16	21	0	20	0	0	41	139	
Total Volume	0	0	118	42	0	160	19	100	0	29	0	148	20	68	2	0	0	90	0	0	0	51	0	51	54	0	74	3	0	131	580	
% App. Total	0	0	73.8	26.2	0	12.8	67.6	0	19.6	0	22.2	75.6	2.2	0	0	0	0	0	100	0	41.2	0	56.5	2.3	0							
PHF	.000	.000	.894	.656	.000	.816	.679	.781	.000	.659	.000	.787	.625	.850	.250	.000	.000	.804	.000	.000	.000	.797	.000	.797	.643	.000	.771	.375	.000	.799	.918	



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Groups Printed- Heavy Vehicles

Start Time	Morton Street From North					Brock Street From East					Morton Street From South					Morton Street From Southwest					Wyman Street From West					Int. Total					
	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	U-Turn						
04:40 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:40 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:55 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	
06:10 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
06:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	2	2	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	9	
Apprch %	0	0	50	50	0	50	0	0	50	0	100	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	
Total %	0	0	22.2	22.2	0	11.1	0	0	11.1	0	22.2	0	0	0	0	0	0	0	0	0	0	0	11.1	0	0	0	0	11.1	0	0	

Start Time	Morton Street From North						Brock Street From East						Morton Street From South						Morton Street From Southwest						Wyman Street From West						Int. Total						
	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total							
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																																					
Peak Hour for Entire Intersection Begins at 5:25:00 PM																																					
5:25:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:40:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:55:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
6:10:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	1	0	2	1	0	0	1	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
% App. Total	0	0	50	50	0	50	0	0	50	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	
PHF	.000	.000	.250	.250	.000	.500	.250	.000	.000	.250	.000	.500	.500	.000	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.875						



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S/SW: Morton Street
E/W: Brock Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 FF
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Morton Street From North					Brock Street From East					Morton Street From South					Morton Street From Southwest					Wyman Street From West					Int. Total					
	Right	Bear Right	Thru	Left	Peds	Right	Thru	Bear Left	Left	Peds	Right	Thru	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	Peds						
04:40 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:55 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:10 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
05:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:55 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
06:10 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:25 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	0	1	0	1	0	0	0	0	12	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	100	0	0	19
Apprch %	0	0	50	0	50	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	
Total %	0	0	5.3	0	5.3	0	0	0	0	63.2	0	0	0	0	0	0	0	0	0	21.1	0	0	5.3	0	0	0	0	5.3	0	0	

Start Time	Morton Street From North						Brock Street From East						Morton Street From South						Morton Street From Southwest						Wyman Street From West						Int. Total												
	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total													
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																																											
Peak Hour for Entire Intersection Begins at 5:40:00 PM																																											
5:40:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:55:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
6:10:00 PM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:25:00 PM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	12
% App. Total	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.688	.688	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.250	.000	.000	.250	.750						



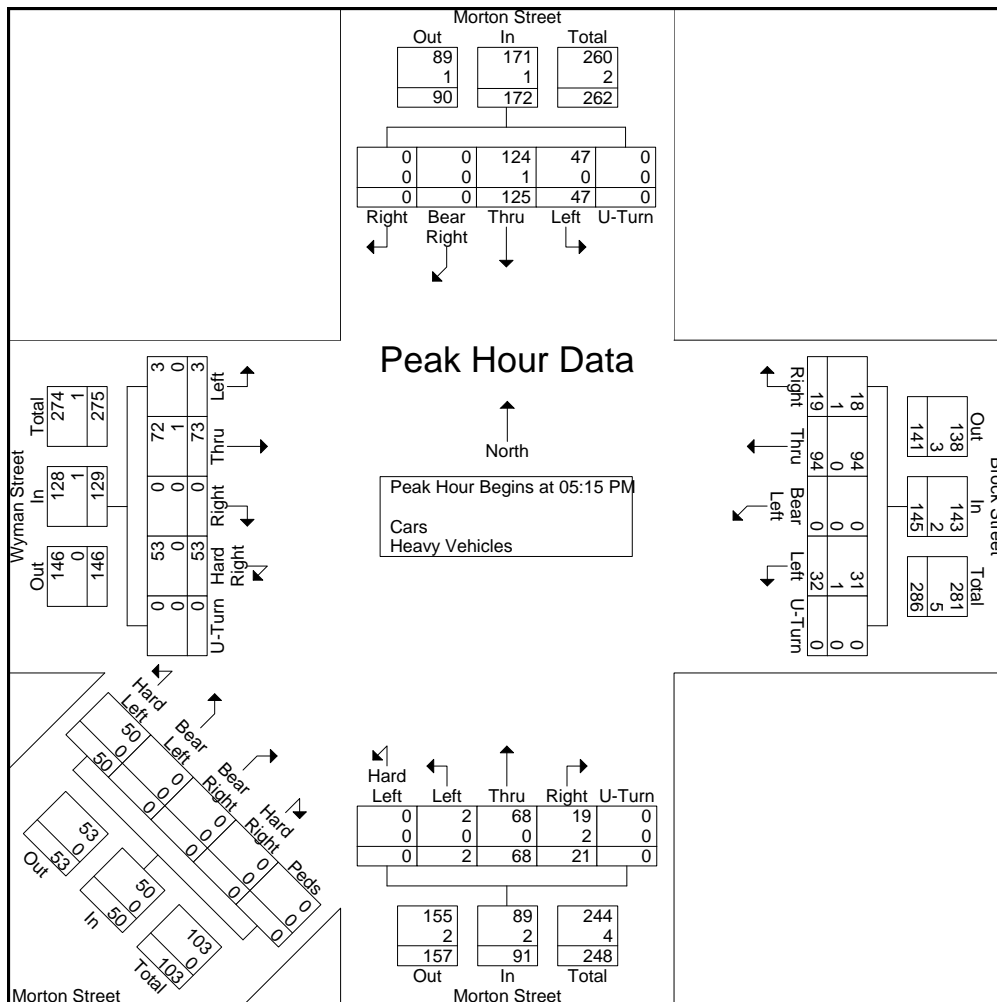
PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S/SW: Morton Street
E/W: Brock Street/ Wyman Street
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 FF
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Start Time	Morton Street From North						Brock Street From East						Morton Street From South						Morton Street From Southwest						Wyman Street From West						
	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:40 PM to 06:35 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 05:15 PM																															
05:15 PM	0	0	11	3	0	14	1	5	0	4	0	10	3	7	0	0	0	10	0	0	0	5	0	5	4	0	6	0	0	10	49
05:20 PM	0	0	11	1	0	12	4	8	0	0	0	12	4	9	0	0	0	13	0	0	0	4	0	4	2	0	7	1	0	15	54
05:25 PM	0	0	8	2	0	10	0	12	0	4	0	16	2	8	0	0	0	10	0	0	0	4	0	4	2	0	7	1	0	10	50
05:30 PM	0	0	8	4	0	12	1	5	0	2	0	8	2	4	2	0	0	8	0	0	0	4	0	4	2	0	3	1	0	6	38
05:35 PM	0	0	17	10	0	27	3	14	0	3	0	20	1	7	0	0	0	8	0	0	0	2	0	2	8	0	6	0	0	14	71
05:40 PM	0	0	11	3	0	14	3	7	0	4	0	14	1	2	0	0	0	3	0	0	0	6	0	6	2	0	2	0	0	4	41
05:45 PM	0	0	12	4	0	16	2	7	0	2	0	11	2	4	0	0	0	6	0	0	0	4	0	4	4	0	6	0	0	10	47
05:50 PM	0	0	5	3	0	8	0	18	0	5	0	23	2	5	0	0	0	7	0	0	0	3	0	3	4	0	6	0	0	10	51
05:55 PM	0	0	4	0	0	4	0	5	0	0	0	5	2	9	0	0	0	11	0	0	0	6	0	6	6	0	5	0	0	11	37
06:00 PM	0	0	11	6	0	17	1	5	0	2	0	8	0	4	0	0	0	4	0	0	0	6	0	6	5	0	11	0	0	16	51
06:05 PM	0	0	13	3	0	16	3	5	0	4	0	12	1	5	0	0	0	6	0	0	0	4	0	4	10	0	5	0	0	15	53
06:10 PM	0	0	14	8	0	22	1	3	0	2	0	6	1	4	0	0	0	5	0	0	0	4	0	4	1	0	7	0	0	8	45
Total Volume	0	0	125	47	0	172	19	94	0	32	0	145	21	68	2	0	0	91	0	0	0	50	0	50	53	0	73	3	0	129	587
% App. Total	0	0	72.7	27.3	0		13.1	64.8	0	22.1	0		23.1	74.7	2.2	0	0					100	0		41.1	0	56.6	2.3	0		
PHF	.000	.000	.613	.392	.000	.531	.396	.435	.000	.533	.000	.525	.438	.630	.083	.000	.000	.583	.000	.000	.000	.694	.000	.694	.442	.000	.553	.250	.000	.672	.689
Cars	0	0	124	47	0	171	18	94	0	31	0	143	19	68	2	0	0	89	0	0	0	50	0	50	53	0	72	3	0	128	581
% Cars	0	0	99.2	100	0	99.4	94.7	100	0	96.9	0	98.6	90.5	100	100	0	0	97.8	0	0	0	100	0	100	100	0	98.6	100	0	99.2	99.0
Heavy Vehicles	0	0	1	0	0	1	1	0	0	1	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	6
% Heavy Vehicles	0	0	0.8	0	0	0.6	5.3	0	0	3.1	0	1.4	9.5	0	0	0	0	2.2	0	0	0	0	0	0	0	0	1.4	0	0	0.8	1.0





PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Park Avenue/Summer Street
E/W: Park Street (Route 27)
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 G
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Park Avenue From North				Park Street (Route 27) From East				Summer Street From South				Park Street (Route 27) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
06:30 AM	1	0	0	0	1	148	1	0	3	0	54	0	9	62	0	0	279
06:45 AM	0	0	0	0	1	158	6	0	4	0	49	0	20	74	0	0	312
Total	1	0	0	0	2	306	7	0	7	0	103	0	29	136	0	0	591
07:00 AM	2	0	0	0	2	123	1	0	1	0	49	0	28	82	1	0	289
07:15 AM	1	0	2	0	1	133	0	0	3	0	51	0	27	108	1	0	327
07:30 AM	3	0	1	0	5	157	0	0	0	2	50	0	19	133	3	0	373
07:45 AM	4	1	0	0	2	136	4	0	3	3	45	0	24	104	0	0	326
Total	10	1	3	0	10	549	5	0	7	5	195	0	98	427	5	0	1315
08:00 AM	3	2	0	0	0	129	6	0	4	1	59	0	25	96	1	0	326
08:15 AM	2	0	1	0	0	145	1	0	3	3	46	0	18	114	1	0	334
Grand Total	16	3	4	0	12	1129	19	0	21	9	403	0	170	773	7	0	2566
Apprch %	69.6	13	17.4	0	1	97.3	1.6	0	4.8	2.1	93.1	0	17.9	81.4	0.7	0	
Total %	0.6	0.1	0.2	0	0.5	44	0.7	0	0.8	0.4	15.7	0	6.6	30.1	0.3	0	
Cars	16	3	4	0	12	1082	16	0	21	9	383	0	162	730	7	0	2445
% Cars	100	100	100	0	100	95.8	84.2	0	100	100	95	0	95.3	94.4	100	0	95.3
Heavy Vehicles	0	0	0	0	0	47	3	0	0	0	20	0	8	43	0	0	121
% Heavy Vehicles	0	0	0	0	0	4.2	15.8	0	0	0	5	0	4.7	5.6	0	0	4.7

Start Time	Park Avenue From North					Park Street (Route 27) From East					Summer Street From South					Park Street (Route 27) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:30:00 AM																					
7:30:00 AM	3	0	1	0	4	5	157	0	0	162	0	2	50	0	52	19	133	3	0	155	373
7:45:00 AM	4				5	2	136	4	0	142	3	3				25	96	1	0	122	326
8:00:00 AM	3	2	0	0	5	0	129	6	0	135	4	1	59	0	64	25	96	1	0	122	326
8:15:00 AM	2	0	1	0	3	0	145	1	0	146	3	3	46	0	52	18	114	1	0	133	334
Total Volume	12	3	2	0	17	7	567	11	0	585	10	9	200	0	219	86	447	5	0	538	1359
% App. Total	70.6	17.6	11.8	0		1.2	96.9	1.9	0		4.6	4.1	91.3	0		16	83.1	0.9	0		
PHF	.750	.375	.500	.000	.850	.350	.903	.458	.000	.903	.625	.750	.847	.000	.855	.860	.840	.417	.000	.868	.911
Cars	12	3	2	0	17	7	544	9	0	560	10	9	188	0	207	83	433	5	0	521	1305
% Cars	100	100	100	0	100	100	95.9	81.8	0	95.7	100	100	94.0	0	94.5	96.5	96.9	100	0	96.8	96.0
Heavy Vehicles	0	0	0	0	0	0	23	2	0	25	0	0	12	0	12	3	14	0	0	17	54
% Heavy Vehicles	0	0	0	0	0	0	4.1	18.2	0	4.3	0	0	6.0	0	5.5	3.5	3.1	0	0	3.2	4.0



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City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 G
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Park Avenue From North				Park Street (Route 27) From East				Summer Street From South				Park Street (Route 27) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
06:30 AM	1	0	0	0	1	145	1	0	3	0	54	0	9	58	0	0	272
06:45 AM	0	0	0	0	1	153	6	0	4	0	46	0	19	70	0	0	299
Total	1	0	0	0	2	298	7	0	7	0	100	0	28	128	0	0	571
07:00 AM	2	0	0	0	2	114	0	0	1	0	46	0	26	73	1	0	265
07:15 AM	1	0	2	0	1	126	0	0	3	0	49	0	25	96	1	0	304
07:30 AM	3	0	1	0	5	152	0	0	0	2	48	0	19	127	3	0	360
07:45 AM	4	1	0	0	2	130	3	0	3	3	42	0	24	102	0	0	314
Total	10	1	3	0	10	522	3	0	7	5	185	0	94	398	5	0	1243
08:00 AM	3	2	0	0	0	124	5	0	4	1	54	0	23	94	1	0	311
08:15 AM	2	0	1	0	0	138	1	0	3	3	44	0	17	110	1	0	320
Grand Total	16	3	4	0	12	1082	16	0	21	9	383	0	162	730	7	0	2445
Apprch %	69.6	13	17.4	0	1.1	97.5	1.4	0	5.1	2.2	92.7	0	18	81.2	0.8	0	
Total %	0.7	0.1	0.2	0	0.5	44.3	0.7	0	0.9	0.4	15.7	0	6.6	29.9	0.3	0	

Start Time	Park Avenue From North					Park Street (Route 27) From East					Summer Street From South					Park Street (Route 27) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:30:00 AM																					
7:30:00 AM	3	0	1	0	4	5	152	0	0	157	0	2	48	0	50	19	127	3	0	149	360
7:45:00 AM	4				5	2	130	3	0	135	3	3			24	23	94	1	0	118	311
8:00:00 AM	3	2	0	0	5	0	124	5	0	129	4	1	54	0	59	17	110	1	0	128	320
8:15:00 AM	2	0	1	0	3	0	138	1	0	139	3	3	44	0	50	17	110	1	0	128	320
Total Volume	12	3	2	0	17	7	544	9	0	560	10	9	188	0	207	83	433	5	0	521	1305
% App. Total	70.6	17.6	11.8	0		1.2	97.1	1.6	0		4.8	4.3	90.8	0		15.9	83.1	1	0		
PHF	.750	.375	.500	.000	.850	.350	.895	.450	.000	.892	.625	.750	.870	.000	.877	.865	.852	.417	.000	.874	.906



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Groups Printed- Heavy Vehicles

Start Time	Park Avenue From North				Park Street (Route 27) From East				Summer Street From South				Park Street (Route 27) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
06:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	7
06:45 AM	0	0	0	0	0	5	0	0	0	0	0	3	0	4	0	0	13
Total	0	0	0	0	0	8	0	0	0	0	0	3	0	8	0	0	20
07:00 AM	0	0	0	0	0	9	1	0	0	0	0	3	0	9	0	0	24
07:15 AM	0	0	0	0	0	7	0	0	0	0	0	2	0	12	0	0	23
07:30 AM	0	0	0	0	0	5	0	0	0	0	0	2	0	6	0	0	13
07:45 AM	0	0	0	0	0	6	1	0	0	0	0	3	0	2	0	0	12
Total	0	0	0	0	0	27	2	0	0	0	0	10	0	29	0	0	72
08:00 AM	0	0	0	0	0	5	1	0	0	0	0	5	0	2	2	0	15
08:15 AM	0	0	0	0	0	7	0	0	0	0	0	2	0	4	0	0	14
Grand Total	0	0	0	0	0	47	3	0	0	0	0	20	0	43	0	0	121
Apprch %	0	0	0	0	0	94	6	0	0	0	0	100	0	84.3	0	0	
Total %	0	0	0	0	0	38.8	2.5	0	0	0	0	16.5	0	35.5	0	0	

Start Time	Park Avenue From North					Park Street (Route 27) From East					Summer Street From South					Park Street (Route 27) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:45:00 AM																					
6:45:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	3	0	3	1	4	0	0	5	13
7:00:00 AM	0	0	0	0	0	0	9	1	0	10	0	0	3	0	3	2	0	0	0	2	24
7:15:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	2	12	0	0	14	23
7:30:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	0	6	0	0	6	13
Total Volume	0	0	0	0	0	0	26	1	0	27	0	0	10	0	10	5	31	0	0	36	73
% App. Total	0	0	0	0	0	0	96.3	3.7	0		0	0	100	0		13.9	86.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.722	.250	.000	.675	.000	.000	.833	.000	.833	.625	.646	.000	.000	.643	.760



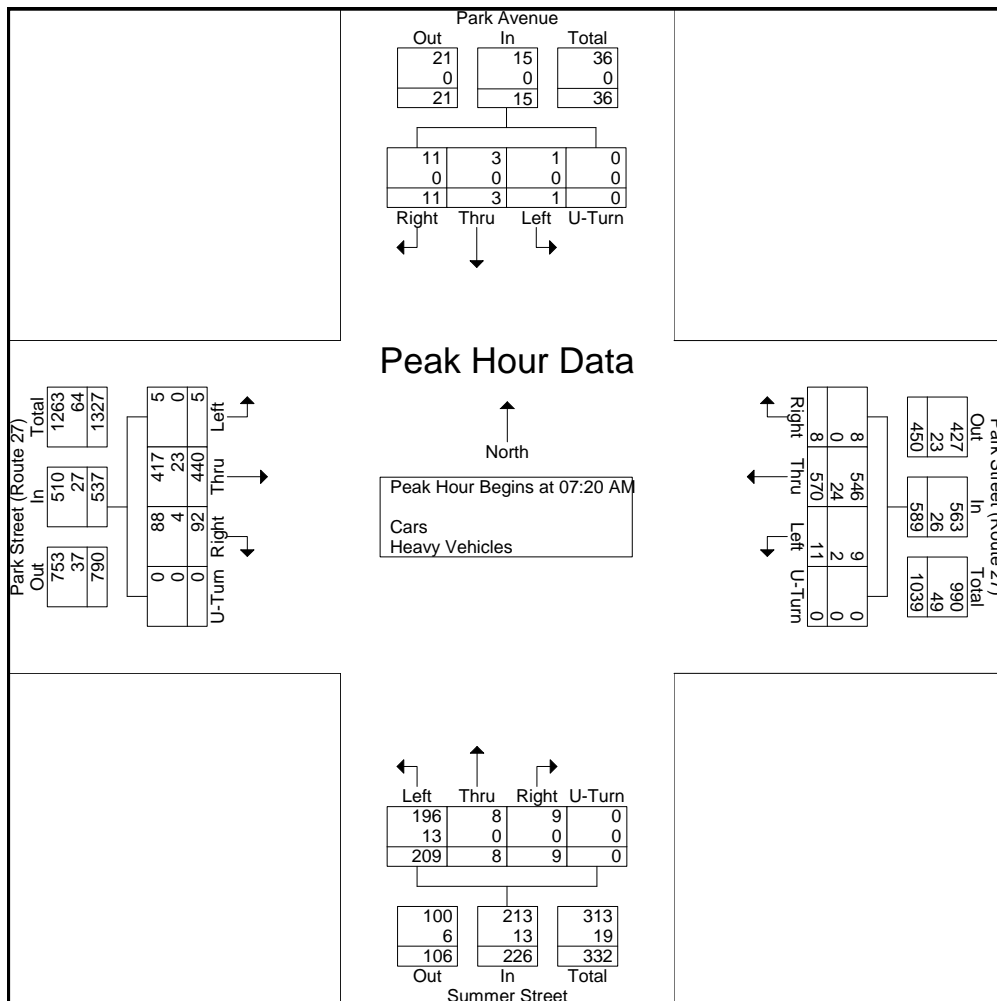
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P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Park Avenue/Summer Street
E/W: Park Street (Route 27)
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 G
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Start Time	Park Avenue From North					Park Street (Route 27) From East					Summer Street From South					Park Street (Route 27) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 06:30 AM to 08:25 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:20 AM																					
07:20 AM	0	0	0	0	0	1	53	0	0	54	1	0	19	0	20	9	40	1	0	50	124
07:25 AM	1	0	0	0	1	0	42	0	0	42	1	0	20	0	21	10	39	0	0	49	113
07:30 AM	1	0	0	0	1	2	35	0	0	37	0	1	21	0	22	9	58	2	0	69	129
07:35 AM	1	0	0	0	1	3	62	0	0	65	0	0	15	0	15	2	34	0	0	36	117
07:40 AM	1	0	1	0	2	0	44	0	0	44	0	0	11	0	11	12	31	0	0	43	100
07:45 AM	2	0	0	0	2	0	47	3	0	50	1	1	15	0	17	8	41	0	0	49	117
07:50 AM	0	1	0	0	1	2	45	1	0	48	2	2	0	0	4	0	0	0	0	0	0
07:55 AM	2	0	0	0	2	2	45	1	0	48	2	2	0	0	4	0	0	0	0	0	0
08:00 AM	2	1	0	0	3	0	43	4	0	47	2	1	20	0	23	14	37	1	0	52	125
08:05 AM	1	0	0	0	1	0	34	2	0	36	0	0	17	0	17	5	22	0	0	27	81
08:10 AM	0	1	0	0	1	0	52	0	0	52	2	0	22	0	24	6	37	0	0	43	120
08:15 AM	0	0	0	0	0	0	53	1	0	54	0	2	16	0	18	5	28	0	0	33	105
Total Volume	11	3	1	0	15	8	570	11	0	589	9	8	209	0	226	92	440	5	0	537	1367
% App. Total	73.3	20	6.7	0		1.4	96.8	1.9	0		4	3.5	92.5	0		17.1	81.9	0.9	0		
PHF	.458	.250	.083	.000	.417	.222	.766	.229	.000	.755	.375	.333	.792	.000	.785	.548	.632	.208	.000	.649	.883
Cars	11	3	1	0	15	8	546	9	0	563	9	8	196	0	213	88	417	5	0	510	1301
% Cars	100	100	100	0	100	100	95.8	81.8	0	95.6	100	100	93.8	0	94.2	95.7	94.8	100	0	95.0	95.2
Heavy Vehicles	0	0	0	0	0	0	24	2	0	26	0	0	13	0	13	4	23	0	0	27	66
% Heavy Vehicles	0	0	0	0	0	0	4.2	18.2	0	4.4	0	0	6.2	0	5.8	4.3	5.2	0	0	5.0	4.8





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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Park Avenue/Summer Street
E/W: Park Street (Route 27)
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 GG
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Park Avenue From North				Park Street (Route 27) From East				Summer Street From South				Park Street (Route 27) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:40 PM	13	6	3	0	5	110	4	0	4	0	40	0	31	134	9	0	359
04:55 PM	3	4	1	0	2	120	5	0	6	1	23	0	50	135	7	0	357
05:10 PM	10	3	2	0	2	117	6	0	3	2	31	0	49	130	3	0	358
05:25 PM	4	2	1	0	6	106	5	0	3	3	27	0	32	135	5	0	329
05:40 PM	8	4	4	0	3	115	4	0	3	3	37	0	37	125	5	0	348
05:55 PM	15	3	2	0	2	91	3	0	0	2	28	0	39	132	2	0	319
06:10 PM	1	0	0	0	2	101	4	0	1	1	34	0	44	144	0	0	332
06:25 PM	1	1	0	0	1	92	3	0	2	0	29	0	29	116	0	0	274
Grand Total	55	23	13	0	23	852	34	0	22	12	249	0	311	1051	31	0	2676
Apprch %	60.4	25.3	14.3	0	2.5	93.7	3.7	0	7.8	4.2	88	0	22.3	75.4	2.2	0	
Total %	2.1	0.9	0.5	0	0.9	31.8	1.3	0	0.8	0.4	9.3	0	11.6	39.3	1.2	0	
Cars	53	23	13	0	23	840	34	0	22	12	243	0	306	1028	31	0	2628
% Cars	96.4	100	100	0	100	98.6	100	0	100	100	97.6	0	98.4	97.8	100	0	98.2
Heavy Vehicles	2	0	0	0	0	12	0	0	0	0	6	0	5	23	0	0	48
% Heavy Vehicles	3.6	0	0	0	0	1.4	0	0	0	0	2.4	0	1.6	2.2	0	0	1.8

Start Time	Park Avenue From North					Park Street (Route 27) From East					Summer Street From South					Park Street (Route 27) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:40:00 PM																					
4:40:00 PM	13	6	3	0	22	5	110	4	0	119	4	0	40	0	44	31	134	9	0	174	359
4:55:00 PM	3	4	1	0	8	2	120	5	0	127	6	1	23	0		50	135	7	0	192	357
5:10:00 PM	10	3	2	0	15	2	117	6	0		3	2	31	0		49	130	3	0		358
5:25:00 PM	4	2	1	0	7	6	106	5	0	117	3	3	27	0	33	32	135	5	0	172	329
Total Volume	30	15	7	0	52	15	453	20	0	488	16	6	121	0	143	162	534	24	0	720	1403
% App. Total	57.7	28.8	13.5	0		3.1	92.8	4.1	0		11.2	4.2	84.6	0		22.5	74.2	3.3	0		
PHF	.577	.625	.583	.000	.591	.625	.944	.833	.000	.961	.667	.500	.756	.000	.813	.810	.989	.667	.000	.938	.977
Cars	29	15	7	0	51	15	446	20	0	481	16	6	118	0	140	159	518	24	0	701	1373
% Cars	96.7	100	100	0	98.1	100	98.5	100	0	98.6	100	100	97.5	0	97.9	98.1	97.0	100	0	97.4	97.9
Heavy Vehicles	1	0	0	0	1	0	7	0	0	7	0	0	3	0	3	3	16	0	0	19	30
% Heavy Vehicles	3.3	0	0	0	1.9	0	1.5	0	0	1.4	0	0	2.5	0	2.1	1.9	3.0	0	0	2.6	2.1



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Park Avenue/Summer Street
E/W: Park Street (Route 27)
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 GG
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Park Avenue From North				Park Street (Route 27) From East				Summer Street From South				Park Street (Route 27) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:40 PM	13	6	3	0	5	108	4	0	4	0	38	0	30	130	9	0	350
04:55 PM	3	4	1	0	2	118	5	0	6	1	23	0	49	131	7	0	350
05:10 PM	9	3	2	0	2	115	6	0	3	2	30	0	48	123	3	0	346
05:25 PM	4	2	1	0	6	105	5	0	3	3	27	0	32	134	5	0	327
05:40 PM	8	4	4	0	3	115	4	0	3	3	37	0	37	125	5	0	348
05:55 PM	14	3	2	0	2	89	3	0	0	2	28	0	39	129	2	0	313
06:10 PM	1	0	0	0	2	100	4	0	1	1	32	0	42	140	0	0	323
06:25 PM	1	1	0	0	1	90	3	0	2	0	28	0	29	116	0	0	271
Grand Total	53	23	13	0	23	840	34	0	22	12	243	0	306	1028	31	0	2628
Apprch %	59.6	25.8	14.6	0	2.6	93.6	3.8	0	7.9	4.3	87.7	0	22.4	75.3	2.3	0	
Total %	2	0.9	0.5	0	0.9	32	1.3	0	0.8	0.5	9.2	0	11.6	39.1	1.2	0	

Start Time	Park Avenue From North					Park Street (Route 27) From East					Summer Street From South					Park Street (Route 27) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:40:00 PM																					
4:40:00 PM	13	6	3	0	22	5	108	4	0	117	4	0	38	0	42	30	130	9	0	169	350
4:55:00 PM	3	4	1	0	8	2	118			125	6					49				187	350
5:10:00 PM	9	3	2	0	14	2	115	6													
5:25:00 PM	4	2	1	0	7	6	105	5	0	116	3	3	27	0	33	32	134	5	0	171	327
Total Volume	29	15	7	0	51	15	446	20	0	481	16	6	118	0	140	159	518	24	0	701	1373
% App. Total	56.9	29.4	13.7	0		3.1	92.7	4.2	0		11.4	4.3	84.3	0		22.7	73.9	3.4	0		
PHF	.558	.625	.583	.000	.580	.625	.945	.833	.000	.962	.667	.500	.776	.000	.833	.811	.966	.667	.000	.937	.981



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D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Park Avenue/Summer Street
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City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 GG
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Park Avenue From North				Park Street (Route 27) From East				Summer Street From South				Park Street (Route 27) From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
04:40 PM	0	0	0	0	0	2	0	0	0	0	0	2	0	1	4	0	0	9
04:55 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	4	0	0	7
05:10 PM	1	0	0	0	0	2	0	0	0	0	1	0	1	7	0	0	12	
05:25 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	
05:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:55 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	6
06:10 PM	0	0	0	0	0	1	0	0	0	0	2	0	2	4	0	0	9	
06:25 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3	
Grand Total	2	0	0	0	0	12	0	0	0	0	6	0	5	23	0	0	48	
Apprch %	100	0	0	0	0	100	0	0	0	0	100	0	17.9	82.1	0	0		
Total %	4.2	0	0	0	0	25	0	0	0	0	12.5	0	10.4	47.9	0	0		

Start Time	Park Avenue From North					Park Street (Route 27) From East					Summer Street From South					Park Street (Route 27) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:40:00 PM																					
4:40:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	1	4	0	0	5	9
4:55:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	7
5:10:00 PM	1				1	0	2	0	0	2	0	0	1	0	1	1	7	0	0	8	12
5:25:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	1	0	0	0	1	0	7	0	0	7	0	0	3	0	3	3	16	0	0	19	30
% App. Total	100	0	0	0		0	100	0	0		0	0	100	0		15.8	84.2	0	0		
PHF	.250	.000	.000	.000	.250	.000	.875	.000	.000	.875	.000	.000	.375	.000	.375	.750	.571	.000	.000	.594	.625

N/S: Park Avenue/Summer Street
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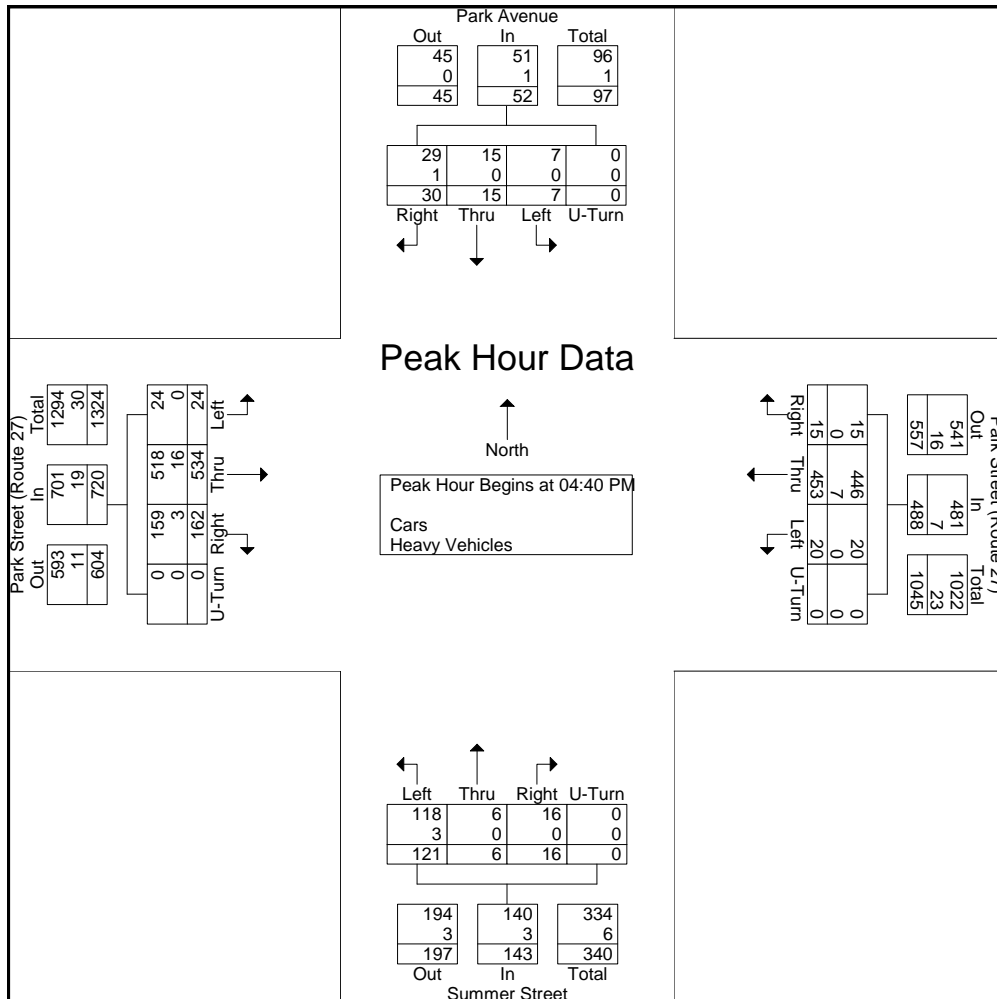


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 D A T A
 INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
 Office: 508.481.3999 Fax: 508.545.1234
 Email: datarequests@pdillc.com

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 Start Date : 4/12/2012
 Page No : 1

Start Time	Park Avenue From North					Park Street (Route 27) From East					Summer Street From South					Park Street (Route 27) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:40 PM to 06:35 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:40 PM																					
04:40 PM	5	3	2	0	10	3	43	2	0	48	1	0	5	0	6	13	57	4	0	74	138
04:45 PM	3	1	0	0	4	1	35	2	0	38	2	0	18	0	20	10	37	3	0	50	112
04:50 PM	5	2	1	0	8	1	32	0	0	33	1	0	17	0	18	8	40	2	0	50	109
04:55 PM	2	0	0	0	2	0	35	3	0	38	0	0	6	0	6	17	40	2	0	59	105
05:00 PM	0	2	1	0	3	1	46	2	0	49	2	0	8	0	10	21					
05:05 PM	1	2	0	0	3	1	39	0	0	40	4	1	9	0	14	12	49	2	0	63	120
05:10 PM	2	0	2	0	4	0	40	0	0	40	0	1	11	0	12	15	47	0	0	62	118
05:15 PM	3	3	0	0	6	1	35	4	0	40	2	0	9	0	11	20	32	2	0	54	111
05:20 PM	5	0	0	0	5	1	42	2	0	45	1	1	11	0	13	14	51	1	0	66	129
05:25 PM	0	0	1	0	1	2	47	2	0	51	1	1	10	0	12	9	36	2	0	47	111
05:30 PM	4	1	0	0	5	2	30	3	0	35	1	1	5	0	7	14	54	3	0	71	118
05:35 PM	0	1	0	0	1	2	29	0	0	31	1	1	12	0	14	9	45	0	0	54	100
Total Volume	30	15	7	0	52	15	453	20	0	488	16	6	121	0	143	162	534	24	0	720	1403
% App. Total	57.7	28.8	13.5	0		3.1	92.8	4.1	0		11.2	4.2	84.6	0		22.5	74.2	3.3	0		
PHF	.500	.417	.292	.000	.433	.417	.803	.417	.000	.797	.333	.500	.560	.000	.596	.643	.781	.500	.000	.811	.847
Cars	29	15	7	0	51	15	446	20	0	481	16	6	118	0	140	159	518	24	0	701	1373
% Cars	96.7	100	100	0	98.1	100	98.5	100	0	98.6	100	100	97.5	0	97.9	98.1	97.0	100	0	97.4	97.9
Heavy Vehicles	1	0	0	0	1	0	7	0	0	7	0	0	3	0	3	3	16	0	0	19	30
% Heavy Vehicles	3.3	0	0	0	1.9	0	1.5	0	0	1.4	0	0	2.5	0	2.1	1.9	3.0	0	0	2.6	2.1





PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

Entering & Exiting Traffic to Trackside
Plaza from Porter & Summer Streets
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 H
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Porter Street From North			Not Used From East			Summer Street From South			Int. Total
	Exit	Enter	Left	Right	Left	Peds	Right	Exit	Enter	
06:30 AM	2	2	0	0	0	0	0	0	0	4
06:45 AM	12	1	0	0	0	0	0	2	1	16
Total	14	3	0	0	0	0	0	2	1	20
07:00 AM	33	2	0	0	0	0	0	1	2	38
07:15 AM	42	3	0	0	0	0	0	1	1	47
07:30 AM	15	8	0	0	0	0	0	1	1	25
07:45 AM	14	3	0	0	0	0	0	1	4	22
Total	104	16	0	0	0	0	0	4	8	132
08:00 AM	6	3	0	0	0	0	0	0	2	11
08:15 AM	7	3	0	0	0	0	0	4	1	15
Grand Total	131	25	0	0	0	0	0	10	12	178
Apprch %	84	16	0	0	0	0	0	45.5	54.5	
Total %	73.6	14	0	0	0	0	0	5.6	6.7	

Start Time	Porter Street From North				Not Used From East				Summer Street From South				Int. Total
	Exit	Enter	Left	App. Total	Right	Left	Peds	App. Total	Right	Exit	Enter	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 7:00:00 AM													
7:00:00 AM	33	2	0	35	0	0	0	0	0	1	2	3	38
7:15:00 AM	42	3	0	45	0	0	0	0	0	1	1	2	47
7:30:00 AM	15	8	0	23	0	0	0	0	0	1	1	2	25
7:45:00 AM	14	3	0	17	0	0	0	0	0	1	4	5	22
Total Volume	104	16	0	120	0	0	0	0	0	4	8	12	132
% App. Total	86.7	13.3	0		0	0	0		0	33.3	66.7		
PHF	.619	.500	.000	.667	.000	.000	.000	.000	.000	1.00	.500	.600	.702



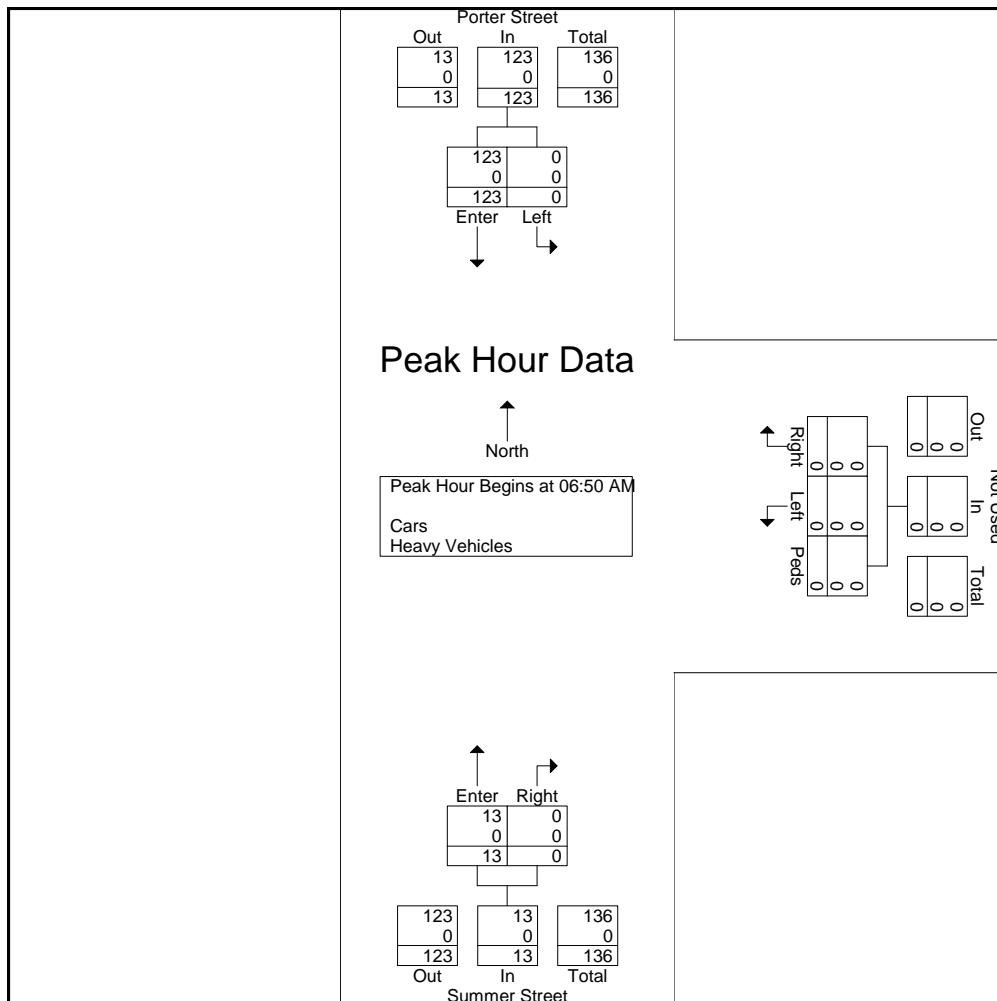
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Email: datarequests@pdillc.com

Entering & Exiting Traffic to Trackside
Plaza from Porter & Summer Streets
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 H
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Start Time	Porter Street From North				Not Used From East				Summer Street From South				Int. Total
	Exit	Enter	Left	App. Total	Right	Left	Peds	App. Total	Right	Exit	Enter	App. Total	
Peak Hour Analysis From 06:30 AM to 08:25 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 06:50 AM													
06:50 AM	5	0	0	5	0	0	0	0	0	2	0	2	7
06:55 AM	4	1	0	5	0	0	0	0	0	0	1	1	6
07:00 AM	7	0	0	7	0	0	0	0	0	1	0	1	8
07:05 AM	15	0	0	15	0	0	0	0	0	0	2	2	17
07:10 AM	11	2	0	13	0	0	0	0	0	0	0	0	13
07:15 AM	14	0	0	14	0	0	0	0	0	0	1	1	15
07:20 AM	14	1	0	15	0	0	0	0	0	0	0	0	15
07:25 AM	14	2	0	16	0	0	0	0	0	1	0	1	17
07:30 AM	3	4	0	7	0	0	0	0	0	0	0	0	7
07:35 AM	4	3	0	7	0	0	0	0	0	0	0	0	7
07:40 AM	8	1	0	9	0	0	0	0	0	1	1	2	11
07:45 AM	8	2	0	10	0	0	0	0	0	1	2	3	13
Total Volume	107	16	0	123	0	0	0	0	0	6	7	13	136
% App. Total	87	13	0		0	0	0		0	46.2	53.8		
PHF	.594	.333	.000	.641	.000	.000	.000	.000	.000	.250	.292	.361	.667
Cars	107	16	0	123	0	0	0	0	0	6	7	13	136
% Cars	100	100	0	100	0	0	0	0	0	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0





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Entering & Exiting Traffic to Trackside
Plaza from Porter & Summer Streets
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 HH
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Porter Street From North			Not Used From East			Summer Street From South			Int. Total
	Exit	Enter	Left	Right	Left	Peds	Right	Exit	Enter	
04:40 PM	7	7	0	0	0	0	0	3	3	20
04:55 PM	6	6	0	0	0	0	0	4	2	18
05:10 PM	6	9	0	0	0	0	0	3	1	19
05:25 PM	8	12	0	0	0	0	0	4	2	26
05:40 PM	6	12	0	0	0	0	0	7	3	28
05:55 PM	4	7	0	0	0	0	0	4	5	20
06:10 PM	11	16	0	0	0	0	0	6	0	33
06:25 PM	8	3	0	0	0	0	0	3	3	17
Grand Total	56	72	0	0	0	0	0	34	19	181
Apprch %	43.8	56.2	0	0	0	0	0	64.2	35.8	
Total %	30.9	39.8	0	0	0	0	0	18.8	10.5	

Start Time	Porter Street From North				Not Used From East				Summer Street From South				Int. Total
	Exit	Enter	Left	App. Total	Right	Left	Peds	App. Total	Right	Exit	Enter	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 5:25:00 PM													
5:25:00 PM	8	12	0	20	0	0	0	0	0	4	2	6	26
5:40:00 PM	6	12	0	18	0	0	0	0	0	7	3	10	28
5:55:00 PM	4	7	0	11	0	0	0	0	0	4	5		
6:10:00 PM	11	16	0	27	0	0	0	0	0	6	0	6	33
Total Volume	29	47	0	76	0	0	0	0	0	21	10	31	107
% App. Total	38.2	61.8	0		0	0	0		0	67.7	32.3		
PHF	.659	.734	.000	.704	.000	.000	.000	.000	.000	.750	.500	.775	.811

Entering & Exiting Traffic to Trackside
 Plaza from Porter & Summer Streets
 City, State: Stoughton, MA
 Client: VHB/ E. Chan

