

REF.: HTS-2003574

August 18, 2008

Mr. Thomas Kennedy
Kennedy Development
500 Broadway
Everett, Massachusetts 02149

SUBJECT: Response to Zoning Board Comments
Proposed Woodbridge Crossing Residential Development
Route 27 (Central Street) and Island Street - Stoughton, Massachusetts

Dear Mr. Kennedy:

Greenman-Pedersen, Inc. (GPI) has prepared responses to comments described at the July 17, 2008 Stoughton Zoning Board public hearing with respect to traffic and off-site improvements for the proposed Woodbridge Crossing residential development located on Route 27 (Central Street) and Island Street in Stoughton, Massachusetts. Conceptual roadway improvement plans and a traffic study had been prepared and submitted to the Town describing the expected traffic impacts of the project and the proposed mitigation measures for the currently proposed project.¹ It is our understanding that two specific comments were raised at the meeting including 1) a comparison of current traffic volumes to those volumes used in the traffic study which were based on counts conducted in 2003, and 2) reconsideration of the proposed improvements at the Central Street intersection with Island Street to maintain a shoulder width in the northeast intersection corner allowing tractor trailer vehicles to temporarily park. Both comments are addressed in this letter and described below:

Traffic Count Data

The traffic count data used in the submitted study were collected in the Fall of 2003. These counts were adjusted upwards using a growth factor of 1.0 percent per year to estimate a 2005 traffic volume condition. Additional traffic counts for the study area intersections were conducted in the Fall of 2005 to verify the accuracy of the traffic projections. Based on a comparison of the 2003 data adjusted to reflect 2005 traffic volume conditions and the actual 2005 traffic volume conditions, the adjusted 2003 traffic count traffic volumes were significantly higher than the actual traffic counts collected in 2005. To provide a conservative (worse case) analysis condition, the adjusted 2003 traffic data were used in subsequent traffic studies including the most recent study submitted to the Town.

¹ *Traffic Impact and Access Study; Proposed Woodbridge Crossing Residential Development; Stoughton, Massachusetts; May 2008.*

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Based on the comments received at the July 17, 2008 Zoning Board public hearing, additional traffic counts were collected at the two study intersections where improvements are proposed as part of the project during both the weekday AM and PM peak periods. This includes the Central Street intersection with West Street and the Central Street intersection with Island Street. A comparison of the traffic volume data collected in 2003 (adjusted to 2005), and actual counts collected in 2005 and 2008 at these intersections are summarized in Table 1.

Table 1
TRAFFIC COUNT COMPARISON

Intersection/Year	2005 Estimated ^a	2005 Actual ^b	2008 Actual ^c
Central Street at West Street:			
<i>Weekday AM</i>	2,223	1,947	1,580
<i>Weekday PM</i>	2,373	1,816	2,073
Central Street at Island Street:			
<i>Weekday AM</i>	2,282	1,971	1,765
<i>Weekday PM</i>	2,458	2,060	2,100

^a2003 traffic count data upwardly adjusted by 2 percent to reflect 2005 traffic volumes.

^bActual 2005 traffic count data.

^cActual 2008 traffic count data.

As shown in Table 1, the actual 2005 and 2008 traffic volume counts are lower than the estimated 2005 traffic volumes using the 2003 count data, which were used in the analysis for the traffic studies prepared for the project. The 2003 and 2005 traffic counts were conducted between the months of September and November (during the academic school year) while the 2008 traffic counts were performed in July. Due to the proximity of the Helen H. Hansen Elementary School located on Central Street, additional school traffic was estimated using trip generation rates published by the Institute of Transportation Engineers (ITE) for comparison of the 2008 counts.² Although it is expected that the school would have little impact on the roadway volumes during the weekday PM peak hour (critical time period), the school will likely have some impact during the weekday AM peak hour. Based on the ITE Land Use Code 520 (Elementary School) for 300 students, the school is estimated to generate 100 vehicle trips during the weekday AM peak hour and even less during the weekday PM peak hour. Based on the significant differences between the 2008 traffic counts and the adjusted 2003 traffic counts, the impact of school traffic would not result in traffic volumes being greater under current conditions than the volumes presented as existing volumes in the submitted traffic study. The 2005 and 2008 traffic count data are attached to this letter.

² *Trip Generation*, Seventh Edition; Institute of Transportation Engineers; Washington, DC; 2003.