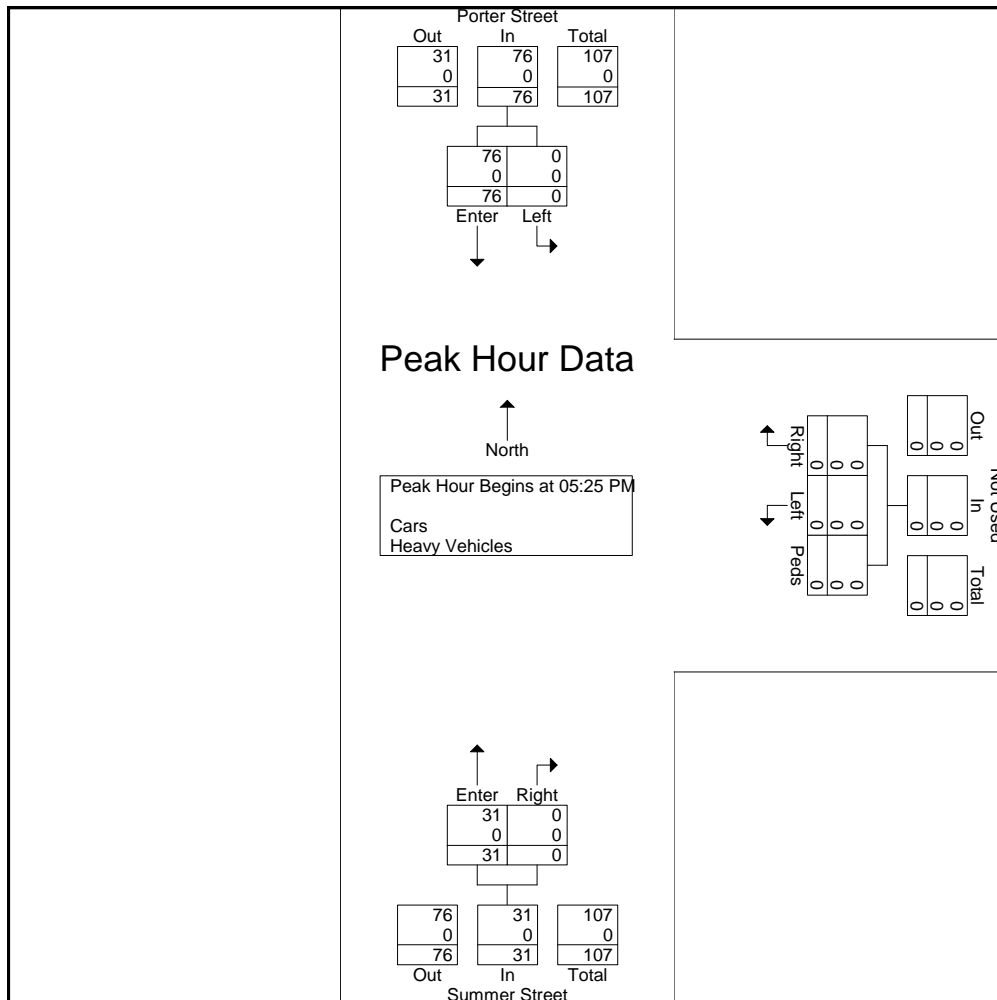


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File Name : 122868 HH
 Site Code : 10111.34
 Start Date : 4/12/2012
 Page No : 1

Start Time	Porter Street From North				Not Used From East				Summer Street From South				Int. Total
	Exit	Enter	Left	App. Total	Right	Left	Peds	App. Total	Right	Exit	Enter	App. Total	
Peak Hour Analysis From 04:40 PM to 06:35 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:25 PM													
05:25 PM	0	2	0	2	0	0	0	0	0	2	1	3	5
05:30 PM	4	4	0	8	0	0	0	0	0	2	0	2	10
05:35 PM	4	6	0	10	0	0	0	0	0	0	1	1	11
05:40 PM	3	4	0	7	0	0	0	0	0	3	0	3	
05:45 PM	1	6	0	7	0	0	0	0	0	2	0	2	9
05:50 PM	2	2	0	4	0	0	0	0	0	2	2	4	8
05:55 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
06:00 PM	1	4	0	5	0	0	0	0	0	1	3	4	9
06:05 PM	2	2	0	4	0	0	0	0	0	3	2	5	9
06:10 PM	2	7	0	9	0	0	0	0	0	3	0	3	12
06:15 PM	3	6	0	9	0	0	0	0	0	3	0	3	12
06:20 PM	6	3	0	9	0	0	0	0	0	2	0	2	11
Total Volume	29	47	0	76	0	0	0	0	0	21	10	31	107
% App. Total	38.2	61.8	0		0	0	0		0	67.7	32.3		
PHF	.403	.560	.000	.633	.000	.000	.000	.000	.000	.583	.278	.517	.743
Cars	29	47	0	76	0	0	0	0	0	21	10	31	107
% Cars	100	100	0	100	0	0	0	0	0	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0





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N/S: Washington Street (Route 138)
W: Railroad Avenue
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 I
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Railroad Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
06:30 AM	2	30	0	117	1	0	1	0	0	151
06:45 AM	1	36	0	91	0	0	3	0	0	131
Total	3	66	0	208	1	0	4	0	0	282
07:00 AM	0	49	0	115	0	0	0	0	0	164
07:15 AM	0	56	0	108	0	0	1	0	0	165
07:30 AM	2	69	0	130	0	0	2	1	0	204
07:45 AM	0	54	0	110	0	0	2	0	0	166
Total	2	228	0	463	0	0	5	1	0	699
08:00 AM	0	54	0	90	0	0	1	0	0	145
08:15 AM	1	60	0	114	0	0	2	0	0	177
Grand Total	6	408	0	875	1	0	12	1	0	1303
Apprch %	1.4	98.6	0	99.9	0.1	0	92.3	7.7	0	
Total %	0.5	31.3	0	67.2	0.1	0	0.9	0.1	0	
Cars	6	384	0	841	1	0	12	1	0	1245
% Cars	100	94.1	0	96.1	100	0	100	100	0	95.5
Heavy Vehicles	0	24	0	34	0	0	0	0	0	58
% Heavy Vehicles	0	5.9	0	3.9	0	0	0	0	0	4.5

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Railroad Avenue From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 7:00:00 AM													
7:00:00 AM	0	49	0	49	115	0	0	115	0	0	0	0	164
7:15:00 AM	0	56	0	56	108	0	0	108	1	0	0	1	165
7:30:00 AM	2	69	0	71	130	0	0	130	2	1	0	3	204
7:45:00 AM	0	54	0	54	110	0	0	110	2	0	0	2	166
Total Volume	2	228	0	230	463	0	0	463	5	1	0	6	699
% App. Total	0.9	99.1	0		100	0	0		83.3	16.7	0		
PHF	.250	.826	.000	.810	.890	.000	.000	.890	.625	.250	.000	.500	.857
Cars	2	216	0	218	447	0	0	447	5	1	0	6	671
% Cars	100	94.7	0	94.8	96.5	0	0	96.5	100	100	0	100	96.0
Heavy Vehicles	0	12	0	12	16	0	0	16	0	0	0	0	28
% Heavy Vehicles	0	5.3	0	5.2	3.5	0	0	3.5	0	0	0	0	4.0



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N/S: Washington Street (Route 138)
W: Railroad Avenue
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 I
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Railroad Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
06:30 AM	2	29	0	116	1	0	1	0	0	149
06:45 AM	1	35	0	86	0	0	3	0	0	125
Total	3	64	0	202	1	0	4	0	0	274
07:00 AM	0	47	0	106	0	0	0	0	0	153
07:15 AM	0	51	0	105	0	0	1	0	0	157
07:30 AM	2	67	0	130	0	0	2	1	0	202
07:45 AM	0	51	0	106	0	0	2	0	0	159
Total	2	216	0	447	0	0	5	1	0	671
08:00 AM	0	49	0	84	0	0	1	0	0	134
08:15 AM	1	55	0	108	0	0	2	0	0	166
Grand Total	6	384	0	841	1	0	12	1	0	1245
Apprch %	1.5	98.5	0	99.9	0.1	0	92.3	7.7	0	
Total %	0.5	30.8	0	67.6	0.1	0	1	0.1	0	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Railroad Avenue From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 7:00:00 AM													
7:00:00 AM	0	47	0	47	106	0	0	106	0	0	0	0	153
7:15:00 AM	0	51	0	51	105	0	0	105	1	0	0	1	157
7:30:00 AM	2	67	0	69	130	0	0	130	2	1	0	3	202
7:45:00 AM	0	51	0	51	106	0	0	106	2	0	0	2	159
Total Volume	2	216	0	218	447	0	0	447	5	1	0	6	671
% App. Total	0.9	99.1	0		100	0	0		83.3	16.7	0		
PHF	.250	.806	.000	.790	.860	.000	.000	.860	.625	.250	.000	.500	.830



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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
W: Railroad Avenue
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 I
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Railroad Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
06:30 AM	0	1	0	1	0	0	0	0	0	2
06:45 AM	0	1	0	5	0	0	0	0	0	6
Total	0	2	0	6	0	0	0	0	0	8
07:00 AM	0	2	0	9	0	0	0	0	0	11
07:15 AM	0	5	0	3	0	0	0	0	0	8
07:30 AM	0	2	0	0	0	0	0	0	0	2
07:45 AM	0	3	0	4	0	0	0	0	0	7
Total	0	12	0	16	0	0	0	0	0	28
08:00 AM	0	5	0	6	0	0	0	0	0	11
08:15 AM	0	5	0	6	0	0	0	0	0	11
Grand Total	0	24	0	34	0	0	0	0	0	58
Apprch %	0	100	0	100	0	0	0	0	0	
Total %	0	41.4	0	58.6	0	0	0	0	0	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Railroad Avenue From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 7:30:00 AM													
7:30:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
7:45:00 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
8:00:00 AM	0	5	0	5	6	0	0	6	0	0	0	0	11
8:15:00 AM	0	5	0	5	6	0	0	6	0	0	0	0	11
Total Volume	0	15	0	15	16	0	0	16	0	0	0	0	31
% App. Total	0	100	0		100	0	0		0	0	0		
PHF	.000	.750	.000	.750	.667	.000	.000	.667	.000	.000	.000	.000	.705



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City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 I
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Railroad Avenue From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
06:30 AM	0	0	5	0	0	0	0	0	3	8
06:45 AM	0	0	11	0	0	1	0	0	3	15
Total	0	0	16	0	0	1	0	0	6	23
07:00 AM	0	0	7	0	0	0	0	0	1	8
07:15 AM	0	0	9	0	0	0	0	0	4	13
07:30 AM	0	0	13	0	0	0	0	0	0	13
07:45 AM	0	0	5	0	0	0	0	0	1	6
Total	0	0	34	0	0	0	0	0	6	40
08:00 AM	0	0	1	0	0	0	0	0	0	1
08:15 AM	0	0	3	0	0	0	0	0	2	5
Grand Total	0	0	54	0	0	1	0	0	14	69
Apprch %	0	0	100	0	0	100	0	0	100	
Total %	0	0	78.3	0	0	1.4	0	0	20.3	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Railroad Avenue From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 6:45:00 AM													
6:45:00 AM	0	0	11	11	0	0	1	1	0	0	3	3	15
7:00:00 AM	0	0	7	7	0	0	0	0	0	0	1	1	8
7:15:00 AM	0	0	9	9	0	0	0	0	0	0	4	4	13
7:30:00 AM	0	0	13	13	0	0	0	0	0	0	0	0	13
Total Volume	0	0	40	40	0	0	1	1	0	0	8	8	49
% App. Total	0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.769	.769	.000	.000	.250	.250	.000	.000	.500	.500	.817



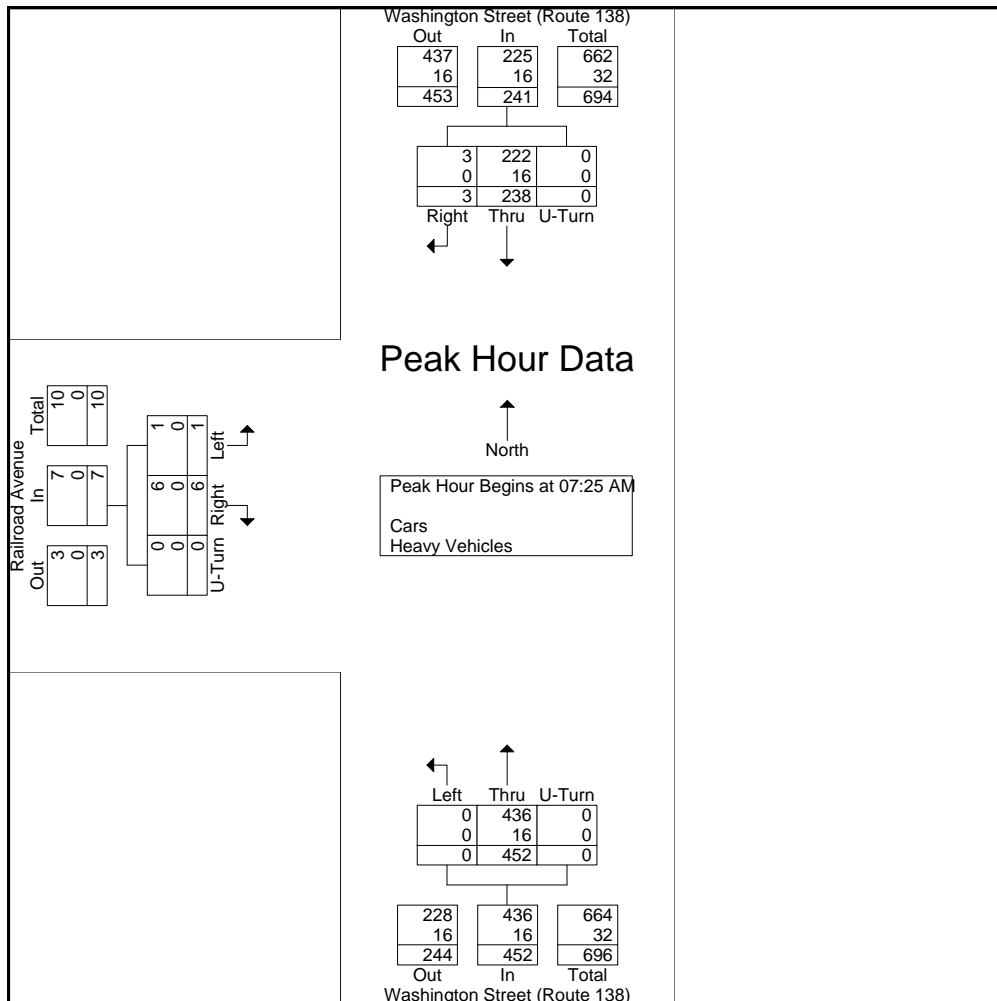
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W: Railroad Avenue
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 I
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Railroad Avenue From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 06:30 AM to 08:25 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:25 AM													
07:25 AM	0	21	0	21	37	0	0	37	1	0	0	1	59
07:30 AM	1	18	0	19	48	0	0	48	1	0	0	1	68
07:35 AM	1	24	0	25	40	0	0	40	0	0	0	0	65
07:40 AM	0	27	0	27	42	0	0	42	1	1	0	2	71
07:45 AM	0	27	0	27	31	0	0	31	2	0	0	2	60
07:50 AM	0	13	0	13	45	0	0	45	0	0	0	0	58
07:55 AM	0	14	0	14	34	0	0	34	0	0	0	0	48
08:00 AM	0	12	0	12	32	0	0	32	0	0	0	0	44
08:05 AM	0	19	0	19	32	0	0	32	1	0	0	1	52
08:10 AM	0	23	0	23	26	0	0	26	0	0	0	0	49
08:15 AM	0	18	0	18	37	0	0	37	0	0	0	0	55
08:20 AM	1	22	0	23	48	0	0	48	0	0	0	0	71
Total Volume	3	238	0	241	452	0	0	452	6	1	0	7	700
% App. Total	1.2	98.8	0		100	0	0		85.7	14.3	0		
PHF	.250	.735	.000	.744	.785	.000	.000	.785	.250	.083	.000	.292	.822
Cars	3	222	0	225	436	0	0	436	6	1	0	7	668
% Cars	100	93.3	0	93.4	96.5	0	0	96.5	100	100	0	100	95.4
Heavy Vehicles	0	16	0	16	16	0	0	16	0	0	0	0	32
% Heavy Vehicles	0	6.7	0	6.6	3.5	0	0	3.5	0	0	0	0	4.6





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N/S: Washington Street (Route 138)
W: Railroad Avenue
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 II
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Railroad Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
04:40 PM	3	107	0	77	1	0	7	0	0	195
04:55 PM	3	121	0	86	1	0	1	0	0	212
05:10 PM	4	129	0	94	0	0	0	0	0	227
05:25 PM	1	141	0	92	1	0	8	0	0	243
05:40 PM	4	123	0	82	2	0	0	0	0	211
05:55 PM	2	107	0	86	0	0	5	0	0	200
06:10 PM	2	102	0	99	0	0	1	0	0	204
06:25 PM	4	120	0	65	5	0	2	2	0	198
Grand Total	23	950	0	681	10	0	24	2	0	1690
Apprch %	2.4	97.6	0	98.6	1.4	0	92.3	7.7	0	
Total %	1.4	56.2	0	40.3	0.6	0	1.4	0.1	0	
Cars	7	950	0	664	10	0	24	2	0	1657
% Cars	30.4	100	0	97.5	100	0	100	100	0	98
Heavy Vehicles	16	0	0	17	0	0	0	0	0	33
% Heavy Vehicles	69.6	0	0	2.5	0	0	0	0	0	2

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Railroad Avenue From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 4:55:00 PM													
4:55:00 PM	3	121	0	124	86	1	0	87	1	0	0	1	212
5:10:00 PM	4	129	0	133	94	0	0	94	0	0	0	0	227
5:25:00 PM	1	141	0	142	92	1	0	93	8	0	0	8	243
5:40:00 PM	4	123	0	127	82	2	0	84	0	0	0	0	211
Total Volume	12	514	0	526	354	4	0	358	9	0	0	9	893
% App. Total	2.3	97.7	0		98.9	1.1	0		100	0	0		
PHF	.750	.911	.000	.926	.941	.500	.000	.952	.281	.000	.000	.281	.919
Cars	2	514	0	516	345	4	0	349	9	0	0	9	874
% Cars	16.7	100	0	98.1	97.5	100	0	97.5	100	0	0	100	97.9
Heavy Vehicles	10	0	0	10	9	0	0	9	0	0	0	0	19
% Heavy Vehicles	83.3	0	0	1.9	2.5	0	0	2.5	0	0	0	0	2.1



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P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
W: Railroad Avenue
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 II
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Railroad Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
04:40 PM	0	107	0	74	1	0	7	0	0	189
04:55 PM	0	121	0	83	1	0	1	0	0	206
05:10 PM	1	129	0	91	0	0	0	0	0	221
05:25 PM	0	141	0	91	1	0	8	0	0	241
05:40 PM	1	123	0	80	2	0	0	0	0	206
05:55 PM	1	107	0	83	0	0	5	0	0	196
06:10 PM	2	102	0	97	0	0	1	0	0	202
06:25 PM	2	120	0	65	5	0	2	2	0	196
Grand Total	7	950	0	664	10	0	24	2	0	1657
Apprch %	0.7	99.3	0	98.5	1.5	0	92.3	7.7	0	
Total %	0.4	57.3	0	40.1	0.6	0	1.4	0.1	0	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Railroad Avenue From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 4:55:00 PM													
4:55:00 PM	0	121	0	121	83	1	0	84	1	0	0	1	206
5:10:00 PM	1	129	0	130	91	0	0	91	0	0	0	0	221
5:25:00 PM	0	141	0	141	91	1	0	92	8	0	0	8	241
5:40:00 PM	1	123	0	124	80	2	0	82	0	0	0	0	206
Total Volume	2	514	0	516	345	4	0	349	9	0	0	9	874
% App. Total	0.4	99.6	0		98.9	1.1	0		100	0	0		
PHF	.500	.911	.000	.915	.948	.500	.000	.948	.281	.000	.000	.281	.907



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Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Railroad Avenue From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
04:40 PM	3	0	0	3	0	0	0	0	0	6
04:55 PM	3	0	0	3	0	0	0	0	0	6
05:10 PM	3	0	0	3	0	0	0	0	0	6
05:25 PM	1	0	0	1	0	0	0	0	0	2
05:40 PM	3	0	0	2	0	0	0	0	0	5
05:55 PM	1	0	0	3	0	0	0	0	0	4
06:10 PM	0	0	0	2	0	0	0	0	0	2
06:25 PM	2	0	0	0	0	0	0	0	0	2
Grand Total	16	0	0	17	0	0	0	0	0	33
Apprch %	100	0	0	100	0	0	0	0	0	
Total %	48.5	0	0	51.5	0	0	0	0	0	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Railroad Avenue From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 4:40:00 PM													
4:40:00 PM	3	0	0	3	3	0	0	3	0	0	0	0	6
4:55:00 PM	3	0	0	3	3	0	0	3	0	0	0	0	6
5:10:00 PM	3	0	0	3	3	0	0	3	0	0	0	0	6
5:25:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total Volume	10	0	0	10	10	0	0	10	0	0	0	0	20
% App. Total	100	0	0		100	0	0		0	0	0		
PHF	.833	.000	.000	.833	.833	.000	.000	.833	.000	.000	.000	.000	.833



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File Name : 122868 II
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Railroad Avenue From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
04:40 PM	0	0	4	0	0	0	0	0	3	7
04:55 PM	0	0	4	0	0	0	0	0	3	7
05:10 PM	0	0	4	0	0	0	0	0	9	13
05:25 PM	0	0	12	0	0	1	0	0	2	15
05:40 PM	0	0	4	0	0	0	0	0	0	4
05:55 PM	0	0	9	0	0	0	0	0	4	13
06:10 PM	0	0	1	0	0	2	0	0	1	4
06:25 PM	0	0	5	0	0	1	0	0	3	9
Grand Total	0	0	43	0	0	4	0	0	25	72
Apprch %	0	0	100	0	0	100	0	0	100	
Total %	0	0	59.7	0	0	5.6	0	0	34.7	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Railroad Avenue From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 5:10:00 PM													
5:10:00 PM	0	0	4	4	0	0	0	0	0	0	9	9	13
5:25:00 PM	0	0	12	12	0	0	1	1	0	0	2	2	15
5:40:00 PM	0	0	4	4	0	0	0	0	0	0	0	0	4
5:55:00 PM	0	0	9	9	0	0	0	0	0	0	4	4	13
Total Volume	0	0	29	29	0	0	1	1	0	0	15	15	45
% App. Total	0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.604	.604	.000	.000	.250	.250	.000	.000	.417	.417	.750



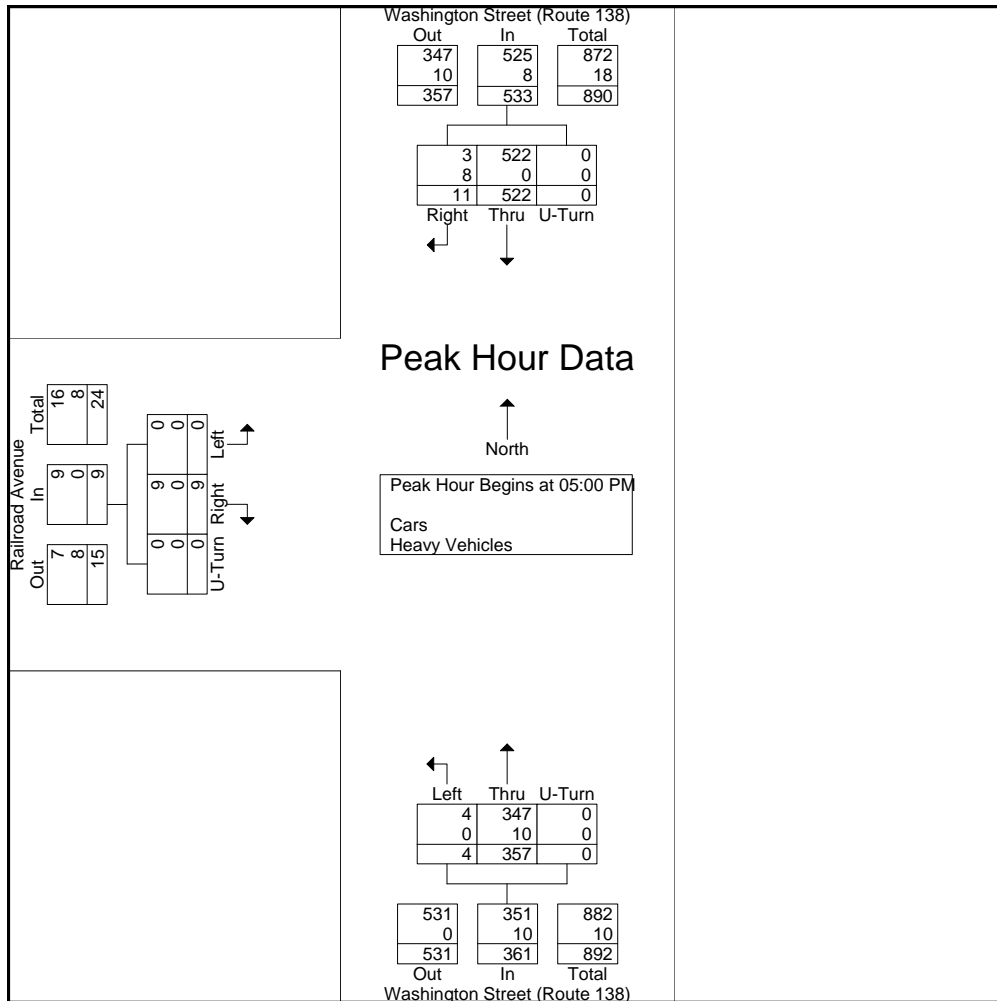
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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
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Client: VHB/ E. Chan

File Name : 122868 II
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Railroad Avenue From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:40 PM to 06:35 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	42	0	42	36	1	0	37	0	0	0	0	79
05:05 PM	1	39	0	40	23	0	0	23	1	0	0	1	64
05:10 PM	1	41	0	42	41	0	0	41	0	0	0	0	83
05:15 PM	1	45	0	46	17	0	0	17	0	0	0	0	63
05:20 PM	2	43	0	45	36	0	0	36	0	0	0	0	81
05:25 PM	0	48	0	48	35	0	0	35	1	0	0	1	84
05:30 PM	0	38	0	38	33	1	0	34	7	0	0	7	79
05:35 PM	1	55	0	56	24	0	0	24	0	0	0	0	80
05:40 PM	4	50	0	54	21	1	0	22	0	0	0	0	76
05:45 PM	0	36	0	36	27	0	0	27	0	0	0	0	63
05:50 PM	0	37	0	37	34	1	0	35	0	0	0	0	72
05:55 PM	1	48	0	49	30	0	0	30	0	0	0	0	79
Total Volume	11	522	0	533	357	4	0	361	9	0	0	9	903
% App. Total	2.1	97.9	0	.793	98.9	1.1	0	.734	100	0	0	.107	.896
PHF	.229	.791	.000	.793	.726	.333	.000	.734	.107	.000	.000	.107	.896
Cars	3	522	0	525	347	4	0	351	9	0	0	9	885
% Cars	27.3	100	0	98.5	97.2	100	0	97.2	100	0	0	100	98.0
Heavy Vehicles	8	0	0	8	10	0	0	10	0	0	0	0	18
% Heavy Vehicles	72.7	0	0	1.5	2.8	0	0	2.8	0	0	0	0	2.0





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P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
W: Lot Access
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 J
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Lot Access From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
06:30 AM	1	32	0	107	13	0	0	3	0	156
06:45 AM	0	38	0	92	22	0	5	0	0	157
Total	1	70	0	199	35	0	5	3	0	313
07:00 AM	1	48	0	118	1	0	0	0	0	168
07:15 AM	0	54	1	121	6	0	1	0	0	183
07:30 AM	0	73	0	119	16	0	6	1	0	215
07:45 AM	0	53	0	105	1	0	3	0	0	162
Total	1	228	1	463	24	0	10	1	0	728
08:00 AM	0	54	0	104	2	0	0	0	0	160
08:15 AM	0	63	0	109	4	0	2	1	0	179
Grand Total	2	415	1	875	65	0	17	5	0	1380
Apprch %	0.5	99.3	0.2	93.1	6.9	0	77.3	22.7	0	
Total %	0.1	30.1	0.1	63.4	4.7	0	1.2	0.4	0	
Cars	2	388	1	841	65	0	17	5	0	1319
% Cars	100	93.5	100	96.1	100	0	100	100	0	95.6
Heavy Vehicles	0	27	0	34	0	0	0	0	0	61
% Heavy Vehicles	0	6.5	0	3.9	0	0	0	0	0	4.4

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Lot Access From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 7:00:00 AM													
7:00:00 AM	1	48	0	49	118	1	0	119	0	0	0	0	168
7:15:00 AM	0	54	1		121	6	0	127	1	0	0	1	183
7:30:00 AM	0	73		73	119	16	0	135	6	1		7	215
7:45:00 AM	0	53	0	53	105	1	0	106	3	0	0	3	162
Total Volume	1	228	1	230	463	24	0	487	10	1	0	11	728
% App. Total	0.4	99.1	0.4		95.1	4.9	0		90.9	9.1	0		
PHF	.250	.781	.250	.788	.957	.375	.000	.902	.417	.250	.000	.393	.847
Cars	1	213	1	215	449	24	0	473	10	1	0	11	699
% Cars	100	93.4	100	93.5	97.0	100	0	97.1	100	100	0	100	96.0
Heavy Vehicles	0	15	0	15	14	0	0	14	0	0	0	0	29
% Heavy Vehicles	0	6.6	0	6.5	3.0	0	0	2.9	0	0	0	0	4.0



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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
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File Name : 122868 J
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Lot Access From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
06:30 AM	1	31	0	106	13	0	0	3	0	154
06:45 AM	0	37	0	85	22	0	5	0	0	149
Total	1	68	0	191	35	0	5	3	0	303
07:00 AM	1	45	0	110	1	0	0	0	0	157
07:15 AM	0	48	1	118	6	0	1	0	0	174
07:30 AM	0	70	0	118	16	0	6	1	0	211
07:45 AM	0	50	0	103	1	0	3	0	0	157
Total	1	213	1	449	24	0	10	1	0	699
08:00 AM	0	49	0	98	2	0	0	0	0	149
08:15 AM	0	58	0	103	4	0	2	1	0	168
Grand Total	2	388	1	841	65	0	17	5	0	1319
Apprch %	0.5	99.2	0.3	92.8	7.2	0	77.3	22.7	0	
Total %	0.2	29.4	0.1	63.8	4.9	0	1.3	0.4	0	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Lot Access From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 7:00:00 AM													
7:00:00 AM	1	45	0	46	110	1	0	111	0	0	0	0	157
7:15:00 AM	0	48	1	49	118	6	0	124	1	0	0	1	174
7:30:00 AM	0	70	0	70	118	16	0	134	6	1	0	7	211
7:45:00 AM	0	50	0	50	103	1	0	104	3	0	0	3	157
Total Volume	1	213	1	215	449	24	0	473	10	1	0	11	699
% App. Total	0.5	99.1	0.5		94.9	5.1	0		90.9	9.1	0		
PHF	.250	.761	.250	.768	.951	.375	.000	.882	.417	.250	.000	.393	.828



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File Name : 122868 J
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Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Lot Access From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
06:30 AM	0	1	0	1	0	0	0	0	0	2
06:45 AM	0	1	0	7	0	0	0	0	0	8
Total	0	2	0	8	0	0	0	0	0	10
07:00 AM	0	3	0	8	0	0	0	0	0	11
07:15 AM	0	6	0	3	0	0	0	0	0	9
07:30 AM	0	3	0	1	0	0	0	0	0	4
07:45 AM	0	3	0	2	0	0	0	0	0	5
Total	0	15	0	14	0	0	0	0	0	29
08:00 AM	0	5	0	6	0	0	0	0	0	11
08:15 AM	0	5	0	6	0	0	0	0	0	11
Grand Total	0	27	0	34	0	0	0	0	0	61
Apprch %	0	100	0	100	0	0	0	0	0	
Total %	0	44.3	0	55.7	0	0	0	0	0	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Lot Access From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 6:45:00 AM													
6:45:00 AM	0	1	0	1	7	0	0	7	0	0	0	0	8
7:00:00 AM	0	3	0	3	8	0	0	8	0	0	0	0	11
7:15:00 AM	0	6	0	6	3	0	0	3	0	0	0	0	9
7:30:00 AM	0	3	0	3	1	0	0	1	0	0	0	0	4
Total Volume	0	13	0	13	19	0	0	19	0	0	0	0	32
% App. Total	0	100	0	100	100	0	0	100	0	0	0	0	
PHF	.000	.542	.000	.542	.594	.000	.000	.594	.000	.000	.000	.000	.727



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Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Lot Access From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
06:30 AM	0	0	0	0	0	0	0	0	2	2
06:45 AM	0	0	1	0	0	1	0	0	2	4
Total	0	0	1	0	0	1	0	0	4	6
07:00 AM	0	0	0	0	0	0	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	3	3
07:30 AM	0	0	0	0	0	3	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	0	5	8
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	4	0	0	2	6
Grand Total	0	0	1	0	0	8	0	0	11	20
Apprch %	0	0	100	0	0	100	0	0	100	
Total %	0	0	5	0	0	40	0	0	55	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Lot Access From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 6:45:00 AM													
6:45:00 AM	0	0	1	1	0	0	1	1	0	0	2	2	4
7:00:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	2
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	3	3	3
7:30:00 AM	0	0	0	0	0	0	3	3	0	0	0	0	3
Total Volume	0	0	1	1	0	0	4	4	0	0	7	7	12
% App. Total	0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.250	.250	.000	.000	.333	.333	.000	.000	.583	.583	.750



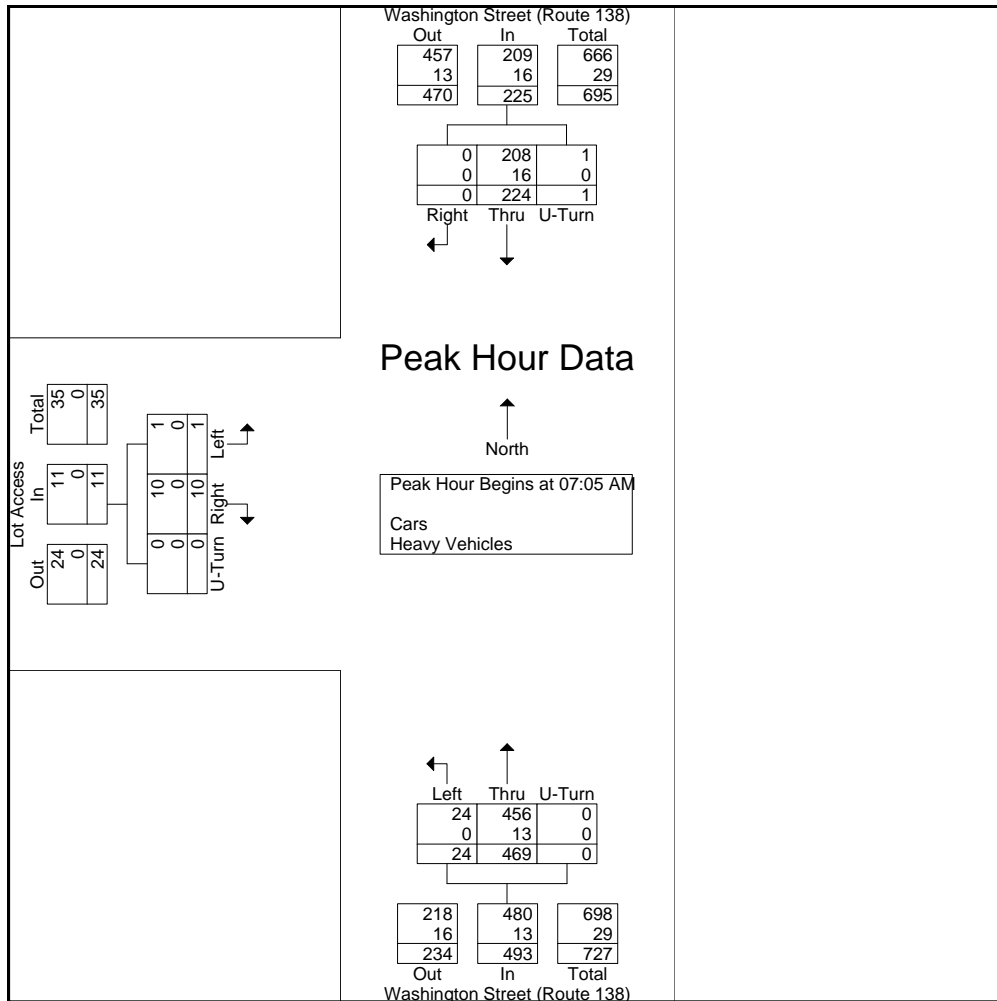
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INDUSTRIES, LLC

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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Street (Route 138)
W: Lot Access
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 J
Site Code : 10111.34
Start Date : 4/12/2012
Page No : 1

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Lot Access From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 06:30 AM to 08:25 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:05 AM													
07:05 AM	0	17	0	17	40	0	0	40	0	0	0	0	57
07:10 AM	0	14	0	14	50	0	0	50	0	0	0	0	64
07:15 AM	0	18	0	18	42	2	0	44	0	0	0	0	62
07:20 AM	0	16	1	17	48	3	0	51	0	0	0	0	71
07:25 AM	0	20	0	20	48	3	0	51	0	0	0	0	71
07:30 AM	0	21	0	21	35	3	0	38	0	0	0	0	59
07:35 AM	0	21	0	21	43	5	0	48	0	0	0	0	69
07:40 AM	0	31	0	31	41	8	0	49	6	1	0	7	87
07:45 AM	0	26	0	26	34	1	0	35	3	0	0	3	64
07:50 AM	0	12	0	12	36	0	0	36	0	0	0	0	48
07:55 AM	0	15	0	15	35	0	0	35	0	0	0	0	50
08:00 AM	0	13	0	13	34	1	0	35	0	0	0	0	48
Total Volume	0	224	1	225	469	24	0	493	10	1	0	11	729
% App. Total	0	99.6	0.4		95.1	4.9	0		90.9	9.1	0		
PHF	.000	.602	.083	.605	.782	.250	.000	.806	.139	.083	.000	.131	.698
Cars	0	208	1	209	456	24	0	480	10	1	0	11	700
% Cars	0	92.9	100	92.9	97.2	100	0	97.4	100	100	0	100	96.0
Heavy Vehicles	0	16	0	16	13	0	0	13	0	0	0	0	29
% Heavy Vehicles	0	7.1	0	7.1	2.8	0	0	2.6	0	0	0	0	4.0





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N/S: Washington Street (Route 138)
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City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 JJ
Site Code : 10111..4
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Lot Access From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
04:40 PM	1	116	0	86	3	0	20	1	0	227
04:55 PM	0	112	0	83	1	0	1	0	0	197
05:10 PM	1	116	1	75	5	0	0	1	0	199
05:25 PM	0	129	0	83	10	0	22	7	0	251
05:40 PM	0	130	0	83	5	0	3	1	0	222
05:55 PM	0	120	0	94	3	1	12	0	0	230
06:10 PM	0	100	0	102	5	0	3	0	0	210
06:25 PM	2	116	1	64	6	0	17	1	0	207
Grand Total	4	939	2	670	38	1	78	11	0	1743
Apprch %	0.4	99.4	0.2	94.5	5.4	0.1	87.6	12.4	0	
Total %	0.2	53.9	0.1	38.4	2.2	0.1	4.5	0.6	0	
Cars	4	921	2	651	37	1	78	11	0	1705
% Cars	100	98.1	100	97.2	97.4	100	100	100	0	97.8
Heavy Vehicles	0	18	0	19	1	0	0	0	0	38
% Heavy Vehicles	0	1.9	0	2.8	2.6	0	0	0	0	2.2

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Lot Access From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 5:25:00 PM													
5:25:00 PM	0	129	0	129	83	10	0	93	22	7	0	29	251
5:40:00 PM	0	130	0	130	83	5	0	88	3	1	0	4	222
5:55:00 PM	0	120	0	120	94	3	1	98	12	0	0	12	230
6:10:00 PM	0	100	0	100	102	5	0	107	3	0	0	3	210
Total Volume	0	479	0	479	362	23	1	386	40	8	0	48	913
% App. Total	0	100	0		93.8	6	0.3		83.3	16.7	0		
PHF	.000	.921	.000	.921	.887	.575	.250	.902	.455	.286	.000	.414	.909
Cars	0	472	0	472	352	23	1	376	40	8	0	48	896
% Cars	0	98.5	0	98.5	97.2	100	100	97.4	100	100	0	100	98.1
Heavy Vehicles	0	7	0	7	10	0	0	10	0	0	0	0	17
% Heavy Vehicles	0	1.5	0	1.5	2.8	0	0	2.6	0	0	0	0	1.9



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N/S: Washington Street (Route 138)
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City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 JJ
Site Code : 10111..4
Start Date : 4/12/2012
Page No : 1

Groups Printed- Cars

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Lot Access From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
04:40 PM	1	114	0	82	2	0	20	1	0	220
04:55 PM	0	108	0	80	1	0	1	0	0	190
05:10 PM	1	113	1	73	5	0	0	1	0	194
05:25 PM	0	129	0	81	10	0	22	7	0	249
05:40 PM	0	126	0	81	5	0	3	1	0	216
05:55 PM	0	118	0	91	3	1	12	0	0	225
06:10 PM	0	99	0	99	5	0	3	0	0	206
06:25 PM	2	114	1	64	6	0	17	1	0	205
Grand Total	4	921	2	651	37	1	78	11	0	1705
Apprch %	0.4	99.4	0.2	94.5	5.4	0.1	87.6	12.4	0	
Total %	0.2	54	0.1	38.2	2.2	0.1	4.6	0.6	0	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Lot Access From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 5:25:00 PM													
5:25:00 PM	0	129	0	129	81	10	0	91	22	7	0	29	249
5:40:00 PM	0	126	0	126	81	5	0	86	3	1	0	4	216
5:55:00 PM	0	118	0	118	91	3	1	95	12	0	0	12	225
6:10:00 PM	0	99	0	99	99	5	0	104	3	0	0	3	206
Total Volume	0	472	0	472	352	23	1	376	40	8	0	48	896
% App. Total	0	100	0		93.6	6.1	0.3		83.3	16.7	0		
PHF	.000	.915	.000	.915	.889	.575	.250	.904	.455	.286	.000	.414	.900



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N/S: Washington Street (Route 138)
W: Lot Access
City, State: Stoughton, MA
Client: VHB/ E. Chan

File Name : 122868 JJ
Site Code : 10111..4
Start Date : 4/12/2012
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Lot Access From West			Int. Total
	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	
04:40 PM	0	2	0	4	1	0	0	0	0	7
04:55 PM	0	4	0	3	0	0	0	0	0	7
05:10 PM	0	3	0	2	0	0	0	0	0	5
05:25 PM	0	0	0	2	0	0	0	0	0	2
05:40 PM	0	4	0	2	0	0	0	0	0	6
05:55 PM	0	2	0	3	0	0	0	0	0	5
06:10 PM	0	1	0	3	0	0	0	0	0	4
06:25 PM	0	2	0	0	0	0	0	0	0	2
Grand Total	0	18	0	19	1	0	0	0	0	38
Apprch %	0	100	0	95	5	0	0	0	0	
Total %	0	47.4	0	50	2.6	0	0	0	0	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Lot Access From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
4:40:00 PM	0	2	0	2	4	1	0	5	0	0	0	0	7
4:55:00 PM	0	4	0	4	3	0	0	3	0	0	0	0	7
5:10:00 PM	0	3	0	3	2	0	0	2	0	0	0	0	5
5:25:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total Volume	0	9	0	9	11	1	0	12	0	0	0	0	21
% App. Total	0	100	0		91.7	8.3	0		0	0	0		
PHF	.000	.563	.000	.563	.688	.250	.000	.600	.000	.000	.000	.000	.750

Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 4:40:00 PM



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Client: VHB/ E. Chan

File Name : 122868 JJ
Site Code : 10111..4
Start Date : 4/12/2012
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Washington Street (Route 138) From North			Washington Street (Route 138) From South			Lot Access From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
04:40 PM	0	0	2	0	0	0	0	0	5	7
04:55 PM	0	0	0	0	0	0	0	0	0	0
05:10 PM	0	0	0	0	0	0	0	0	2	2
05:25 PM	0	0	1	0	0	0	0	0	0	1
05:40 PM	0	0	0	0	0	0	0	0	0	0
05:55 PM	0	0	0	0	0	0	0	0	1	1
06:10 PM	0	0	0	0	0	0	0	0	1	1
06:25 PM	0	0	1	0	0	0	0	0	2	3
Grand Total	0	0	4	0	0	0	0	0	11	15
Apprch %	0	0	100	0	0	0	0	0	100	
Total %	0	0	26.7	0	0	0	0	0	73.3	

Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Lot Access From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 4:40:00 PM to 6:25:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 4:40:00 PM													
4:40:00 PM	0	0	2	2	0	0	0	0	0	0	5	5	7
4:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	2
5:25:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	3	3	0	0	0	0	0	0	7	7	10
% App. Total	0	0	100		0	0	0		0	0	100		
PHF	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.350	.350	.357



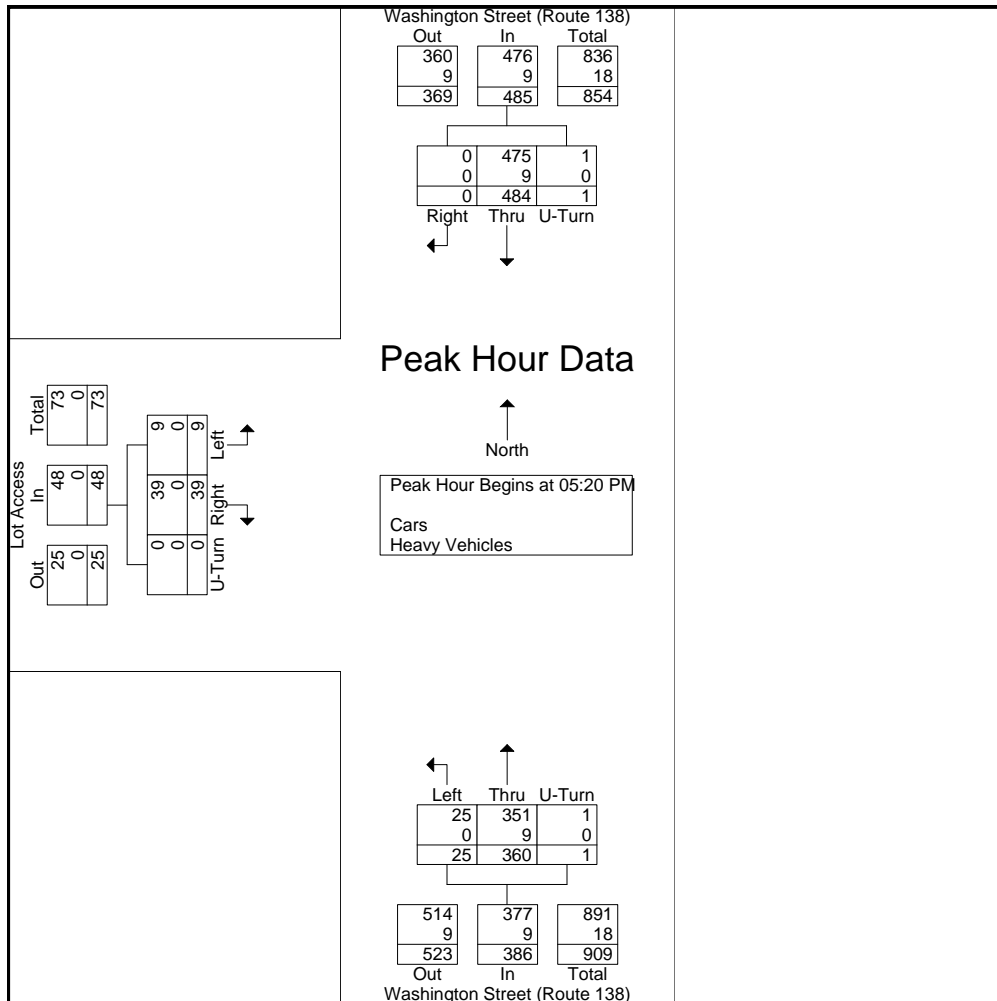
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File Name : 122868 JJ
Site Code : 10111..4
Start Date : 4/12/2012
Page No : 1

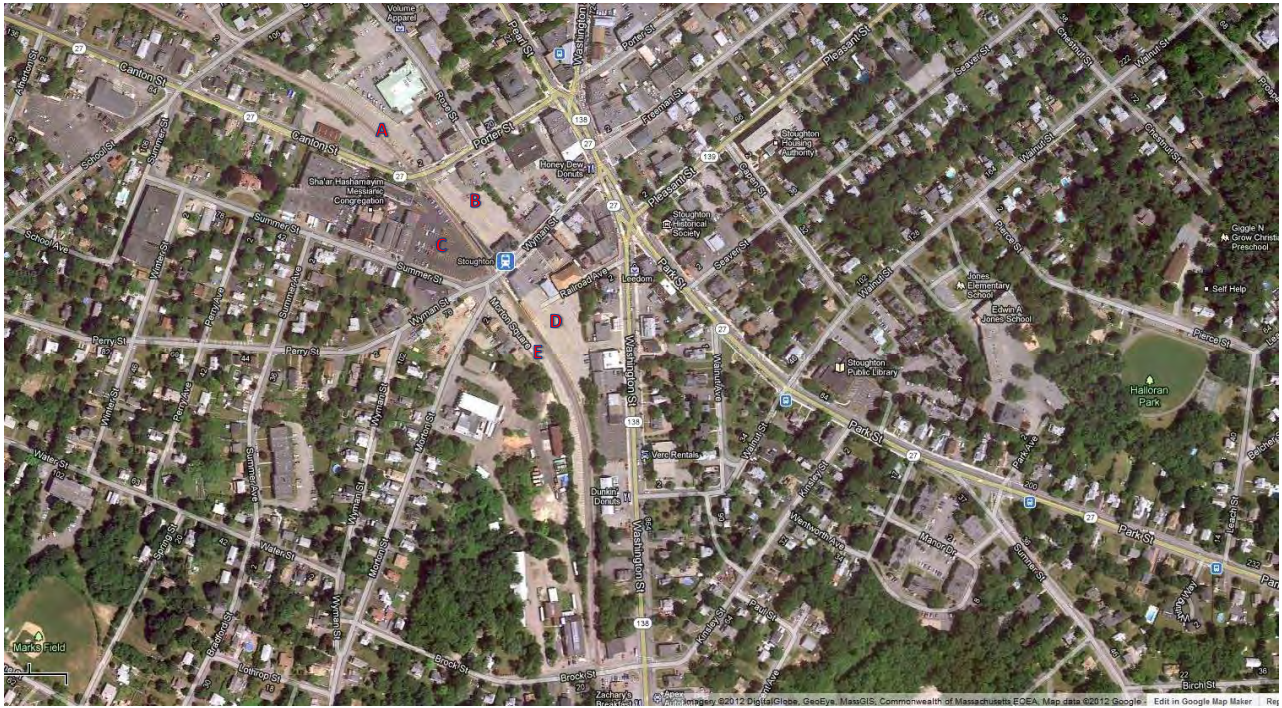
Start Time	Washington Street (Route 138) From North				Washington Street (Route 138) From South				Lot Access From West				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:40 PM to 06:35 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:20 PM													
05:20 PM	0	42	1	43	26	3	0	29	0	1	0	1	73
05:25 PM	0	35	0	35	27	7	0	34	0	0	0	0	69
05:30 PM	0	46	0	46	33	2	0	35	18	7	0	25	106
05:35 PM	0	48	0	48	23	1	0	24	4	0	0	4	76
05:40 PM	0	53	0	53	26	3	0	29	3	1	0	4	86
05:45 PM	0	40	0	40	26	0	0	26	0	0	0	0	66
05:50 PM	0	37	0	37	31	2	0	33	0	0	0	0	70
05:55 PM	0	46	0	46	36	1	1	38	0	0	0	0	84
06:00 PM	0	29	0	29	28	1	0	29	1	0	0	1	59
06:05 PM	0	45	0	45	30	1	0	31	11	0	0	11	87
06:10 PM	0	32	0	32	39	1	0	40	2	0	0	2	74
06:15 PM	0	31	0	31	35	3	0	38	0	0	0	0	69
Total Volume	0	484	1	485	360	25	1	386	39	9	0	48	919
% App. Total	0	99.8	0.2	.763	93.3	6.5	0.3	.804	81.2	18.8	0	.160	.722
PHF	.000	.761	.083	.763	.769	.298	.083	.804	.181	.107	.000	.160	.722
Cars	0	475	1	476	351	25	1	377	39	9	0	48	901
% Cars	0	98.1	100	98.1	97.5	100	100	97.7	100	100	0	100	98.0
Heavy Vehicles	0	9	0	9	9	0	0	9	0	0	0	0	18
% Heavy Vehicles	0	1.9	0	1.9	2.5	0	0	2.3	0	0	0	0	2.0





■

Parking Lot Counts



Parking Lot	Total Spaces			Total
	Monthly	Daily	Non-MBTA	
A	-	80	-	80
B	-	99	-	99
C	49	25	-	74
D	-	67	-	67
E	-	86	-	86
Total	49	357	0	406

Parking Lot	6:30 AM				8:30 AM			
	Monthly	Daily	Non-MBTA	Total	Monthly	Daily	Non-MBTA	Total
A	-	0	0	0	-	31	6	37
B	-	0	-	0	-	Full	-	0
C	1	0	-	1	28	20	-	48
D	-	5	-	5	-	60	-	60
E	0	0	0	0	-	30	-	30
Total	1	5	0	6	28	141	6	175

Parking Lot	4:40 PM				6:40 PM			
	Monthly	Daily	Non-MBTA	Total	Monthly	Daily	Non-MBTA	Total
A	-	33	-	33	-	10	-	10
B	-	94	-	94	-	23	-	23
C	23	21	-	44	8	1	-	9
D	-	61	-	61	-	11	-	11
E	-	34	-	34	-	12	-	12
Total	23	243	0	266	8	57	0	65



■

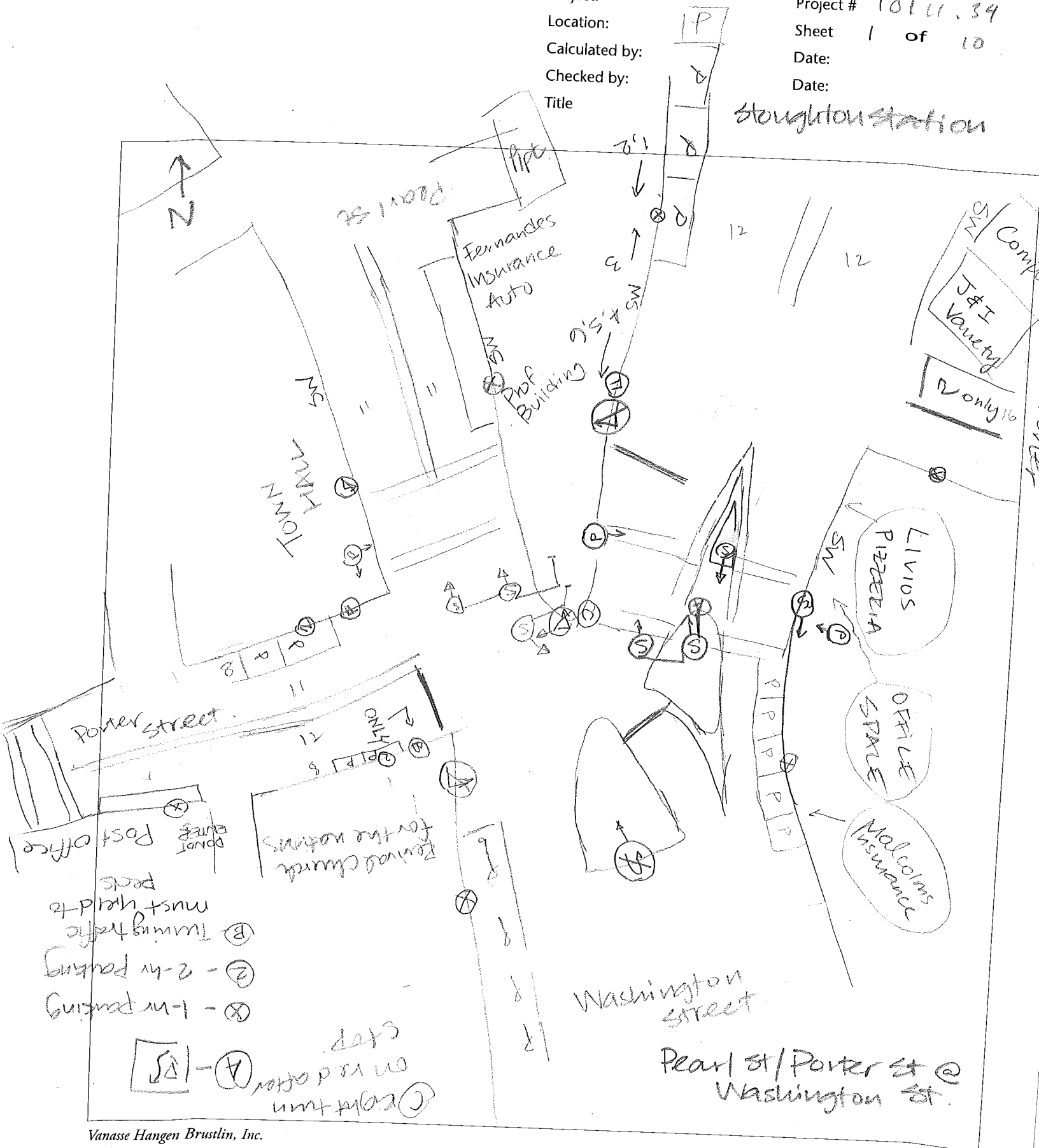
Intersection Inventory



Project:
Location:
Calculated by:
Checked by:
Title

Project # 10111.34
Sheet 1 of 10
Date:
Date:

Stoughton Station





Project:

Project # 10111.34

Location:

Sheet 2 of 10

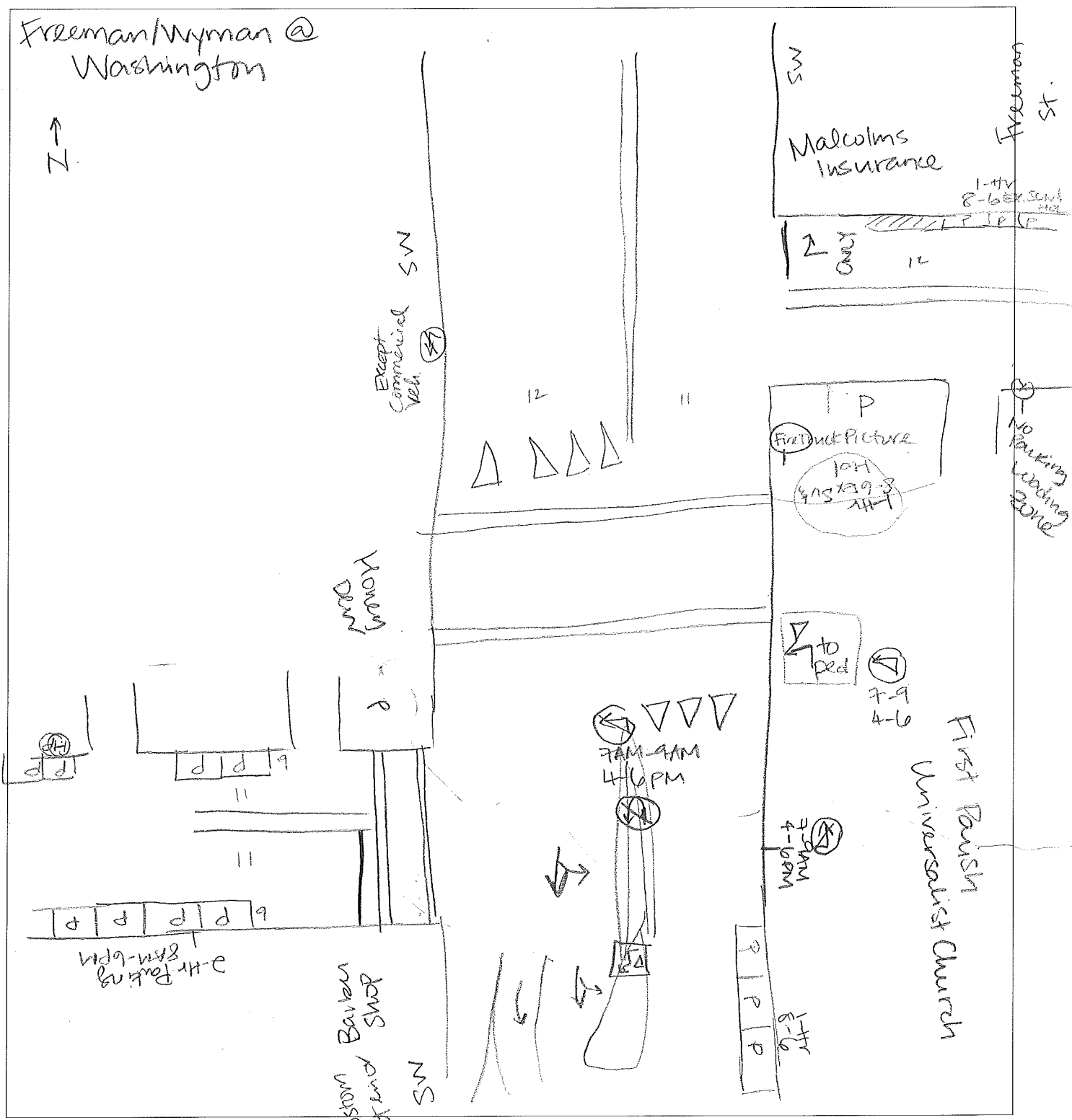
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Date:

Checked by:

Date:

Title Staughton Station

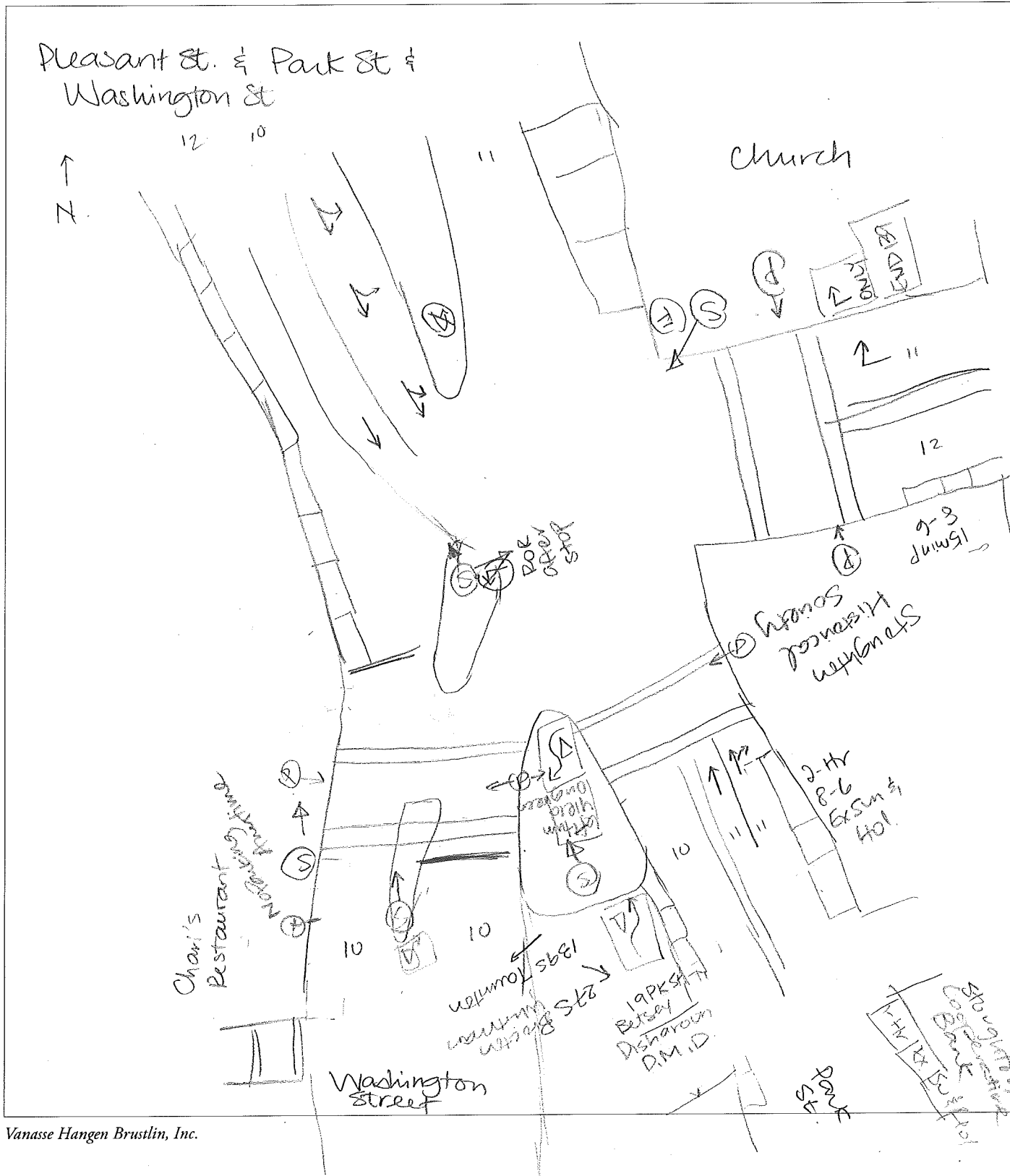




Project:
Location:
Calculated by:
Checked by:
Title

Project # 10111.34
Sheet 3 of 10
Date:
Date:

Stoughton Station





Project:

Project # 10111.37

Location:

Sheet 4 of 10

Calculated by:

Date:

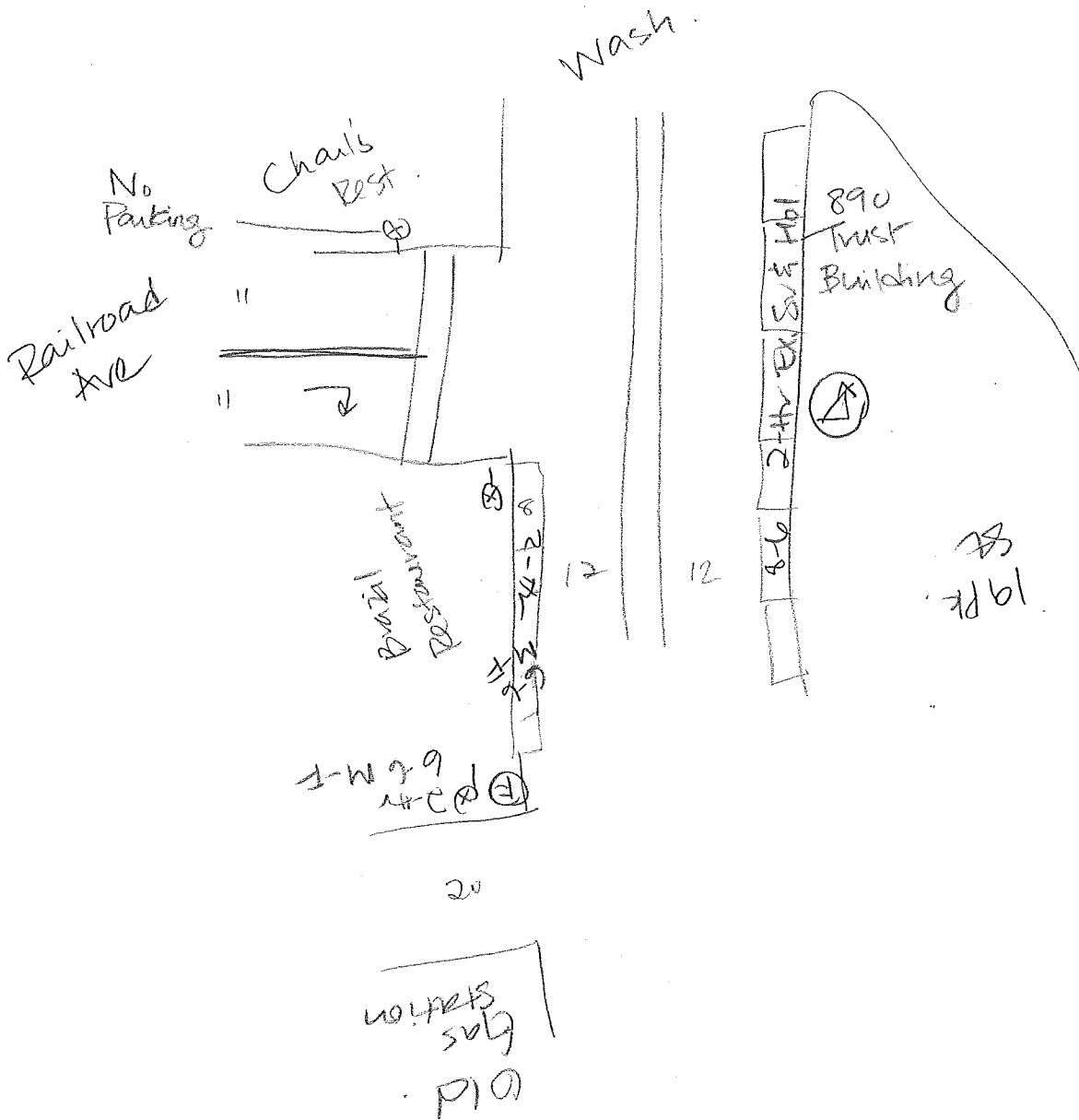
Checked by:

Date:

Title

Stoughton Station

Washington St & Railroad Ave





Project:

Project # 10111.34

Location:

Sheet 5 of 10

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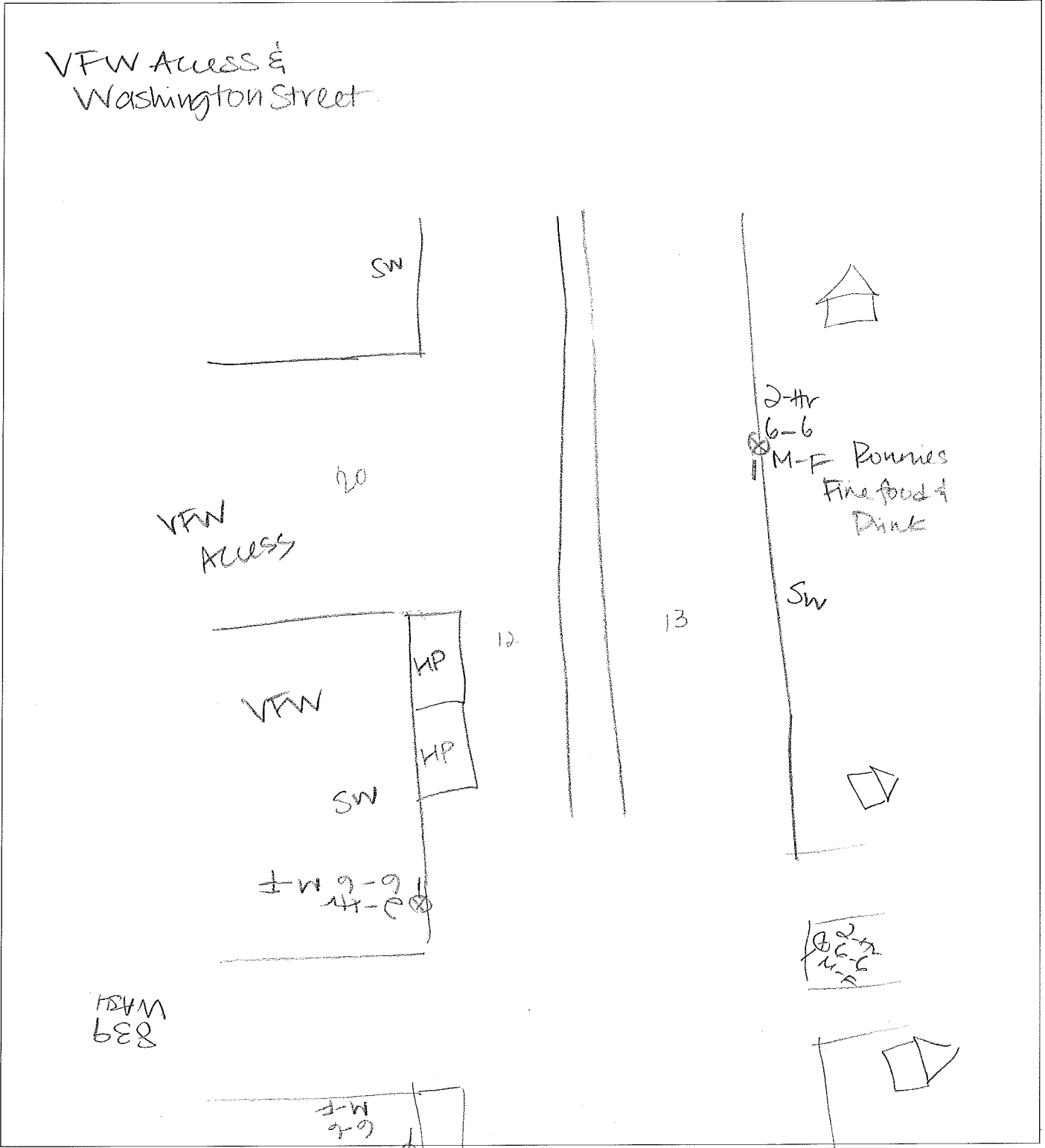
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Checked by:

Date:

Title Stoughton Station

VFW Access &
Washington Street





Project:

Project # 10111.39

Location:

Sheet 6 of 10

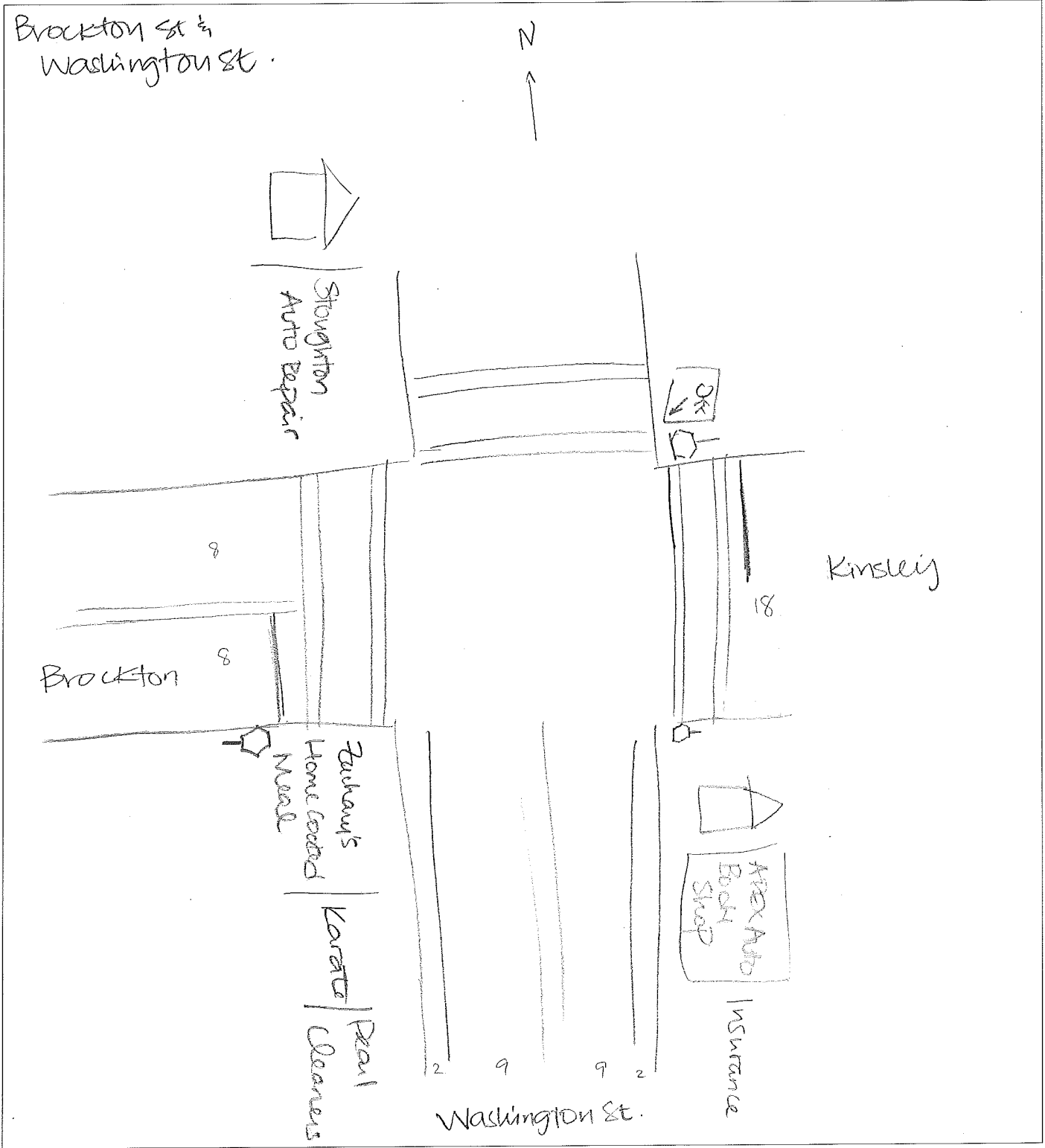
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Date:

Title Stoughton Station





Project:

Project # 10111.34

Location:

Sheet 7 of 10

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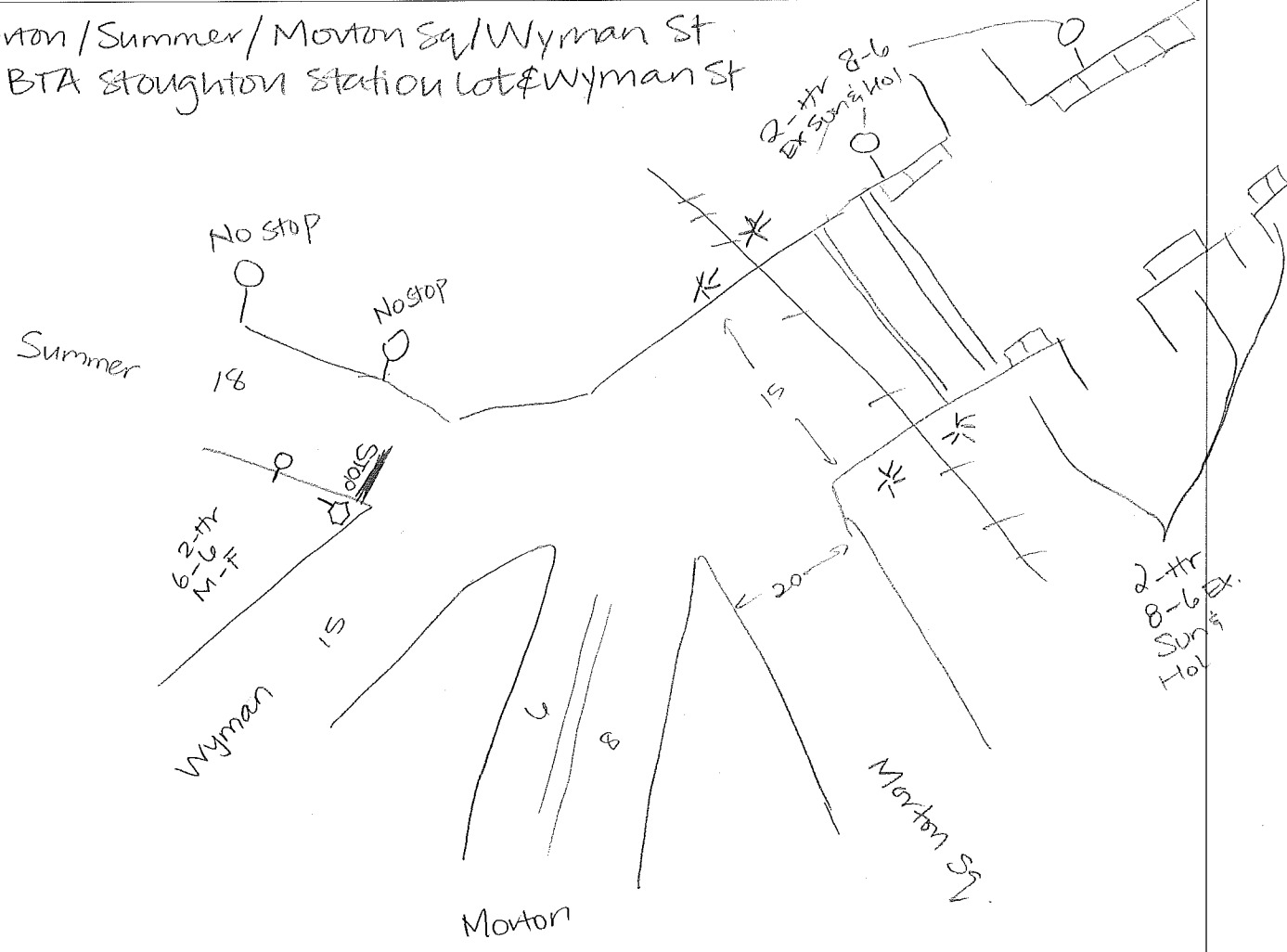
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Checked by:

Date:

Title *Stoughton Station*

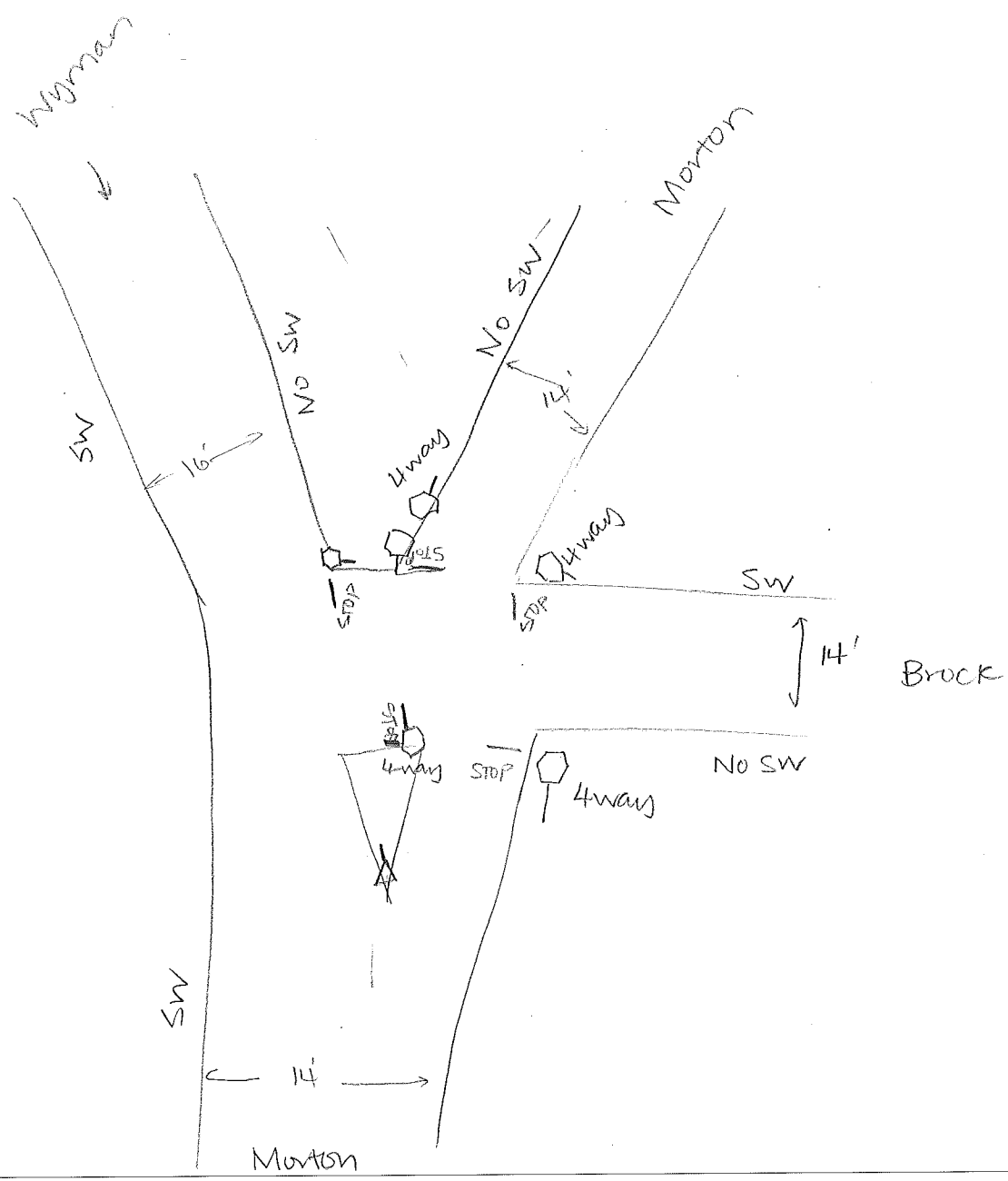
→ Morton / Summer / Morton Sq / Wyman St
→ MBTA Stoughton Station Lot & Wyman St





Project: Project # 10111.34
Location: Sheet 8 of 10
Calculated by: Date:
Checked by: Date:
Title *Stoughton Station*

Morton St / Wyman St / Brock St





Project:

Project # 10111,34

Location:

Sheet 9 of 10

Calculated by:

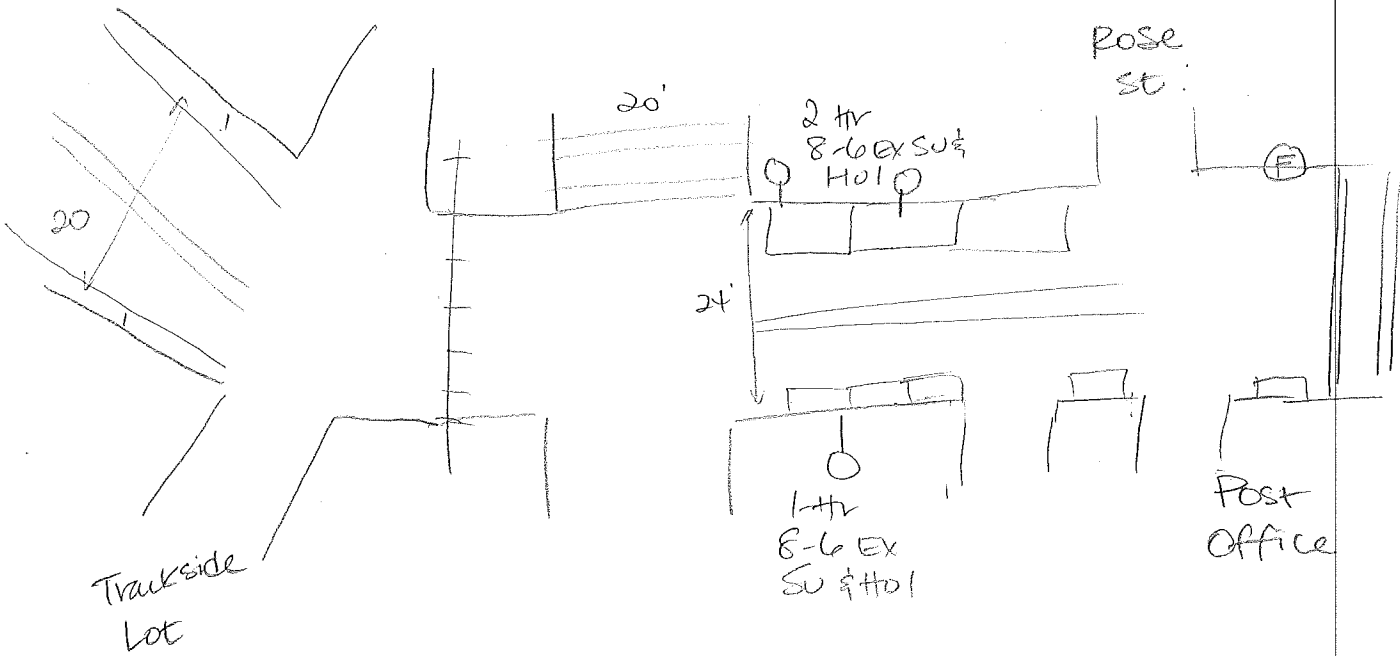
Date:

Checked by:

Date:

Title Stoughton Station

Porter St & MBTA Lots / Trackage Lot





Project:

Project # 1014.34

Location:

Sheet 10 of 10

Calculated by:

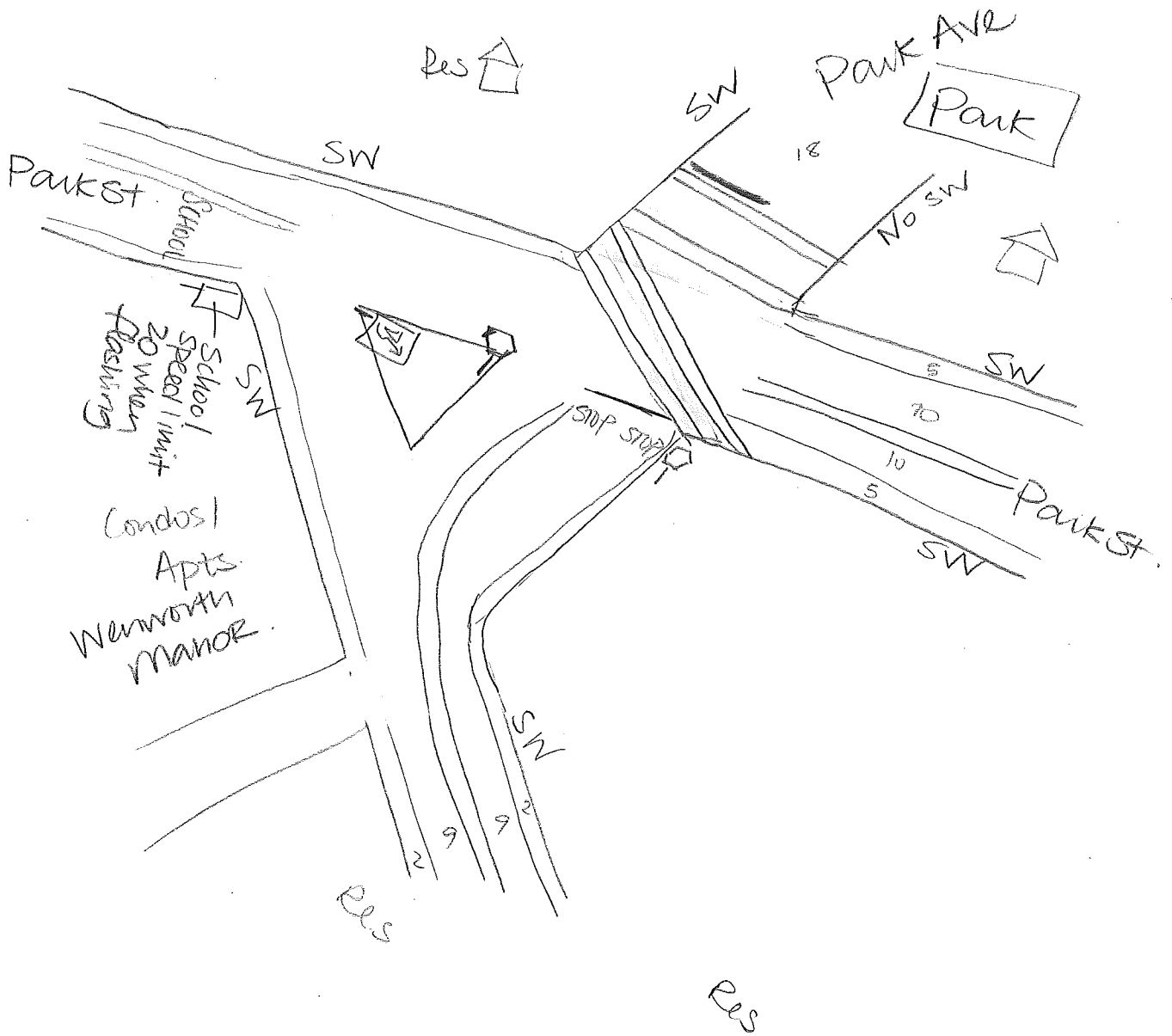
Date:

Checked by:

Date:

Title *Stoughton Station*

Park St / Summer St / Park Ave





■
Crash Data

Brock at Kinsley/Washington

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatal	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2007	1/17/2007	5:15 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Clear	BROCK STREET / WASHINGTON STREET	V1:Westbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	2/15/2007	6:50 AM	Property damage only (none injured)	2	0	0	Sideswipe, opposite direction	Ice	Daylight	Snow	KINSLEY STREET / WASHINGTON STREET	V1:Eastbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/15/2007	8:20 AM	Not Reported	2	0	0	Not reported	Not reported	Not reported	Not Reported	MORTON STREET / BROCK STREET	V1:Northbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	2/17/2007	2:03 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / BROCK STREET	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	3/24/2007	10:40 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / KINSLEY STREET	V1:Southbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	3/24/2007	11:38 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear/Cloudy	WASHINGTON STREET / KINSLEY STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	6/19/2007	5:02 PM	Non-fatal injury	3	1	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / KINSLEY STREET / BROCK STREET	V1:Northbound / V2:Eastbound / V3:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic
STOUGHTON	2007	9/14/2007	6:55 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Dusk	Clear	WASHINGTON STREET Rte 138 / KINSLEY STREET / BROCK STREET	V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	10/11/2007	8:47 AM	Non-fatal injury	2	1	0	Rear-end	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 N / KINSLEY STREET	V1:Northbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	10/12/2007	5:20 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Daylight	Clear	BROCK STREET / MORTON STREET	V1:Eastbound	V1: Collision with other fixed object (wall, building, tunnel, etc.)
STOUGHTON	2007	12/7/2007	3:56 PM	Non-fatal injury	2	4	0	Angle	Snow	Dusk	Snow	WASHINGTON STREET Rte 138 / KINSLEY STREET	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/17/2007	7:31 AM	Non-fatal injury	1	2	0	Single vehicle crash	Ice	Daylight	Clear		V1:Westbound	V1: Collision with light pole or other post/support
STOUGHTON	2008	2/27/2008	2:48 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Daylight	Clear		V1:Northbound	V1: Collision with other fixed object (wall, building, tunnel, etc.)
STOUGHTON	2008	4/28/2008	9:36 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Cloudy/Rain	WASHINGTON STREET / KINSLEY STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	5/6/2008	4:52 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / BROCK STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/18/2008	1:25 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / BROCK STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	9/4/2008	3:09 PM	Property damage only (none injured)	2	0	0	Single vehicle crash	Dry	Daylight	Clear		V1:Northbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	9/22/2008	5:00 PM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / KINSLEY STREET	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	10/24/2008	4:00 PM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear/Unknown	WASHINGTON STREET Rte 138 / KINSLEY STREET / BROCK STREET	V1:Southbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2008	10/30/2008	7:48 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear/Other	KINSLEY STREET / PARK STREET	V1:Northbound / V2:Southbound	V1: Collision with other movable object / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	11/14/2008	12:22 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Wet	Daylight	Cloudy/Rain	PARK STREET / KINSLEY STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	11/20/2008	5:15 AM	Not Reported	2	0	0	Rear-end	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET Rte 138 / BROCK STREET / KINSLEY STREET	V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2009	2/13/2009	3:14 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Westbound / V2:Eastbound	V1: Collision with parked motor vehicle / V2: Other
STOUGHTON	2009	4/27/2009	10:04 AM	Non-fatal injury	3	2	0	Rear-to-rear	Dry	Daylight	Clear	PARK STREET / KINSLEY STREET	V1:Northbound / V2:Northbound / V3:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic
STOUGHTON	2009	5/6/2009	8:49 AM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Cloudy	BROCK STREET / Rte 138 / WASHINGTON STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/11/2009	9:47 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WYMAN STREET / BROCK STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	9/15/2009	9:02 PM	Non-fatal injury	2	3	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / BROCK STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	9/25/2009	2:45 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	KINSLEY STREET / WASHINGTON STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	10/15/2009	9:02 AM	Non-fatal injury	2	3	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / BROCK STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/5/2009	10:27 AM	Non-fatal injury	2	2	0	Rear-end	Wet	Daylight	Cloudy/Rain	KINSLEY STREET / PARK STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/25/2009	10:03 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Dark - lighted roadway	Rain	PARK STREET / KINSLEY STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	1/14/2008	9:20 AM	Property damage only (none injured)	1	0	0	Single vehicle crash	Snow	Daylight	Snow		V1:Southbound	V1: Collision with utility pole
STOUGHTON	2009	2/7/2009	10:49 AM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear		V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	9/16/2009	8:13 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear		V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic

Brock at Wyman/Morton

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatalis	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2007	1/11/2007	5:26 PM	Non-fatal injury	2	1	0	Angle	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / MORTON STREET	V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	1/17/2007	5:15 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Clear	BROCK STREET / WASHINGTON STREET	V1:Westbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	2/5/2007	8:33 AM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear	MORTON STREET / ROGERS DRIVE	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/9/2007	11:57 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/15/2007	8:20 AM	Not Reported	2	0	0	Not reported	Not reported	Not reported	Not Reported	MORTON STREET / BROCK STREET	V1:Northbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	2/17/2007	2:03 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / BROCK STREET	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/23/2007	1:00 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	2/23/2007	8:18 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Cloudy		V1:Westbound / V2:Westbound	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/25/2007	3:59 PM	Non-fatal injury	1	1	0	Single vehicle crash	Dry	Daylight	Clear	MORTON STREET / PLAIN STREET	V1:Westbound	V1: Collision with fence
STOUGHTON	2007	3/8/2007	9:44 AM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Dark - lighted roadway	Cloudy		V1:Northbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Not reported
STOUGHTON	2007	4/17/2007	4:21 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Dusk	Rain/Cloudy	WASHINGTON STREET / WYMAN STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	5/12/2007	3:00 PM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear	ROGERS DRIVE / MORTON STREET	V1:Westbound / V2:Eastbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	5/29/2007	9:58 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	6/3/2007	4:00 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Cloudy		V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2007	6/19/2007	5:02 PM	Non-fatal injury	3	1	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / KINSLEY STREET / BROCK STREET	V1:Northbound / V2:Eastbound / V3:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic
STOUGHTON	2007	7/2/2007	7:20 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	8/30/2007	5:21 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / MORTON STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/12/2007	7:35 AM	Unknown	2	0	0	Rear-end	Dry	Daylight	Clear		V1:Eastbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/14/2007	6:55 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Dusk	Clear	WASHINGTON STREET Rte 138 / KINSLEY STREET / BROCK STREET	V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	10/12/2007	5:20 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Daylight	Clear	BROCK STREET / MORTON STREET	V1:Eastbound	V1: Collision with other fixed object (wall, building, tunnel, etc.)
STOUGHTON	2007	10/16/2007	10:40 AM	Property damage only (none injured)	2	0	0	Not reported	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / MORTON STREET	V1:Not reported / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	10/20/2007	2:16 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	10/25/2007	9:31 AM	Property damage only (none injured)	2	0	0	Head-on	Dry	Daylight	Cloudy	MORTON STREET / PERRY STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	11/17/2007	10:25 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Southbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	11/21/2007	6:54 PM	Property damage only (none injured)	2	0	0	Rear-end	Wet	Dark - roadway not lighted	Rain	WASHINGTON STREET Rte 138 N / MORTON STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/13/2007	8:54 AM	Property damage only (none injured)	1	0	0	Angle	Dry	Daylight	Clear/Cloudy	WYMAN STREET / WASHINGTON STREET	V1:Eastbound	V1: Collision with light pole or other
STOUGHTON	2007	12/16/2007	12:14 PM	Non-fatal injury	1	1	0	Sideswipe, same direction	Ice	Daylight	Sleet, hail (freezing rain or drizzle)		V1:Southbound	V1: Collision with pedestrian
STOUGHTON	2007	12/16/2007	7:33 PM	Property damage only (none injured)	2	0	0	Sideswipe, opposite direction	Ice	Dark - lighted roadway	Rain/Snow		V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/21/2007	3:36 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Ice	Daylight	Snow		V1:Southbound	V1: Collision with other fixed object (wall, building, tunnel, etc.)
STOUGHTON	2008	1/8/2008	1:55 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Daylight	Clear		V1:Westbound	V1: Collision with motor vehicle in traffic
STOUGHTON	2008	2/1/2008	10:37 PM	Property damage only (none injured)	2	0	0	Sideswipe, opposite direction	Wet	Dark - lighted roadway	Rain	MORTON STREET / PLAIN STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	3/3/2008	6:19 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Clear		V1:Eastbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with parked motor vehicle
STOUGHTON	2008	3/4/2008	12:56 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Cloudy		V1:Northbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	3/27/2008	11:46 AM	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Daylight	Clear		V1:Westbound	V1: Collision with light pole or other
STOUGHTON	2008	4/3/2008	2:56 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear		V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/16/2008	8:07 PM	Non-fatal injury	2	2	0	Rear-end	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/30/2008	1:36 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 S / WYMAN STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	5/6/2008	4:52 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / BROCK STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/11/2008	6:15 AM	Non-fatal injury	2	1	0	Not reported	Dry	Daylight	Clear	WASHINGTON STREET / MORTON STREET	V1:Northbound / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2008	6/18/2008	1:25 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / BROCK STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	8/31/2008	9:00 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear/Cloudy	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	9/4/2008	11:34 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	MORTON STREET / PLAIN STREET	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	9/4/2008	3:09 PM	Property damage only (none injured)	2	0	0	Single vehicle crash	Dry	Daylight	Clear		V1:Northbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	9/7/2008	3:36 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported

Brock at Wyman/Morton

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatals	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2008	10/24/2008	4:00 PM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear/Unknown	WASHINGTON STREET Rte 138 / KINSLEY STREET / BROCK STREET	V1:Southbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2008	11/3/2008	3:21 PM	Non-fatal injury	1	1	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / PARK STREET / PLEASANT STREET	V1:Eastbound	V1: Collision with cyclist (bicycle, tricycle, unicycle, pedal car)
STOUGHTON	2008	11/20/2008	5:15 AM	Not Reported	2	0	0	Rear-end	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET Rte 138 / BROCK STREET / KINSLEY STREET	V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2008	12/8/2008	11:00 AM	Not Reported	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / WYMAN STREET	V1:Southbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2008	12/19/2008	3:10 PM	Property damage only (none injured)	2	0	0	Rear-end	Ice	Daylight	Snow/Severe crosswinds	WASHINGTON STREET / MORTON STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	12/22/2008	9:18 AM	Property damage only (none injured)	2	0	0	Angle	Ice	Daylight	Clear	PLAIN STREET / MORTON STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	1/14/2009	8:35 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Ice	Dark - lighted roadway	Clear	WYMAN STREET / WATER STREET	V1:Northbound	V1: Collision with tree
STOUGHTON	2009	1/15/2009	5:46 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET Rte 138 S / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	1/21/2009	3:00 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Snow	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound	V1: Collision with light pole or other
STOUGHTON	2009	2/24/2009	5:27 PM	Non-fatal injury	2	2	0	Head-on	Dry	Dusk	Clear	WASHINGTON STREET Rte 27 S / WYMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	4/26/2009	2:23 AM	Non-fatal injury	1	1	0	Single vehicle crash	Dry	Dark - lighted roadway	Clear/Unknown		V1:Eastbound	V1: Collision with utility pole
STOUGHTON	2009	5/6/2009	8:49 AM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Cloudy	BROCK STREET / Rte 138 / WASHINGTON STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/11/2009	9:47 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WYMAN STREET / BROCK STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/12/2009	12:44 PM	Non-fatal injury	2	2	0	Head-on	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET / FREEMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/8/2009	8:53 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/20/2009	8:17 PM	Non-fatal injury	2	1	0	Angle	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	9/13/2009	1:30 AM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	PLAIN STREET / MORTON STREET	V1:Southbound / V2:Eastbound	V1: Not reported / V2: Not reported
STOUGHTON	2009	9/15/2009	9:02 PM	Non-fatal injury	2	3	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / BROCK STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	9/21/2009	11:56 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	MORTON STREET / GREG ROAD	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	10/15/2009	9:02 AM	Non-fatal injury	2	3	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / BROCK STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/23/2009	8:30 AM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Cloudy		V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/24/2009	7:04 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Dark - lighted roadway	Rain		V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/25/2009	9:44 PM	Non-fatal injury	1	1	0	Single vehicle crash	Wet	Dark - lighted roadway	Rain/Fog, smog, smoke		V1:Southbound	V1: Collision with tree
STOUGHTON	2009	12/30/2009	3:32 PM	Property damage only (none injured)	2	0	0	Head-on	Dry	Daylight	Clear		V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic

Freeman at Washington

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatal	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2007	1/2/2007	8:10 AM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Clear		V1:Not reported / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with parked motor vehicle
STOUGHTON	2007	1/10/2007	7:14 AM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/22/2007	9:57 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	4/25/2007	5:16 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Rain	WASHINGTON STREET / FREEMAN STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	6/18/2007	11:39 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear/Unknown		V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/5/2007	7:06 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / FREEMAN STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	10/3/2007	5:07 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	WASHINGTON STREET / FREEMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	11/23/2007	3:39 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	2/7/2008	12:04 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Snow	WASHINGTON STREET / FREEMAN STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	2/19/2008	3:11 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/26/2008	3:39 PM	Not Reported	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear		V1:Not reported / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/27/2008	9:05 AM	Non-fatal injury	2	2	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / FREEMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	10/23/2008	5:34 AM	Property damage only (none injured)	4	0	0	Angle	Dry	Daylight	Cloudy/Clear		V1:Northbound / V2:Eastbound / V3:Northbound / V4:Northbound	V1: Not reported / V2: Not reported / V3: Collision with motor vehicle in traffic / V4: Not reported
STOUGHTON	2009	1/17/2009	4:09 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Dusk	Clear	FREEMAN STREET / WASHINGTON STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/12/2009	12:44 PM	Non-fatal injury	2	2	0	Head-on	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET / FREEMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/18/2009	4:29 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Cloudy/Clear	WASHINGTON STREET / FREEMAN STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/17/2009	12:57 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/22/2009	8:03 AM	Property damage only (none injured)	2	0	0	Angle	Snow	Daylight	Clear		V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/28/2009	9:04 AM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear		V1:Southbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Not reported

Morton at Summer/Wyman/Porter

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatal	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2007	1/11/2007	5:26 PM	Non-fatal injury	2	1	0	Angle	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / MORTON STREET	V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/5/2007	8:33 AM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear	MORTON STREET / ROGERS DRIVE	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/9/2007	11:57 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/15/2007	8:20 AM	Not Reported	2	0	0	Not reported	Not reported	Not reported	Not Reported	MORTON STREET / BROCK STREET	V1:Northbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	2/23/2007	1:00 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	2/23/2007	8:18 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Cloudy		V1:Westbound / V2:Westbound	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/25/2007	3:59 PM	Non-fatal injury	1	1	0	Single vehicle crash	Dry	Daylight	Clear	MORTON STREET / PLAIN STREET	V1:Westbound	V1: Collision with fence
STOUGHTON	2007	3/8/2007	9:44 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Dark - lighted roadway	Cloudy		V1:Northbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Not reported
STOUGHTON	2007	4/17/2007	4:21 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Dusk	Rain/Cloudy	WASHINGTON STREET / WYMAN STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	5/12/2007	3:00 PM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear	ROGERS DRIVE / MORTON STREET	V1:Westbound / V2:Eastbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	5/29/2007	9:58 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	6/3/2007	4:00 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Cloudy		V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2007	7/2/2007	7:20 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	8/30/2007	5:21 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / MORTON STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/12/2007	7:35 AM	Unknown	2	0	0	Rear-end	Dry	Daylight	Clear		V1:Eastbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	10/12/2007	5:20 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Daylight	Clear	BROCK STREET / MORTON STREET	V1:Eastbound	V1: Collision with other fixed object (wall, building, tunnel, etc.)
STOUGHTON	2007	10/16/2007	10:40 AM	Property damage only (none injured)	2	0	0	Not reported	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / MORTON STREET	V1:Not reported / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	10/20/2007	2:16 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	10/25/2007	9:31 AM	Property damage only (none injured)	2	0	0	Head-on	Dry	Daylight	Cloudy	MORTON STREET / PERRY STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	11/17/2007	10:25 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Southbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	11/21/2007	6:54 PM	Property damage only (none injured)	2	0	0	Rear-end	Wet	Dark - roadway not lighted	Rain	WASHINGTON STREET Rte 138 N / MORTON STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/13/2007	8:54 AM	Property damage only (none injured)	1	0	0	Angle	Dry	Daylight	Clear/Cloudy	WYMAN STREET / WASHINGTON STREET	V1:Eastbound	V1: Collision with light pole or other
STOUGHTON	2007	12/16/2007	12:14 PM	Non-fatal injury	1	1	0	Sideswipe, same direction	Ice	Daylight	Sleet, hail (freezing rain or drizzle)		V1:Southbound	V1: Collision with pedestrian
STOUGHTON	2007	12/16/2007	7:33 PM	Property damage only (none injured)	2	0	0	Sideswipe, opposite direction	Ice	Dark - lighted roadway	Rain/Snow		V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/21/2007	3:36 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Ice	Daylight	Snow		V1:Southbound	V1: Collision with other fixed object (wall, building, tunnel, etc.)
STOUGHTON	2008	1/8/2008	1:55 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Daylight	Clear		V1:Westbound	V1: Collision with motor vehicle in traffic
STOUGHTON	2008	2/1/2008	10:37 PM	Property damage only (none injured)	2	0	0	Sideswipe, opposite direction	Wet	Dark - lighted roadway	Rain	MORTON STREET / PLAIN STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	3/3/2008	6:19 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Clear		V1:Eastbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with parked motor vehicle
STOUGHTON	2008	3/4/2008	12:56 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Cloudy		V1:Northbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	3/27/2008	11:46 AM	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Daylight	Clear		V1:Westbound	V1: Collision with light pole or other
STOUGHTON	2008	4/3/2008	2:56 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear		V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/16/2008	8:07 PM	Non-fatal injury	2	2	0	Rear-end	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/19/2008	7:07 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear		V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with parked motor vehicle
STOUGHTON	2008	4/30/2008	1:36 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 S / WYMAN STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/11/2008	6:15 AM	Non-fatal injury	2	1	0	Not reported	Dry	Daylight	Clear	WASHINGTON STREET / MORTON STREET	V1:Northbound / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2008	8/31/2008	9:00 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear/Cloudy	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	9/4/2008	11:34 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	MORTON STREET / PLAIN STREET	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	9/7/2008	3:36 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2008	11/3/2008	3:21 PM	Non-fatal injury	1	1	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / PARK STREET / PLEASANT STREET	V1:Eastbound	V1: Collision with cyclist (bicycle, tricycle, unicycle, pedal car)
STOUGHTON	2008	12/8/2008	11:00 AM	Not Reported	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / WYMAN STREET	V1:Southbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2008	12/19/2008	3:10 PM	Property damage only (none injured)	2	0	0	Rear-end	Ice	Daylight	Snow/Severe crosswinds	WASHINGTON STREET / MORTON STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	12/22/2008	9:18 AM	Property damage only (none injured)	2	0	0	Angle	Ice	Daylight	Clear	PLAIN STREET / MORTON STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic

Morton at Summer/Wyman/Porter

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatals	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2009	1/14/2009	8:35 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Ice	Dark - lighted roadway	Clear	WYMAN STREET / WATER STREET	V1:Northbound	V1: Collision with tree
STOUGHTON	2009	1/15/2009	5:46 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET Rte 138 S / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	1/21/2009	3:00 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Snow	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound	V1: Collision with light pole or other
STOUGHTON	2009	2/24/2009	5:27 PM	Non-fatal injury	2	2	0	0 Head-on	Dry	Dusk	Clear	WASHINGTON STREET Rte 27 S / WYMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	4/26/2009	2:23 AM	Non-fatal injury	1	1	0	0 Single vehicle crash	Dry	Dark - lighted roadway	Clear/Unknown		V1:Eastbound	V1: Collision with utility pole
STOUGHTON	2009	5/11/2009	9:47 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	WYMAN STREET / BROCK STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/12/2009	12:44 PM	Non-fatal injury	2	2	0	0 Head-on	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET / FREEMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/8/2009	8:53 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/20/2009	8:17 PM	Non-fatal injury	2	1	0	0 Angle	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	9/13/2009	1:30 AM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	PLAIN STREET / MORTON STREET	V1:Southbound / V2:Eastbound	V1: Not reported / V2: Not reported
STOUGHTON	2009	9/21/2009	11:56 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	MORTON STREET / GREG ROAD	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/23/2009	8:30 AM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Cloudy		V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/24/2009	7:04 PM	Property damage only (none injured)	2	0	0	0 Angle	Wet	Dark - lighted roadway	Rain		V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/25/2009	9:44 PM	Non-fatal injury	1	1	0	0 Single vehicle crash	Wet	Dark - lighted roadway	Rain/Fog, smog, smoke		V1:Southbound	V1: Collision with tree
STOUGHTON	2009	12/30/2009	3:32 PM	Property damage only (none injured)	2	0	0	0 Head-on	Dry	Daylight	Clear		V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic

Pleasant at Park/Washington

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatal	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2007	1/3/2007	2:40 AM	Not Reported	2	0	0	0 Rear-end	Dry	Daylight	Clear	Rte 139 / PLEASANT STREET	V1:Eastbound / V2:Eastbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	1/8/2007	8:17 AM	Non-fatal injury	1	1	0	0 Single vehicle crash	Dry	Daylight	Clear		V1:Westbound	V1: Collision with other movable object
STOUGHTON	2007	1/13/2007	5:20 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Wet	Dark - lighted roadway	Cloudy/Other	PLEASANT STREET Rte 139 / TURNPIKE STREET	V1:Southbound / V2:Southbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	1/18/2007	00:00 AM	Non-fatal injury	2	3	0	0 Head-on	Snow	Dark - lighted roadway	Snow/Cloudy		V1:Eastbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	1/21/2007	4:20 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	WASHINGTON STREET / PLEASANT STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	1/22/2007	2:58 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	PINE STREET / PLEASANT STREET	V1:Eastbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	1/24/2007	2:55 PM	Non-fatal injury	2	1	0	0 Rear-end	Dry	Daylight	Clear/Cloudy	PLEASANT STREET / LOWE AVENUE	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	1/30/2007	3:09 PM	Property damage only (none injured)	3	0	0	0 Angle	Dry	Daylight	Clear/Cloudy	PLEASANT STREET / LINCOLN STREET	V1:Southbound / V2:Westbound / V3:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic
STOUGHTON	2007	2/9/2007	3:42 PM	Non-fatal injury	2	1	0	0 Sideswipe, opposite direction	Dry	Daylight	Clear	PLEASANT STREET / PINE STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/16/2007	8:25 PM	Property damage only (none injured)	2	0	0	0 Head-on	Ice	Dark - lighted roadway	Clear/Other	CENTRAL STREET / PLEASANT STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/23/2007	4:24 AM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Snow	Dark - lighted roadway	Snow	PLEASANT STREET / PINE STREET	V1:Eastbound	V1: Collision with tree
STOUGHTON	2007	2/24/2007	7:38 AM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear	TURNPIKE STREET / PLEASANT STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/25/2007	7:05 AM	Non-fatal injury	2	2	0	0 Angle	Dry	Daylight	Clear/Other	PLEASANT STREET Rte 139 N / CENTRAL STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/26/2007	11:52 AM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Snow	Dark - lighted roadway	Snow/Sleet, hail (freezing rain or drizzle)		V1:Eastbound	V1: Collision with highway traffic sign post
STOUGHTON	2007	3/1/2007	2:20 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	LINCOLN STREET / PLEASANT STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	3/2/2007	6:31 PM	Property damage only (none injured)	2	0	0	0 Angle	Sand, mud, dirt, oil, gravel	Dark - lighted roadway	Clear	PLEASANT STREET / LINCOLN STREET	V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	3/5/2007	3:24 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Cloudy		V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	3/6/2007	8:25 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	PLEASANT STREET / LINCOLN STREET	V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	3/13/2007	3:33 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	3/15/2007	12:00 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear	TURNPIKE STREET / PLEASANT STREET	V1:Not reported / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	3/18/2007	2:00 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	WASHINGTON STREET / PLEASANT STREET / PARK STREET	V1:Southbound / V2:Southbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	3/26/2007	3:30 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Wet	Daylight	Cloudy/Rain	PLEASANT STREET / TURNPIKE STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	4/2/2007	10:30 AM	Property damage only (none injured)	2	0	0	0 Angle	Wet	Daylight	Rain	PLEASANT STREET Rte 139 / PINE STREET	V1:Eastbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	4/4/2007	3:25 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Wet	Dark - lighted roadway	Rain/Sleet, hail (freezing rain or drizzle)		V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	5/7/2007	3:11 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	PLEASANT STREET / LINCOLN STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	5/17/2007	4:58 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	PLEASANT STREET Rte 139 E / PARK STREET Rte 27 N	V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	5/19/2007	1:39 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	PLEASANT STREET Rte 139 / CHESTNUT STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	5/22/2007	3:04 PM	Non-fatal injury	2	1	0	0 Rear-end	Dry	Daylight	Clear	PLEASANT STREET / TURNPIKE STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	5/23/2007	4:16 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Dawn	Clear	PARK STREET Rte 27 / PLEASANT STREET Rte 139	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	6/16/2007	9:41 AM	Property damage only (none injured)	3	0	0	0 Rear-end	Dry	Daylight	Clear	PLEASANT STREET / OAKLAND STREET	V1:Eastbound / V2:Eastbound / V3:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic
STOUGHTON	2007	6/20/2007	9:41 AM	Property damage only (none injured)	3	0	0	0 Rear-end	Dry	Daylight	Clear	PLEASANT STREET / OAKLAND STREET	V1:Eastbound / V2:Eastbound / V3:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic
STOUGHTON	2007	6/25/2007	1:37 AM	Property damage only (none injured)	2	0	0	0 Sideswipe, opposite direction	Dry	Dark - unknown roadway lighting	Clear	CENTRAL STREET / PLEASANT STREET	V1:Eastbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	7/6/2007	3:40 AM	Not Reported	3	0	0	0 Rear-end	Dry	Daylight	Clear	CENTRAL STREET / PLEASANT STREET	V1:Westbound / V2:Not reported	V1: Not reported / V2: Not reported / V3: Not reported
STOUGHTON	2007	7/19/2007	12:30 PM	Not Reported	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear		V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2007	7/27/2007	7:30 AM	Property damage only (none injured)	1	0	0	0 Rear-end	Dry	Daylight	Cloudy	TURNPIKE STREET Rte 139 / PLEASANT STREET	V1:Southbound	V1: Not reported
STOUGHTON	2007	8/5/2007	3:20 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear		V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	8/14/2007	00:00 AM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Dry	Dark - lighted roadway	Clear		V1:Westbound	V1: Collision with other fixed object (wall, building, tunnel, etc.)
STOUGHTON	2007	8/20/2007	8:45 AM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	TURNPIKE STREET / PLEASANT STREET	V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	8/31/2007	2:50 AM	Non-fatal injury	1	1	0	0 Single vehicle crash	Dry	Dark - lighted roadway	Clear/Other		V1:Westbound	V1: Collision with guardrail
STOUGHTON	2007	8/31/2007	1:02 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear		V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/2/2007	5:32 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/6/2007	8:10 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	CENTRAL STREET / PLEASANT STREET	V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/10/2007	8:37 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Cloudy	WASHINGTON STREET Rte 138 S / PLEASANT STREET Rte 139 N	V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic

Pleasant at Park/Washington

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatal	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2007	9/18/2007	8:11 AM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear	CAPEN STREET / PLEASANT STREET Rte 139 E	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/19/2007	9:50 AM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	PLEASANT STREET Rte 139 W / WASHINGTON STREET Rte 138	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/20/2007	10:54 AM	Property damage only (none injured)	3	0	0	Not reported	Not reported	Not reported	Not Reported	PLEASANT STREET / TURNPIKE STREET	V1:Southbound / V2:Southbound / V3:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic
STOUGHTON	2007	9/25/2007	7:00 PM	Property damage only (none injured)	1	0	0	Angle	Dry	Daylight	Clear	PLEASANT STREET / OAKLAND STREET	V1:Eastbound	V1: Collision with cyclist (bicycle, tricycle, unicycle, pedal car)
STOUGHTON	2007	10/11/2007	8:42 AM	Property damage only (none injured)	2	0	0	Rear-end	Wet	Daylight	Rain	PLEASANT STREET / CENTRAL STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	10/22/2007	3:45 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	CENTRAL STREET / PLEASANT STREET	V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	10/29/2007	3:50 AM	Non-fatal injury	2	1	0	Not reported	Dry	Daylight	Clear	CENTRAL STREET / PLEASANT STREET	V1:Northbound / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2007	11/3/2007	10:14 AM	Property damage only (none injured)	2	0	0	Rear-end	Wet	Daylight	Rain	CENTRAL STREET / PLEASANT STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	11/11/2007	1:10 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	PLEASANT STREET Rte 139 / LINCOLN STREET	V1:Westbound / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2007	11/20/2007	3:43 PM	Not Reported	2	0	0	Angle	Wet	Dusk	Rain	PLEASANT STREET / PINE STREET	V1:Eastbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/2/2007	8:30 PM	Property damage only (none injured)	2	0	0	Rear-end	Snow	Dark - lighted roadway	Snow	PLEASANT STREET / CENTRAL STREET	V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2007	12/2/2007	8:38 PM	Property damage only (none injured)	2	0	0	Angle	Snow	Dark - lighted roadway	Snow/Sleet, hail (freezing rain or drizzle)	CENTRAL STREET / PLEASANT STREET	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/4/2007	2:59 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear		V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/5/2007	8:46 AM	Non-fatal injury	4	1	0	Rear-end	Dry	Daylight	Clear	TURNPIKE STREET / PLEASANT STREET	V1:Westbound / V2:Westbound / V3:Westbound / V4:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic / V4: Collision with motor vehicle in traffic
STOUGHTON	2007	12/11/2007	11:03 PM	Non-fatal injury	1	1	0	Single vehicle crash	Dry	Dark - lighted roadway	Clear		V1:Southbound	V1: Collision with utility pole
STOUGHTON	2007	12/12/2007	7:34 PM	Property damage only (none injured)	2	0	0	Rear-end	Wet	Dark - lighted roadway	Clear	PLEASANT STREET / TURNPIKE STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/13/2007	1:00 AM	Property damage only (none injured)	2	0	0	Rear-end	Snow	Daylight	Snow	PLEASANT STREET Rte 139 / PROSPECT STREET	V1:Westbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	12/18/2007	6:59 AM	Property damage only (none injured)	2	0	0	Head-on	Dry	Dawn	Sleet, hail (freezing rain or drizzle)	CENTRAL STREET / PLEASANT STREET Rte 139 N	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/18/2007	5:24 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Clear	PLEASANT STREET Rte 139 E / CENTRAL STREET	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/22/2007	11:00 AM	Not Reported	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear	PLEASANT STREET / Rte 139	V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2007	12/24/2007	6:50 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Dark - lighted roadway	Clear	PLEASANT STREET / TURNPIKE STREET	V1:Westbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Not reported
STOUGHTON	2007	12/28/2007	8:52 AM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Cloudy/Rain	PLEASANT STREET / CENTRAL STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/30/2007	6:17 PM	Non-fatal injury	2	2	0	Sideswipe, same direction	Dry	Dark - lighted roadway	Clear	LINCOLN STREET / PLEASANT STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/31/2007	12:03 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	PLEASANT STREET / PAGE STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	1/18/2008	8:47 AM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Wet	Daylight	Cloudy/Rain	PINE STREET / PLEASANT STREET	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	1/18/2008	12:48 PM	Non-fatal injury	2	3	0	Head-on	Snow	Dark - lighted roadway	Snow/Cloudy		V1:Eastbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	2/2/2008	4:04 AM	Property damage only (none injured)	1	0	0	Single vehicle crash	Wet	Dark - lighted roadway	Rain		V1:Northbound	V1: Collision with utility pole
STOUGHTON	2008	2/8/2008	5:36 PM	Property damage only (none injured)	3	0	0	Rear-end	Wet	Dark - lighted roadway	Sleet, hail (freezing rain or drizzle)	TURNPIKE STREET / PLEASANT STREET	V1:Westbound / V2:Westbound / V3:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic
STOUGHTON	2008	2/10/2008	1:10 PM	Property damage only (none injured)	2	0	0	Rear-end	Wet	Daylight	Clear/Cloudy	PLEASANT STREET / PINE STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	2/18/2008	5:36 PM	Property damage only (none injured)	3	0	0	Sideswipe, same direction	Wet	Dark - lighted roadway	Rain		V1:Northbound / V2:Northbound / V3:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic
STOUGHTON	2008	2/24/2008	00:00 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Clear	CENTRAL STREET / PLEASANT STREET Rte 139	V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	3/21/2008	12:30 PM	Not Reported	2	0	0	Single vehicle crash	Dry	Daylight	Clear	PLEASANT STREET Rte 139 / CHESTNUT STREET	V1:Southbound / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2008	3/22/2008	4:00 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	CENTRAL STREET / PLEASANT STREET	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/7/2008	7:09 AM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear		V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/7/2008	7:47 AM	Non-fatal injury	2	1	0	Unknown	Dry	Daylight	Clear/Other	LINCOLN STREET / PLEASANT STREET Rte 139	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/29/2008	2:51 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Rain		V1:Eastbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	5/2/2008	6:42 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Rain	PROSPECT STREET / PLEASANT STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	5/12/2008	3:27 AM	Non-fatal injury	2	1	0	Angle	Dry	Daylight	Clear		V1:Westbound / V2:Eastbound	V1: Not reported / V2: Not reported
STOUGHTON	2008	5/16/2008	5:00 AM	Non-fatal injury	1	1	0	Sideswipe, same direction	Wet	Dusk	Cloudy	CENTRAL STREET / PLEASANT STREET	V1:Northbound	V1: Not reported
STOUGHTON	2008	5/22/2008	2:33 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	PLEASANT STREET / GROVE STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	5/26/2008	10:51 AM	Not Reported	2	0	0	Sideswipe, same direction	Unknown	Unknown	Unknown		V1:Not reported / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Not reported
STOUGHTON	2008	5/29/2008	7:09 PM	Property damage only (none injured)	1	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / PLEASANT STREET	V1:Eastbound	V1: Collision with motor vehicle in traffic

Pleasant at Park/Washington

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatal	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2008	5/29/2008	7:09 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	WASHINGTON STREET / PLEASANT STREET	V1:Eastbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Not reported
STOUGHTON	2008	5/30/2008	10:53 AM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear/Cloudy	TURNPIKE STREET / PLEASANT STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/4/2008	6:58 AM	Property damage only (none injured)	2	0	0	0 Angle	Wet	Daylight	Cloudy/Rain	PLEASANT STREET / CENTRAL STREET	V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/5/2008	4:06 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Wet	Daylight	Cloudy/Rain	PROSPECT STREET / PLEASANT STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/11/2008	6:42 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/13/2008	3:03 PM	Non-fatal injury	1	1	0	0 Single vehicle crash	Dry	Daylight	Clear		V1:Northbound	V1: Overturn/rollover
STOUGHTON	2008	6/26/2008	9:17 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Dark - lighted roadway	Clear	PLEASANT STREET / GLEN ECHO BOULEVARD	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	7/6/2008	3:45 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	CENTRAL STREET / PLEASANT STREET	V1:Eastbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	7/14/2008	6:42 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	PLEASANT STREET / LINCOLN STREET	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	7/21/2008	4:00 AM	Not Reported	2	0	0	0 Not reported	Not reported	Not reported	Rain		V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2008	7/23/2008	9:57 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Cloudy/Clear	TURNPIKE STREET / PLEASANT STREET	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	7/31/2008	8:45 PM	Property damage only (none injured)	2	0	0	0 Angle	Wet	Dark - lighted roadway	Cloudy/Rain	CENTRAL STREET / PLEASANT STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	8/2/2008	11:29 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Dark - lighted roadway	Clear		V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	8/24/2008	6:01 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Dry	Daylight	Clear	TURNPIKE STREET / PLEASANT STREET	V1:Eastbound	V1: Collision with guardrail
STOUGHTON	2008	8/28/2008	7:00 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear/Unknown	PLEASANT STREET / CENTRAL STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	8/28/2008	5:57 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Dry	Daylight	Clear	PLEASANT STREET Rte 139 / CENTRAL STREET	V1:Eastbound	V1: Collision with light pole or other
STOUGHTON	2008	9/14/2008	11:25 AM	Property damage only (none injured)	2	0	0	0 Rear-end	Wet	Daylight	Cloudy/Rain	PLEASANT STREET / CENTRAL STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	9/14/2008	4:08 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Cloudy	PLEASANT STREET / LINCOLN STREET	V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	9/15/2008	4:15 PM	Non-fatal injury	2	2	0	0 Angle	Dry	Daylight	Clear	PLEASANT STREET / LINCOLN STREET	V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Not reported
STOUGHTON	2008	9/21/2008	5:10 AM	Property damage only (none injured)	2	0	0	0 Head-on	Dry	Daylight	Clear/Clear		V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Not reported
STOUGHTON	2008	10/21/2008	7:41 AM	Non-fatal injury	2	1	0	0 Rear-end	Dry	Daylight	Cloudy/Other		V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	10/22/2008	3:19 PM	Non-fatal injury	2	1	0	0 Angle	Wet	Daylight	Rain		V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	11/3/2008	3:21 PM	Non-fatal injury	1	1	0	0 Angle	Dry	Daylight	Clear	WASHINGTON STREET / PARK STREET / PLEASANT STREET	V1:Eastbound	V1: Collision with cyclist (bicycle, tricycle, unicycle, pedal car)
STOUGHTON	2008	11/7/2008	10:07 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Wet	Daylight	Clear		V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	11/8/2008	5:02 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Dark - lighted roadway	Clear	PLEASANT STREET / GROVE STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	11/22/2008	8:56 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Cloudy		V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	11/27/2008	6:40 AM	Non-fatal injury	2	3	0	0 Head-on	Dry	Dawn	Clear		V1:Eastbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	12/1/2008	12:00 PM	Not Reported	2	0	0	0 Angle	Dry	Daylight	Clear	PLEASANT STREET / WASHINGTON STREET / PARK STREET	V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2008	12/4/2008	12:42 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	PLEASANT STREET / GROVE STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	12/9/2008	3:52 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Wet	Daylight	Rain	PLEASANT STREET / GLEN ECHO BOULEVARD	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	12/17/2008	10:06 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Dark - lighted roadway	Clear	CENTRAL STREET / PLEASANT STREET	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	12/21/2008	11:53 PM	Property damage only (none injured)	2	0	0	0 Angle	Snow	Dark - lighted roadway	Snow		V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	1/3/2009	00:00 AM	Property damage only (none injured)	1	0	0	0 Head-on	Ice	Dark - lighted roadway	Cloudy/Snow		V1:Southbound	V1: Collision with light pole or other
STOUGHTON	2009	1/12/2009	6:00 AM	Unknown	2	0	0	0 Rear-end	Wet	Dark - unknown roadway lighting	Clear		V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2009	1/14/2009	1:55 PM	Property damage only (none injured)	3	0	0	0 Angle	Dry	Daylight	Clear	LINCOLN STREET / PLEASANT STREET	V1:Eastbound / V2:Northbound / V3:Southbound	V1: Collision with motor vehicle in traffic / V2: Not reported / V3: Collision with motor vehicle
STOUGHTON	2009	1/16/2009	5:32 PM	Non-fatal injury	2	1	0	0 Rear-end	Dry	Dark - lighted roadway	Clear	PLEASANT STREET / PINE STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	1/17/2009	8:04 AM	Non-fatal injury	2	1	0	0 Angle	Dry	Daylight	Clear	PLEASANT STREET / CENTRAL STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	1/19/2009	3:05 PM	Non-fatal injury	2	2	0	0 Angle	Dry	Daylight	Clear	LINCOLN STREET / PLEASANT STREET	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	1/26/2009	4:00 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, opposite direction	Dry	Daylight	Clear	PLEASANT STREET / CENTRAL STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	2/3/2009	2:25 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Ice	Daylight	Snow/Sleet, hail (freezing rain or drizzle)		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	2/12/2009	10:43 AM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Dry	Daylight	Clear	CHESTNUT STREET / PLEASANT STREET	V1:Southbound	V1: Collision with utility pole

Pleasant at Park/Washington

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatal	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2009	2/17/2009	9:11 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	3/8/2009	1:34 AM	Non-fatal injury	2	2	0	0 Angle	Dry	Dark - lighted roadway	Cloudy/Other	PLEASANT STREET / LOWE AVENUE	V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	3/18/2009	1:50 PM	Non-fatal injury	2	1	0	0 Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 S / PLEASANT STREET Rte 139 E / PARK STREET Rte 27 N	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	3/25/2009	5:10 PM	Property damage only (none injured)	4	0	0	0 Rear-end	Dry	Daylight	Clear	PLEASANT STREET / OAKLAND STREET	V1:Eastbound / V2:Eastbound / V3:Eastbound / V4:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic / V4: Collision with motor vehicle in traffic
STOUGHTON	2009	3/26/2009	1:10 AM	Non-fatal injury	1	1	0	0 Single vehicle crash	Dry	Dark - lighted roadway	Clear	CENTRAL STREET / PLEASANT STREET	V1:Northbound	V1: Collision with light pole or other
STOUGHTON	2009	4/5/2009	12:54 PM	Non-fatal injury	2	1	0	0 Angle	Dry	Daylight	Clear	CENTRAL STREET / PLEASANT STREET	V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	4/15/2009	4:53 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear	PLEASANT STREET / CENTRAL STREET	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	4/20/2009	1:06 PM	Non-fatal injury	3	1	0	0 Angle	Dry	Daylight	Clear	PLEASANT STREET Rte 139 W / LINCOLN STREET	V1:Eastbound / V2:Southbound / V3:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic
STOUGHTON	2009	4/20/2009	3:26 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 N / PARK STREET Rte 27 S / PLEASANT STREET Rte 139 W	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	4/20/2009	5:16 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	PLEASANT STREET / LINCOLN STREET	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/8/2009	9:00 AM	Non-fatal injury	2	2	0	0 Head-on	Dry	Daylight	Clear		V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/13/2009	2:36 AM	Non-fatal injury	1	1	0	0 Single vehicle crash	Dry	Dark - lighted roadway	Clear/Other		V1:Westbound	V1: Overturn/rollover
STOUGHTON	2009	5/16/2009	9:47 AM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	PLEASANT STREET / CENTRAL STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/24/2009	5:02 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Wet	Daylight	Rain/Cloudy	PLEASANT STREET / CENTRAL STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/21/2009	4:29 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, opposite direction	Wet	Daylight	Rain	LINCOLN STREET / PLEASANT STREET	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/23/2009	8:18 AM	Non-fatal injury	2	1	0	0 Rear-end	Wet	Daylight	Cloudy/Rain		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/28/2009	3:30 PM	Property damage only (none injured)	2	0	0	0 Head-on	Wet	Dark - lighted roadway	Rain/Cloudy	CENTRAL STREET / PLEASANT STREET	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	7/10/2009	4:51 PM	Non-fatal injury	2	1	0	0 Angle	Dry	Daylight	Clear	PLEASANT STREET Rte 139 / LINCOLN STREET	V1:Eastbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	7/19/2009	4:10 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	7/25/2009	3:06 PM	Non-fatal injury	2	2	0	0 Angle	Dry	Daylight	Clear	PLEASANT STREET / PARK STREET	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	8/5/2009	11:48 AM	Non-fatal injury	2	2	0	0 Rear-end	Dry	Daylight	Clear	PLEASANT STREET / CHESTNUT STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	8/12/2009	8:00 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	CENTRAL STREET / PLEASANT STREET	V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	8/12/2009	2:39 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 N / PARK STREET Rte 27 S / PLEASANT STREET Rte 139 W	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	9/11/2009	5:04 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Wet	Daylight	Rain	TURNPIKE STREET / PLEASANT STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	9/19/2009	10:05 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	9/30/2009	6:23 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Dawn	Clear	PLEASANT STREET / CENTRAL STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	10/9/2009	4:55 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Cloudy	PLEASANT STREET / CENTRAL STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	10/20/2009	8:40 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	CENTRAL STREET / PLEASANT STREET	V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	10/21/2009	8:10 AM	Property damage only (none injured)	2	0	0	0 Single vehicle crash	Dry	Daylight	Clear	PAGE STREET / OLD MAPLE STREET / PLEASANT STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	10/29/2009	9:20 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	CENTRAL STREET / PLEASANT STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/6/2009	4:42 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Dusk	Clear	TURNPIKE STREET / PLEASANT STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/7/2009	11:36 AM	Non-fatal injury	3	3	0	0 Angle	Dry	Daylight	Clear		V1:Southbound / V2:Eastbound / V3:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic
STOUGHTON	2009	11/7/2009	4:23 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	CENTRAL STREET / PLEASANT STREET	V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/9/2009	6:15 PM	Not Reported	2	0	0	0 Not reported	Dry	Dark - lighted roadway	Clear	PLEASANT AVENUE Rte 139 / LINCOLN STREET / Rte 139	V1:Southbound / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2009	11/12/2009	4:51 PM	Property damage only (none injured)	2	0	0	0 Head-on	Dry	Dark - lighted roadway	Clear	PINE STREET / PLEASANT STREET	V1:Not reported / V2:Westbound	V1: Not reported / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/19/2009	7:09 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/25/2009	4:10 PM	Non-fatal injury	2	1	0	0 Angle	Wet	Dark - lighted roadway	Rain		V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/29/2009	6:53 AM	Non-fatal injury	1	1	0	0 Single vehicle crash	Dry	Dawn	Clear		V1:Southbound	V1: Collision with other fixed object (wall, building, tunnel, etc.)