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Central Street at Island Street Design


As discussed at the July 17, 2008 Zoning Board public hearing, it was requested that the improvements at the Central Street intersection with Island Street be re-evaluated with respect to the current use along Island Street including travel patterns to access existing driveways. Of particular concern are the raised channelizing islands separating right-turning traffic flow. It was described that trucks currently park on the edge of the roadway in the northeast intersection corner and then proceed westerly into the commercial driveway located on the northwest intersection corner. Although this maneuver could be accomplished with the previous improvement proposal, it may be difficult for vehicles (particularly truck traffic) to pass-by a tractor trailer that is parked in the shoulder with the construction of a raised island.

To accommodate current travel patterns and the use of Island Street for truck parking, several geometric modifications have been made from the previous improvement proposal. A roadway shoulder has been included along Island Street to accommodate a parked tractor trailer near the Central Street intersection. Although the raised island has been removed from the plan for northbound traffic traveling onto Island Street from Central Street, the geometry of the intersection has been modified to provide a better defined intersection with less open pavement space which currently creates driver confusion. The radius on the northern end of the island separating right-turning southbound traffic from Island Road to Central Street has been increased to improve accessibility into the existing commercial driveway located in the northwest intersection corner. A revised concept plan illustrating the changes described above is attached to this letter.

Should you have any questions, or require additional information, please contact me at (603) 891-2213.

Sincerely,

GREENMAN – PEDERSEN, INC.



James E. Winn, P.E.
Project Manager

attachments

cc: Richard Bennett, Bernkopf Goodman LLP
Arthur Scarnio, GPI

ATTACHEMENTS

Traffic Count Data
Concept Plan

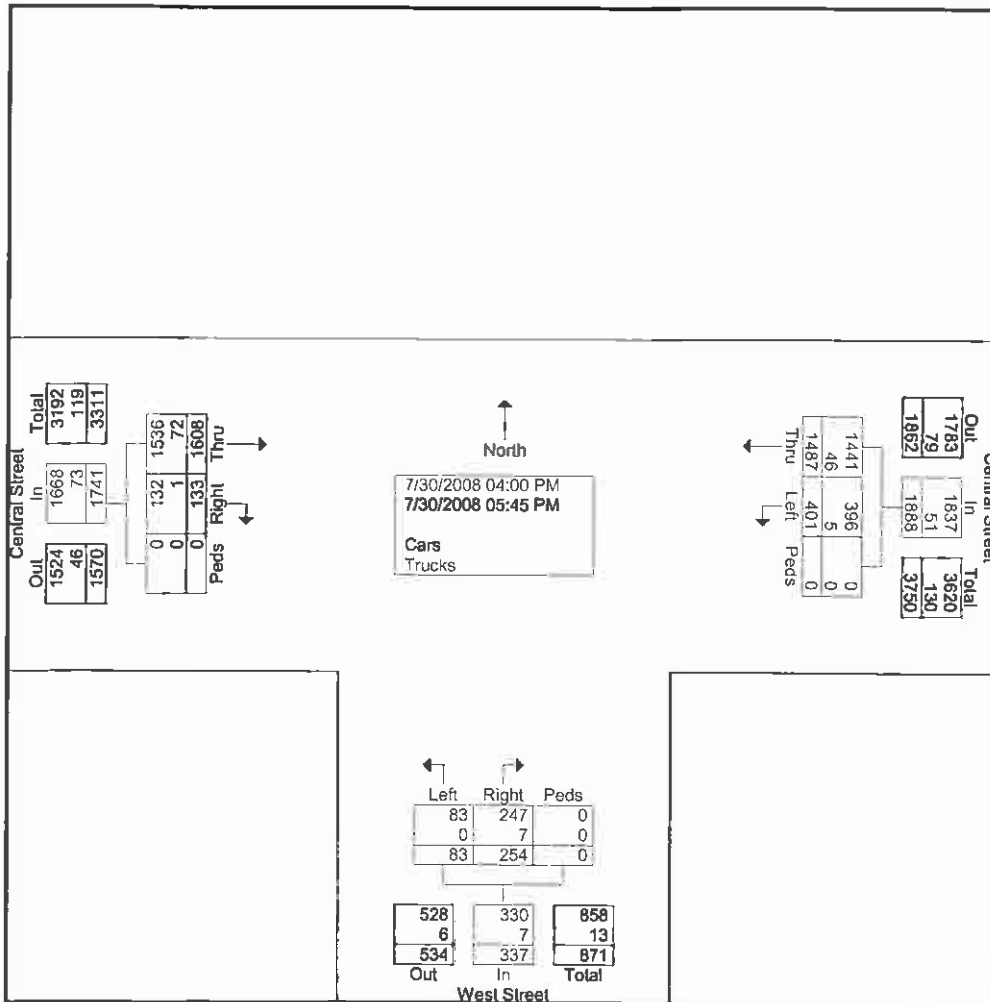


61 Spit Brook Rd.
Nashua, NH. 03060

File Name : Central St. @ West St. - PM
Site Code : 03574
Start Date : 7/30/2008
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Groups Printed- Cars - Trucks

Start Time	Central Street Westbound				West Street Northbound				Central Street Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
04:00 PM	51	173	0	224	12	28	0	40	200	18	0	218	482
04:15 PM	51	179	0	230	10	22	0	32	191	17	0	208	470
04:30 PM	36	168	0	204	9	28	0	37	197	14	0	211	452
04:45 PM	58	188	0	246	14	33	0	47	183	18	0	201	494
Total	196	708	0	904	45	111	0	156	771	67	0	838	1898
05:00 PM	51	189	0	240	13	35	0	48	213	14	0	227	515
05:15 PM	51	208	0	259	8	41	0	49	198	17	0	215	523
05:30 PM	51	202	0	253	5	36	0	41	227	20	0	247	541
05:45 PM	52	180	0	232	12	31	0	43	199	15	0	214	489
Total	205	779	0	984	38	143	0	181	837	66	0	903	2068
Grand Total	401	1487	0	1888	83	254	0	337	1608	133	0	1741	3966
Apprch %	21.2	78.8	0		24.6	75.4	0		92.4	7.6	0		
Total %	10.1	37.5	0	47.6	2.1	6.4	0	8.5	40.5	3.4	0	43.9	
Cars	396	1441	0	1837	83	247	0	330	1536	132	0	1668	3835
% Cars	98.8	96.9	0	97.3	100	97.2	0	97.9	95.5	99.2	0	95.8	96.7
Trucks	5	46	0	51	0	7	0	7	72	1	0	73	131
% Trucks	1.2	3.1	0	2.7	0	2.8	0	2.1	4.5	0.8	0	4.2	3.3



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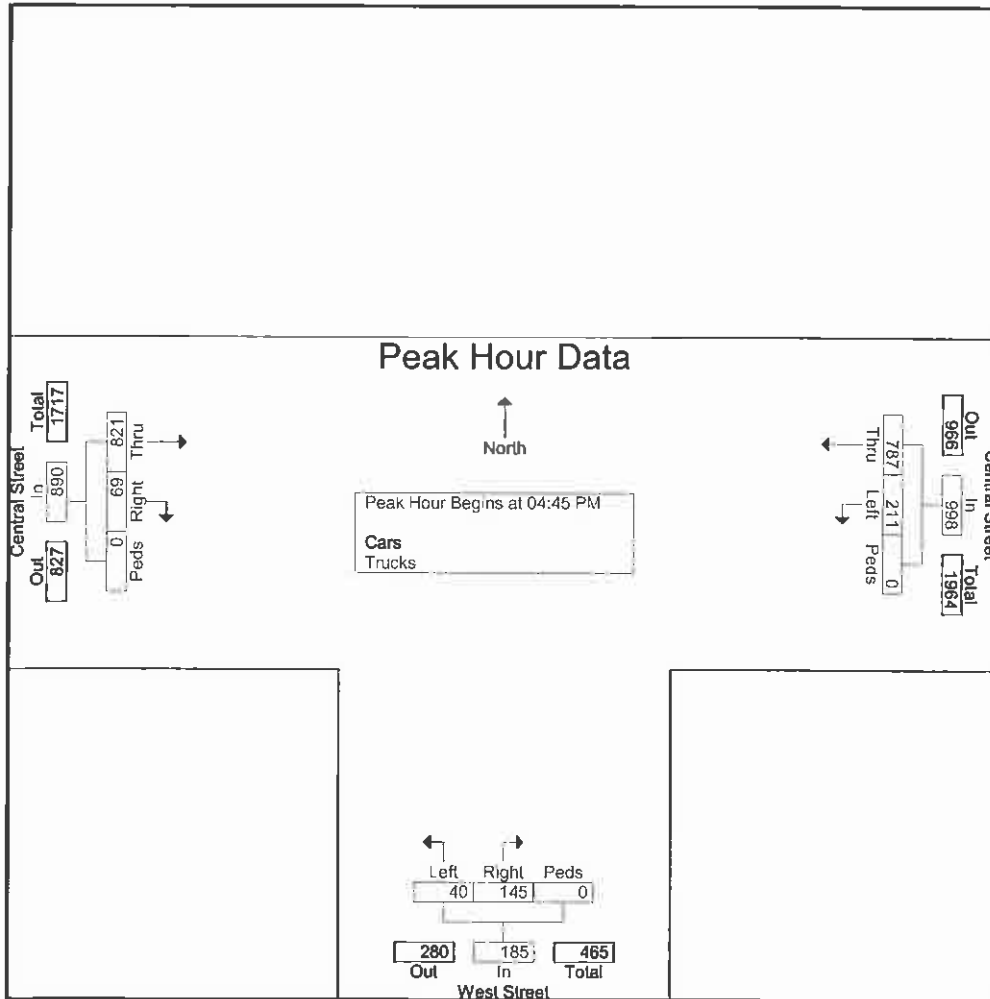
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Start Time	Central Street Westbound				West Street Northbound				Central Street Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	58	188	0	246	14	33	0	47	183	18	0	201	494
05:00 PM	51	189	0	240	13	35	0	48	213	14	0	227	515
05:15 PM	51	208	0	259	8	41	0	49	198	17	0	215	523
05:30 PM	51	202	0	253	5	36	0	41	227	20	0	247	541
Total Volume	211	787	0	998	40	145	0	185	821	69	0	890	2073
% App. Total	21.1	78.9	0		21.6	78.4	0		92.2	7.8	0		
PHF	.909	.946	.000	.963	.714	.884	.000	.944	.904	.863	.000	.901	.958