Pleasant at Park/Washington

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatals	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2009	11/30/2009	3:44 PM	Property damage only (none injured)	2	0	0	0 Angle	Wet	Daylight	Rain/Cloudy	LINCOLN STREET / PLEASANT STREET	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/4/2009	6:24 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Dry	Other	Clear		V1:Northbound	V1: Collision with unknown movable object
STOUGHTON	2009	12/8/2009	11:54 AM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	PLEASANT STREET / CENTRAL STREET	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/10/2009	9:04 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/22/2009	8:24 AM	Property damage only (none injured)	2	0	0	0 Rear-end	Wet	Daylight	Clear	PLEASANT STREET / LOWE AVENUE	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/29/2009	1:52 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	PLEASANT STREET / CENTRAL STREET	V1:Westbound / V2:Eastbound	V1: Not reported / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	1/11/2007	11:31 PM	Property damage only (none injured)	2	0	0	0 Angle	Wet	Dark - lighted roadway	Rain	PARK STREET / WASHINGTON STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	1/29/2007	4:02 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	4/9/2007	5:09 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear		V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	6/22/2007	7:37 AM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	7/2/2007	6:20 PM	Not Reported	2	0	0	0 Rear-end	Dry	Daylight	Clear		V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2007	7/28/2007	3:04 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/6/2007	7:32 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	1/14/2008	6:10 AM	Non-fatal injury	2	1	0	0 Rear-end	Snow	Dawn	Snow		V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2008	3/8/2008	5:43 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Wet	Dusk	Rain/Severe crosswinds	PARK STREET / WASHINGTON STREET	V1:Southbound	V1: Collision with highway traffic sign post
STOUGHTON	2008	7/28/2008	5:30 AM	Property damage only (none injured)	2	0	0	0 Not reported	Wet	Not reported	Rain		V1:Southbound / V2:Southbound	V1: Not reported / V2: Not reported
STOUGHTON	2008	12/12/2008	4:21 AM	Non-fatal injury	2	1	0	0 Angle	Wet	Dark - lighted roadway	Rain	WASHINGTON STREET Rte 138 / Rte 139	V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2008	12/26/2008	3:30 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Southbound / V2:Eastbound	V1: Not reported / V2: Not reported
STOUGHTON	2009	7/15/2009	11:30 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / PARK STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	9/18/2009	7:26 AM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / PARK STREET Rte 27	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic

Porter at Pearl/Washington

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatal	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2007	1/3/2007	7:54 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Dry	Dark - lighted roadway	Clear	PORTER STREET / WASHINGTON STREET / PEARL STREET	V1:Northbound	V1: Collision with utility pole
STOUGHTON	2007	1/4/2007	4:35 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear	PORTER STREET / WASHINGTON STREET	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	1/28/2007	4:44 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	WASHINGTON STREET / PORTER STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/1/2007	10:17 AM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear		V1:Not reported / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with parked motor vehicle
STOUGHTON	2007	3/8/2007	7:05 AM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Dark - lighted roadway	Clear		V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	5/31/2007	11:21 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	5/31/2007	7:57 PM	Non-fatal injury	2	1	0	0 Angle	Dry	Daylight	Clear		V1:Eastbound / V2:Westbound	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	6/13/2007	10:45 AM	Unknown	2	0	0	0 Angle	Dry	Daylight	Cloudy	PORTER STREET / Rte 27 N	V1:Westbound / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2007	6/13/2007	10:46 AM	Property damage only (none injured)	1	0	0	0 Angle	Dry	Daylight	Cloudy	PEARL STREET / PORTER STREET	V1:Southbound	V1: Collision with motor vehicle in traffic
STOUGHTON	2007	6/25/2007	11:10 AM	Not Reported	2	0	0	0 Angle	Dry	Daylight	Clear	PORTER STREET / ROSE STREET	V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	8/6/2007	11:48 AM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear		V1:Not reported / V2:Eastbound	V1: Not reported / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/17/2007	5:27 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Dry	Daylight	Clear	PORTER STREET / HAYDEN STREET	V1:Westbound	V1: Not reported
STOUGHTON	2007	10/17/2007	11:09 AM	Non-fatal injury	2	1	0	0 Sideswipe, opposite direction	Dry	Daylight	Clear	WASHINGTON STREET / PORTER STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	11/13/2007	9:00 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Dark - lighted roadway	Clear	PORTER STREET / ROSE STREET	V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/1/2007	8:29 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Dry	Dark - lighted roadway	Clear/Unknown		V1:Southbound	V1: Collision with other fixed object (wall, building, tunnel, etc.)
STOUGHTON	2007	12/17/2007	3:10 PM	Property damage only (none injured)	2	0	0	0 Angle	Ice	Daylight	Clear/Cloudy	PORTER STREET / ROSE STREET	V1:Southbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	1/4/2008	2:10 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	PORTER STREET / ROSE STREET	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	1/27/2008	3:18 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Slush	Daylight	Snow/Sleet, hail (freezing rain or drizzle)	PORTER STREET / CANTON STREET	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	2/7/2008	4:36 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Wet	Dusk	Cloudy		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	2/28/2008	7:49 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / PORTER STREET / PEARL STREET	V1:Southbound	V1: Collision with other fixed object (wall, building, tunnel, etc.)
STOUGHTON	2008	2/29/2008	2:10 AM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Dry	Dark - lighted roadway	Clear/Unknown	PORTER STREET / CANTON STREET	V1:Eastbound	V1: Collision with curb
STOUGHTON	2008	3/8/2008	11:24 AM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Wet	Daylight	Rain		V1:Westbound	V1: Collision with utility pole
STOUGHTON	2008	4/3/2008	8:04 AM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear		V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with parked motor vehicle
STOUGHTON	2008	4/3/2008	9:07 PM	Unknown	1	0	0	0 Single vehicle crash	Dry	Dark - lighted roadway	Clear	CANTON STREET / PORTER STREET	V1:Eastbound	V1: Collision with curb
STOUGHTON	2008	4/5/2008	9:00 AM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Wet	Daylight	Cloudy		V1:Northbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2008	4/30/2008	6:15 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	ROSE STREET / PORTER STREET	V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2008	5/1/2008	12:20 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear		V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/8/2008	2:03 PM	Property damage only (none injured)	2	0	0	0 Single vehicle crash	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / PORTER STREET	V1:Southbound / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2008	7/19/2008	3:53 PM	Non-fatal injury	1	1	0	0 Single vehicle crash	Dry	Daylight	Clear	PORTER STREET / CANTON STREET	V1:Westbound	V1: Collision with cyclist (bicycle, tricycle, unicycle, pedal car)
STOUGHTON	2008	7/25/2008	8:00 PM	Non-fatal injury	2	1	0	0 Angle	Dry	Daylight	Clear	WASHINGTON STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	7/31/2008	12:41 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	PORTER STREET / HAYDEN STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	2/20/2009	00:00 AM	Property damage only (none injured)	2	0	0	0 Angle	Ice	Dark - lighted roadway	Cloudy/Snow		V1:Westbound / V2:Eastbound	V1: Other / V2: Collision with parked motor
STOUGHTON	2009	5/21/2009	11:08 AM	Property damage only (none injured)	2	0	0	0 Angle	Not reported	Daylight	Clear	PORTER STREET / ROSE STREET	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	8/14/2009	5:47 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	8/15/2009	10:17 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Dark - lighted roadway	Clear	PEARL STREET / PORTER STREET / WASHINGTON STREET Rte 27 N	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	8/20/2009	1:01 PM	Property damage only (none injured)	1	0	0	0 Angle	Dry	Daylight	Clear	PORTER STREET / WASHINGTON STREET	V1:Southbound	V1: Collision with light pole or other post/support
STOUGHTON	2009	8/23/2009	10:16 AM	Property damage only (none injured)	3	0	0	0 Angle	Dry	Daylight	Cloudy	CANTON STREET Rte 27 / PORTER STREET Rte 27	V1:Eastbound / V2:Eastbound / V3:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with parked motor vehicle / V3: Collision with motor vehicle in traffic
STOUGHTON	2009	9/24/2009	3:23 PM	Property damage only (none injured)	4	0	0	0 Rear-end	Dry	Daylight	Clear		V1:Southbound / V2:Southbound / V3:Southbound / V4:Not reported	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic / V4: Collision with motor vehicle in traffic
STOUGHTON	2009	10/12/2009	3:45 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Daylight	Clear	PORTER STREET / PEARL STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic

Sumner at Park Avenue/Park

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatal	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2007	1/14/2007	10:39 PM	Non-fatal injury	1	3	0	Single vehicle crash	Wet	Dark - lighted roadway	Rain	RYAN ROAD / SUMNER STREET	V1:Southbound	V1: Collision with tree
STOUGHTON	2007	2/21/2007	3:40 PM	Property damage only (none injured)	2	0	0	Not reported	Dry	Daylight	Clear	SUMNER STREET / MANOR DRIVE	V1:Southbound / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2007	3/9/2007	6:53 AM	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Daylight	Clear	SUMNER STREET / PARK STREET	V1:Westbound	V1: Other
STOUGHTON	2007	4/5/2007	7:41 AM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	4/6/2007	7:04 AM	Non-fatal injury	1	1	0	Single vehicle crash	Ice	Daylight	Clear		V1:Northbound	V1: Collision with tree
STOUGHTON	2007	4/10/2007	3:39 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	4/12/2007	1:35 AM	Not Reported	2	0	0	Rear-end	Wet	Daylight	Rain		V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	8/14/2007	10:45 PM	Non-fatal injury	1	1	0	Single vehicle crash	Dry	Dark - lighted roadway	Clear		V1:Southbound	V1: Collision with utility pole
STOUGHTON	2007	9/4/2007	4:38 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	PARK STREET / SUMNER STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/7/2007	8:35 PM	Non-fatal injury	2	2	0	Angle	Dry	Dark - lighted roadway	Clear	PARK STREET Rte 27 S / SUMNER STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/12/2007	7:10 AM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	SUMNER STREET / SUMNER STREET / PARK STREET	V1:Northbound / V2:Northbound	V1: Not reported / V2: Not reported
STOUGHTON	2007	10/8/2007	4:50 PM	Non-fatal injury	2	1	0	Sideswipe, opposite direction	Dry	Daylight	Cloudy		V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	11/26/2007	5:43 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Wet	Dark - lighted roadway	Clear	GAY STREET / SUMNER STREET	V1:Eastbound	V1: Collision with tree
STOUGHTON	2008	1/28/2008	7:46 PM	Property damage only (none injured)	2	0	0	Head-on	Dry	Dark - lighted roadway	Clear	PARK AVENUE / PARK STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	3/28/2008	6:23 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	SUMNER STREET / PARK STREET	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/13/2008	8:46 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Dark - roadway not lighted	Clear		V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/10/2008	2:49 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	PARK STREET / SUMNER STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	10/10/2008	3:01 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear	PARK AVENUE / Rte 27 S	V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	11/18/2008	1:10 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear		V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	12/18/2008	1:30 AM	Non-fatal injury	1	1	0	Single vehicle crash	Ice	Dark - lighted roadway	Sleet, hail (freezing rain or drizzle)		V1:Northbound	V1: Not reported
STOUGHTON	2008	12/24/2008	10:45 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Dark - lighted roadway	Rain		V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	12/26/2008	7:12 PM	Non-fatal injury	1	1	0	Head-on	Ice	Dawn	Clear		V1:Northbound	V1: Collision with tree
STOUGHTON	2008	12/31/2008	6:36 PM	Property damage only (none injured)	2	0	0	Angle	Snow	Dark - lighted roadway	Snow/Blowing sand, snow		V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	1/30/2009	7:15 AM	Property damage only (none injured)	2	0	0	Unknown	Snow	Daylight	Clear	SUMNER STREET / ATKINSON AVENUE	V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported
STOUGHTON	2009	3/24/2009	3:59 PM	Non-fatal injury	2	1	0	Rear-end	Dry	Daylight	Clear	PARK STREET / SUMNER STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	4/11/2009	1:22 AM	Property damage only (none injured)	2	0	0	Sideswipe, opposite direction	Wet	Dark - lighted roadway	Rain/Cloudy		V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	4/20/2009	12:55 PM	Property damage only (none injured)	2	0	0	Angle	Snow	Daylight	Clear/Clear	SUMNER STREET / VAUGHN COURT	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/12/2009	10:13 AM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Rain		V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/23/2009	7:26 PM	Property damage only (none injured)	2	0	0	Rear-end	Wet	Dawn	Rain/Cloudy	SUMNER STREET / BANCROFT ROAD / DUNCAN ROAD	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/24/2009	8:41 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Dawn	Clear/Other		V1:Northbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with parked motor vehicle
STOUGHTON	2009	9/27/2009	1:19 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Rain	SUMNER STREET / MELENDY AVENUE	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	9/28/2009	4:10 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/2/2009	4:56 PM	Non-fatal injury	2	1	0	Angle	Dry	Dark - roadway not lighted	Cloudy		V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/24/2009	2:05 PM	Property damage only (none injured)	2	0	0	Rear-end	Wet	Daylight	Cloudy		V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic

Wyman at Freeman/Washington

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatafs	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2007	1/2/2007	8:10 AM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Clear		V1:Not reported / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with parked motor vehicle
STOUGHTON	2007	1/10/2007	7:14 AM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/9/2007	11:57 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/22/2007	9:57 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/23/2007	8:18 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Cloudy		V1:Westbound / V2:Westbound	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	3/8/2007	9:44 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Dark - lighted roadway	Cloudy		V1:Northbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Not reported
STOUGHTON	2007	4/17/2007	4:21 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Dusk	Rain/Cloudy	WASHINGTON STREET / WYMAN STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	4/25/2007	5:16 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Rain	WASHINGTON STREET / FREEMAN STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	5/29/2007	9:58 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	6/18/2007	11:39 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear/Unknown		V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	7/2/2007	7:20 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	9/5/2007	7:06 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / FREEMAN STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	10/3/2007	5:07 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear	WASHINGTON STREET / FREEMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	10/20/2007	2:16 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	11/23/2007	3:39 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/13/2007	8:54 AM	Property damage only (none injured)	1	0	0	Angle	Dry	Daylight	Clear/Cloudy	WYMAN STREET / WASHINGTON STREET	V1:Eastbound	V1: Collision with light pole or other post/support
STOUGHTON	2007	12/16/2007	7:33 PM	Property damage only (none injured)	2	0	0	Sideswipe, opposite direction	Ice	Dark - lighted roadway	Rain/Snow		V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	2/7/2008	12:04 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Snow	WASHINGTON STREET / FREEMAN STREET	V1:Northbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	2/19/2008	3:11 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear		V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	3/3/2008	6:19 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Clear		V1:Eastbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with parked motor vehicle
STOUGHTON	2008	3/4/2008	12:56 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Cloudy		V1:Northbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	3/27/2008	11:46 AM	Property damage only (none injured)	1	0	0	Single vehicle crash	Dry	Daylight	Clear		V1:Westbound	V1: Collision with light pole or other post/support
STOUGHTON	2008	4/3/2008	2:56 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear		V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/16/2008	8:07 PM	Non-fatal injury	2	2	0	Rear-end	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/30/2008	1:36 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 S / WYMAN STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	6/26/2008	3:39 PM	Not Reported	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear		V1:Not reported / V2:Not reported	V1: Collision with parked motor vehicle / V2: Not reported
STOUGHTON	2008	6/27/2008	9:05 AM	Non-fatal injury	2	2	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / FREEMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	8/31/2008	9:00 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear/Cloudy	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	10/23/2008	5:34 AM	Property damage only (none injured)	4	0	0	Angle	Dry	Daylight	Cloudy/Clear		V1:Northbound / V2:Eastbound / V3:Northbound / V4:Northbound	V1: Not reported / V2: Not reported / V3: Collision with motor vehicle in traffic / V4: Not reported

Wyman at Freeman/Washington

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatals	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2008	11/3/2008	3:21 PM	Non-fatal injury	1	1	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET / PARK STREET / PLEASANT STREET	V1:Eastbound	V1: Collision with cyclist (bicycle, tricycle, unicycle, pedal car)
STOUGHTON	2008	12/8/2008	11:00 AM	Not Reported	2	0	0	Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / WYMAN STREET	V1:Southbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2009	1/14/2009	8:35 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Ice	Dark - lighted roadway	Clear	WYMAN STREET / WATER STREET	V1:Northbound	V1: Collision with tree
STOUGHTON	2009	1/15/2009	5:46 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET Rte 138 S / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	1/17/2009	4:09 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Dusk	Clear	FREEMAN STREET / WASHINGTON STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	1/21/2009	3:00 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	Snow	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound	V1: Collision with light pole or other post/support
STOUGHTON	2009	2/24/2009	5:27 PM	Non-fatal injury	2	2	0	Head-on	Dry	Dusk	Clear	WASHINGTON STREET Rte 27 S / WYMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/11/2009	9:47 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear	WYMAN STREET / BROCK STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/12/2009	12:44 PM	Non-fatal injury	2	2	0	Head-on	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET / FREEMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/18/2009	4:29 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Cloudy/Clear	WASHINGTON STREET / FREEMAN STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/8/2009	8:53 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/20/2009	8:17 PM	Non-fatal injury	2	1	0	Angle	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/17/2009	12:57 PM	Property damage only (none injured)	2	0	0	Angle	Dry	Daylight	Clear		V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/24/2009	7:04 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Dark - lighted roadway	Rain		V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/22/2009	8:03 AM	Property damage only (none injured)	2	0	0	Angle	Snow	Daylight	Clear		V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/30/2009	3:32 PM	Property damage only (none injured)	2	0	0	Head-on	Dry	Daylight	Clear		V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/3/2007	1:26 PM	Property damage only (none injured)	2	0	0	Angle	Wet	Daylight	Rain/Cloudy			V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/14/2007	3:55 PM	Property damage only (none injured)	2	0	0	Rear-end	Dry	Daylight	Clear			V1: Not reported / V2: Not reported
STOUGHTON	2008	10/30/2008	6:46 AM	Property damage only (none injured)	2	0	0	Angle	Dry	Dawn	Clear/Other			V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	2/21/2009	12:33 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear			V1: Not reported / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/28/2009	9:04 AM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	Dry	Daylight	Clear			V1: Collision with motor vehicle in traffic / V2: Not reported

Wyman at Washington

Town	Year	Crash Date	Crash Time	Crash Severity	Total Vehicles	Total Injured	Total Fatal	Collision manner	Road Surface	Lighting	Weather	Intersection	Vehicles Travel Directions	Most Harmful Events
STOUGHTON	2007	2/9/2007	11:57 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	2/23/2007	8:18 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Dark - lighted roadway	Cloudy		V1:Westbound / V2:Westbound	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	3/8/2007	9:44 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Dark - lighted roadway	Cloudy		V1:Northbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Not reported
STOUGHTON	2007	4/17/2007	4:21 PM	Property damage only (none injured)	2	0	0	0 Angle	Wet	Dusk	Rain/Cloudy	WASHINGTON STREET / WYMAN STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	5/29/2007	9:58 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear		V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	7/2/2007	7:20 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	10/20/2007	2:16 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2007	12/13/2007	8:54 AM	Property damage only (none injured)	1	0	0	0 Angle	Dry	Daylight	Clear/Cloudy	WYMAN STREET / WASHINGTON STREET	V1:Eastbound	V1: Collision with light pole or other
STOUGHTON	2007	12/16/2007	7:33 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, opposite direction	Ice	Dark - lighted roadway	Rain/Snow		V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	3/3/2008	6:19 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Dark - lighted roadway	Clear		V1:Eastbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with parked motor vehicle
STOUGHTON	2008	3/4/2008	12:56 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Cloudy		V1:Northbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	3/27/2008	11:46 AM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Dry	Daylight	Clear		V1:Westbound	V1: Collision with light pole or other
STOUGHTON	2008	4/3/2008	2:56 PM	Property damage only (none injured)	2	0	0	0 Sideswipe, same direction	Dry	Daylight	Clear		V1:Westbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/16/2008	8:07 PM	Non-fatal injury	2	2	0	0 Rear-end	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	4/30/2008	1:36 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 S / WYMAN STREET	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	8/31/2008	9:00 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear/Cloudy	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2008	11/3/2008	3:21 PM	Non-fatal injury	1	1	0	0 Angle	Dry	Daylight	Clear	WASHINGTON STREET / PARK STREET / PLEASANT STREET	V1:Eastbound	V1: Collision with cyclist (bicycle, tricycle, unicycle, pedal car)
STOUGHTON	2008	12/8/2008	11:00 AM	Not Reported	2	0	0	0 Angle	Dry	Daylight	Clear	WASHINGTON STREET Rte 138 / WYMAN STREET	V1:Southbound / V2:Westbound	V1: Not reported / V2: Not reported
STOUGHTON	2009	1/14/2009	8:35 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Ice	Dark - lighted roadway	Clear	WYMAN STREET / WATER STREET	V1:Northbound	V1: Collision with tree
STOUGHTON	2009	1/15/2009	5:46 PM	Property damage only (none injured)	2	0	0	0 Rear-end	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET Rte 138 S / WYMAN STREET	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	1/21/2009	3:00 PM	Property damage only (none injured)	1	0	0	0 Single vehicle crash	Snow	Daylight	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound	V1: Collision with light pole or other
STOUGHTON	2009	2/24/2009	5:27 PM	Non-fatal injury	2	2	0	0 Head-on	Dry	Dusk	Clear	WASHINGTON STREET Rte 27 S / WYMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/11/2009	9:47 AM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Daylight	Clear	WYMAN STREET / BROCK STREET	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	5/12/2009	12:44 PM	Non-fatal injury	2	2	0	0 Head-on	Dry	Daylight	Clear	WASHINGTON STREET / WYMAN STREET / FREEMAN STREET	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/8/2009	8:53 PM	Property damage only (none injured)	2	0	0	0 Angle	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	6/20/2009	8:17 PM	Non-fatal injury	2	1	0	0 Angle	Dry	Dark - lighted roadway	Clear	WASHINGTON STREET / WYMAN STREET	V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	11/24/2009	7:04 PM	Property damage only (none injured)	2	0	0	0 Angle	Wet	Dark - lighted roadway	Rain		V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic
STOUGHTON	2009	12/30/2009	3:32 PM	Property damage only (none injured)	2	0	0	0 Head-on	Dry	Daylight	Clear		V1:Westbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic



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Crash Rate Analysis



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton, MA COUNT DATE : 4/12/2012

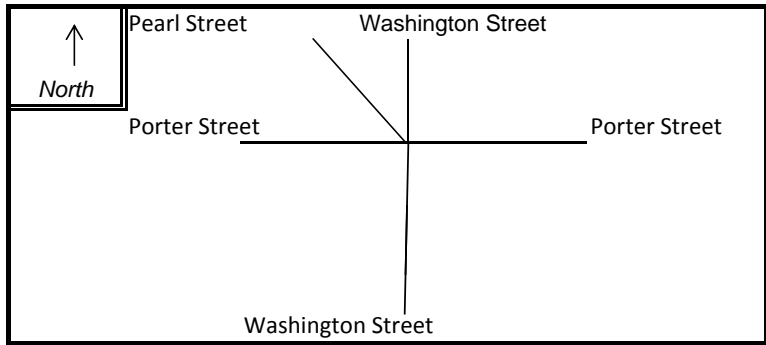
DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :
0.6 0.77

~ INTERSECTION DATA ~

MAJOR STREET : Washington Street, Pearl Street

MINOR STREET(S) : Porter Street

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SEB	SWB	
PEAK HOURLY VOLUMES (PM) :	530	25	960	185	545	2,245

" K " FACTOR :

0.086	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	26,105
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TOTAL # OF CRASHES :

14	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (A) :	4.67
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CRASH RATE CALCULATION :

0.49

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : 2007 - 2009 MassDOT Crash Data
 Project Title & Date: _____



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton, MA COUNT DATE : 4/12/2012

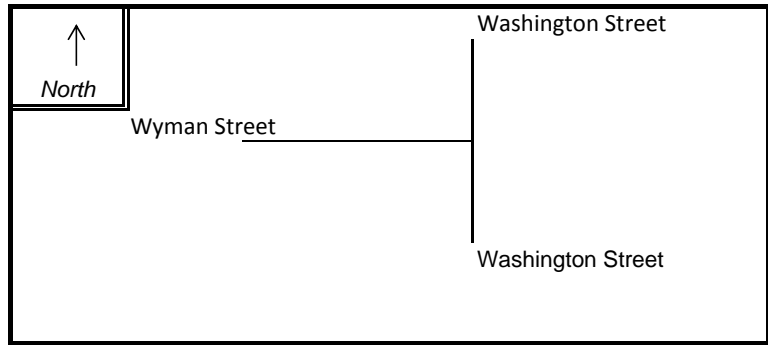
DISTRICT : 5 UNSIGNALIZED : 0.6 SIGNALIZED : 0.77

~ INTERSECTION DATA ~

MAJOR STREET : Washington Street

MINOR STREET(S) : Wyman Street

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	WB	NB	SB			
PEAK HOURLY VOLUMES (PM) :	15	955	1,240			2,210

" K " FACTOR :

0.107	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	20,654
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TOTAL # OF CRASHES :

17	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (A) :	5.67
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CRASH RATE CALCULATION :

0.75	RATE =	$\frac{(A * 1,000,000)}{(V * 365)}$
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Comments : 2007 - 2009 MassDOT Crash Data
 Project Title & Date: _____



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton, MA COUNT DATE : 4/12/2012

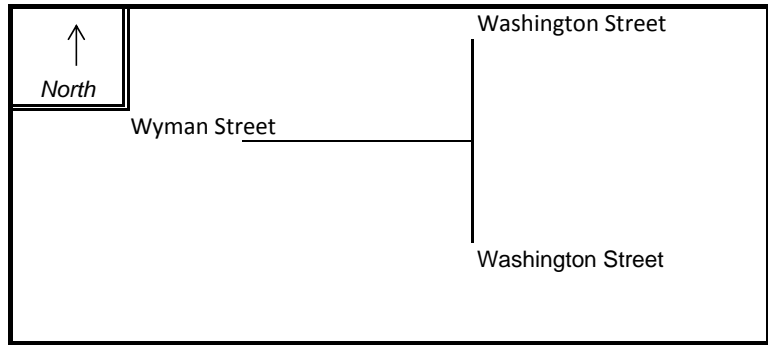
DISTRICT : 5 UNSIGNALIZED : 0.6 SIGNALIZED : 0.77

~ INTERSECTION DATA ~

MAJOR STREET : Washington Street

MINOR STREET(S) : Wyman Street

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	NB	SB			
PEAK HOURLY VOLUMES (PM) :	125	970	1,235			2,330

" K " FACTOR :

0.107	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	21,776
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TOTAL # OF CRASHES :

23	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (A) :	7.67
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CRASH RATE CALCULATION :

0.96	RATE =	$\frac{(A * 1,000,000)}{(V * 365)}$
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Comments : 2007 - 2009 MassDOT Crash Data
 Project Title & Date: _____



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton, MA COUNT DATE : 4/12/2012

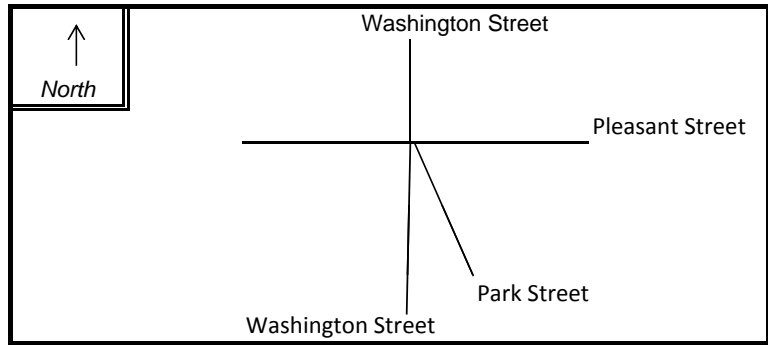
DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :
0.6 0.77

~ INTERSECTION DATA ~

MAJOR STREET : Washington Street, Park Street

MINOR STREET(S) : Pleasant Street

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

	1	2	3	4	5	
APPROACH :						Total Peak Hourly Approach Volume
DIRECTION :	WB	NWB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	180	580	340	1,290		2,390

" K " FACTOR :

0.086	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	27,791
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TOTAL # OF CRASHES :

35	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (A) :	11.67
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CRASH RATE CALCULATION :

1.15

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : 2007 - 2009 MassDOT Crash Data
 Project Title & Date: _____



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton, MA COUNT DATE : 4/12/2012

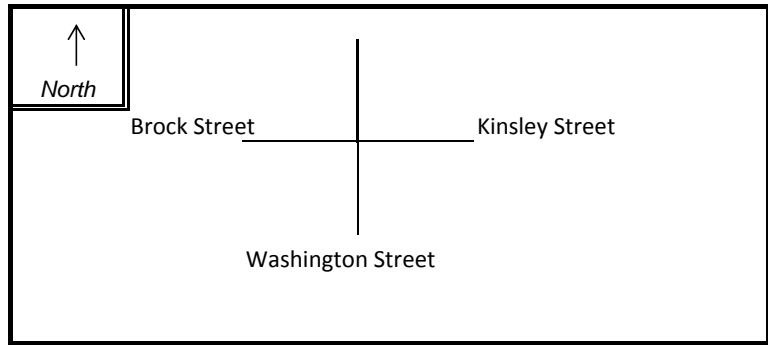
DISTRICT : 5 UNSIGNALIZED : 0.6 SIGNALIZED : 0.77

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : North University Drive

**INTERSECTION
DIAGRAM
(Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	145	70	465	775		1,455

" K " FACTOR :

0.086	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	16,919
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TOTAL # OF CRASHES :

22	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (A) :	7.33
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CRASH RATE CALCULATION :

1.19	RATE =	$\frac{(A * 1,000,000)}{(V * 365)}$
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Comments : 2007 - 2009 MassDOT Crash Data
 Project Title & Date: _____



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton, MA COUNT DATE : 4/12/2012

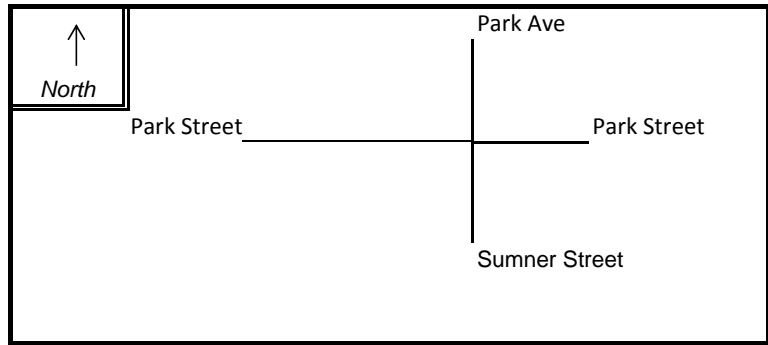
DISTRICT : 5 UNSIGNALIZED : 0.6 SIGNALIZED : 0.77

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : North University Drive

**INTERSECTION
DIAGRAM
(Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	705	495	145	50		1,395

" K " FACTOR :

0.107	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	13,037
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TOTAL # OF CRASHES :

10	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (A) :	3.33
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CRASH RATE CALCULATION :

0.70

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : 2007 - 2009 MassDOT Crash Data
 Project Title & Date: _____



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton, MA COUNT DATE : 4/12/2012

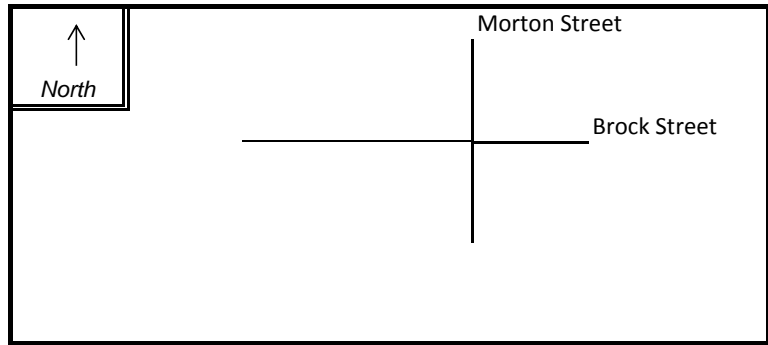
DISTRICT : 5 UNSIGNALIZED : 0.6 SIGNALIZED : 0.77

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : North University Drive

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	80	160	82	155		477

" K " FACTOR :

0.107	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	4,458
--------------	--	--------------

TOTAL # OF CRASHES :

2	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (A) :	0.67
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CRASH RATE CALCULATION :

0.41

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : 2007 - 2009 MassDOT Crash Data
 Project Title & Date: _____



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton, MA COUNT DATE : 4/12/2012

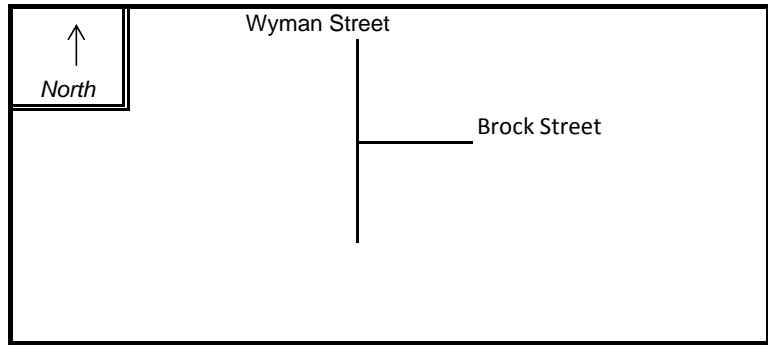
DISTRICT : 5 UNSIGNALIZED : 0.6 SIGNALIZED : 0.77

~ INTERSECTION DATA ~

MAJOR STREET : Morton Street/ Wyman Street

MINOR STREET(S) : Brock Street

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	WB	NB	SB			
PEAK HOURLY VOLUMES (PM) :	115	45	120			280

" K " FACTOR :

0.107	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	2,617
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TOTAL # OF CRASHES :

1	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (A) :	0.33
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CRASH RATE CALCULATION :

0.35

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : 2007 - 2009 MassDOT Crash Data
Project Title & Date: _____



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton, MA COUNT DATE : 4/12/2012

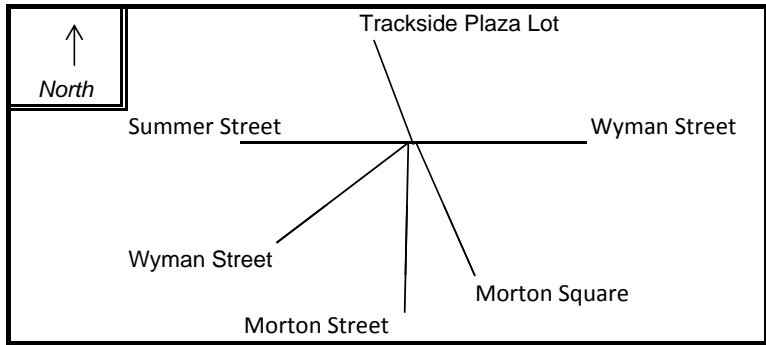
DISTRICT : 5 UNSIGNALIZED : 0.6 SIGNALIZED : 0.77

~ INTERSECTION DATA ~

MAJOR STREET : Summer/Wyman Street

MINOR STREET(S) : Wyman/Morton Street/Morton Square/ Trackside Plaza Lot

**INTERSECTION
DIAGRAM
(Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	6	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	NEB	SEB	NWB	
PEAK HOURLY VOLUMES (PM) :	65	140	100	25	30	5	365

" K " FACTOR :

0.086	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	4,244
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TOTAL # OF CRASHES :

4	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (A) :	1.33
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CRASH RATE CALCULATION :

0.86	RATE = $\frac{(A * 1,000,000)}{(V * 365)}$
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Comments : 2007 - 2009 MassDOT Crash Data
 Project Title & Date: _____



■

Capacity Analysis

10111.34 Stoughton Station
1: Porter Street & Washington Street (Rt138)

2012 Existing Condition AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑			↑
Volume (veh/h)	0	15	695	10	10	230
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.54	0.54	0.98	0.98	0.93	0.93
Hourly flow rate (vph)	0	28	709	10	11	247
Pedestrians						13
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	1					1
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			77			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	996	740			732	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	937	652			643	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			99	
cM capacity (veh/h)	257	410			822	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	28	719	258			
Volume Left	0	0	11			
Volume Right	28	10	0			
cSH	410	1700	822			
Volume to Capacity	0.07	0.42	0.01			
Queue Length 95th (ft)	5	0	1			
Control Delay (s)	14.4	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	14.4	0.0	0.5			
Approach LOS	B		A			
Intersection Summary						
Average Delay	0.5					
Intersection Capacity Utilization	50.7%		ICU Level of Service	A		
Analysis Period (min)	15					

10111.34 Stoughton Station
2: Porter Street & Washington Street (Rt138)

2012 Existing Condition AM Peak Hour

Lane Group	EBR	NBL	NBT	SBT	SER	e9
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	470	165	705	230	180	
Turn Type	Over	Prot		custom		
Protected Phases	1	1	1 2 4	2		9
Permitted Phases						4
Detector Phase	1	1	1 2 4	2		4
Switch Phase						
Minimum Initial (s)	7.0	7.0		7.0	7.0	1.0
Minimum Split (s)	12.0	12.0		12.0	12.0	20.0
Total Split (s)	51.0	51.0	105.0	29.0	25.0	20.0
Total Split (%)	40.8%	40.8%	84.0%	23.2%	20.0%	16%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes	Yes		Yes		
Recall Mode	None	None		Min	None	None
Act Effect Green (s)	35.6	35.6	86.9	18.8	17.5	
Actuated g/C Ratio	0.38	0.38	0.92	0.20	0.19	
v/c Ratio	0.68	0.70	0.45	0.67	0.66	
Control Delay	12.4	33.5	3.0	49.0	51.9	
Queue Delay	0.0	0.5	0.1	0.0	0.0	
Total Delay	12.4	34.0	3.1	49.0	51.9	
LOS	B	C	A	D	D	
Approach Delay			15.2	49.0		
Approach LOS			B	D		
Intersection Summary						
Cycle Length: 125						
Actuated Cycle Length: 94.2						
Natural Cycle: 90						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.70						
Intersection Signal Delay: 21.6	Intersection LOS: C					
Intersection Capacity Utilization 66.9%	ICU Level of Service C					
Analysis Period (min) 15						
Splits and Phases: 2: Porter Street & Washington Street (Rt138)						
e1	e2	e4	e9			
81 s	29 s	25 s	20 s			

10111.34 Stoughton Station
2: Porter Street & Washington Street (Rt138)

2012 Existing Condition AM Peak Hour

	↘	↖	↗	↙	↘
Lane Group	EBR	NBL	NBT	SBT	SER
Lane Group Flow (vph)	588	494	766	250	216
v/c Ratio	0.68	0.70	0.45	0.67	0.66
Control Delay	12.4	33.5	3.0	49.0	51.9
Queue Delay	0.0	0.5	0.1	0.0	0.0
Total Delay	12.4	34.0	3.1	49.0	51.9
Queue Length 50th (ft)	63	230	0	133	114
Queue Length 95th (ft)	155	467	223	282	#249
Internal Link Dist (ft)			89	1	
Turn Bay Length (ft)					
Base Capacity (vph)	1052	1000	1712	522	410
Starvation Cap Reductn	0	190	182	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.61	0.50	0.48	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

10111.34 Stoughton Station
2: Porter Street & Washington Street (Rt138)

2012 Existing Condition AM Peak Hour

	↖	↘	↗	↙	↗	↘	↖	↘	↗	
Movement	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2
Lane Configurations		↑		↓	↑	↓			↓	↑
Volume (vph)	0	470	290	165	705	230	0	0	180	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0				5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00			1.00	
Frpb, ped/bikes		1.00	1.00	1.00	1.00				0.95	
Flpb, ped/bikes		1.00	1.00	1.00	1.00				1.00	
Flt		0.86	1.00	1.00	1.00				1.00	
Flt Protected		1.00	1.00	1.00	1.00				1.00	
Satd. Flow (prot)		1596	1863	1863	1863				1766	
Flt Permitted		1.00	1.00	1.00	1.00				1.00	
Satd. Flow (perm)		1596	1863	1863	1863				1766	
Peak-hour factor, PHF	0.80	0.80	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	0	588	315	179	766	250	0	0	214	2
RTOR Reduction (vph)	0	265	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	323	0	494	766	250	0	0	216	0
Confl. Peds. (#/hr)		12	12							12
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		Over	Prot	Prot					custom	
Protected Phases		1	1	1	1, 2, 4	2				
Permitted Phases									4	
Actuated Green, G (s)		35.6		35.6	81.9	18.8			17.5	
Effective Green, g (s)		35.6		35.6	81.9	18.8			17.5	
Actuated g/C Ratio		0.37		0.37	0.86	0.20			0.18	
Clearance Time (s)		5.0		5.0		5.0			5.0	
Vehicle Extension (s)		2.0		2.0		2.0			2.0	
Lane Grp Cap (vph)		595		694	1598	367			324	
v/s Ratio Prot		0.20		c0.27	0.41	c0.13				
v/s Ratio Perm									c0.12	
v/c Ratio		0.54		0.71	0.48	0.68			0.67	
Uniform Delay, d1		23.6		25.6	1.6	35.6			36.3	
Progression Factor		1.00		1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.5		2.9	0.1	4.1			4.0	
Delay (s)		24.1		28.5	1.7	39.7			40.3	
Level of Service		C		C	A	D			D	
Approach Delay (s)		24.1			12.2	39.7			40.3	
Approach LOS		C			B	D			D	

Intersection Summary

HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	95.5	Sum of lost time (s)	23.6
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		
C Critical Lane Group			

10111.34 Stoughton Station
3: Freeman Street & Washington Street

2012 Existing Condition AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑			↑↑
Volume (veh/h)	0	10	1150	5	5	875
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.58	0.58	0.86	0.86	0.89	0.89
Hourly flow rate (vph)	0	17	1337	6	6	983
Pedestrians		39				39
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	3					3
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			256			169
pX, platoon unblocked	0.75	0.75			0.75	
vC, conflicting volume	1882	1418			1382	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2007	1391			1343	
IC, single (s)	6.8	6.9			4.2	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	81			98	
cM capacity (veh/h)	37	93			363	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	17	1343	333	655		
Volume Left	0	0	6	0		
Volume Right	17	6	0	0		
cSH	93	1700	363	1700		
Volume to Capacity	0.19	0.79	0.02	0.39		
Queue Length 95th (ft)	16	0	1	0		
Control Delay (s)	52.4	0.0	0.5	0.0		
Lane LOS	F		A			
Approach Delay (s)	52.4	0.0	0.2			
Approach LOS	F					
Intersection Summary						
Average Delay	0.5					
Intersection Capacity Utilization	78.3%					
ICU Level of Service	D					
Analysis Period (min)	15					

10111.34 Stoughton Station
4: Wyman Street & Washington Street

2012 Existing Condition AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑	↑↑	↑↑
Volume (veh/h)	0	125	15	1155	815	60
Sign Control	Stop			Free	Free	Free
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.86	0.86	0.89	0.89
Hourly flow rate (vph)	0	152	17	1343	916	67
Pedestrians		17			17	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				183	242	
pX, platoon unblocked	0.76					
vC, conflicting volume	2344	526	1000			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2613	526	1000			
IC, single (s)	6.9	7.0	4.2			
IC, 2 stage (s)						
IF (s)	3.6	3.4	2.2			
p0 queue free %	100	68	97			
cM capacity (veh/h)	14	473	666			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	152	1360	610	373		
Volume Left	0	17	0	0		
Volume Right	152	0	0	67		
cSH	473	666	1700	1700		
Volume to Capacity	0.32	0.03	0.36	0.22		
Queue Length 95th (ft)	35	2	0	0		
Control Delay (s)	16.2	1.4	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	16.2	1.4	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay	1.8					
Intersection Capacity Utilization	87.1%					
ICU Level of Service	E					
Analysis Period (min)	15					

10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2012 Existing Condition AM Peak Hour

	↑	↙	↓	↘	↗	↖	
Lane Group	NBT	SBL	SBT	SBR	NET	SWR	ø9
Lane Configurations	↑↑	↑	↑	↑	↑	↑	
Volume (vph)	710	175	530	235	90	100	
Turn Type		Prot		pt+ov		Over	
Protected Phases	6	5	2	2.4	4	5	9
Permitted Phases							
Detector Phase	6	5	2	2.4	4	5	
Switch Phase							
Minimum Initial (s)	7.0	5.0	7.0		10.0	5.0	1.0
Minimum Split (s)	21.5	11.0	22.0		22.5	11.0	19.0
Total Split (s)	22.5	14.0	22.0	63.5	41.5	14.0	20.0
Total Split (%)	23.0%	14.3%	22.4%	64.8%	42.3%	14.3%	20%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.5	3.0	3.0		3.5	3.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.5	6.0	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes	Yes			Yes		
Recall Mode	Min	None	Min		None	None	None
Act Effect Green (s)	17.5	8.2	31.4	67.5	24.2	8.2	
Actuated g/C Ratio	0.25	0.12	0.44	0.95	0.34	0.12	
v/c Ratio	0.89	0.99	0.75	0.15	0.82	0.23	
Control Delay	42.5	98.9	27.4	1.4	34.3	1.1	
Queue Delay	0.0	0.0	1.4	0.0	0.0	0.0	
Total Delay	42.5	98.9	28.8	1.4	34.3	1.1	
LOS	D	F	C	A	C	A	
Approach Delay	42.5		35.0		34.3		
Approach LOS	D		D		C		

Intersection Summary	
Cycle Length:	98
Actuated Cycle Length:	71.1
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	35.5
Intersection LOS:	D
Intersection Capacity Utilization:	76.7%
ICU Level of Service:	D
Analysis Period (min):	15



10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2012 Existing Condition AM Peak Hour

	↑	↙	↓	↘	↗	↖
Lane Group	NBT	SBL	SBT	SBR	NET	SWR
Lane Group Flow (vph)	755	199	602	267	500	122
v/c Ratio	0.89	0.99	0.75	0.15	0.82	0.23
Control Delay	42.5	98.9	27.4	1.4	34.3	1.1
Queue Delay	0.0	0.0	1.4	0.0	0.0	0.0
Total Delay	42.5	98.9	28.8	1.4	34.3	1.1
Queue Length 50th (ft)	154	82	188	0	178	0
Queue Length 95th (ft)	#418	#291	#584	60	393	0
Internal Link Dist (ft)	171		18		24	
Turn Bay Length (ft)						
Base Capacity (vph)	853	201	807	1736	908	520
Starvation Cap Reductn	0	0	77	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.99	0.82	0.15	0.55	0.23

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

10111.34 Stoughton Station
 5: Park Street & Washington Street (Rt138)

2012 Existing Condition AM Peak Hour

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	710	30	175	530	235	360	90	0	0	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		6.0	6.0	6.0		6.5				6.0
Lane Util. Factor		0.95		1.00	1.00	1.00		1.00				1.00
Frpb, ped/bikes		1.00		1.00	1.00	1.00		1.00				1.00
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00				1.00
Frt		1.00		1.00	1.00	1.00		1.00				0.86
Flt Protected		1.00		0.95	1.00	1.00		0.96				1.00
Satd. Flow (prot)		3465		1736	1827	1827		1791				1508
Flt Permitted		1.00		0.95	1.00	1.00		0.96				1.00
Satd. Flow (perm)		3465		1736	1827	1827		1791				1508
Peak-hour factor, PHF	0.98	0.98	0.98	0.88	0.88	0.88	0.90	0.90	0.90	0.82	0.82	0.82
Adj. Flow (vph)	0	724	31	199	602	267	400	100	0	0	0	122
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	109
Lane Group Flow (vph)	0	755	0	199	602	267	0	500	0	0	0	13
Confl. Peds. (#/hr)				9								4
Confl. Bikes (#/hr)				1								9
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	9%	9%	9%
Turn Type				Prot			pt+ov	custom				Over
Protected Phases	6			5	2	2	4	4				5
Permitted Phases								4				
Actuated Green, G (s)	17.7			8.2	31.4	61.6		24.2				8.2
Effective Green, g (s)	17.7			8.2	31.4	61.6		24.2				8.2
Actuated g/C Ratio	0.24			0.11	0.42	0.83		0.33				0.11
Clearance Time (s)	5.5			6.0	6.0	6.0		6.5				6.0
Vehicle Extension (s)	2.0			2.0	2.0	2.0		2.0				2.0
Lane Grp Cap (vph)	827			192	773	1517		584				167
v/s Ratio Prot	<0.22			0.11	<0.33	0.15		<0.28				0.01
v/s Ratio Perm												
v/c Ratio	0.91			1.04	0.78	0.18		0.86				0.08
Uniform Delay, d1	27.5			33.0	18.4	1.3		23.4				29.6
Progression Factor	1.00			1.00	1.00	1.00		1.00				1.00
Incremental Delay, d2	14.1			74.8	4.5	0.0		11.4				0.1
Delay (s)	41.6			107.8	23.0	1.3		34.8				29.7
Level of Service	D			F	C	A		C				C
Approach Delay (s)	41.6			33.4			34.8		29.7			
Approach LOS	D			C			C		C			
Intersection Summary												
HCM Average Control Delay				36.0			HCM Level of Service			D		
HCM Volume to Capacity ratio	0.92											
Actuated Cycle Length (s)	74.2			Sum of lost time (s)			24.1					
Intersection Capacity Utilization	76.7%			ICU Level of Service			D					
Analysis Period (min)	15											
c Critical Lane Group												

10111.34 Stoughton Station
 9: Wyman Street & Trackside Plaza South Drive

2012 Existing Condition AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	180	15	5	60	2	1	0	1	2	1	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.74	0.74	0.74	0.88	0.88	0.88	0.50	0.50	0.50	0.54	0.54	0.54
Hourly flow rate (vph)	128	243	20	6	68	2	2	0	2	4	2	19
Pedestrians	16			43			37			43		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	1			4			3			4		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	113			301			663	672	333	679	681	128
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	113			301			663	672	333	679	681	128
IC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			100			99	100	100	99	99	98
cM capacity (veh/h)	1399			1205			307	319	662	298	315	877
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	392	76	4	24								
Volume Left	128	6	2	4								
Volume Right	20	2	2	19								
cSH	1399	1205	420	611								
Volume to Capacity	0.09	0.00	0.01	0.04								
Queue Length 95th (ft)	8	0	1	3								
Control Delay (s)	3.1	0.6	13.7	11.1								
Lane LOS	A	A	B	B								
Approach Delay (s)	3.1	0.6	13.7	11.1								
Approach LOS		B	B									
Intersection Summary												
Average Delay	3.2											
Intersection Capacity Utilization	39.4%			ICU Level of Service			A					
Analysis Period (min)	15											

10111.34 Stoughton Station
10: Wyman Street & Morton Street

2012 Existing Condition AM Peak Hour

Intersection Sign configuration not allowed in HCM analysis.