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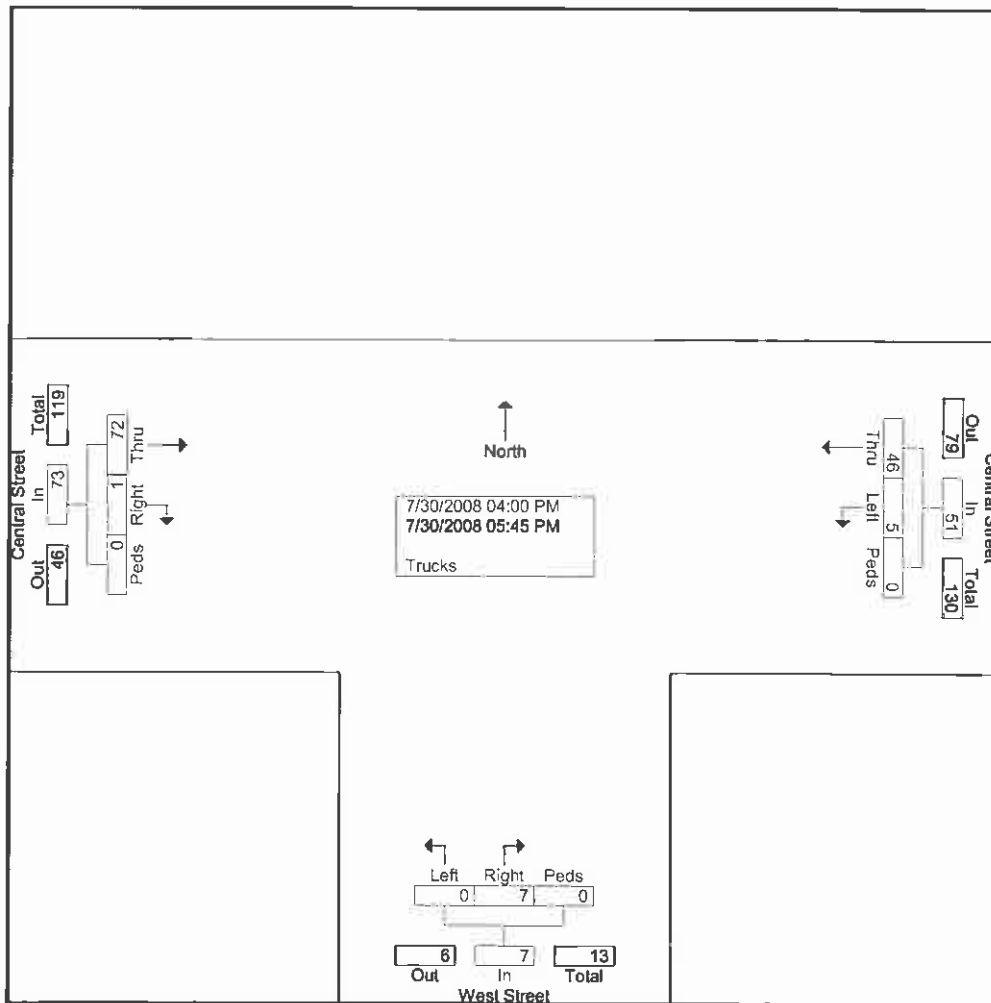
Site Code : 03574

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Groups Printed- Trucks

Start Time	Central Street Westbound				West Street Northbound				Central Street Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
04:00 PM	3	4	0	7	0	1	0	1	15	0	0	15	23
04:15 PM	0	10	0	10	0	0	0	0	14	0	0	14	24
04:30 PM	0	7	0	7	0	0	0	0	9	0	0	9	16
04:45 PM	1	8	0	9	0	3	0	3	6	0	0	6	18
Total	4	29	0	33	0	4	0	4	44	0	0	44	81
05:00 PM	0	3	0	3	0	2	0	2	10	1	0	11	16
05:15 PM	1	6	0	7	0	1	0	1	8	0	0	8	16
05:30 PM	0	4	0	4	0	0	0	0	7	0	0	7	11
05:45 PM	0	4	0	4	0	0	0	0	3	0	0	3	7
Total	1	17	0	18	0	3	0	3	28	1	0	29	50
Grand Total	5	46	0	51	0	7	0	7	72	1	0	73	131
Apprch %	9.8	90.2	0		0	100	0		98.6	1.4	0		
Total %	3.8	35.1	0	38.9	0	5.3	0	5.3	55	0.8	0	55.7	

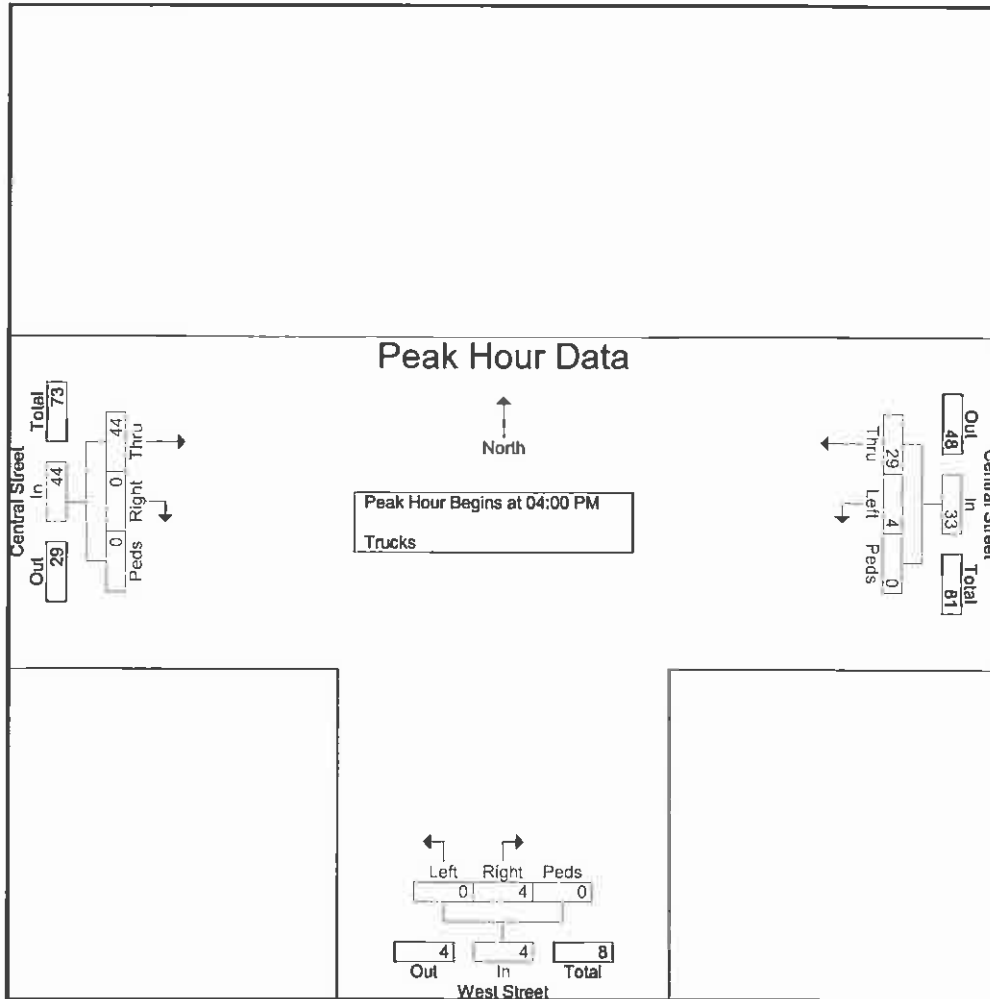


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Start Time	Central Street Westbound				West Street Northbound				Central Street Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	3	4	0	7	0	1	0	1	15	0	0	15	23
04:15 PM	0	10	0	10	0	0	0	0	14	0	0	14	24
04:30 PM	0	7	0	7	0	0	0	0	9	0	0	9	16
04:45 PM	1	8	0	9	0	3	0	3	6	0	0	6	18
Total Volume	4	29	0	33	0	4	0	4	44	0	0	44	81
% App. Total	12.1	87.9	0		0	100	0		100	0	0		
PHF	.333	.725	.000	.825	.000	.333	.000	.333	.733	.000	.000	.733	.844