10111.34 Stoughton Station
15: Brock Street & Washington Street

2012 Existing Condition AM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	
Movement												
Lane Configurations		↔			↔			↔		↔		
Volume (veh/h)	25	45	50	5	35	10	130	240	40	5	290	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.73	0.81	0.81	0.81	0.92	0.92	
Hourly flow rate (vph)	33	59	66	7	48	14	160	296	49	5	315	
Pedestrians	6			8			4			8		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	1			1			0			1		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1047	1034	352	1103	1036	337	376			354		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1047	1034	352	1103	1036	337	376			354		
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.2		
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	77	70	90	94	76	98	86			100		
cM capacity (veh/h)	144	197	685	116	197	696	1177			1170		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	158	68	506	375								
Volume Left	33	7	160	5								
Volume Right	66	14	49	54								
cSH	253	212	1177	1170								
Volume to Capacity	0.62	0.32	0.14	0.00								
Queue Length 95th (ft)	95	33	12	0								
Control Delay (s)	40.3	29.9	3.7	0.2								
Lane LOS	E	D	A	A								
Approach Delay (s)	40.3	29.9	3.7	0.2								
Approach LOS	E	D										
Intersection Summary												
Average Delay			9.3									
Intersection Capacity Utilization			63.1%	ICU Level of Service							B	
Analysis Period (min)			15									

10111.34 Stoughton Station
16: Brock Street & Morton Street

2012 Existing Condition AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	0	60	0	30	90	85	2	175	45	15	60	2
Peak Hour Factor	0.87	0.87	0.87	0.76	0.76	0.76	0.71	0.71	0.71	0.72	0.72	0.72
Hourly flow rate (vph)	0	69	0	39	118	112	3	246	63	21	83	3
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	69	270	313	107								
Volume Left (vph)	0	39	3	21								
Volume Right (vph)	0	112	63	3								
Hadj (s)	0.03	-0.17	-0.09	0.07								
Departure Headway (s)	5.4	4.9	4.9	5.3								
Degree Utilization, x	0.10	0.37	0.42	0.16								
Capacity (veh/h)	590	661	703	617								
Control Delay (s)	9.1	10.8	11.4	9.3								
Approach Delay (s)	9.1	10.8	11.4	9.3								
Approach LOS	A	B	B	A								
Intersection Summary												
Delay	10.7											
HCM Level of Service	B											
Intersection Capacity Utilization	38.8%			ICU Level of Service	A							
Analysis Period (min)	15											

10111.34 Stoughton Station
17: Brock Street & Wyman Street

2012 Existing Condition AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↕		↕		↕	
Volume (veh/h)	5	90	70	1	60	30
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.76	0.76	0.75	0.75	0.87	0.87
Hourly flow rate (vph)	7	118	93	1	69	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	266	94			95	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	266	94			95	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	99	88			95	
cM capacity (veh/h)	687	960			1499	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	125	95	103			
Volume Left	7	0	69			
Volume Right	118	1	0			
cSH	940	1700	1499			
Volume to Capacity	0.13	0.06	0.05			
Queue Length 95th (ft)	11	0	4			
Control Delay (s)	9.4	0.0	5.1			
Lane LOS	A		A			
Approach Delay (s)	9.4	0.0	5.1			
Approach LOS	A					
Intersection Summary						
Average Delay	5.3					
Intersection Capacity Utilization	24.1%			ICU Level of Service	A	
Analysis Period (min)	15					

10111.34 Stoughton Station
18: Park Street & Park Avenue

2012 Existing Condition AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↕		↓	↑			↓	
Volume (veh/h)	5	435	0	10	535	10	205	5	10	5	5	10
Sign Control		Free			Free		Stop	Stop			Stop	
Grade		0%			0%		0%	0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.88	0.88	0.88	0.86	0.86	0.86	0.85	0.85	0.85
Hourly flow rate (vph)	6	500	0	11	631	11	238	6	12	6	6	12
Pedestrians		1			1		1	1			1	
Lane Width (ft)		12.0			12.0		12.0	12.0			12.0	
Walking Speed (ft/s)		4.0			4.0		4.0	4.0			4.0	
Percent Blockage		0			0		0	0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	643			501			1187	1178	502	1187	1173	638
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	643			501			1187	1178	502	1187	1173	638
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			0	97	98	96	97	98
cM capacity (veh/h)	927			1052			153	185	562	155	189	476
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	506	653	238	17	24							
Volume Left	6	11	238	0	6							
Volume Right	0	11	0	12	12							
cSH	927	1052	153	334	251							
Volume to Capacity	0.01	0.01	1.56	0.05	0.09							
Queue Length 95th (ft)	0	1	406	4	8							
Control Delay (s)	0.2	0.3	335.2	16.4	20.8							
Lane LOS	A	A	F	C	C							
Approach Delay (s)	0.2	0.3	313.5		20.8							
Approach LOS			F		C							
Intersection Summary												
Average Delay	56.3											
Intersection Capacity Utilization	60.5%											
ICU Level of Service	B											
Analysis Period (min)	15											

10111.34 Stoughton Station
19: Summer Street & Wyman Street

2012 Existing Condition AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↓		↓	↑	↓	
Volume (veh/h)	30	1	5	45	20	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	1	5	49	22	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	92	33	43			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	92	33	43			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	100			
cM capacity (veh/h)	904	1041	1565			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	34	54	43			
Volume Left	33	5	0			
Volume Right	1	0	22			
cSH	908	1565	1700			
Volume to Capacity	0.04	0.00	0.03			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	9.1	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	0.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	2.6					
Intersection Capacity Utilization	16.5%					
ICU Level of Service	A					
Analysis Period (min)	15					

10111.34 Stoughton Station
1: Porter Street & Washington Street (Rt138)

2012 Existing Condition PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑			↑
Volume (veh/h)	0	25	460	15	15	530
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.60	0.60	0.97	0.97	0.95	0.95
Hourly flow rate (vph)	0	42	474	15	16	558
Pedestrians	26		21			26
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			77			
pX, platoon unblocked	0.95	0.95		0.95		
vC, conflicting volume	1118	534				516
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1098	482		463		
IC, single (s)	6.4	6.2		4.1		
IC, 2 stage (s)						
IF (s)	3.5	3.3		2.2		
p0 queue free %	100	92		98		
cM capacity (veh/h)	211	531		1020		
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	42	490	574			
Volume Left	0	0	16			
Volume Right	42	15	0			
cSH	531	1700	1020			
Volume to Capacity	0.08	0.29	0.02			
Queue Length 95th (ft)	6	0	1			
Control Delay (s)	12.4	0.0	0.4			
Lane LOS	B		A			
Approach Delay (s)	12.4	0.0	0.4			
Approach LOS	B		A			
Intersection Summary						
Average Delay	0.7					
Intersection Capacity Utilization	55.8%	ICU Level of Service				B
Analysis Period (min)	15					

10111.34 Stoughton Station
2: Porter Street & Washington Street (Rt138)

2012 Existing Condition PM

Lane Group	EBR	NBL	NBT	SBT	SER	e9
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	530	155	475	530	180	
Turn Type	Over	Prot		custom		
Protected Phases	1	1	1 2 4	2		9
Permitted Phases						4
Detector Phase	1	1	1 2 4	2		4
Switch Phase						
Minimum Initial (s)	7.0	7.0		7.0	7.0	1.0
Minimum Split (s)	12.0	12.0		12.0	12.0	20.0
Total Split (s)	51.0	51.0	105.0	29.0	25.0	20.0
Total Split (%)	40.8%	40.8%	84.0%	23.2%	20.0%	16%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes	Yes		Yes		
Recall Mode	None	None	Min	None	None	
Act Effect Green (s)	34.6	34.6	90.8	25.3	16.7	
Actuated g/C Ratio	0.35	0.35	0.92	0.26	0.17	
v/c Ratio	0.74	0.76	0.29	1.13	0.74	
Control Delay	17.7	38.0	2.1	118.3	58.1	
Queue Delay	0.0	0.7	0.1	0.0	0.0	
Total Delay	17.7	38.7	2.2	118.3	58.1	
LOS	B	D	A	F	E	
Approach Delay			20.6	118.3		
Approach LOS			C	F		
Intersection Summary						
Cycle Length: 125						
Actuated Cycle Length: 98.4						
Natural Cycle: 100						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 1.13						
Intersection Signal Delay: 45.8	Intersection LOS: D					
Intersection Capacity Utilization 86.5%	ICU Level of Service E					
Analysis Period (min) 15						
Splits and Phases: 2: Porter Street & Washington Street (Rt138)						
e1	e2	e4	e9			
51 s	29 s	25 s	20 s			

10111.34 Stoughton Station

2012 Existing Condition PM

2: Porter Street & Washington Street (Rt138)

	↙	↖	↑	↓	↘
Lane Group	EBR	NBL	NBT	SBT	SER
Lane Group Flow (vph)	589	500	490	535	220
v/c Ratio	0.74	0.76	0.29	1.13	0.74
Control Delay	17.7	38.0	2.1	118.3	58.1
Queue Delay	0.0	0.7	0.1	0.0	0.0
Total Delay	17.7	38.7	2.2	118.3	58.1
Queue Length 50th (ft)	110	244	0	-362	119
Queue Length 95th (ft)	312	474	115	#813	#256
Internal Link Dist (ft)			89	1	
Turn Bay Length (ft)					
Base Capacity (vph)	912	918	1705	474	376
Stallback Cap Reductn	0	165	245	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.66	0.34	1.13	0.59

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

10111.34 Stoughton Station

2012 Existing Condition PM

2: Porter Street & Washington Street (Rt138)

	↙	↖	↗	↘	↑	↓	↙	↘	↗	↘
Movement	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2
Lane Configurations		↑		↑	↑	↑			↑	↑
Volume (vph)	0	530	330	155	475	530	0	0	180	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0	5.0			5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00			1.00	
Frpb, ped/bikes		1.00	1.00	1.00	1.00	1.00			0.94	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00			1.00	
Flt		0.86	1.00	1.00	1.00	1.00			1.00	
Flt Protected		1.00	1.00	1.00	1.00	1.00			1.00	
Satd. Flow (prot)		1611	1863	1863	1845	1845			1760	
Flt Permitted		1.00	1.00	1.00	1.00	1.00			1.00	
Satd. Flow (perm)		1611	1863	1863	1845	1845			1760	
Peak-hour factor, PHF	0.90	0.90	0.97	0.97	0.97	0.99	0.99	0.84	0.84	0.84
Adj. Flow (vph)	0	589	340	160	490	535	0	0	214	6
RTOR Reduction (vph)	0	231	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	358	0	500	490	535	0	0	220	0
Confl. Peds. (#/hr)		12								12
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	3%	2%	2%	2%
Turn Type	Over	Prot	Prot						custom	
Protected Phases	1	1	1	1, 2, 4	2					
Permitted Phases										4
Actuated Green, G (s)	34.6	34.6	86.6	25.3					16.7	
Effective Green, g (s)	34.6	34.6	86.6	25.3					16.7	
Actuated g/C Ratio	0.34	0.34	0.86	0.25					0.17	
Clearance Time (s)	5.0	5.0	5.0	5.0					5.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0					2.0	
Lane Grp Cap (vph)	555	642	1607	465					293	
v/s Ratio Prot	0.22	c0.27	0.26	c0.29						
v/s Ratio Perm									c0.13	
v/c Ratio	0.65	0.78	0.30	1.15					0.75	
Uniform Delay, d1	27.7	29.5	1.3	37.6					39.9	
Progression Factor	1.00	1.00	1.00	1.00					1.00	
Incremental Delay, d2	1.9	5.4	0.0	90.0					9.2	
Delay (s)	29.7	34.9	1.3	127.6					49.1	
Level of Service		C		C	A	F			D	
Approach Delay (s)	29.7				18.3	127.6		49.1		
Approach LOS	C				B	F		D		
Intersection Summary										
HCM Average Control Delay		49.1			HCM Level of Service				D	
HCM Volume to Capacity ratio		0.90								
Actuated Cycle Length (s)		100.4			Sum of lost time (s)				23.8	
Intersection Capacity Utilization		86.5%			ICU Level of Service				E	
Analysis Period (min)		15								
c Critical Lane Group										

10111.34 Stoughton Station
3: Freeman Street & Washington Street

2012 Existing Condition PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑			↑↑
Volume (veh/h)	0	15	945	10	5	1235
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.70	0.70	0.95	0.95	0.94	0.94
Hourly flow rate (vph)	0	21	995	11	5	1314
Pedestrians		37				37
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	3					3
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			256			169
pX, platoon unblocked	0.78	0.78			0.78	
vC, conflicting volume	1705	1074			1042	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1762	954			914	
IC, single (s)	7.1	7.2			4.1	
IC, 2 stage (s)						
IF (s)	3.6	3.4			2.2	
p0 queue free %	100	88			99	
cM capacity (veh/h)	50	174			561	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	21	1005	443	876		
Volume Left	0	0	5	0		
Volume Right	21	11	0	0		
cSH	174	1700	561	1700		
Volume to Capacity	0.12	0.59	0.01	0.52		
Queue Length 95th (ft)	10	0	1	0		
Control Delay (s)	28.5	0.0	0.3	0.0		
Lane LOS	D		A			
Approach Delay (s)	28.5	0.0	0.1			
Approach LOS	D					
Intersection Summary						
Average Delay		0.3				
Intersection Capacity Utilization		67.7%		ICU Level of Service		C
Analysis Period (min)		15				

10111.34 Stoughton Station
4: Wyman Street & Washington Street

2012 Existing Condition PM

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑	↑↑	↑
Volume (veh/h)	0	125	15	955	1165	70
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.95	0.95	0.94	0.94
Hourly flow rate (vph)	0	154	16	1005	1239	74
Pedestrians		24			24	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	2				2	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				183	242	
pX, platoon unblocked	0.79					
vC, conflicting volume	2337	705	1338			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2561	705	1338			
IC, single (s)	6.8	6.9	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	100	58	97			
cM capacity (veh/h)	16	364	501			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	154	1021	826	488		
Volume Left	0	16	0	0		
Volume Right	154	0	0	74		
cSH	364	501	1700	1700		
Volume to Capacity	0.42	0.03	0.49	0.29		
Queue Length 95th (ft)	51	2	0	0		
Control Delay (s)	22.0	1.1	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	22.0	1.1	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay		1.8				
Intersection Capacity Utilization		77.8%		ICU Level of Service		D
Analysis Period (min)		15				

10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2012 Existing Condition PM

	↑	↙	↓	↘	↗	↖	
Lane Group	NBT	SBL	SBT	SBR	NET	SWR	ø9
Lane Configurations	↕	↖	↗	↘	↗	↖	
Volume (vph)	545	140	625	525	95	180	
Turn Type		Prot		pt+ov		Over	
Protected Phases	6	5	2	2,4	4	5	9
Permitted Phases							
Detector Phase	6	5	2	2,4	4	5	
Switch Phase							
Minimum Initial (s)	7.0	5.0	7.0		10.0	5.0	1.0
Minimum Split (s)	21.5	11.0	22.0		22.5	11.0	19.0
Total Split (s)	22.5	14.0	22.0	63.5	41.5	14.0	20.0
Total Split (%)	23.0%	14.3%	22.4%	64.8%	42.3%	14.3%	20%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.5	3.0	3.0		3.5	3.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.5	6.0	
Lead/Lag	Lag		Lead		Lead		
Lead-Lag Optimize?	Yes	Yes			Yes		
Recall Mode	Min	None	Min		None	None	None
Act Effect Green (s)	17.9	8.4	32.1	65.4	22.0	8.4	
Actuated g/C Ratio	0.25	0.12	0.44	0.90	0.30	0.12	
v/c Ratio	0.78	0.71	0.79	0.32	0.74	0.37	
Control Delay	37.5	57.2	31.5	3.0	32.2	1.8	
Queue Delay	0.0	0.0	2.6	0.0	0.0	0.0	
Total Delay	37.5	57.2	34.2	3.0	32.2	1.8	
LOS	D	E	C	A	C	A	
Approach Delay	37.5		24.0		32.2		
Approach LOS	D		C		C		

Intersection Summary	
Cycle Length:	98
Actuated Cycle Length:	72.9
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	26.9
Intersection Capacity Utilization:	68.5%
Analysis Period (min):	15
Intersection LOS:	C
ICU Level of Service:	C



10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2012 Existing Condition PM

	↑	↙	↓	↘	↗	↖
Lane Group	NBT	SBL	SBT	SBR	NET	SWR
Lane Group Flow (vph)	675	144	644	541	400	220
v/c Ratio	0.78	0.71	0.79	0.32	0.74	0.37
Control Delay	37.5	57.2	31.5	3.0	32.2	1.8
Queue Delay	0.0	0.0	2.6	0.0	0.0	0.0
Total Delay	37.5	57.2	34.2	3.0	32.2	1.8
Queue Length 50th (ft)	120	53	178	0	132	0
Queue Length 95th (ft)	#332	#211	#657	140	273	0
Internal Link Dist (ft)	171		18		24	
Turn Bay Length (ft)						
Base Capacity (vph)	864	204	820	1694	908	592
Starvation Cap Reductn	0	0	89	185	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.71	0.88	0.36	0.44	0.37

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2012 Existing Condition PM

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	545	35	140	625	525	245	95	0	0	0	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5, 6.0, 6.0, 6.0, 6.5, 6.0											
Lane Util. Factor	0.95, 1.00, 1.00, 1.00, 1.00, 1.00											
Frpb, ped/bikes	1.00, 1.00, 1.00, 1.00, 1.00, 1.00											
Flpb, ped/bikes	1.00, 1.00, 1.00, 1.00, 1.00, 1.00											
Frt	1.00, 1.00, 1.00, 1.00, 1.00, 0.86											
Flt Protected	1.00, 0.95, 1.00, 1.00, 0.97, 1.00											
Satd. Flow (prot)	3527, 1770, 1863, 1863, 1798, 1611											
Flt Permitted	1.00, 0.95, 1.00, 1.00, 0.97, 1.00											
Satd. Flow (perm)	3527, 1770, 1863, 1863, 1798, 1611											
Peak-hour factor, PHF	0.86, 0.86, 0.86, 0.97, 0.97, 0.97, 0.85, 0.85, 0.85, 0.82, 0.82, 0.82											
Adj. Flow (vph)	0, 634, 41, 144, 644, 541, 288, 112, 0, 0, 0, 220											
RTOR Reduction (vph)	0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 195											
Lane Group Flow (vph)	0, 675, 0, 144, 644, 541, 0, 400, 0, 0, 0, 25											
Confl. Peds. (#/hr)	18, 8, 23, 8											
Turn Type	Prot, pl+ov, custom, Over											
Protected Phases	6, 5, 2, 2, 4, 4, 4											
Permitted Phases	4, 4											
Actuated Green, G (s)	18.2, 8.4, 32.1, 60.1, 22.0, 8.4											
Effective Green, g (s)	18.2, 8.4, 32.1, 60.1, 22.0, 8.4											
Actuated g/C Ratio	0.24, 0.11, 0.43, 0.80, 0.29, 0.11											
Clearance Time (s)	5.5, 6.0, 6.0, 6.5, 6.0, 6.0											
Vehicle Extension (s)	2.0, 2.0, 2.0, 2.0, 2.0, 2.0											
Lane Grp Cap (vph)	856, 198, 797, 1493, 527, 180											
v/s Ratio Prot	0.19, 0.08, c0.35, 0.29, c0.22, 0.02											
v/s Ratio Perm	0.79, 0.73, 0.81, 0.36, 0.76, 0.14											
v/c Ratio	26.6, 32.2, 18.8, 2.1, 24.1, 30.0											
Uniform Delay, d1	1.00, 1.00, 1.00, 1.00, 1.00, 1.00											
Progression Factor	4.5, 10.7, 5.7, 0.1, 5.5, 0.1											
Incremental Delay, d2	31.1, 42.9, 24.5, 2.1, 29.6, 30.2											
Delay (s)	C, D, C, A, C, C											
Level of Service	C, D, C, A, C, C											
Approach Delay (s)	31.1, 17.4, 29.6, 30.2											
Approach LOS	C, B, C, C											
Intersection Summary												
HCM Average Control Delay	23.8, HCM Level of Service, C											
HCM Volume to Capacity ratio	0.79											
Actuated Cycle Length (s)	75.0, Sum of lost time (s), 20.9											
Intersection Capacity Utilization	68.5%, ICU Level of Service, C											
Analysis Period (min)	15											
c Critical Lane Group												

10111.34 Stoughton Station
9: Wyman Street & Trackside Plaza South Drive

2012 Existing Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	110	2	5	130	5	5	0	0	5	0	25
Sign Control	Free, Free, Stop, Stop											
Grade	0%, 0%, 0%											
Peak Hour Factor	0.78, 0.78, 0.78, 0.90, 0.90, 0.90, 0.29, 0.29, 0.29, 0.60, 0.60, 0.60											
Hourly flow rate (vph)	26, 141, 3, 6, 144, 6, 17, 0, 0, 8, 0, 42											
Pedestrians	11, 43, 43, 40											
Lane Width (ft)	12.0, 12.0, 12.0, 12.0											
Walking Speed (ft/s)	4.0, 4.0, 4.0, 4.0											
Percent Blockage	1, 4, 4, 3											
Right turn flare (veh)	None, None											
Median type	None, None											
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	190, 187, 448, 438, 228, 435, 436, 198											
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	190, 187, 448, 438, 228, 435, 436, 198											
IC, single (s)	4.2, 4.1, 7.1, 6.5, 6.2, 7.1, 6.5, 6.2											
IC, 2 stage (s)												
IF (s)	2.3, 2.2, 3.5, 4.0, 3.3, 3.5, 4.0, 3.3											
p0 queue free %	98, 100, 96, 100, 100, 98, 100, 95											
cM capacity (veh/h)	1293, 1338, 440, 466, 754, 461, 467, 807											
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	169	156	17	50								
Volume Left	26	6	17	8								
Volume Right	3	6	0	42								
cSH	1293	1338	440	718								
Volume to Capacity	0.02	0.00	0.04	0.07								
Queue Length 95th (ft)	2	0	3	6								
Control Delay (s)	1.3	0.3	13.5	10.4								
Lane LOS	A	A	B	B								
Approach Delay (s)	1.3	0.3	13.5	10.4								
Approach LOS		B	B									
Intersection Summary												
Average Delay	2.6											
Intersection Capacity Utilization	32.4%, ICU Level of Service, A											
Analysis Period (min)	15											

10111.34 Stoughton Station
10: Wyman Street & Morton Street

2012 Existing Condition PM

Intersection Sign configuration not allowed in HCM analysis.

10111.34 Stoughton Station
15: Brock Street & Washington Street

2012 Existing Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	20	55	70	20	45	5	65	380	20	10	715	50
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95	0.85	0.85	0.85
Hourly flow rate (vph)	23	62	80	23	52	6	68	400	21	12	841	59
Pedestrians	1			1			1			1		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			0			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	1474	1453	873	1553	1472	411	901			421		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1474	1453	873	1553	1472	411	901			421		
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	63	47	77	39	54	99	91			99		
cM capacity (veh/h)	62	117	349	38	114	641	754			1138		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	165	81	489	912								
Volume Left	23	23	68	12								
Volume Right	80	6	21	59								
cSH	146	76	754	1138								
Volume to Capacity	1.13	1.08	0.09	0.01								
Queue Length 95th (ft)	228	147	7	1								
Control Delay (s)	174.7	222.0	2.5	0.3								
Lane LOS	F	F	A	A								
Approach Delay (s)	174.7	222.0	2.5	0.3								
Approach LOS	F	F										
Intersection Summary												
Average Delay	29.3											
Intersection Capacity Utilization	78.8%			ICU Level of Service				D				
Analysis Period (min)	15											

10111.34 Stoughton Station
16: Brock Street & Morton Street

2012 Existing Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	5	70	0	25	115	25	2	70	20	40	115	0
Peak Hour Factor	0.87	0.87	0.87	0.76	0.76	0.76	0.71	0.71	0.71	0.72	0.72	0.72
Hourly flow rate (vph)	6	80	0	33	151	33	3	99	28	56	160	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	86	217	130	215								
Volume Left (vph)	6	33	3	56								
Volume Right (vph)	0	33	28	0								
Headway (s)	0.05	-0.01	-0.09	0.10								
Departure Headway (s)	5.1	4.9	4.9	5.0								
Degree Utilization, x	0.12	0.30	0.18	0.30								
Capacity (veh/h)	635	686	680	680								
Control Delay (s)	8.9	9.9	8.9	10.0								
Approach Delay (s)	8.9	9.9	8.9	10.0								
Approach LOS	A	A	A	B								
Intersection Summary												
Delay	9.6											
HCM Level of Service	A											
Intersection Capacity Utilization	37.1%				ICU Level of Service				A			
Analysis Period (min)	15											

10111.34 Stoughton Station
17: Brock Street & Wyman Street

2012 Existing Condition PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Sign Control	Stop	Free	Free	Free	Free	Free
Volume (veh/h)	0	115	45	0	75	45
Peak Hour Factor	0.76	0.76	0.75	0.75	0.87	0.87
Hourly flow rate (vph)	0	151	60	0	86	52
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	151	60	138			
Volume Left	0	0	86			
Volume Right	151	0	0			
cSH	1003	1700	1544			
Volume to Capacity	0.15	0.04	0.06			
Queue Length 95th (ft)	13	0	4			
Control Delay (s)	9.2	0.0	4.8			
Lane LOS	A	A	A			
Approach Delay (s)	9.2	0.0	4.8			
Approach LOS	A					
Intersection Summary						
Average Delay	5.9					
Intersection Capacity Utilization	27.0%		ICU Level of Service		A	
Analysis Period (min)	15					

10111.34 Stoughton Station
18: Park Street & Park Avenue

2012 Existing Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	20	525	0	20	460	15	120	10	15	10	15	25	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.83	0.83	0.83	0.72	0.72	0.72	
Hourly flow rate (vph)	22	565	0	21	474	15	145	12	18	14	21	35	
Pedestrians	2			6			6			2			
Lane Width (ft)	12.0			12.0			12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			4.0			4.0			
Percent Blockage	0			1			1			0			
Right turn flare (veh)	None			None									
Median type	None			None									
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	492			571			1184			1146			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	492			571			1184			1146			
IC, single (s)	4.1			4.1			7.1			6.5			
IC, 2 stage (s)													
IF (s)	2.2			2.2			3.5			4.0			
p0 queue free %	98			98			0			94			
cM capacity (veh/h)	1070			997			137			190			
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1								
Volume Total	586	510	145	30	69								
Volume Left	22	21	145	0	14								
Volume Right	0	15	0	18	35								
cSH	1070	997	137	305	267								
Volume to Capacity	0.02	0.02	3.05	0.10	0.26								
Queue Length 95th (ft)	2	2	196	8	25								
Control Delay (s)	0.6	0.6	155.4	18.1	23.2								
Lane LOS	A	A	F	C	C								
Approach Delay (s)	0.6	0.6	131.8	23.2									
Approach LOS			F	C									
Intersection Summary													
Average Delay	18.8					ICU Level of Service			B				
Intersection Capacity Utilization	55.1%												
Analysis Period (min)	15												

10111.34 Stoughton Station
19: Summer Street & Wyman Street

2012 Existing Condition PM

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	55	10	0	25	25	30
Sign Control	Stop			Free		
Grade	0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	11	0	27	27	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	71	43	60			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	71	43	60			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	94	99	100			
cM capacity (veh/h)	934	1027	1544			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	71	27	60			
Volume Left	60	0	0			
Volume Right	11	0	33			
cSH	947	1544	1700			
Volume to Capacity	0.07	0.00	0.04			
Queue Length 95th (ft)	6	0	0			
Control Delay (s)	9.1	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.1	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	4.1					
Intersection Capacity Utilization	13.7%		ICU Level of Service		A	
Analysis Period (min)	15					

10111.34 Stoughton Station
1: Porter Street & Washington Street (Rt138)

2030 No Build Condition AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑			↑
Volume (veh/h)	0	15	730	10	10	245
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.54	0.54	0.98	0.98	0.93	0.93
Hourly flow rate (vph)	0	28	745	10	11	263
Pedestrians	13					13
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	1					1
Right turn flare (veh)						
Median type		None			None	
Median storage (veh)						
Upstream signal (ft)			77			
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	1048	776			768	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	992	686			677	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			99	
cM capacity (veh/h)	237	389			792	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	28	755	274			
Volume Left	0	0	11			
Volume Right	28	10	0			
cSH	389	1700	792			
Volume to Capacity	0.07	0.44	0.01			
Queue Length 95th (ft)	6	0	1			
Control Delay (s)	15.0	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	15.0	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay	0.5					
Intersection Capacity Utilization	52.6%		ICU Level of Service		A	
Analysis Period (min)	15					

10111.34 Stoughton Station
2: Porter Street & Washington Street (Rt138)

2030 No Build Condition AM Peak Hour

Lane Group	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2	e9
Lane Configurations		↑		↑	↑	↑			↑		
Volume (vph)	0	495	310	175	740	245	0	0	190		2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red		Yes									No
Link Speed (mph)	30				30	30			30		
Link Distance (ft)	255				169	77			193		
Travel Time (s)	5.8				3.8	1.8			4.4		
Confl. Peds. (#/hr)		12	12								12
Peak Hour Factor	0.80	0.80	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	619	0	527	804	266	0	0	228	0	
Turn Type	Over	Prot	Prot					custom			
Protected Phases	1	1	1	1 2 4	2						9
Permitted Phases									4		
Detector Phase	1	1	1	1 2 4	2				4		
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0		7.0			7.0			1.0
Minimum Split (s)	12.0	12.0	12.0		12.0			12.0			20.0
Total Split (s)	0.0	51.0	51.0	51.0	105.0	29.0	0.0	0.0	25.0	0.0	20.0
Total Split (%)	0.0%	40.8%	40.8%	40.8%	84.0%	23.2%	0.0%	0.0%	20.0%	0.0%	16%
Yellow Time (s)	3.0	3.0	3.0		3.0			3.0			3.0
All-Red Time (s)	2.0	2.0	2.0		2.0			2.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead		Lag						
Lead/Lag Optimize?	Yes	Yes	Yes		Yes						
Recall Mode	None	None	None		Min			None			None
v/c Ratio	0.71		0.73	0.47				0.71			
Control Delay	14.6		34.9	3.2	51.4			55.2			
Queue Delay	0.0		1.2	0.1	0.0			0.0			
Total Delay	14.6		36.1	3.3	51.4			55.2			
Queue Length 50th (ft)	94		259	0	152			132			
Queue Length 95th (ft)	199		508	243	#316			#271			
Internal Link Dist (ft)					89			113			
Turn Bay Length (ft)											
Base Capacity (vph)	1010		944	1697	492			387			
Starvation Cap Reductn	0		216	173	0			0			
Spillback Cap Reductn	0		0	0	0			0			
Storage Cap Reductn	0		0	0	0			0			
Reduced v/c Ratio	0.61		0.72	0.53	0.54			0.59			
Intersection Summary											
Area Type: Other											
Cycle Length: 125											
Actuated Cycle Length: 97.8											
Natural Cycle: 90											
Control Type: Actuated-Uncoordinated											
# 95th percentile volume exceeds capacity, queue may be longer.											
Queue shown is maximum after two cycles.											
Splits and Phases: 2: Porter Street & Washington Street (Rt138)											

10111.34 Stoughton Station
2: Porter Street & Washington Street (Rt138)

2030 No Build Condition AM Peak Hour

Movement	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2
Lane Configurations										
Volume (vph)	0	495	310	175	740	245	0	0	190	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0					5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	0.95			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00				
Frt	0.86	1.00	1.00	1.00	1.00	1.00				
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00				
Satd. Flow (prot)	1596	1863	1863	1863	1863	1765				
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00				
Satd. Flow (perm)	1596	1863	1863	1863	1765					
Peak-hour factor, PHF	0.80	0.80	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	619	337	190	804	266	0	0	226	2
RTOR Reduction (vph)	0	252	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	367	0	527	804	266	0	0	228	0
Confl. Peds. (#/hr)	12	12								12
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Over	Prot	Prot						custom	
Protected Phases	1	1	1	1 2 4	2					
Permitted Phases										4
Actuated Green, G (s)	38.0		38.0	85.8	19.8				18.0	
Effective Green, g (s)	38.0		38.0	85.8	19.8				18.0	
Actuated g/C Ratio	0.38		0.38	0.86	0.20				0.18	
Clearance Time (s)	5.0		5.0	5.0	5.0				5.0	
Vehicle Extension (s)	2.0		2.0	2.0	2.0				2.0	
Lane Grp Cap (vph)	610		711	1606	371				319	
v/s Ratio Prot	0.23		c0.28	0.43	c0.14				c0.13	
v/s Ratio Perm										
v/c Ratio	0.60		0.74	0.50	0.72				0.71	
Uniform Delay, d1	24.7		26.5	1.7	37.2				38.3	
Progression Factor	1.00		1.00	1.00	1.00				1.00	
Incremental Delay, d2	1.1		3.7	0.1	5.4				6.2	
Delay (s)	25.8		30.2	1.7	42.7				44.5	
Level of Service	C		C	A	D				D	
Approach Delay (s)	25.8		13.0	42.7					44.5	
Approach LOS	C		B	D					D	
Intersection Summary										
HCM Average Control Delay		22.4				HCM Level of Service			C	
HCM Volume to Capacity ratio		0.73								
Actuated Cycle Length (s)		99.5				Sum of lost time (s)			23.7	
Intersection Capacity Utilization		69.6%				ICU Level of Service			C	
Analysis Period (min)		15								
C Critical Lane Group										

10111.34 Stoughton Station
3: Freeman Street & Washington Street

2030 No Build Condition AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	10	1215	5	5	925
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.58	0.58	0.86	0.86	0.89	0.89
Hourly flow rate (vph)	0	17	1413	6	6	1039
Pedestrians	39					39
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	3					3
Right turn flare (veh)						
Median type		None				None
Median storage (veh)			256			169
Upstream signal (ft)						
pX, platoon unblocked	0.74	0.74			0.74	
vC, conflicting volume	1986	1494			1458	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2153	1492			1443	
IC, single (s)	6.8	6.9			4.2	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	78			98	
cM capacity (veh/h)	29	78			328	
Direction, Lane #						
	WB 1	NB 1	SB 1	SB 2		
Volume Total	17	1419	352	693		
Volume Left	0	0	6	0		
Volume Right	17	6	0	0		
cSH	78	1700	328	1700		
Volume to Capacity	0.22	0.83	0.02	0.41		
Queue Length 95th (ft)	19	0	1	0		
Control Delay (s)	63.4	0.0	0.6	0.0		
Lane LOS	F	A	A			
Approach Delay (s)	63.4	0.0	0.2			
Approach LOS	F					
Intersection Summary						
Average Delay		0.5				
Intersection Capacity Utilization		81.7%			ICU Level of Service	D
Analysis Period (min)		15				

10111.34 Stoughton Station
4: Wyman Street & Washington Street

2030 No Build Condition AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑	↑	↑
Volume (veh/h)	0	130	15	1220	860	65
Sign Control	Stop		Free	Free		
Grade	0%		0%	0%		
Peak Hour Factor	0.82	0.82	0.86	0.86	0.89	0.89
Hourly flow rate (vph)	0	159	17	1419	966	73
Pedestrians	17		17			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	1		1			
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)			183	242		
pX, platoon unblocked	0.75					
vC, conflicting volume	2473	554	1056			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2798	554	1056			
IC, single (s)	6.9	7.0	4.2			
IC, 2 stage (s)						
IF (s)	3.6	3.4	2.2			
p0 queue free %	100	65	97			
cM capacity (veh/h)	10	453	634			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	159	1436	644	395		
Volume Left	0	17	0	0		
Volume Right	159	0	0	73		
cSH	453	634	1700	1700		
Volume to Capacity	0.35	0.03	0.38	0.23		
Queue Length 95th (ft)	39	2	0	0		
Control Delay (s)	17.2	1.9	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	17.2	1.9	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay	2.1					
Intersection Capacity Utilization	90.5%					
ICU Level of Service	E					
Analysis Period (min)	15					

10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2030 No Build Condition AM Peak Hour

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	ø9
Lane Configurations		↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	
Volume (vph)	0	750	30	185	560	245	380	95	0	0	0	105	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Right Turn on Red			No			No		No				Yes	
Link Speed (mph)		30		30		30		30				30	
Link Distance (ft)		251		98		104		233				5.3	
Travel Time (s)		5.7		2.2		2.4		5.3					
Confl. Peds. (#/hr)			9										4
Confl. Bikes (#/hr)			1										
Peak Hour Factor	0.98	0.98	0.98	0.88	0.88	0.88	0.90	0.90	0.90	0.82	0.82	0.82	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	9%	9%	9%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	796	0	210	636	278	0	528	0	0	0	128	
Turn Type				Prot	pt+ov	custom						Over	
Protected Phases	6		5	2	2	4	4	4				5	9
Permitted Phases							4						
Detector Phase	6		5	2	2	4	4	4				5	
Switch Phase													
Minimum Initial (s)	7.0		5.0	7.0		10.0	10.0					5.0	1.0
Minimum Split (s)	21.5		11.0	22.0		22.5	22.5					11.0	19.0
Total Split (s)	0.0	22.5	0.0	14.0	22.0	63.5	41.5	41.5	0.0	0.0	0.0	14.0	20.0
Total Split (%)	0.0%	23.0%	0.0%	14.3%	22.4%	64.8%	42.3%	42.3%	0.0%	0.0%	0.0%	14.3%	20%
Yellow Time (s)		3.0		3.0		3.0	3.0					3.0	3.0
All-Red Time (s)		2.5		3.0		3.0	3.5	3.5				3.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5	4.0	6.0	6.0	6.5	6.5	4.0	4.0	4.0		6.0	
Lead/Lag		Lag		Lead		Lead		Lead				Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes				Yes	
Recall Mode		Min		None		Min		None		None		None	None
v/c Ratio		0.96		1.07		0.81		0.16		0.82		0.25	
Control Delay		54.1		122.3		31.6		1.4		34.2		1.2	
Queue Delay		0.0		0.0		2.8		0.0		0.0		0.0	
Total Delay		54.1		122.3		34.4		1.4		34.2		1.2	
Queue Length 50th (ft)		176		-101		226		0		192		0	
Queue Length 95th (ft)		#447		#308		#630		63		#456		0	
Internal Link Dist (ft)		171				18		24				153	
Turn Bay Length (ft)													
Base Capacity (vph)		829		196		785		1727		883		507	
Starvation Cap Reductn		0		0		72		0		0		0	
Spillback Cap Reductn		0		0		0		0		0		0	
Storage Cap Reductn		0		0		0		0		0		0	
Reduced v/c Ratio		0.96		1.07		0.89		0.16		0.60		0.25	
Intersection Summary													
Area Type:	Other												
Cycle Length:	98												
Actuated Cycle Length:	72.9												
Natural Cycle:	100												
Control Type:	Actuated-Uncoordinated												
- Volume exceeds capacity, queue is theoretically infinite.													
- Queue shown is maximum after two cycles.													
# 95th percentile volume exceeds capacity, queue may be longer.													
- Queue shown is maximum after two cycles.													
Splits and Phases: 5: Park Street & Washington Street (Rt138)													

10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2030 No Build Condition AM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Movement												
Lane Configurations		↕		↕	↕	↕		↕				↕
Volume (vph)	0	750	30	185	560	245	380	95	0	0	0	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		6.0	6.0	6.0		6.5				6.0
Lane Util. Factor		0.95		1.00	1.00	1.00		1.00				1.00
Frpb, ped/bikes		1.00		1.00	1.00	1.00		1.00				1.00
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00				1.00
Frt		1.00		1.00	1.00	1.00		1.00				0.86
Flt Protected		1.00		0.95	1.00	1.00		0.96				1.00
Satd. Flow (prot)		3466		1736	1827	1827		1791				1508
Flt Permitted		1.00		0.95	1.00	1.00		0.96				1.00
Satd. Flow (perm)		3466		1736	1827	1827		1791				1508
Peak-hour factor, PHF	0.98	0.98	0.98	0.88	0.88	0.88	0.90	0.90	0.90	0.82	0.82	0.82
Adj. Flow (vph)	0	765	31	210	636	278	422	106	0	0	0	128
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	114
Lane Group Flow (vph)	0	796	0	210	636	278	0	528	0	0	0	14
Confl. Peds. (#/hr)				9								4
Confl. Bikes (#/hr)				1								
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	9%	9%	9%
Turn Type			Prot		pt+ov	custom						Over
Protected Phases	6		5	2	2	4	4					5
Permitted Phases							4					
Actuated Green, G (s)		17.6		8.2	31.3	63.3		26.0				8.2
Effective Green, g (s)		17.6		8.2	31.3	63.3		26.0				8.2
Actuated g/C Ratio		0.23		0.11	0.41	0.83		0.34				0.11
Clearance Time (s)		5.5		6.0	6.0			6.5				6.0
Vehicle Extension (s)		2.0		2.0	2.0			2.0				2.0
Lane Grp Cap (vph)		804		188	753	1524		614				163
v/s Ratio Prot		c0.23		0.12	c0.35	0.15		c0.29				0.01
v/s Ratio Perm		0.99		1.12	0.84	0.18		0.86				0.08
Uniform Delay, d1		29.1		33.9	20.1	1.2		23.3				30.5
Progression Factor		1.00		1.00	1.00	1.00		1.00				1.00
Incremental Delay, d2		29.1		100.5	8.3	0.0		11.2				0.1
Delay (s)		58.2		134.4	28.4	1.3		34.4				30.6
Level of Service		E		F	C	A		C				C
Approach Delay (s)		58.2			41.5			34.4			30.6	
Approach LOS		E			D			C			C	
Intersection Summary												
HCM Average Control Delay		44.7										D
HCM Volume to Capacity ratio		0.96										
Actuated Cycle Length (s)		75.9				Sum of lost time (s)		24.1				
Intersection Capacity Utilization		79.7%				ICU Level of Service		D				
Analysis Period (min)		15										
c Critical Lane Group												

10111.34 Stoughton Station
9: Wyman Street & Trackside Plaza South Drive

2030 No Build Condition AM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕	↕		↕		↕	↕	↕
Volume (veh/h)	105	195	17	5	62	2	1	0	1	2	1	11
Sign Control		Free			Free			Stop		Stop		Stop
Grade		0%			0%			0%		0%		0%
Peak Hour Factor	0.74	0.74	0.74	0.88	0.88	0.88	0.50	0.50	0.50	0.54	0.54	0.54
Hourly flow rate (vph)	142	264	23	6	70	2	2	0	2	4	2	20
Pedestrians		16			43			37				43
Lane Width (ft)		12.0			12.0			12.0				12.0
Walking Speed (ft/s)		4.0			4.0			4.0				4.0
Percent Blockage		1			4			3				4
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	116			323			716	723	355	730	733	131
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	116			323			716	723	355	730	733	131
IC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			99	100	100	99	99	98
cM capacity (veh/h)	1397			1182			280	295	644	274	291	874
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	428	78	4	26								
Volume Left	142	6	2	4								
Volume Right	23	2	2	20								
cSH	1397	1182	391	600								
Volume to Capacity	0.10	0.00	0.01	0.04								
Queue Length 95th (ft)	8	0	1	3								
Control Delay (s)	3.2	0.6	14.3	11.3								
Lane LOS	A	A	B	B								
Approach Delay (s)	3.2	0.6	14.3	11.3								
Approach LOS		B	B									
Intersection Summary												
Average Delay		3.3										
Intersection Capacity Utilization		40.9%			ICU Level of Service		A					
Analysis Period (min)		15										

10111.34 Stoughton Station
10: Wyman Street & Morton Street

2030 No Build Condition AM Peak Hour

Intersection Sign configuration not allowed in HCM analysis.

10111.34 Stoughton Station
15: Brock Street & Washington Street

2030 No Build Condition AM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	25	45	55	5	35	10	140	255	40	5	305	55
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.73	0.81	0.81	0.81	0.92	0.92	0.92
Hourly flow rate (vph)	33	59	72	7	48	14	173	315	49	5	332	60
Pedestrians		6			8			4			8	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1109	1096	371	1171	1101	356	397			372		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1109	1096	371	1171	1101	356	397			372		
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.2		
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	74	67	89	93	73	98	85			100		
cM capacity (veh/h)	126	178	669	98	177	679	1155			1152		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	164	68	537	397								
Volume Left	33	7	173	5								
Volume Right	72	14	49	60								
cSH	235	190	1155	1152								
Volume to Capacity	0.70	0.36	0.15	0.00								
Queue Length 95th (ft)	115	38	13	0								
Control Delay (s)	49.8	34.3	3.9	0.2								
Lane LOS	E	D	A	A								
Approach Delay (s)	49.8	34.3	3.9	0.2								
Approach LOS	E	D										
Intersection Summary												
Average Delay	10.9											
Intersection Capacity Utilization	65.8%											
ICU Level of Service	C											
Analysis Period (min)	15											

10111.34 Stoughton Station
16: Brock Street & Morton Street

2030 No Build Condition AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	0	65	0	30	95	90	2	190	45	15	65	2
Peak Hour Factor	0.87	0.87	0.87	0.76	0.76	0.76	0.71	0.71	0.71	0.72	0.72	0.72
Hourly flow rate (vph)	0	75	0	39	125	118	3	268	63	21	90	3
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	75	283	334	114								
Volume Left (vph)	0	39	3	21								
Volume Right (vph)	0	118	63	3								
Hadj (s)	0.03	-0.17	-0.08	0.07								
Departure Headway (s)	5.6	5.0	5.0	5.4								
Degree Utilization, x	0.12	0.40	0.46	0.17								
Capacity (veh/h)	571	666	681	602								
Control Delay (s)	9.3	11.3	12.1	9.6								
Approach Delay (s)	9.3	11.3	12.1	9.6								
Approach LOS	A	B	B	A								
Intersection Summary												
Delay	11.2											
HCM Level of Service	B											
Intersection Capacity Utilization	39.7%			ICU Level of Service				A				
Analysis Period (min)	15											

10111.34 Stoughton Station
17: Brock Street & Wyman Street

2030 No Build Condition AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↕		↕		↕	
Volume (veh/h)	5	95	75	1	65	30
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.76	0.76	0.75	0.75	0.87	0.87
Hourly flow rate (vph)	7	125	100	1	75	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	285	101			101	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	285	101			101	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	99	87			95	
cM capacity (veh/h)	668	952			1491	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	132	101	109			
Volume Left	7	0	75			
Volume Right	125	1	0			
cSH	932	1700	1491			
Volume to Capacity	0.14	0.06	0.05			
Queue Length 95th (ft)	12	0	4			
Control Delay (s)	9.5	0.0	5.3			
Lane LOS	A		A			
Approach Delay (s)	9.5	0.0	5.3			
Approach LOS	A		A			
Intersection Summary						
Average Delay	5.3					
Intersection Capacity Utilization	24.7%		ICU Level of Service		A	
Analysis Period (min)	15					

10111.34 Stoughton Station
18: Park Street & Park Avenue

2030 No Build Condition AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔	↔		↔	↔		↔	↔		↔
Volume (veh/h)	5	460	0	10	585	10	215	5	10	5	5	10
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.87	0.87	0.87	0.88	0.88	0.88	0.86	0.86	0.86	0.85	0.85	0.85
Hourly flow rate (vph)	6	529	0	11	665	11	250	6	12	6	6	12
Pedestrians	1			1			1			1		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			0			0			0		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	677			530			1250		1241	531	1250	1235
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	677			530			1250		1241	531	1250	1235
IC, single (s)	4.1			4.1			7.1		6.5	6.2	7.1	6.5
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5		4.0	3.3	3.5	4.0
p0 queue free %	99			99			0		97	98	96	97
cM capacity (veh/h)	900			1027			138		169	542	140	173
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	534	688	250	17	24							
Volume Left	6	11	250	0	6							
Volume Right	0	11	0	12	12							
cSH	900	1027	138	312	231							
Volume to Capacity	0.01	0.01	1.82	0.06	0.10							
Queue Length 95th (ft)	0	1	475	4	8							
Control Delay (s)	0.2	0.3	449.6	17.2	22.3							
Lane LOS	A	A	F	C	C							
Approach Delay (s)	0.2	0.3	421.4		22.3							
Approach LOS			F		C							
Intersection Summary												
Average Delay			75.0									
Intersection Capacity Utilization			62.7%		ICU Level of Service		B					
Analysis Period (min)			15									

10111.34 Stoughton Station
19: Summer Street & Wyman Street

2030 No Build Condition AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↔	↔	↔
Volume (veh/h)	35	1	5	50	20	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	1	5	54	22	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	98		33	43		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	98		33	43		
IC, single (s)	6.4		6.2	4.1		
IC, 2 stage (s)						
IF (s)	3.5		3.3	2.2		
p0 queue free %	96		100	100		
cM capacity (veh/h)	898		1041	1565		
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	39	60	43			
Volume Left	38	5	0			
Volume Right	1	0	22			
cSH	902	1565	1700			
Volume to Capacity	0.04	0.00	0.03			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	9.2	0.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.2	0.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			16.8%		ICU Level of Service	
Analysis Period (min)			15		A	

10111.34 Stoughton Station
1: Porter Street & Washington Street (Rt138)

2030 No Build Condition PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑			↑
Volume (veh/h)	0	25	485	15	15	555
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.60	0.60	0.97	0.97	0.95	0.95
Hourly flow rate (vph)	0	42	500	15	16	584
Pedestrians	26		21			26
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			77			
pX, platoon unblocked	0.95	0.95			0.95	
vC, conflicting volume	1171	560			541	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1152	506			487	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			98	
cM capacity (veh/h)	196	513			996	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	42	515	600			
Volume Left	0	0	16			
Volume Right	42	15	0			
cSH	513	1700	996			
Volume to Capacity	0.08	0.30	0.02			
Queue Length 95th (ft)	7	0	1			
Control Delay (s)	12.6	0.0	0.4			
Lane LOS	B		A			
Approach Delay (s)	12.6	0.0	0.4			
Approach LOS	B		A			
Intersection Summary						
Average Delay	0.7					
Intersection Capacity Utilization	57.1%		ICU Level of Service		B	
Analysis Period (min)	15					

10111.34 Stoughton Station
2: Porter Street & Washington Street (Rt138)

2030 No Build Condition PM

Lane Group	EBR	NBL	NBT	SBT	SER	e9
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	565	165	500	555	190	
Turn Type	Over	Prot		custom		
Protected Phases	1	1	1 2 4	2		9
Permitted Phases						4
Detector Phase	1	1	1 2 4	2		4
Switch Phase						
Minimum Initial (s)	7.0	7.0		7.0	7.0	1.0
Minimum Split (s)	12.0	12.0		12.0	12.0	20.0
Total Split (s)	51.0	51.0	105.0	29.0	25.0	20.0
Total Split (%)	40.8%	40.8%	84.0%	23.2%	20.0%	16%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes	Yes		Yes		
Recall Mode	None	None		Min	None	None
Act Effect Green (s)	36.5	36.5	93.2	25.0	17.6	
Actuated g/C Ratio	0.36	0.36	0.92	0.25	0.17	
v/c Ratio	0.78	0.79	0.30	1.23	0.76	
Control Delay	20.9	39.5	2.2	155.4	59.7	
Queue Delay	0.0	1.4	0.1	0.0	0.0	
Total Delay	20.9	40.9	2.3	155.4	59.7	
LOS	C	D	A	F	E	
Approach Delay			21.9	155.4		
Approach LOS			C	F		
Intersection Summary						
Cycle Length: 125						
Actuated Cycle Length: 101						
Natural Cycle: 120						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 1.23						
Intersection Signal Delay: 55.5	Intersection LOS: E					
Intersection Capacity Utilization 90.4%	ICU Level of Service E					
Analysis Period (min) 15						
Splits and Phases: 2: Porter Street & Washington Street (Rt138)						
e1	e2	e4	e9			
51 s	29 s	25 s	20 s			

10111.34 Stoughton Station

2030 No Build Condition PM

2: Porter Street & Washington Street (Rt138)

	↙	↖	↑	↓	↘
Lane Group	EBR	NBL	NBT	SBT	SER
Lane Group Flow (vph)	628	531	515	561	232
v/c Ratio	0.78	0.79	0.30	1.23	0.76
Control Delay	20.9	39.5	2.2	155.4	59.7
Queue Delay	0.0	1.4	0.1	0.0	0.0
Total Delay	20.9	40.9	2.3	155.4	59.7
Queue Length 50th (ft)	147	273	0	-431	132
Queue Length 95th (ft)	373	513	123	#859	#277
Internal Link Dist (ft)			89	1	
Turn Bay Length (ft)					
Base Capacity (vph)	947	885	1713	457	363
Stallback Cap Reductn	0	184	239	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	0.76	0.35	1.23	0.64

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

10111.34 Stoughton Station

2030 No Build Condition PM

2: Porter Street & Washington Street (Rt138)

	↙	↖	↗	↘	↑	↓	↙	↖	↗	↘
Movement	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2
Lane Configurations		↑		↓	↑	↓			↓	↑
Volume (vph)	0	565	350	165	500	555	0	0	190	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0				5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00				1.00	
Frpb, ped/bikes		1.00	1.00	1.00	1.00				0.95	
Flpb, ped/bikes		1.00	1.00	1.00	1.00				1.00	
Frt		0.86	1.00	1.00	1.00				1.00	
Flt Protected		1.00	1.00	1.00	1.00				1.00	
Satd. Flow (prot)		1611	1863	1863	1845				1761	
Flt Permitted		1.00	1.00	1.00	1.00				1.00	
Satd. Flow (perm)		1611	1863	1863	1845				1761	
Peak-hour factor, PHF	0.90	0.90	0.97	0.97	0.97	0.99	0.99	0.84	0.84	0.84
Adj. Flow (vph)	0	628	361	170	515	561	0	0	226	6
RTOR Reduction (vph)	0	223	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	405	0	531	515	561	0	0	232	0
Confl. Peds. (#/hr)		12								12
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	3%	2%	2%	2%
Turn Type	Over	Prot	Prot						custom	
Protected Phases	1	1	1	1, 2, 4	2					
Permitted Phases									4	
Actuated Green, G (s)	36.5	36.5	89.1	25.0					17.6	
Effective Green, g (s)	36.5	36.5	89.1	25.0					17.6	
Actuated g/C Ratio	0.35	0.35	0.87	0.24					0.17	
Clearance Time (s)	5.0	5.0	5.0	5.0					5.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0					2.0	
Lane Grp Cap (vph)	571	660	1612	448					301	
v/s Ratio Prot	0.25		c0.29	0.28		c0.30				
v/s Ratio Perm									c0.13	
v/c Ratio	0.71	0.71	0.80	0.32	1.25				0.77	
Uniform Delay, d1	28.7	30.0	1.3	39.0					40.8	
Progression Factor	1.00	1.00	1.00	1.00					1.00	
Incremental Delay, d2	3.3	6.7	0.0	130.8					10.6	
Delay (s)	32.0	36.7	1.3	169.8					51.4	
Level of Service		C		D	A	F			D	
Approach Delay (s)	32.0			19.3	169.8			51.4		
Approach LOS	C			B	F			D		
Intersection Summary										
HCM Average Control Delay		59.8				HCM Level of Service			E	
HCM Volume to Capacity ratio		0.94							23.9	
Actuated Cycle Length (s)		103.0				Sum of lost time (s)				
Intersection Capacity Utilization		90.4%				ICU Level of Service			E	
Analysis Period (min)		15								
c Critical Lane Group										

10111.34 Stoughton Station
3: Freeman Street & Washington Street

2030 No Build Condition PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑			↑↑
Volume (veh/h)	0	15	995	10	5	1305
Sign Control	Stop	Free	Free			Free
Grade	0%	0%	0%			0%
Peak Hour Factor	0.70	0.70	0.95	0.95	0.94	0.94
Hourly flow rate (vph)	0	21	1047	11	5	1388
Pedestrians	37					37
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	3					3
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			256			169
pX, platoon unblocked	0.77	0.77			0.77	
vC, conflicting volume	1794	1127				1095
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1882	1016			974	
IC, single (s)	7.1	7.2			4.1	
IC, 2 stage (s)						
IF (s)	3.6	3.4			2.2	
p0 queue free %	100	86			99	
cM capacity (veh/h)	40	156			526	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	21	1058	468	926		
Volume Left	0	0	5	0		
Volume Right	21	11	0	0		
cSH	156	1700	526	1700		
Volume to Capacity	0.14	0.62	0.01	0.54		
Queue Length 95th (ft)	12	0	1	0		
Control Delay (s)	31.7	0.0	0.3	0.0		
Lane LOS	D		A			
Approach Delay (s)	31.7	0.0	0.1			
Approach LOS	D					
Intersection Summary						
Average Delay		0.3				
Intersection Capacity Utilization		70.3%		ICU Level of Service	C	
Analysis Period (min)		15				

10111.34 Stoughton Station
4: Wyman Street & Washington Street

2030 No Build Condition PM

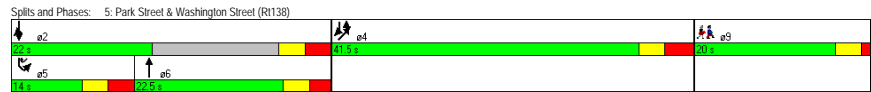
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑	↑↑	↑↑
Volume (veh/h)	0	140	15	1005	1230	75
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.81	0.81	0.95	0.95	0.94	0.94
Hourly flow rate (vph)	0	173	16	1058	1309	80
Pedestrians	24					24
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	2				2	
Right turn flare (veh)						
Median type				None		None
Median storage (veh)						
Upstream signal (ft)				183		242
pX, platoon unblocked	0.78					
vC, conflicting volume	2462	742	1412			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2740	742	1412			
IC, single (s)	6.8	6.9	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	100	50	97			
cM capacity (veh/h)	12	344	469			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	173	1074	872	516		
Volume Left	0	16	0	0		
Volume Right	173	0	0	80		
cSH	344	469	1700	1700		
Volume to Capacity	0.50	0.03	0.51	0.30		
Queue Length 95th (ft)	67	3	0	0		
Control Delay (s)	25.6	1.3	0.0	0.0		
Lane LOS	D	A				
Approach Delay (s)	25.6	1.3	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay		2.2				
Intersection Capacity Utilization		80.4%		ICU Level of Service	D	
Analysis Period (min)		15				

10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2030 No Build Condition PM

	↑	↙	↓	↘	↗	↖	
Lane Group	NBT	SBL	SBT	SBR	NET	SWR	ø9
Lane Configurations	↑↑	↑	↑	↑	↑	↑	
Volume (vph)	575	150	665	555	100	190	
Turn Type		Prot		pt+ov		Over	
Protected Phases	6	5	2	2.4	4	5	9
Permitted Phases							
Detector Phase	6	5	2	2.4	4	5	
Switch Phase							
Minimum Initial (s)	7.0	5.0	7.0		10.0	5.0	1.0
Minimum Split (s)	21.5	11.0	22.0		22.5	11.0	19.0
Total Split (s)	22.5	14.0	22.0	63.5	41.5	14.0	20.0
Total Split (%)	23.0%	14.3%	22.4%	64.8%	42.3%	14.3%	20%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.5	3.0	3.0		3.5	3.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.5	6.0	
Lead/Lag	Lag		Lead		Lead		
Lead-Lag Optimize?	Yes	Yes			Yes		
Recall Mode	Min	None	Min		None	None	None
Act Effect Green (s)	17.9	8.4	32.0	66.4	23.1	8.4	
Actuated g/C Ratio	0.24	0.11	0.43	0.90	0.31	0.11	
v/c Ratio	0.83	0.77	0.85	0.34	0.74	0.40	
Control Delay	41.0	63.7	36.2	3.1	32.3	2.0	
Queue Delay	0.0	0.0	6.0	0.1	0.0	0.0	
Total Delay	41.0	63.7	42.2	3.1	32.3	2.0	
LOS	D	E	D	A	C	A	
Approach Delay	41.0		28.8		32.3		
Approach LOS	D		C		C		

Intersection Summary	
Cycle Length:	98
Actuated Cycle Length:	73.9
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	30.2
Intersection LOS:	C
Intersection Capacity Utilization:	71.5%
ICU Level of Service:	C
Analysis Period (min):	15



10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2030 No Build Condition PM

	↑	↙	↓	↘	↗	↖
Lane Group	NBT	SBL	SBT	SBR	NET	SWR
Lane Group Flow (vph)	710	155	686	572	418	232
v/c Ratio	0.83	0.77	0.85	0.34	0.74	0.40
Control Delay	41.0	63.7	36.2	3.1	32.3	2.0
Queue Delay	0.0	0.0	6.0	0.1	0.0	0.0
Total Delay	41.0	63.7	42.2	3.1	32.3	2.0
Queue Length 50th (ft)	134	59	209	0	140	0
Queue Length 95th (ft)	#355	#228	#715	151	287	0
Internal Link Dist (ft)	171		18		24	
Turn Bay Length (ft)						
Base Capacity (vph)	852	202	808	1686	895	582
Starvation Cap Reductn	0	0	84	179	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.77	0.95	0.38	0.47	0.40

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2030 No Build Condition PM

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	575	35	150	665	555	255	100	0	0	0	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5 6.0 6.0 6.0 6.5 6.0											
Lane Util. Factor	0.95 1.00 1.00 1.00 1.00 1.00											
Frpb, ped/bikes	1.00 1.00 1.00 1.00 1.00 1.00											
Flpb, ped/bikes	1.00 1.00 1.00 1.00 1.00 1.00											
Frt	1.00 1.00 1.00 1.00 1.00 0.86											
Flt Protected	1.00 0.95 1.00 1.00 0.97 1.00											
Satd. Flow (prot)	3528 1770 1863 1863 1798 1611											
Flt Permitted	1.00 0.95 1.00 1.00 0.97 1.00											
Satd. Flow (perm)	3528 1770 1863 1863 1798 1611											
Peak-hour factor, PHF	0.86 0.86 0.86 0.97 0.97 0.97 0.85 0.85 0.85 0.82 0.82 0.82											
Adj. Flow (vph)	0 669 41 155 686 572 300 118 0 0 0 232											
RTOR Reduction (vph)	0 0 0 0 0 0 0 0 0 0 0 206											
Lane Group Flow (vph)	0 710 0 155 686 572 0 418 0 0 0 26											
Confl. Peds. (#/hr)	18 8 23 8											
Turn Type	Prot Over											
Protected Phases	6 5 2 2 4 4 4											
Permitted Phases	4 4											
Actuated Green, G (s)	18.2 8.4 32.1 61.2 23.1 8.4											
Effective Green, g (s)	18.2 8.4 32.1 61.2 23.1 8.4											
Actuated g/C Ratio	0.24 0.11 0.42 0.80 0.30 0.11											
Clearance Time (s)	5.5 6.0 6.0 6.5 6.0 6.0											
Vehicle Extension (s)	2.0 2.0 2.0 2.0 2.0 2.0											
Lane Grp Cap (vph)	844 195 786 1498 546 178											
v/s Ratio Prot	0.20 0.09 c0.37 0.31 c0.23 0.02											
v/s Ratio Perm	0.84 0.79 0.87 0.38 0.77 0.14											
Uniform Delay, d1	27.6 33.0 20.1 2.1 24.0 30.6											
Progression Factor	1.00 1.00 1.00 1.00 1.00 1.00											
Incremental Delay, d2	7.3 18.5 10.2 0.1 5.7 0.1											
Delay (s)	34.9 51.5 30.3 2.2 29.8 30.7											
Level of Service	C D C A C C											
Approach Delay (s)	34.9 21.3 29.8 30.7											
Approach LOS	C C C C											
Intersection Summary												
HCM Average Control Delay	26.8 HCM Level of Service C											
HCM Volume to Capacity ratio	0.83											
Actuated Cycle Length (s)	76.1 Sum of lost time (s) 20.9											
Intersection Capacity Utilization	71.5% ICU Level of Service C											
Analysis Period (min)	15											
c Critical Lane Group												

10111.34 Stoughton Station
9: Wyman Street & Trackside Plaza South Drive

2030 No Build Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	120	2	5	140	5	5	0	0	5	0	28
Sign Control	Free Free Stop Stop											
Grade	0% 0% 0% 0%											
Peak Hour Factor	0.78 0.78 0.78 0.90 0.90 0.90 0.29 0.29 0.29 0.60 0.60 0.60											
Hourly flow rate (vph)	27 154 3 6 156 6 17 0 0 8 0 47											
Pedestrians	11 43 43 40											
Lane Width (ft)	12.0 12.0 12.0 12.0											
Walking Speed (ft/s)	4.0 4.0 4.0 4.0											
Percent Blockage	1 4 4 3											
Right turn flare (veh)	None None											
Median type	None None											
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	201 199 479 464 241 461 463 209											
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	201 199 479 464 241 461 463 209											
IC, single (s)	4.2 4.1 7.1 6.5 6.2 7.1 6.5 6.2											
IC, 2 stage (s)												
IF (s)	2.3 2.2 3.5 4.0 3.3 3.5 4.0 3.3											
p0 queue free %	98 100 96 100 100 98 100 94											
cM capacity (veh/h)	1280 1324 416 710											
Direction, Lane #	EB 1 WB 1 NB 1 SB 1											
Volume Total	183 167 17 55											
Volume Left	27 6 17 8											
Volume Right	3 6 0 47											
cSH	1280 1324 416 710											
Volume to Capacity	0.02 0.00 0.04 0.08											
Queue Length 95th (ft)	2 0 3 6											
Control Delay (s)	1.3 0.3 14.0 10.5											
Lane LOS	A A B B											
Approach Delay (s)	1.3 0.3 14.0 10.5											
Approach LOS	B B											
Intersection Summary												
Average Delay	2.6											
Intersection Capacity Utilization	33.6% ICU Level of Service A											
Analysis Period (min)	15											

10111.34 Stoughton Station
10: Wyman Street & Morton Street

2030 No Build Condition PM

Intersection Sign configuration not allowed in HCM analysis.

10111.34 Stoughton Station
15: Brock Street & Washington Street

2030 No Build Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	20	60	75	20	45	5	70	400	20	10	735	55
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95	0.85	0.85	0.85
Hourly flow rate (vph)	23	68	85	23	52	6	74	421	21	12	888	65
Pedestrians	1			1			1			1		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			0			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	1556	1535	923	1643	1556	432	954			442		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1556	1535	923	1643	1556	432	954			442		
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	54	34	74	9	48	99	90			99		
cM capacity (veh/h)	49	103	327	26	100	624	720			1118		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	176	81	516	965								
Volume Left	23	23	74	12								
Volume Right	85	6	21	65								
cSH	127	56	720	1118								
Volume to Capacity	1.38	1.44	0.10	0.01								
Queue Length 95th (ft)	293	183	9	1								
Control Delay (s)	278.0	395.6	2.8	0.3								
Lane LOS	F	F	A	A								
Approach Delay (s)	278.0	395.6	2.8	0.3								
Approach LOS	F	F										
Intersection Summary												
Average Delay	47.7											
Intersection Capacity Utilization	84.2%			ICU Level of Service				E				
Analysis Period (min)	15											

10111.34 Stoughton Station
16: Brock Street & Morton Street

2030 No Build Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	5	75	0	25	120	25	2	75	20	40	125	0
Peak Hour Factor	0.87	0.87	0.87	0.76	0.76	0.76	0.71	0.71	0.71	0.72	0.72	0.72
Hourly flow rate (vph)	6	86	0	33	158	33	3	106	28	56	174	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	92	224	137	229								
Volume Left (vph)	6	33	3	56								
Volume Right (vph)	0	33	28	0								
Hadj (s)	0.05	-0.01	-0.09	0.10								
Departure Headway (s)	5.2	5.0	5.0	5.0								
Degree Utilization, x	0.13	0.31	0.19	0.32								
Capacity (veh/h)	623	674	667	672								
Control Delay (s)	9.0	10.2	9.1	10.3								
Approach Delay (s)	9.0	10.2	9.1	10.3								
Approach LOS	A	B	A	B								
Intersection Summary												
Delay	9.9											
HCM Level of Service	A											
Intersection Capacity Utilization	38.0%			ICU Level of Service				A				
Analysis Period (min)	15											

10111.34 Stoughton Station
17: Brock Street & Wyman Street

2030 No Build Condition PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Sign Control	Stop	Free	Free	Free	Free	Free
Volume (veh/h)	0	120	45	0	80	45
Peak Hour Factor	0.76	0.76	0.75	0.75	0.87	0.87
Hourly flow rate (vph)	0	158	60	0	92	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	296	60			60	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	296	60			60	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	84			94	
cM capacity (veh/h)	652	1003			1544	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	158	60	144			
Volume Left	0	0	92			
Volume Right	158	0	0			
cSH	1003	1700	1544			
Volume to Capacity	0.16	0.04	0.06			
Queue Length 95th (ft)	14	0	5			
Control Delay (s)	9.3	0.0	5.0			
Lane LOS	A		A			
Approach Delay (s)	9.3	0.0	5.0			
Approach LOS	A					
Intersection Summary						
Average Delay	6.0					
Intersection Capacity Utilization	27.6%		ICU Level of Service		A	
Analysis Period (min)	15					

10111.34 Stoughton Station
18: Park Street & Park Avenue

2030 No Build Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Volume (veh/h)	20	560	0	20	485	15	125	10	15	10	15	25
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.83	0.83	0.83	0.83	0.72	0.72	0.72
Hourly flow rate (vph)	22	602	0	21	500	15	151	12	18	14	21	35
Pedestrians	2			6			6			2		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			1			1			0		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	517			608			1247		1210	614	1226	1202
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	517			608			1247		1210	614	1226	1202
IC, single (s)	4.1			4.1			7.1		6.5	6.2	7.1	6.5
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5		4.0	3.3	3.5	4.0
p0 queue free %	98			98			0		93	96	90	88
cM capacity (veh/h)	1047			965			123		174	487	136	176
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	624	536	151	30	69							
Volume Left	22	21	151	0	14							
Volume Right	0	15	0	18	35							
cSH	1047	965	123	283	245							
Volume to Capacity	0.02	0.02	1.23	0.11	0.28							
Queue Length 95th (ft)	2	2	236	9	28							
Control Delay (s)	0.6	0.6	222.6	19.2	25.4							
Lane LOS	A	A	F	C	D							
Approach Delay (s)	0.6	0.6	188.7	25.4								
Approach LOS			F	D								
Intersection Summary												
Average Delay	25.9											
Intersection Capacity Utilization	57.4%		ICU Level of Service		B							
Analysis Period (min)	15											

10111.34 Stoughton Station
19: Summer Street & Wyman Street

2030 No Build Condition PM

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔		
Volume (veh/h)	60	10	0	25	25	35
Sign Control	Stop			Free		Free
Grade	0%			0%		0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	11	0	27	27	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	73			46		65
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	73			46		65
IC, single (s)	6.4			6.2		4.1
IC, 2 stage (s)						
IF (s)	3.5			3.3		2.2
p0 queue free %	93			99		100
cM capacity (veh/h)	930			1023		1537
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	76	27	65			
Volume Left	65	0	0			
Volume Right	11	0	38			
cSH	943	1537	1700			
Volume to Capacity	0.08	0.00	0.04			
Queue Length 95th (ft)	7	0	0			
Control Delay (s)	9.2	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.2	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	4.1					
Intersection Capacity Utilization	14.1%		ICU Level of Service		A	
Analysis Period (min)	15					

10111.34 Stoughton Station
1: Porter Street & Washington Street (Rt138)

2030 Build Condition AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑			↓
Volume (veh/h)	0	15	730	10	10	255
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.54	0.54	0.98	0.98	0.93	0.93
Hourly flow rate (vph)	0	28	745	10	11	274
Pedestrians	13					13
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	1					1
Right turn flare (veh)						
Median type		None			None	
Median storage (veh)						
Upstream signal (ft)			77			
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	1059	776			768	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1002	683			674	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			99	
cM capacity (veh/h)	232	390			791	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	28	755	285			
Volume Left	0	0	11			
Volume Right	28	10	0			
cSH	390	1700	791			
Volume to Capacity	0.07	0.44	0.01			
Queue Length 95th (ft)	6	0	1			
Control Delay (s)	15.0	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	15.0	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay	0.5					
Intersection Capacity Utilization	52.6%					
ICU Level of Service	A					
Analysis Period (min)	15					

10111.34 Stoughton Station
2: Porter Street & Washington Street (Rt138)

2030 Build Condition AM Peak Hour

Lane Group	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	e#
Lane Configurations		↑	↑	↑	↑	↑	↑		↑	
Volume (vph)	0	390	245	175	740	255	0	0	190	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Right Turn on Red		Yes								
Link Speed (mph)	30				30	30			30	
Link Distance (ft)	255				169	77			193	
Travel Time (s)	5.8				3.8	1.8			4.4	
Confl. Peds. (#/hr)		12	12							
Peak Hour Factor	0.80	0.80	0.92	0.92	0.92	0.92	0.92	0.84	0.84	
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	488	0	456	804	277	0	0	226	
Turn Type	Over	Prot	Prot						custom	
Protected Phases	1	1	1	1 2 4	2					9
Permitted Phases										4
Detector Phase	1	1	1	1 2 4	2					4
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0		7.0				7.0	1.0
Minimum Split (s)	12.0	12.0	12.0		12.0				12.0	20.0
Total Split (s)	0.0	51.0	51.0	51.0	105.0	29.0	0.0	0.0	25.0	20.0
Total Split (%)	0.0%	40.8%	40.8%	40.8%	84.0%	23.2%	0.0%	0.0%	20.0%	16%
Yellow Time (s)	3.0	3.0	3.0		3.0				3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0				2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	
Lead/Lag	Lead	Lead	Lead		Lag					
Lead/Lag Optimize?	Yes	Yes	Yes		Yes					
Recall Mode	None	None	None		Min				None	None
v/c Ratio	0.58	0.67	0.47		0.70				0.66	
Control Delay	8.5	32.7	3.2		49.1				50.8	
Queue Delay	0.0	0.3	0.1		0.0				0.0	
Total Delay	8.5	33.0	3.3		49.1				50.8	
Queue Length 50th (ft)	31	211	0		142				117	
Queue Length 95th (ft)	84	422	243		#338				#247	
Internal Link Dist (ft)										
Turn Bay Length (ft)	175				89	1			113	
Base Capacity (vph)	1048		1006		1689	525			437	
Starvation Cap Reductn	0	166	173		0				0	
Spillback Cap Reductn	0	0	0		0				0	
Storage Cap Reductn	0	0	0		0				0	
Reduced v/c Ratio	0.47	0.54	0.53		0.53				0.52	
Intersection Summary										
Area Type:	Other									
Cycle Length:	125									
Actuated Cycle Length:	93.6									
Natural Cycle:	80									
Control Type:	Actuated-Uncoordinated									
#	95th percentile volume exceeds capacity, queue may be longer.									
	Queue shown is maximum after two cycles.									
Splits and Phases:	2: Porter Street & Washington Street (Rt138)									
e1	e2	e4	e9							

10111.34 Stoughton Station
2: Porter Street & Washington Street (Rt138)

2030 Build Condition AM Peak Hour

Movement	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations									
Volume (vph)	0	390	245	175	740	255	0	0	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0			5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Flt	0.86	1.00	1.00	1.00	1.00	1.00			1.00
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Satd. Flow (prot)	1596	1863	1863	1863	1863	1863			1863
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Satd. Flow (perm)	1596	1863	1863	1863	1863	1863			1863
Peak-hour factor, PHF	0.80	0.80	0.92	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	0	488	266	190	804	277	0	0	226
RTOR Reduction (vph)	0	258	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	230	0	456	804	277	0	0	226
Confl. Peds. (#/hr)	12	12							
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Over	Prot	Prot						custom
Protected Phases	1	1	1	1, 2, 4	2				
Permitted Phases									4
Actuated Green, G (s)	34.2	34.2	81.4	19.9					17.3
Effective Green, g (s)	34.2	34.2	81.4	19.9					17.3
Actuated g/C Ratio	0.36	0.36	0.86	0.21					0.18
Clearance Time (s)	5.0	5.0	5.0	5.0					5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0					2.0
Lane Grp Cap (vph)	575	671	1598	391					340
v/s Ratio Prot	0.14	c0.24	0.43	c0.15					c0.12
v/s Ratio Perm									0.66
v/c Ratio	0.40	0.68	0.50	0.71					0.66
Uniform Delay, d1	22.7	25.7	1.7	34.8					36.1
Progression Factor	1.00	1.00	1.00	1.00					1.00
Incremental Delay, d2	0.2	2.2	0.1	4.7					3.8
Delay (s)	22.9	27.9	1.8	39.6					39.9
Level of Service	C	C	A	D					D
Approach Delay (s)	22.9		11.2	39.6				39.9	
Approach LOS	C		B	D				D	
Intersection Summary									
HCM Average Control Delay	20.1			HCM Level of Service			C		
HCM Volume to Capacity ratio	0.68								
Actuated Cycle Length (s)	94.9			Sum of lost time (s)			23.5		
Intersection Capacity Utilization	65.0%			ICU Level of Service			C		
Analysis Period (min)	15								
C Critical Lane Group									

10111.34 Stoughton Station
3: Freeman Street & Washington Street

2030 Build Condition AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	10	1150	5	5	830
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.58	0.58	0.86	0.86	0.89	0.89
Hourly flow rate (vph)	0	17	1337	6	6	933
Pedestrians	39					39
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	3					3
Right turn flare (veh)						
Median type		None			None	
Median storage (veh)			256			169
Upstream signal (ft)						
pX, platoon unblocked	0.76	0.76			0.76	
vC, conflicting volume	1857	1418			1382	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1972	1392			1344	
IC, single (s)	6.8	6.9			4.2	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	81			98	
cM capacity (veh/h)	39	93			364	
Direction, Lane #						
Volume Total	17	1343	316	622		
Volume Left	0	0	6	0		
Volume Right	17	6	0	0		
cSH	93	1700	364	1700		
Volume to Capacity	0.19	0.79	0.02	0.37		
Queue Length 95th (ft)	16	0	1	0		
Control Delay (s)	52.3	0.0	0.5	0.0		
Lane LOS	F	A				
Approach Delay (s)	52.3	0.0	0.2			
Approach LOS	F					
Intersection Summary						
Average Delay	0.5					
Intersection Capacity Utilization	78.3%			ICU Level of Service		
Analysis Period (min)	15			D		

10111.34 Stoughton Station
4: Wyman Street & Washington Street

2030 Build Condition AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑	↑	↑
Volume (veh/h)	0	115	15	1155	760	70
Sign Control	Stop		Free	Free		
Grade	0%		0%	0%		
Peak Hour Factor	0.82	0.82	0.86	0.86	0.89	0.89
Hourly flow rate (vph)	0	140	17	1343	854	79
Pedestrians	17		17			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	1		1			
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)			183	242		
pX, platoon unblocked	0.76					
vC, conflicting volume	2288	500	950			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2536	500	950			
IC, single (s)	6.9	7.0	4.2			
IC, 2 stage (s)						
IF (s)	3.6	3.4	2.2			
p0 queue free %	100	71	97			
cM capacity (veh/h)	15	491	697			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	140	1360	569	363		
Volume Left	0	17	0	0		
Volume Right	140	0	0	79		
cSH	491	697	1700	1700		
Volume to Capacity	0.29	0.03	0.33	0.21		
Queue Length 95th (ft)	29	2	0	0		
Control Delay (s)	15.2	1.3	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	15.2	1.3	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay	1.6					
Intersection Capacity Utilization	87.1%					
ICU Level of Service	E					
Analysis Period (min)	15					

10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2030 Build Condition AM Peak Hour

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	e#
Lane Configurations		↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	
Volume (vph)	0	710	30	160	475	240	360	120	0	0	0	100	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Right Turn on Red			No			No		No				Yes	
Link Speed (mph)		30			30		30				30		
Link Distance (ft)		251			98		104				233		
Travel Time (s)		5.7			2.2		2.4				5.3		
Confl. Peds. (#/hr)			9									4	
Confl. Bikes (#/hr)			1										
Peak Hour Factor	0.98	0.98	0.98	0.88	0.88	0.88	0.90	0.90	0.90	0.82	0.82	0.82	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	9%	9%	9%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	755	0	182	540	273	0	533	0	0	0	122	
Turn Type				Prot	pt+ov	custom						Over	
Protected Phases	6		5	2	2	4	4					5	9
Permitted Phases							4						
Detector Phase	6		5	2	2	4	4					5	
Switch Phase													
Minimum Initial (s)		7.0		5.0	7.0		10.0	10.0				5.0	1.0
Minimum Split (s)		21.5		11.0	22.0		22.5	22.5				11.0	19.0
Total Split (s)	0.0	22.5	0.0	14.0	22.0	63.5	41.5	41.5	0.0	0.0	0.0	14.0	20.0
Total Split (%)	0.0%	23.0%	0.0%	14.3%	22.4%	64.8%	42.3%	42.3%	0.0%	0.0%	0.0%	14.3%	20%
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0				3.0	3.0
All-Red Time (s)		2.5		3.0	3.0		3.5	3.5				3.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5	4.0	6.0	6.0	6.0	6.5	6.5	4.0	4.0	4.0	6.0	6.0
Lead/Lag		Lag		Lead			Lead				Lead		
Lead-Lag Optimize?		Yes		Yes			Yes				Yes		
Recall Mode		Min		None	Min		None	None			None		None
v/c Ratio	0.91	0.93	0.69	0.16	0.16	0.83	0.24	0.24			0.24		
Control Delay	47.0	88.0	26.3	1.4	1.4	34.3	1.1	1.1			1.1		
Queue Delay	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0			0.0		
Total Delay	47.0	88.0	27.2	1.4	1.4	34.3	1.1	1.1			1.1		
Queue Length 50th (ft)		165		79	178		195				0		
Queue Length 95th (ft)		#418		#266	#500		#462				0		
Internal Link Dist (ft)		171		18		24		153					
Turn Bay Length (ft)													
Base Capacity (vph)	827	195	782	1725	883	517							
Starvation Cap Reductn	0	0	78	0	0	0					0		
Spillback Cap Reductn	0	0	0	0	0	0					0		
Storage Cap Reductn	0	0	0	0	0	0					0		
Reduced v/c Ratio	0.91	0.93	0.77	0.16	0.16	0.60		0.24					
Intersection Summary													
Area Type:	Other												
Cycle Length:	98												
Actuated Cycle Length:	73.1												
Natural Cycle:	100												
Control Type:	Actuated-Uncoordinated												
# 95th percentile volume exceeds capacity, queue may be longer.													
Queue shown is maximum after two cycles.													
Splits and Phases: 5: Park Street & Washington Street (Rt138)													
e2	e4										e8		
14%	41%										20%		
e5	e6												
14%	22%												

10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2030 Build Condition AM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Movement												
Lane Configurations		↕		↕	↕			↕				↕
Volume (vph)	0	710	30	160	475	240	360	120	0	0	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5		6.0	6.0	6.0		6.5				6.0
Lane Util. Factor		0.95		1.00	1.00	1.00		1.00				1.00
Frpb, ped/bikes		1.00		1.00	1.00	1.00		1.00				1.00
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00				1.00
Frt		1.00		1.00	1.00	1.00		1.00				0.86
Flt Protected		1.00		0.95	1.00	1.00		0.96				1.00
Satd. Flow (prot)		3465		1736	1827	1827		1795				1508
Flt Permitted		1.00		0.95	1.00	1.00		0.96				1.00
Satd. Flow (perm)		3465		1736	1827	1827		1795				1508
Peak-hour factor, PHF	0.98	0.98	0.98	0.88	0.88	0.88	0.90	0.90	0.90	0.82	0.82	0.82
Adj. Flow (vph)	0	724	31	182	540	273	400	133	0	0	0	122
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	109
Lane Group Flow (vph)	0	755	0	182	540	273	0	533	0	0	0	13
Confl. Peds. (#/hr)				9								4
Confl. Bikes (#/hr)				1								
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	9%	9%	9%
Turn Type			Prot		pl+ov	custom						Over
Protected Phases	6		5	2	2	4	4					5
Permitted Phases							4					
Actuated Green, G (s)	17.6		8.2	31.3	63.5		26.2					8.2
Effective Green, g (s)	17.6		8.2	31.3	63.5		26.2					8.2
Actuated g/C Ratio	0.23		0.11	0.41	0.83		0.34					0.11
Clearance Time (s)	5.5		6.0	6.0		6.5		6.0				6.0
Vehicle Extension (s)	2.0		2.0	2.0		2.0		2.0				2.0
Lane Grp Cap (vph)	801		187	751	1525		618					162
v/s Ratio Prot	c0.22		0.10	c0.30	0.15		c0.30					0.01
v/s Ratio Perm												
v/c Ratio	0.94		0.97	0.72	0.18		0.86					0.08
Uniform Delay, d1	28.8		33.8	18.7	1.2		23.3					30.6
Progression Factor	1.00		1.00	1.00	1.00		1.00					1.00
Incremental Delay, d2	19.0		57.4	2.8	0.0		11.5					0.1
Delay (s)	47.7		91.3	21.5	1.2		34.8					30.6
Level of Service	D		F	C	A		C					C
Approach Delay (s)	47.7			28.7			34.8				30.6	
Approach LOS	D			C			C				C	
Intersection Summary												
HCM Average Control Delay		36.1										D
HCM Volume to Capacity ratio												0.92
Actuated Cycle Length (s)		76.1			Sum of lost time (s)		24.1					
Intersection Capacity Utilization		77.4%			ICU Level of Service		D					
Analysis Period (min)		15										
c Critical Lane Group												

10111.34 Stoughton Station
9: Wyman Street & Trackside Plaza South Drive

2030 Build Condition AM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	115	0	0	80	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.88	0.88	0.88	0.50	0.50	0.50	0.54	0.54	0.54
Hourly flow rate (vph)	0	155	0	0	91	0	0	0	0	0	0	0
Pedestrians		16			43			37			43	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			4			3			4	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	134			192			299	326	235	332	326	150
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	134			192			299	326	235	332	326	150
IC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1375			1321			593	553	751	548	553	853
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	155	91	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1375	1321	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS				A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS				A								
Intersection Summary												
Average Delay		0.0										
Intersection Capacity Utilization		28.2%			ICU Level of Service					A		
Analysis Period (min)		15										

10111.34 Stoughton Station
10: Wyman Street & Morton Street

2030 Build Condition AM Peak Hour

Intersection Sign configuration not allowed in HCM analysis.