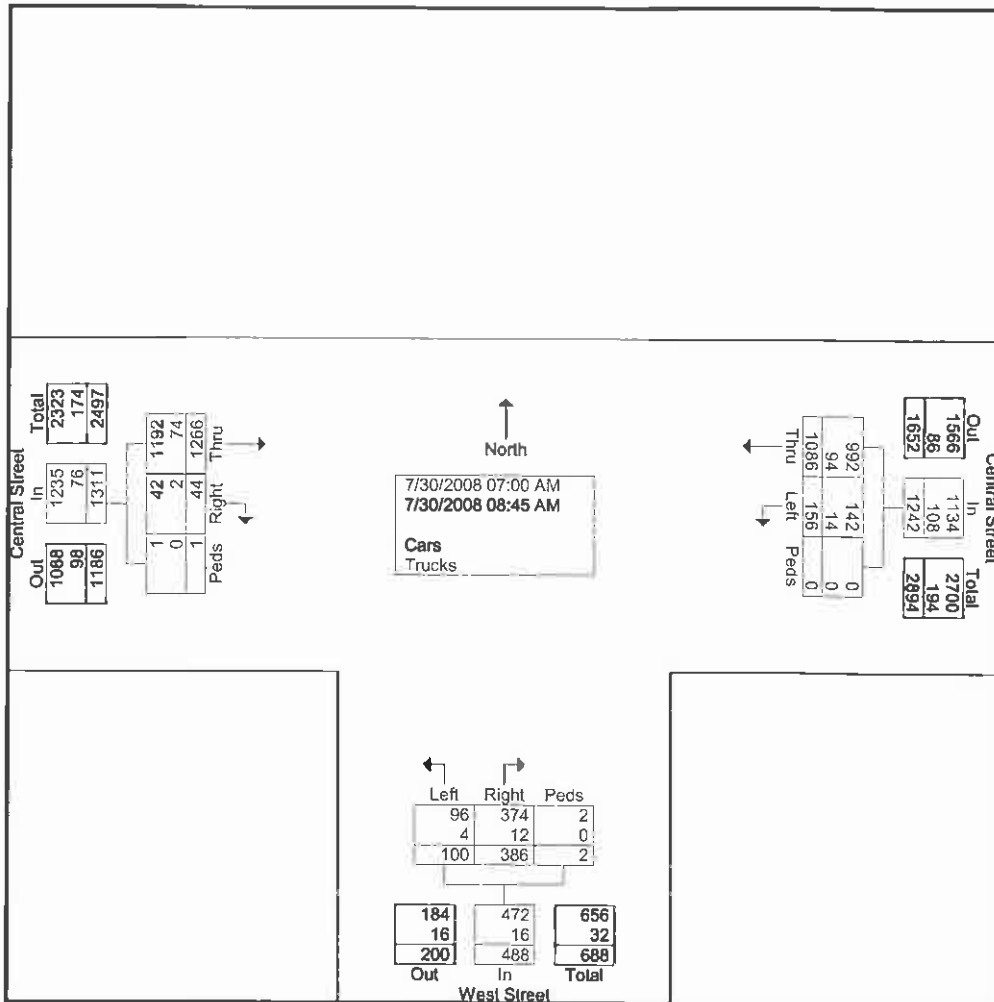
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61 Spit Brook Rd.
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File Name : Central St. @ West St. - AM
Site Code : 03574
Start Date : 7/30/2008
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Groups Printed- Cars - Trucks