10111.34 Stoughton Station
15: Brock Street & Washington Street

2030 Build Condition AM Peak Hour

	←		→		↙		↘		↑		↓	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Volume (veh/h)	55	135	95	5	85	10	165	235	40	5	305	45
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.73	0.81	0.81	0.81	0.92	0.92	0.92
Hourly flow rate (vph)	72	178	125	7	116	14	204	290	49	5	332	49
Pedestrians	6			8			4			8		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	1			1			0			1		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1175	1128	366	1315	1128	331	386			348		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1175	1128	366	1315	1128	331	386			348		
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.2		
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	0	0	81	0	30	98	83			100		
cM capacity (veh/h)	62	166	674	0	166	701	1166			1176		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	375	137	543	386								
Volume Left	72	7	204	5								
Volume Right	125	14	49	49								
cSH	154	0	1166	1176								
Volume to Capacity	2.43	Err	0.17	0.00								
Queue Length 95th (ft)	799	Err	16	0								
Control Delay (s)	708.9	Err	4.5	0.2								
Lane LOS	F	F	A	A								
Approach Delay (s)	708.9	Err	4.5	0.2								
Approach LOS	F	F										
Intersection Summary												
Average Delay	Err											
Intersection Capacity Utilization	75.8%			ICU Level of Service			D					
Analysis Period (min)	15											

10111.34 Stoughton Station
16: Brock Street & Morton Street

2030 Build Condition AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	0	70	0	35	95	60	5	210	45	15	60	0
Peak Hour Factor	0.87	0.87	0.87	0.76	0.76	0.76	0.71	0.71	0.71	0.72	0.72	0.72
Hourly flow rate (vph)	0	80	0	46	125	79	7	296	63	21	83	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	80	250	366	104								
Volume Left (vph)	0	46	7	21								
Volume Right (vph)	0	79	63	0								
Hadj (s)	0.03	-0.10	-0.07	0.09								
Departure Headway (s)	5.6	5.2	4.9	5.4								
Degree Utilization, x	0.12	0.36	0.50	0.16								
Capacity (veh/h)	571	646	694	603								
Control Delay (s)	9.4	11.0	12.7	9.4								
Approach Delay (s)	9.4	11.0	12.7	9.4								
Approach LOS	A	B	B	A								
Intersection Summary												
Delay	11.4											
HCM Level of Service	B											
Intersection Capacity Utilization	38.4%			ICU Level of Service				A				
Analysis Period (min)	15											

10111.34 Stoughton Station
17: Brock Street & Wyman Street

2030 Build Condition AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Volume (veh/h)	5	95	75	5	65	30
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.76	0.76	0.75	0.75	0.87	0.87
Hourly flow rate (vph)	7	125	100	7	75	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	287	103			107	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	287	103			107	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	99	87			95	
cM capacity (veh/h)	666	949			1484	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	132	107	109			
Volume Left	7	0	75			
Volume Right	125	7	0			
cSH	929	1700	1484			
Volume to Capacity	0.14	0.06	0.05			
Queue Length 95th (ft)	12	0	4			
Control Delay (s)	9.5	0.0	5.3			
Lane LOS	A	A	A			
Approach Delay (s)	9.5	0.0	5.3			
Approach LOS	A					
Intersection Summary						
Average Delay	5.3					
Intersection Capacity Utilization	24.7%		ICU Level of Service		A	
Analysis Period (min)	15					

10111.34 Stoughton Station
18: Park Street & Park Avenue

2030 Build Condition AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Volume (veh/h)	5	460	0	10	590	10	215	5	10	5	5	10
Sign Control		Free			Free		Stop	Stop			Stop	
Grade		0%			0%		0%	0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.88	0.88	0.88	0.86	0.86	0.86	0.85	0.85	0.85
Hourly flow rate (vph)	6	529	0	11	670	11	250	6	12	6	6	12
Pedestrians		1			1		1	1			1	
Lane Width (ft)		12.0			12.0		12.0	12.0			12.0	
Walking Speed (ft/s)		4.0			4.0		4.0	4.0			4.0	
Percent Blockage		0			0		0	0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	683			530			1256	1247	531	1256	1241	678
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	683			530			1256	1247	531	1256	1241	678
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			0	97	98	96	97	97
cM capacity (veh/h)	895			1027			136	168	542	139	172	451
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	534	693	250	17	24							
Volume Left	6	11	250	0	6							
Volume Right	0	11	0	12	12							
cSH	895	1027	136	311	229							
Volume to Capacity	0.01	0.01	1.83	0.06	0.10							
Queue Length 95th (ft)	0	1	478	4	8							
Control Delay (s)	0.2	0.3	457.6	17.3	22.5							
Lane LOS	A	A	F	C	C							
Approach Delay (s)	0.2	0.3	428.9		22.5							
Approach LOS			F		C							
Intersection Summary												
Average Delay	76.1											
Intersection Capacity Utilization	63.0%											
ICU Level of Service	B											
Analysis Period (min)	15											

10111.34 Stoughton Station
19: Summer Street & Wyman Street

2030 Build Condition AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕		↕	↕	↕	↕
Volume (veh/h)	0	50	5	65	45	45
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	54	5	71	49	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	155	73	98			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	155	73	98			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	100	95	100			
cM capacity (veh/h)	834	988	1495			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	54	76	98			
Volume Left	0	5	0			
Volume Right	54	0	49			
cSH	988	1495	1700			
Volume to Capacity	0.05	0.00	0.06			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	8.9	0.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	0.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	2.3					
Intersection Capacity Utilization	17.5%					
ICU Level of Service	A					
Analysis Period (min)	15					

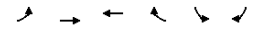
10111.34 Stoughton Station
56: MBTA Driveway North & Morton Street

2030 Build Condition AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	▼		▲			▲
Volume (veh/h)	20	65	110	160	110	55
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	71	120	174	120	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None		None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	505	207			293	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	505	207			293	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	95	92			91	
cM capacity (veh/h)	477	834			1268	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	92	293	179			
Volume Left	22	0	120			
Volume Right	71	174	0			
cSH	709	1700	1268			
Volume to Capacity	0.13	0.17	0.09			
Queue Length 95th (ft)	11	0	8			
Control Delay (s)	10.8	0.0	5.7			
Lane LOS	B		A			
Approach Delay (s)	10.8	0.0	5.7			
Approach LOS	B					
Intersection Summary						
Average Delay		3.6				
Intersection Capacity Utilization		39.7%	ICU Level of Service	A		
Analysis Period (min)		15				

10111.34 Stoughton Station
58: Brock Street & MBTA Driveway South

2030 Build Condition AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		▲	▲		▼	
Volume (veh/h)	5	125	200	125	155	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	136	217	136	168	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		353		432	285	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		353		432	285	
IC, single (s)		4.1		6.4	6.2	
IC, 2 stage (s)						
IF (s)		2.2		3.5	3.3	
p0 queue free %		100		71	99	
cM capacity (veh/h)		1205		578	754	
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	141	353	174			
Volume Left	5	0	168			
Volume Right	0	136	5			
cSH	1205	1700	582			
Volume to Capacity	0.00	0.21	0.30			
Queue Length 95th (ft)	0	0	31			
Control Delay (s)	0.3	0.0	13.8			
Lane LOS	A		B			
Approach Delay (s)	0.3	0.0	13.8			
Approach LOS			B			
Intersection Summary						
Average Delay		3.7				
Intersection Capacity Utilization		33.7%	ICU Level of Service	A		
Analysis Period (min)		15				

10111.34 Stoughton Station
1: Porter Street & Washington Street (Rt138)

2030 Build Condition PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑			↑
Volume (veh/h)	0	25	485	15	15	570
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.60	0.60	0.97	0.97	0.95	0.95
Hourly flow rate (vph)	0	42	500	15	16	600
Pedestrians	26		21			26
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			77			
pX, platoon unblocked	0.95	0.95			0.95	
vC, conflicting volume	1186	560			541	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1171	513			494	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			98	
cM capacity (veh/h)	192	512			997	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	42	515	616			
Volume Left	0	0	16			
Volume Right	42	15	0			
cSH	512	1700	997			
Volume to Capacity	0.08	0.30	0.02			
Queue Length 95th (ft)	7	0	1			
Control Delay (s)	12.7	0.0	0.4			
Lane LOS	B		A			
Approach Delay (s)	12.7	0.0	0.4			
Approach LOS	B					
Intersection Summary						
Average Delay	0.7					
Intersection Capacity Utilization	57.9%		ICU Level of Service	B		
Analysis Period (min)	15					

10111.34 Stoughton Station
2: Porter Street & Washington Street (Rt138)

2030 Build Condition PM

Lane Group	EBR	NBL	NBT	SBT	SER	e9
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	525	165	500	570	190	
Turn Type	Over	Prot		custom		
Protected Phases	1	1	1 2 4	2		9
Permitted Phases						4
Detector Phase	1	1	1 2 4	2		4
Switch Phase						
Minimum Initial (s)	7.0	7.0		7.0	7.0	1.0
Minimum Split (s)	12.0	12.0		12.0	12.0	20.0
Total Split (s)	51.0	51.0	105.0	29.0	25.0	20.0
Total Split (%)	40.8%	40.8%	84.0%	23.2%	20.0%	16%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes	Yes		Yes		
Recall Mode	None	None	Min	None	None	None
Act Effect Green (s)	32.6	32.6	89.6	25.0	17.1	
Actuated g/C Ratio	0.35	0.35	0.96	0.27	0.18	
v/c Ratio	0.74	0.70	0.29	1.16	0.72	
Control Delay	16.9	32.9	1.4	127.8	52.5	
Queue Delay	0.0	0.3	0.1	0.0	0.0	
Total Delay	16.9	33.2	1.4	127.8	52.5	
LOS	B	C	A	F	D	
Approach Delay			16.3	127.8		
Approach LOS			B	F		
Intersection Summary						
Cycle Length: 125						
Actuated Cycle Length: 93.2						
Natural Cycle: 100						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 1.16						
Intersection Signal Delay: 47.2	Intersection LOS: D					
Intersection Capacity Utilization 88.7%	ICU Level of Service E					
Analysis Period (min) 15						
Splits and Phases: 2: Porter Street & Washington Street (Rt138)						
e1	e2	e4	e9			
51 s	29 s	25 s	20 s			

10111.34 Stoughton Station

2030 Build Condition PM

2: Porter Street & Washington Street (Rt138)

	↙	↖	↑	↓	↘
Lane Group	EBR	NBL	NBT	SBT	SER
Lane Group Flow (vph)	583	454	515	576	232
v/c Ratio	0.74	0.70	0.29	1.16	0.72
Control Delay	16.9	32.9	1.4	127.8	52.5
Queue Delay	0.0	0.3	0.1	0.0	0.0
Total Delay	16.9	33.2	1.4	127.8	52.5
Queue Length 50th (ft)	112	216	0	-388	119
Queue Length 95th (ft)	310	420	123	#886	#277
Internal Link Dist (ft)			89	1	
Turn Bay Length (ft)					
Base Capacity (vph)	997	959	1757	495	393
Starvation Cap Reductn	0	135	239	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.55	0.34	1.16	0.59

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

10111.34 Stoughton Station

2030 Build Condition PM

2: Porter Street & Washington Street (Rt138)

	↙	↖	↗	↘	↑	↓	↙	↘	↗	↘
Movement	EBL	EBR	NBL2	NBL	NBT	SBT	SBR	SEL	SER	SER2
Lane Configurations		↑		↓	↑	↓			↓	↑
Volume (vph)	0	525	275	165	500	570	0	0	190	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0				5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00				1.00	
Frpb, ped/bikes		1.00	1.00	1.00	1.00				0.95	
Flpb, ped/bikes		1.00	1.00	1.00	1.00				1.00	
Flt		0.86	1.00	1.00	1.00				1.00	
Flt Protected		1.00	1.00	1.00	1.00				1.00	
Satd. Flow (prot)		1611	1863	1863	1845				1764	
Flt Permitted		1.00	1.00	1.00	1.00				1.00	
Satd. Flow (perm)		1611	1863	1863	1845				1764	
Peak-hour factor, PHF	0.90	0.90	0.97	0.97	0.97	0.99	0.99	0.84	0.84	0.84
Adj. Flow (vph)	0	583	284	170	515	576	0	0	226	6
RTOR Reduction (vph)	0	228	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	355	0	454	515	576	0	0	232	0
Confl. Peds. (#/hr)		12								12
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	3%	2%	2%	2%
Turn Type	Over	Prot	Prot						custom	
Protected Phases	1	1	1	1, 2, 4	2					
Permitted Phases										4
Actuated Green, G (s)	32.6	32.6	84.7	25.0					17.1	
Effective Green, g (s)	32.6	32.6	84.7	25.0					17.1	
Actuated g/C Ratio	0.34	0.34	0.88	0.26					0.18	
Clearance Time (s)	5.0	5.0	5.0	5.0					5.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0					2.0	
Lane Grp Cap (vph)	547	633	1644	480					314	
v/s Ratio Prot	0.22	c0.24	0.28	c0.31						
v/s Ratio Perm									c0.13	
v/c Ratio	0.65	0.72	0.31	1.20					0.74	
Uniform Delay, d1	26.9	27.7	0.9	35.5					37.3	
Progression Factor	1.00	1.00	1.00	1.00					1.00	
Incremental Delay, d2	2.0	3.2	0.0	108.6					7.6	
Delay (s)	28.9	30.9	1.0	144.1					45.0	
Level of Service		C	C	A	F				D	
Approach Delay (s)	28.9			15.0	144.1			45.0		
Approach LOS	C			B	F			D		

Intersection Summary

HCM Average Control Delay 52.9 HCM Level of Service D

HCM Volume to Capacity ratio 0.88

Actuated Cycle Length (s) 96.0 Sum of lost time (s) 21.3

Intersection Capacity Utilization 88.7% ICU Level of Service E

Analysis Period (min) 15

c Critical Lane Group

10111.34 Stoughton Station
3: Freeman Street & Washington Street

2030 Build Condition PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑			↑↑
Volume (veh/h)	0	15	925	10	5	1280
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.70	0.70	0.95	0.95	0.94	0.94
Hourly flow rate (vph)	0	21	974	11	5	1362
Pedestrians		37				37
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	3					3
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			256			169
pX, platoon unblocked	0.78	0.78			0.78	
vC, conflicting volume	1707	1053			1021	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1764	930			890	
IC, single (s)	7.1	7.2			4.1	
IC, 2 stage (s)						
IF (s)	3.6	3.4			2.2	
p0 queue free %	100	88			99	
cM capacity (veh/h)	50	182			576	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	21	984	459	908		
Volume Left	0	0	5	0		
Volume Right	21	11	0	0		
cSH	182	1700	576	1700		
Volume to Capacity	0.12	0.58	0.01	0.53		
Queue Length 95th (ft)	10	0	1	0		
Control Delay (s)	27.4	0.0	0.3	0.0		
Lane LOS	D		A			
Approach Delay (s)	27.4	0.0	0.1			
Approach LOS	D					
Intersection Summary						
Average Delay	0.3					
Intersection Capacity Utilization	66.6%		ICU Level of Service		C	
Analysis Period (min)	15					

10111.34 Stoughton Station
4: Wyman Street & Washington Street

2030 Build Condition PM

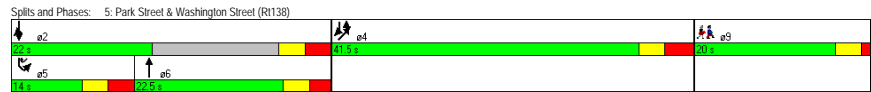
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑	↑↑	↑↑
Volume (veh/h)	0	90	15	935	1205	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.95	0.95	0.94	0.94
Hourly flow rate (vph)	0	111	16	984	1282	80
Pedestrians		24		24		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	2			2		
Right turn flare (veh)						
Median type				None		None
Median storage (veh)						
Upstream signal (ft)				183		242
pX, platoon unblocked	0.79					
vC, conflicting volume	2362	729	1386			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2586	729	1386			
IC, single (s)	6.8	6.9	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	100	68	97			
cM capacity (veh/h)	16	351	480			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	111	1000	855	507		
Volume Left	0	16	0	0		
Volume Right	111	0	0	80		
cSH	351	480	1700	1700		
Volume to Capacity	0.32	0.03	0.50	0.30		
Queue Length 95th (ft)	33	3	0	0		
Control Delay (s)	19.9	1.2	0.0	0.0		
Lane LOS	C		A			
Approach Delay (s)	19.9	1.2	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay	1.4					
Intersection Capacity Utilization	76.7%		ICU Level of Service		D	
Analysis Period (min)	15					

10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2030 Build Condition PM

	↑	↙	↓	↘	↗	↖	
Lane Group	NBT	SBL	SBT	SBR	NET	SWR	ø9
Lane Configurations	↑↑	↑	↑	↑	↑	↑	
Volume (vph)	535	135	610	550	115	175	
Turn Type		Prot		pt+ov		Over	
Protected Phases	6	5	2	2.4	4	5	9
Permitted Phases							
Detector Phase	6	5	2	2.4	4	5	
Switch Phase							
Minimum Initial (s)	7.0	5.0	7.0		10.0	5.0	1.0
Minimum Split (s)	21.5	11.0	22.0		22.5	11.0	19.0
Total Split (s)	22.5	14.0	22.0	63.5	41.5	14.0	20.0
Total Split (%)	23.0%	14.3%	22.4%	64.8%	42.3%	14.3%	20%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.5	3.0	3.0		3.5	3.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.5	6.0	
Lead/Lag	Lag		Lead		Lead		
Lead-Lag Optimize?	Yes	Yes			Yes		
Recall Mode	Min	None	Min		None	None	None
Act Effect Green (s)	17.9	8.4	32.1	66.4	23.0	8.4	
Actuated g/C Ratio	0.24	0.11	0.43	0.90	0.31	0.11	
v/c Ratio	0.78	0.69	0.78	0.34	0.74	0.36	
Control Delay	37.9	56.8	31.7	3.0	32.2	1.7	
Queue Delay	0.0	0.0	2.5	0.1	0.0	0.0	
Total Delay	37.9	56.8	34.3	3.1	32.2	1.7	
LOS	D	E	C	A	C	A	
Approach Delay	37.9		23.4		32.2		
Approach LOS	D		C		C		

Intersection Summary	
Cycle Length:	98
Actuated Cycle Length:	73.9
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	26.7
Intersection LOS:	C
Intersection Capacity Utilization:	68.5%
ICU Level of Service:	C
Analysis Period (min):	15



10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2030 Build Condition PM

	↑	↙	↓	↘	↗	↖	
Lane Group	NBT	SBL	SBT	SBR	NET	SWR	
Lane Group Flow (vph)	663	139	629	567	417	213	
v/c Ratio	0.78	0.69	0.78	0.34	0.74	0.36	
Control Delay	37.9	56.8	31.7	3.0	32.2	1.7	
Queue Delay	0.0	0.0	2.5	0.1	0.0	0.0	
Total Delay	37.9	56.8	34.3	3.1	32.2	1.7	
Queue Length 50th (ft)	123	53	183	0	139	0	
Queue Length 95th (ft)	#323	#202	#637	149	287	0	
Internal Link Dist (ft)	171		18		24		
Turn Bay Length (ft)							
Base Capacity (vph)	852	202	808	1687	897	595	
Starvation Cap Reductn	0	0	89	180	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.78	0.69	0.87	0.38	0.46	0.36	

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

10111.34 Stoughton Station
5: Park Street & Washington Street (Rt138)

2030 Build Condition PM

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	535	35	135	610	550	240	115	0	0	0	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5, 6.0, 6.0, 6.0, 6.5, 6.0											
Lane Util. Factor	0.95, 1.00, 1.00, 1.00, 1.00, 1.00											
Frpb, ped/bikes	1.00, 1.00, 1.00, 1.00, 1.00, 1.00											
Flpb, ped/bikes	1.00, 1.00, 1.00, 1.00, 1.00, 1.00											
Frt	1.00, 1.00, 1.00, 1.00, 1.00, 0.86											
Flt Protected	1.00, 0.95, 1.00, 1.00, 0.97, 1.00											
Satd. Flow (prot)	3527, 1770, 1863, 1863, 1802, 1611											
Flt Permitted	1.00, 0.95, 1.00, 1.00, 0.97, 1.00											
Satd. Flow (perm)	3527, 1770, 1863, 1863, 1802, 1611											
Peak-hour factor, PHF	0.86, 0.86, 0.86, 0.97, 0.97, 0.97, 0.85, 0.85, 0.85, 0.82, 0.82, 0.82											
Adj. Flow (vph)	0, 622, 41, 139, 629, 567, 282, 135, 0, 0, 0, 213											
RTOR Reduction (vph)	0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 189											
Lane Group Flow (vph)	0, 663, 0, 139, 629, 567, 0, 417, 0, 0, 0, 24											
Confl. Peds. (#/hr)	18, 8, 23, 8											
Turn Type	Prot, pt+ov, custom, Over											
Protected Phases	6, 5, 2, 2, 4, 4											
Permitted Phases	4, 4											
Actuated Green, G (s)	18.2, 8.4, 32.1, 61.1, 23.0, 8.4											
Effective Green, g (s)	18.2, 8.4, 32.1, 61.1, 23.0, 8.4											
Actuated g/C Ratio	0.24, 0.11, 0.42, 0.80, 0.30, 0.11											
Clearance Time (s)	5.5, 6.0, 6.0, 6.5, 6.0, 6.0											
Vehicle Extension (s)	2.0, 2.0, 2.0, 2.0, 2.0, 2.0											
Lane Grp Cap (vph)	845, 196, 787, 1498, 545, 178											
v/s Ratio Prot	0.19, 0.08, c0.34, 0.30, c0.23, 0.01											
v/s Ratio Perm	0.78, 0.71, 0.80, 0.38, 0.77, 0.13											
v/c Ratio	27.1, 32.6, 19.1, 2.1, 24.0, 30.5											
Uniform Delay, d1	1.00, 1.00, 1.00, 1.00, 1.00, 1.00											
Progression Factor	4.5, 9.2, 5.3, 0.1, 5.7, 0.1											
Incremental Delay, d2	31.5, 41.8, 24.5, 2.2, 29.8, 30.6											
Delay (s)	C, D, C, A, C, C											
Level of Service	C, D, C, A, C, C											
Approach Delay (s)	31.5, 16.8, 29.8, 30.6											
Approach LOS	C, B, C, C											
Intersection Summary												
HCM Average Control Delay	23.7, HCM Level of Service, C											
HCM Volume to Capacity ratio	0.78											
Actuated Cycle Length (s)	76.0, Sum of lost time (s), 20.9											
Intersection Capacity Utilization	68.5%, ICU Level of Service, C											
Analysis Period (min)	15											
c Critical Lane Group												

10111.34 Stoughton Station
9: Wyman Street & Trackside Plaza South Drive

2030 Build Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	85	0	0	100	0	0	0	0	0	0	0
Sign Control	Free, Free, Stop, Stop											
Grade	0%, 0%, 0%											
Peak Hour Factor	0.78, 0.78, 0.90, 0.90, 0.29, 0.29, 0.60, 0.60, 0.60											
Hourly flow rate (vph)	0, 109, 0, 0, 111, 0, 0, 0, 0, 0, 0, 0, 0											
Pedestrians	11, 43, 43, 40											
Lane Width (ft)	12.0, 12.0, 12.0, 12.0											
Walking Speed (ft/s)	4.0, 4.0, 4.0, 4.0											
Percent Blockage	0, 1, 4, 4, 3											
Right turn flare (veh)	None, None											
Median type	None, None											
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	151, 152, 274, 303, 195, 303, 303, 162											
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	151, 152, 274, 303, 195, 303, 303, 162											
IC, single (s)	4.2, 4.1, 7.1, 6.5, 6.2, 7.1, 6.5, 6.2											
IC, 2 stage (s)												
IF (s)	2.3, 2.2, 3.5, 4.0, 3.3, 3.5, 4.0, 3.3											
p0 queue free %	100, 100, 100, 100, 100, 100, 100, 100											
cM capacity (veh/h)	1336, 1378, 614, 568, 787, 574, 568, 845											
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	109	111	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1336	1378	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Average Delay	0.0											
Intersection Capacity Utilization	28.8%, ICU Level of Service, A											
Analysis Period (min)	15											

10111.34 Stoughton Station
10: Wyman Street & Morton Street

2030 Build Condition PM

Intersection Sign configuration not allowed in HCM analysis.

10111.34 Stoughton Station
15: Brock Street & Washington Street

2030 Build Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	35	125	135	20	90	5	90	380	20	10	705	95
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95	0.85	0.85	0.85
Hourly flow rate (vph)	40	142	153	23	105	6	95	400	21	12	829	112
Pedestrians	1			1			1			1		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			0			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1568	1520	887	1734	1566	411	942			421		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1568	1520	887	1734	1566	411	942			421		
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	55	0	0	99	87			99		
cM capacity (veh/h)	0	102	342	0	96	641	727			1138		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	335	134	516	953								
Volume Left	40	23	95	12								
Volume Right	153	6	21	112								
cSH	0	0	727	1138								
Volume to Capacity	Err	Err	0.13	0.01								
Queue Length 95th (ft)	Err	Err	11	1								
Control Delay (s)	Err	Err	3.5	0.3								
Lane LOS	F	F	A	A								
Approach Delay (s)	Err	Err	3.5	0.3								
Approach LOS	F	F										
Intersection Summary												
Average Delay	Err											
Intersection Capacity Utilization	100.0%			ICU Level of Service			G					
Analysis Period (min)	15											

10111.34 Stoughton Station
16: Brock Street & Morton Street

2030 Build Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	5	75	0	35	120	15	5	80	20	40	140	0
Peak Hour Factor	0.87	0.87	0.87	0.76	0.76	0.76	0.71	0.71	0.71	0.72	0.72	0.72
Hourly flow rate (vph)	6	86	0	46	158	20	7	113	28	56	194	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	92	224	148	250								
Volume Left (vph)	6	46	7	56								
Volume Right (vph)	0	20	28	0								
Hadj (s)	0.05	0.04	-0.07	0.10								
Departure Headway (s)	5.3	5.1	5.0	5.0								
Degree Utilization, x	0.14	0.32	0.21	0.35								
Capacity (veh/h)	607	652	658	669								
Control Delay (s)	9.2	10.5	9.3	10.8								
Approach Delay (s)	9.2	10.5	9.3	10.8								
Approach LOS	A	B	A	B								
Intersection Summary												
Delay	10.2											
HCM Level of Service	B											
Intersection Capacity Utilization	38.8%				ICU Level of Service				A			
Analysis Period (min)	15											

10111.34 Stoughton Station
17: Brock Street & Wyman Street

2030 Build Condition PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Sign Control	Stop	Free	Free	Free	Free	Free
Volume (veh/h)	0	125	45	0	80	45
Peak Hour Factor	0.76	0.76	0.75	0.75	0.87	0.87
Hourly flow rate (vph)	0	164	60	0	92	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	296	60			60	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	296	60			60	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	84			94	
cM capacity (veh/h)	652	1003			1544	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	164	60	144			
Volume Left	0	0	92			
Volume Right	164	0	0			
cSH	1003	1700	1544			
Volume to Capacity	0.16	0.04	0.06			
Queue Length 95th (ft)	15	0	5			
Control Delay (s)	9.3	0.0	5.0			
Lane LOS	A		A			
Approach Delay (s)	9.3	0.0	5.0			
Approach LOS	A					
Intersection Summary						
Average Delay	6.1					
Intersection Capacity Utilization	27.9%		ICU Level of Service		A	
Analysis Period (min)	15					

10111.34 Stoughton Station
18: Park Street & Park Avenue

2030 Build Condition PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔	↔		↔	↔	↔	↔	↔		↔
Volume (veh/h)	20	565	0	20	490	15	125	10	15	10	15	25
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.83	0.83	0.83	0.83	0.72	0.72	0.72
Hourly flow rate (vph)	22	608	0	21	505	15	151	12	18	14	21	35
Pedestrians	2			6			6			2		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			1			1			0		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	523			614			1258		1220	620	1237	1213
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	523			614			1258		1220	620	1237	1213
IC, single (s)	4.1			4.1			7.1		6.5	6.2	7.1	6.5
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5		4.0	3.3	3.5	4.0
p0 queue free %	98			98			0		93	96	90	88
cM capacity (veh/h)	1042			961			120		171	483	133	173
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	629	541	151	30	69							
Volume Left	22	21	151	0	14							
Volume Right	0	15	0	18	35							
cSH	1042	961	120	280	242							
Volume to Capacity	0.02	0.02	1.25	0.11	0.29							
Queue Length 95th (ft)	2	2	241	9	29							
Control Delay (s)	0.6	0.6	232.7	19.4	25.8							
Lane LOS	A	A	F	C	D							
Approach Delay (s)	0.6	0.6	197.1	25.8								
Approach LOS			F	D								
Intersection Summary												
Average Delay	26.8											
Intersection Capacity Utilization	57.7%		ICU Level of Service		B							
Analysis Period (min)	15											

10111.34 Stoughton Station
19: Summer Street & Wyman Street

2030 Build Condition PM

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Volume (veh/h)	75	10	0	35	40	60
Sign Control	Stop			Free		Free
Grade	0%			0%		0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	11	0	38	43	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	114		76	109		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	114		76	109		
IC, single (s)	6.4		6.2	4.1		
IC, 2 stage (s)						
IF (s)	3.5		3.3	2.2		
p0 queue free %	91		99	100		
cM capacity (veh/h)	882		985	1482		
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	92	38	109			
Volume Left	82	0	0			
Volume Right	11	0	65			
cSH	893	1482	1700			
Volume to Capacity	0.10	0.00	0.06			
Queue Length 95th (ft)	9	0	0			
Control Delay (s)	9.5	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	3.7					
Intersection Capacity Utilization	17.2%		ICU Level of Service		A	
Analysis Period (min)	15					

10111.34 Stoughton Station
56: North Driveway & Morton Street

2030 Build Condition PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↓		↑			↑
Volume (veh/h)	80	75	70	30	70	100
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	82	76	33	76	109
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None			None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	353	92			109	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	353	92			109	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	86	92			95	
cM capacity (veh/h)	611	965			1482	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	168	109	185			
Volume Left	87	0	76			
Volume Right	82	33	0			
cSH	743	1700	1482			
Volume to Capacity	0.23	0.06	0.05			
Queue Length 95th (ft)	22	0	4			
Control Delay (s)	11.3	0.0	3.4			
Lane LOS	B		A			
Approach Delay (s)	11.3	0.0	3.4			
Approach LOS	B					
Intersection Summary						
Average Delay		5.4				
Intersection Capacity Utilization		31.5%	ICU Level of Service	A		
Analysis Period (min)		15				

10111.34 Stoughton Station
58: Brock Street & South Driveway

2030 Build Condition PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Volume (veh/h)	0	135	160	115	140	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	147	174	125	152	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		299		383	236	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		299		383	236	
IC, single (s)		4.1		6.4	6.2	
IC, 2 stage (s)						
IF (s)		2.2		3.5	3.3	
p0 queue free %		100		75	99	
cM capacity (veh/h)		1262		619	803	
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	147	299	163			
Volume Left	0	0	152			
Volume Right	0	125	11			
cSH	1262	1700	629			
Volume to Capacity	0.00	0.18	0.26			
Queue Length 95th (ft)	0	0	26			
Control Delay (s)	0.0	0.0	12.7			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	12.7			
Approach LOS			B			
Intersection Summary						
Average Delay		3.4				
Intersection Capacity Utilization		30.5%	ICU Level of Service	A		
Analysis Period (min)		15				

10111.34 Stoughton Station
15: Brock Street & Washington Street

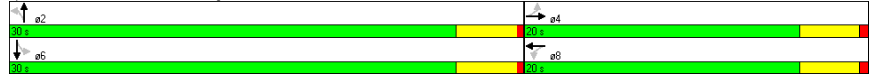
2030 Build Condition Mitigation AM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group												
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	55	135	95	5	95	10	165	235	40	5	305	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		328			131			380			991	
Travel Time (s)		7.5			3.0			8.6			22.5	
Confl. Peds. (#/hr)	6		2	4		8	2		4	8		6
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.81	0.81	0.81	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	375	0	0	137	0	0	543	0	0	386	0
Turn Type	Perm			Perm		Perm			Perm			
Protected Phases		4			8			2			6	
Permitted Phases	4			8		2			6			
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	60.0%	60.0%	0.0%	60.0%	60.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
v/c Ratio		0.68			0.24			0.76			0.42	
Control Delay		20.5			12.8			18.9			8.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.5			12.8			18.9			8.7	
Queue Length 50th (ft)		79			26			109			58	
Queue Length 95th (ft)		119			46			177			108	
Internal Link Dist (ft)		248			51			300			911	
Turn Bay Length (ft)												
Base Capacity (vph)		553			582			713			910	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.68			0.24			0.76			0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:SBL, Start of Green
 Natural Cycle: 50
 Control Type: Prelimed

Spills and Phases: 15: Brock Street & Washington Street



10111.34 Stoughton Station
15: Brock Street & Washington Street

2030 Build Condition Mitigation AM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	55	135	95	5	95	10	165	235	40	5	305	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.95			0.99			0.99			0.98	
Flt Protected		0.99			1.00			0.98			1.00	
Satd. Flow (prot)		1746			1826			1801			1738	
Flt Permitted		0.92			0.98			0.74			0.99	
Satd. Flow (perm)		1614			1791			1357			1729	
Peak-hour factor, PHF	0.76	0.76	0.76	0.73	0.73	0.73	0.81	0.81	0.81	0.92	0.92	0.92
Adj. Flow (vph)	72	178	125	7	116	14	204	290	49	5	332	49
RTOR Reduction (vph)	0	36	0	0	8	0	0	7	0	0	11	0
Lane Group Flow (vph)	0	339	0	0	129	0	0	536	0	0	375	0
Confl. Peds. (#/hr)	6		2	4		8	2		4	8		6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%
Turn Type	Perm			Perm		Perm			Perm			
Protected Phases		4			8			2			6	
Permitted Phases	4			8		2			6			
Actuated Green, G (s)		16.0			16.0			26.0			26.0	
Effective Green, g (s)		16.0			16.0			26.0			26.0	
Actuated g/C Ratio		0.32			0.32			0.52			0.52	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Lane Grp Cap (vph)		516			573			706			899	
v/s Ratio Prot		c0.21			0.07			c0.39			0.22	
v/s Ratio Perm		0.66			0.22			0.76			0.42	
Uniform Delay, d1		14.6			12.5			9.5			7.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		6.4			0.9			7.5			1.4	
Delay (s)		21.0			13.4			17.0			8.8	
Level of Service		C			B			B			A	
Approach Delay (s)		21.0			13.4			17.0			8.8	
Approach LOS		C			B			B			A	

Intersection Summary

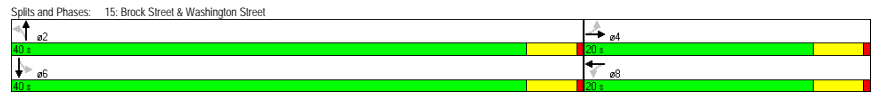
HCM Average Control Delay: 15.5, HCM Level of Service: B
 HCM Volume to Capacity ratio: 0.72
 Actuated Cycle Length (s): 50.0, Sum of lost time (s): 8.0
 Intersection Capacity Utilization: 75.8%, ICU Level of Service: D
 Analysis Period (min): 15
 c Critical Lane Group

10111.34 Stoughton Station
15: Brock Street & Washington Street

2030 Build Condition Mitigation PM

	↖	→	↗	←	↖	↑	↗	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		⬆		⬆		⬆		⬆
Volume (vph)	35	125	20	90	90	380	10	705
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
LeadLag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	16.0		16.0		16.0		16.0	
Actuated g/C Ratio		0.27		0.27		0.60		0.60
v/c Ratio		0.68		0.29		0.61		0.87
Control Delay		24.2		19.1		11.3		21.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		24.2		19.1		11.3		21.1
LOS		C		B		B		C
Approach Delay		24.2		19.1		11.3		21.1
Approach LOS		C		B		B		C

Intersection Summary	
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%)-Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	18.9
Intersection Capacity Utilization:	100.0%
ICU Level of Service:	G
Analysis Period (min):	15



10111.34 Stoughton Station
15: Brock Street & Washington Street

2030 Build Condition Mitigation PM

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	335	134	516	953
v/c Ratio	0.68	0.29	0.61	0.87
Control Delay	24.2	19.1	11.3	21.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.2	19.1	11.3	21.1
Queue Length 50th (ft)	85	37	100	245
Queue Length 95th (ft)	#166	73	184	#461
Internal Link Dist (ft)	247	51	300	911
Turn Bay Length (ft)				
Base Capacity (vph)	490	459	852	1098
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.68	0.29	0.61	0.87

Intersection Summary	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

10111.34 Stoughton Station
 15: Brock Street & Washington Street

2030 Build Condition Mitigation PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	35	125	135	20	90	5	90	390	20	10	705	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.94			0.99			0.99			0.98	
Flt Protected		0.99			0.99			0.99			1.00	
Satd. Flow (prot)		1720			1836			1836			1827	
Flt Permitted		0.95			0.92			0.76			0.99	
Satd. Flow (perm)		1647			1710			1415			1817	
Peak-hour factor, PHF	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95	0.85	0.85	0.85
Adj. Flow (vph)	40	142	153	23	105	6	95	400	21	12	829	112
RTOR Reduction (vph)	0	51	0	0	3	0	0	2	0	0	8	0
Lane Group Flow (vph)	0	284	0	0	131	0	0	514	0	0	945	0
Confl. Peds. (#/hr)			1				1				1	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4									6		
Actuated Green, G (s)		16.0			16.0			36.0			36.0	
Effective Green, g (s)		16.0			16.0			36.0			36.0	
Actuated g/C Ratio		0.27			0.27			0.60			0.60	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Lane Grp Cap (vph)		439			456			849			1090	
v/s Ratio Prot												
v/s Ratio Perm		c0.17			0.08			0.36			c0.52	
v/c Ratio		0.65			0.29			0.60			0.87	
Uniform Delay, d1		19.5			17.5			7.5			10.0	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		7.2			1.6			3.2			9.3	
Delay (s)		26.7			19.1			10.7			19.3	
Level of Service		C			B			B			B	
Approach Delay (s)		26.7			19.1			10.7			19.3	
Approach LOS		C			B			B			B	
Intersection Summary												
HCM Average Control Delay			18.3			HCM Level of Service					B	
HCM Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			60.0			Sum of lost time (s)					8.0	
Intersection Capacity Utilization			100.0%			ICU Level of Service					G	
Analysis Period (min)			15									
c Critical Lane Group												



■

Signal Warrant Analysis

2009 MUTCD

TRAFFIC SIGNAL WARRANT ANALYSIS (VOLUME BASED)

Intersection:

Major Street Direction: Northbound-Southbound ▼

Year: 2012 Condition: Existing

Operating speed on major roadway: 40 mph
 Number of approaches: 4

Required approach volumes

Warrant 1 EIGHT-HOUR VEHICULAR VOLUME		Minimum*	Adjusted Minimum**
Warrant 1A	MINIMUM VEHICULAR VOLUME (8 hours of day)		
	Major Street : 1 Lane(s) on each approach	500	500
	Minor Street : 1 Lane(s) on each approach	150	150
Warrant 1B	INTERRUPTION OF CONTINUOUS TRAFFIC (8 hours of day)		
	Major Street : 1 Lane(s) on each approach	750	750
	Minor Street : 1 Lane(s) on each approach	75	75
80 PERCENT SATISFACTION OF WARRANT 1A AND WARRANT 1B		Warrant 1A	Warrant 1B
	Major Street : 1 Lane(s) on each approach	400	600
	Minor Street : 1 Lane(s) on each approach	120	60

Warrant 2 FOUR HOUR VEHICULAR VOLUME	
Major Street :	1 Lane(s) on each approach
Minor Street :	1 Lane(s) on each approach

If "verify" indicated, see Figure 4C-1 or 4C-2.
25 = accuracy of regression equations

Warrant 3 PEAK HOUR VOLUME	
Major Street :	1 Lane(s) on each approach
Minor Street :	1 Lane(s) on each approach

If "verify" indicated, see Figure 4C-3 or 4C-4.
25 = accuracy of regression equations

Hour	Entering Vol. Minor Road+	Entering Vol. on Major Road		Tot. Ent. Vol. On Major Rd	Meets the following volume-based warrants?					
		Northbound	Southbound		1A	1B	80%(1A&1B)	2	3	
6:00 - 7:00 AM	43	488	148	636	No	No	No	No	No	
7:00 - 8:00 AM	129	584	332	916	No	Yes	Yes	Verify	No	
8:00 - 9:00 AM	138	518	354	872	No	Yes	Yes	Verify	No	
9:00 - 10:00 AM	83	438	301	739	No	No	No	No	No	
10:00 - 11:00 AM	71	365	345	710	No	No	No	No	No	
11:00 - 12:00 AM	67	372	412	784	No	No	No	No	No	
12:00 - 1:00 PM	65	395	369	764	No	No	No	No	No	
1:00 - 2:00 PM	75	388	419	807	No	No	No	No	No	
2:00 - 3:00 PM	104	383	481	864	No	Yes	No	No	No	
3:00 - 4:00 PM	119	398	493	891	No	Yes	No	Verify	No	
4:00 - 5:00 PM	129	373	616	989	No	Yes	Yes	Yes	No	
5:00 - 6:00 PM	159	373	731	1104	Yes	Yes	Yes	Yes	Verify	
6:00 - 7:00 PM	121	345	560	905	No	Yes	Yes	Verify	No	
					No	No	No	Verify	Verify	
					Warrants Met?			1	2	3
								NO	Verify	Verify

*From the criteria described for the warrant in the MUTCD.

**If the operating speed is higher than 40mph then the volumes can be adjusted to 70%. (If no adjusted minimum, the minimum from the previous column is shown)

+If more than one approach, report the approach that has the higher volume.

NON-VOLUME-BASED WARRANTS

Warrant 4, Minimum Pedestrian Volume:
 Peak Four Hour Pedestrian Volumes:
 (non-concurrent) 22
 0
 0
 0

Warrant 5, School Crossing:
 See MUTCD for details.

Warrant 6, Coordinated Signal System:
 See MUTCD for details.

Warrant 7, Crash Experience:
 # of accidents "correctable by
 signalization" occurring in the last 12 months: 0

Warrant 8, Roadway Network:
 See MUTCD for details.

2009 MUTCD

TRAFFIC SIGNAL WARRANT ANALYSIS (VOLUME BASED)

Intersection:

Major Street Direction: Northbound-Southbound ▼

Year: 2030 Condition: Build

Operating speed on major roadway: 40 mph
 Number of approaches: 4

Required approach volumes

Warrant 1 EIGHT-HOUR VEHICULAR VOLUME		Minimum*	Adjusted Minimum**
Warrant 1A	MINIMUM VEHICULAR VOLUME (8 hours of day)		
	Major Street : 1 Lane(s) on each approach	500	500
	Minor Street : 1 Lane(s) on each approach	150	150
Warrant 1B	INTERRUPTION OF CONTINUOUS TRAFFIC (8 hours of day)		
	Major Street : 1 Lane(s) on each approach	750	750
	Minor Street : 1 Lane(s) on each approach	75	75
80 PERCENT SATISFACTION OF WARRANT 1A AND WARRANT 1B		Warrant 1A	Warrant 1B
	Major Street : 1 Lane(s) on each approach	400	600
	Minor Street : 1 Lane(s) on each approach	120	60

Warrant 2 FOUR HOUR VEHICULAR VOLUME		
Major Street :	1 Lane(s) on each approach	If "verify" indicated, see Figure 4C-1 or 4C-2.
Minor Street :	1 Lane(s) on each approach	25 = accuracy of regression equations

Warrant 3 PEAK HOUR VOLUME		
Major Street :	1 Lane(s) on each approach	If "verify" indicated, see Figure 4C-3 or 4C-4.
Minor Street :	1 Lane(s) on each approach	25 = accuracy of regression equations

Hour	Entering Vol. Minor Road+	Entering Vol. on Major Road		Tot. Ent. Vol. On Major Rd	Meets the following volume-based warrants?					
		Northbound	Southbound		1A	1B	80%(1A&1B)	2	3	
6:00 - 7:00 AM	43	488	148	636	No	No	No	No	No	
7:00 - 8:00 AM	285	584	332	916	Yes	Yes	Yes	Yes	Yes	
8:00 - 9:00 AM	150	518	354	872	No	Yes	Yes	Verify	No	
9:00 - 10:00 AM	83	438	301	739	No	No	No	No	No	
10:00 - 11:00 AM	71	365	345	710	No	No	No	No	No	
11:00 - 12:00 AM	67	372	412	784	No	No	No	No	No	
12:00 - 1:00 PM	65	395	369	764	No	No	No	No	No	
1:00 - 2:00 PM	75	388	419	807	No	No	No	No	No	
2:00 - 3:00 PM	104	383	481	864	No	Yes	No	No	No	
3:00 - 4:00 PM	119	398	493	891	No	Yes	No	Verify	No	
4:00 - 5:00 PM	129	373	616	989	No	Yes	Yes	Yes	No	
5:00 - 6:00 PM	295	373	731	1104	Yes	Yes	Yes	Yes	Yes	
6:00 - 7:00 PM	121	345	560	905	No	Yes	Yes	Verify	No	
					No	No	No	Verify	Yes	
					Warrants Met?			1	2	3
								NO	Verify	Yes

*From the criteria described for the warrant in the MUTCD.

**If the operating speed is higher than 40mph then the volumes can be adjusted to 70%. (If no adjusted minimum, the minimum from the previous column is shown)

+If more than one approach, report the approach that has the higher volume.

NON-VOLUME-BASED WARRANTS

Warrant 4, Minimum Pedestrian Volume:
 Peak Four Hour Pedestrian Volumes:
 (non-concurrent) 22
 0
 0
 0

Warrant 5, School Crossing:
 See MUTCD for details.

Warrant 6, Coordinated Signal System:
 See MUTCD for details.

Warrant 7, Crash Experience:
 # of accidents "correctable by
 signalization" occurring in the last 12 months: 0

Warrant 8, Roadway Network:
 See MUTCD for details.