Start Time	Central Street Westbound				West Street Northbound				Central Street Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
07:00 AM	8	119	0	127	14	40	0	54	116	4	0	120	301
07:15 AM	20	128	0	148	7	40	0	47	144	4	0	148	343
07:30 AM	17	138	0	155	14	58	1	73	173	3	0	176	404
07:45 AM	22	155	0	177	13	66	0	79	152	4	0	156	412
Total	67	540	0	607	48	204	1	253	585	15	0	600	1460
08:00 AM	20	139	0	159	16	53	0	69	144	5	0	149	377
08:15 AM	13	127	0	140	13	49	0	62	183	3	0	186	388
08:30 AM	20	144	0	164	12	44	0	56	155	11	0	166	386
08:45 AM	36	136	0	172	11	36	1	48	199	10	1	210	430
Total	89	546	0	635	52	182	1	235	681	29	1	711	1581
Grand Total	156	1086	0	1242	100	386	2	488	1266	44	1	1311	3041
Apprch %	12.6	87.4	0		20.5	79.1	0.4		96.6	3.4	0.1		
Total %	5.1	35.7	0	40.8	3.3	12.7	0.1	16	41.6	1.4	0	43.1	
Cars	142	992	0	1134	96	374	2	472	1192	42	1	1235	2841
% Cars	91	91.3	0	91.3	96	96.9	100	96.7	94.2	95.5	100	94.2	93.4
Trucks	14	94	0	108	4	12	0	16	74	2	0	76	200
% Trucks	9	8.7	0	8.7	4	3.1	0	3.3	5.8	4.5	0	5.8	6.6

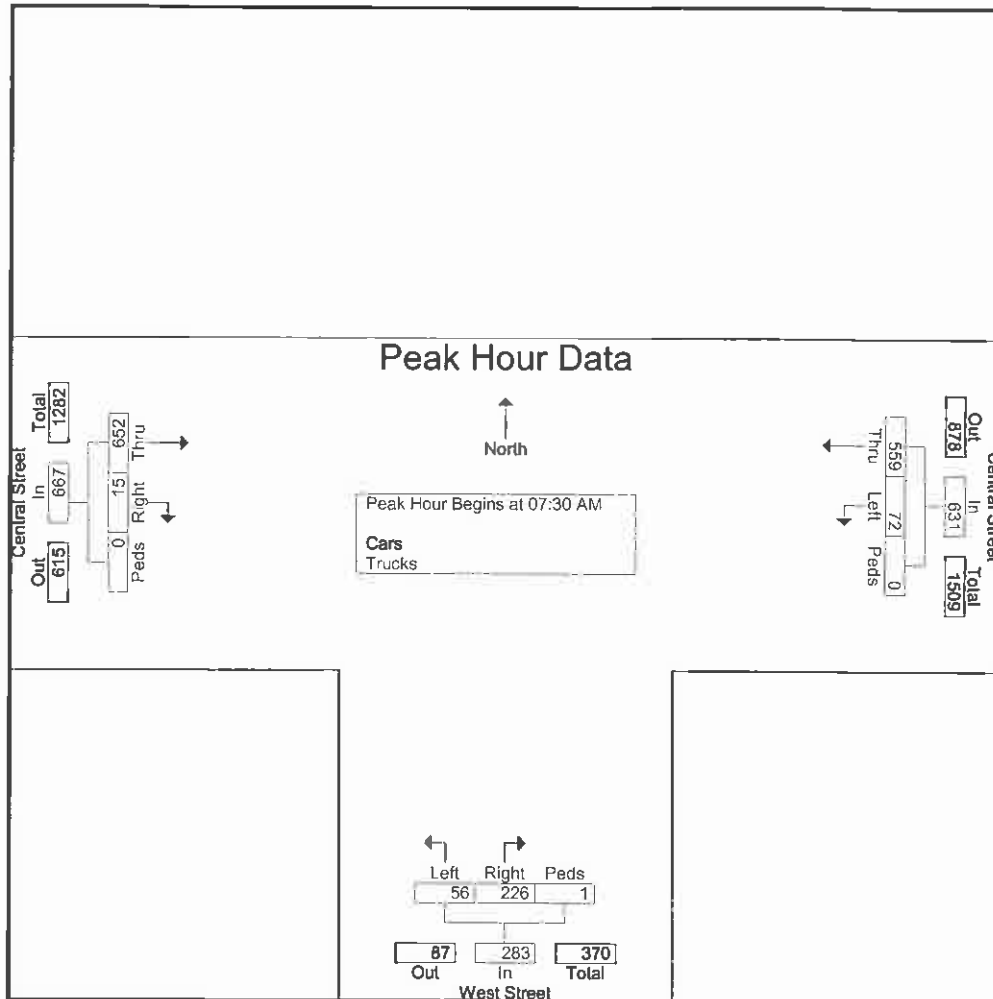


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Start Time	Central Street Westbound				West Street Northbound				Central Street Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	17	138	0	155	14	58	1	73	173	3	0	176	404
07:45 AM	22	155	0	177	13	66	0	79	152	4	0	156	412
08:00 AM	20	139	0	159	16	53	0	69	144	5	0	149	377
08:15 AM	13	127	0	140	13	49	0	62	183	3	0	186	388
Total Volume	72	559	0	631	56	226	1	283	652	15	0	667	1581
% App. Total	11.4	88.6	0		19.8	79.9	0.4		97.8	2.2	0		
PHI	.818	.902	.000	.891	.875	.856	.250	.896	.891	.750	.000	.897	.959



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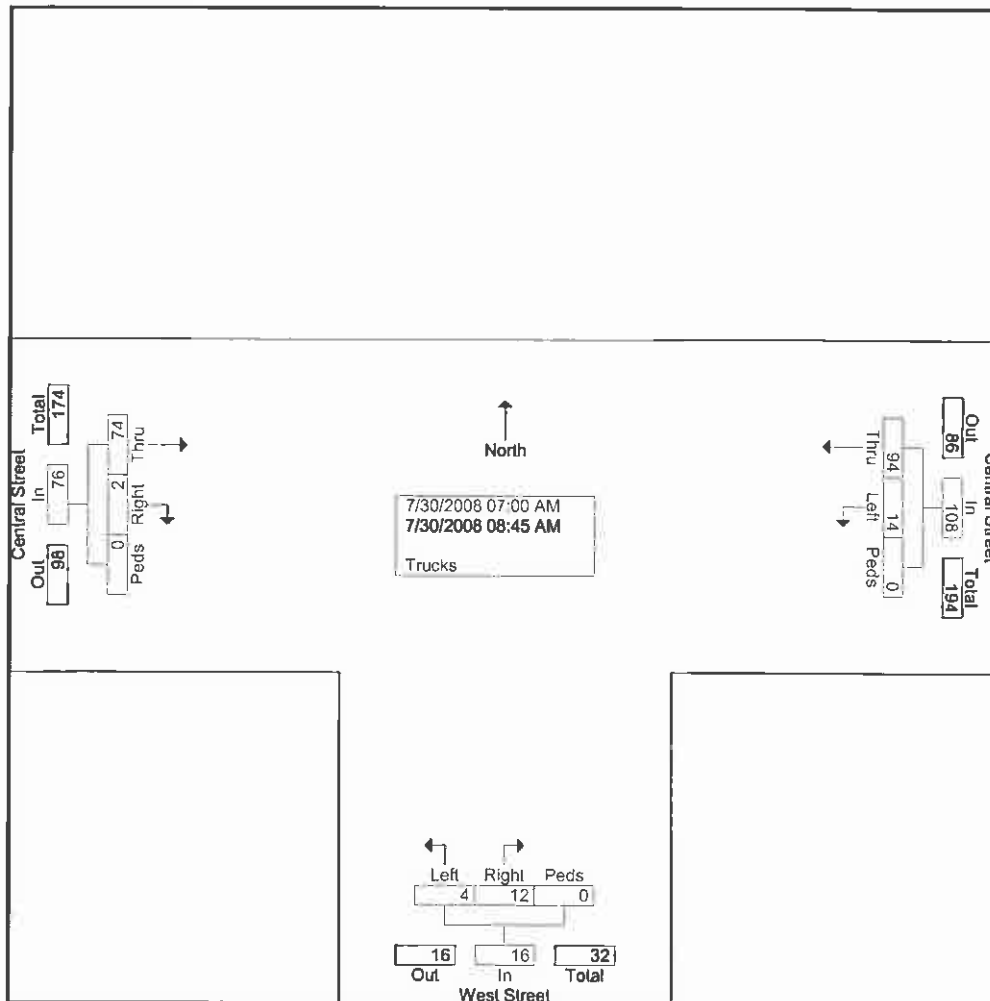
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Groups Printed- Trucks

Start Time	Central Street Westbound				West Street Northbound				Central Street Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
07:00 AM	1	7	0	8	1	1	0	2	6	0	0	6	16
07:15 AM	5	15	0	20	1	2	0	3	10	1	0	11	34
07:30 AM	2	12	0	14	0	1	0	1	12	1	0	13	28
07:45 AM	1	15	0	16	0	2	0	2	6	0	0	6	24
Total	9	49	0	58	2	6	0	8	34	2	0	36	102
08:00 AM	1	8	0	9	1	0	0	1	11	0	0	11	21
08:15 AM	1	14	0	15	0	0	0	0	11	0	0	11	26
08:30 AM	0	9	0	9	1	1	0	2	6	0	0	6	17
08:45 AM	3	14	0	17	0	5	0	5	12	0	0	12	34
Total	5	45	0	50	2	6	0	8	40	0	0	40	98
Grand Total	14	94	0	108	4	12	0	16	74	2	0	76	200
Apprch %	13	87	0		25	75	0		97.4	2.6	0		
Total %	7	47	0	54	2	6	0	8	37	1	0	38	

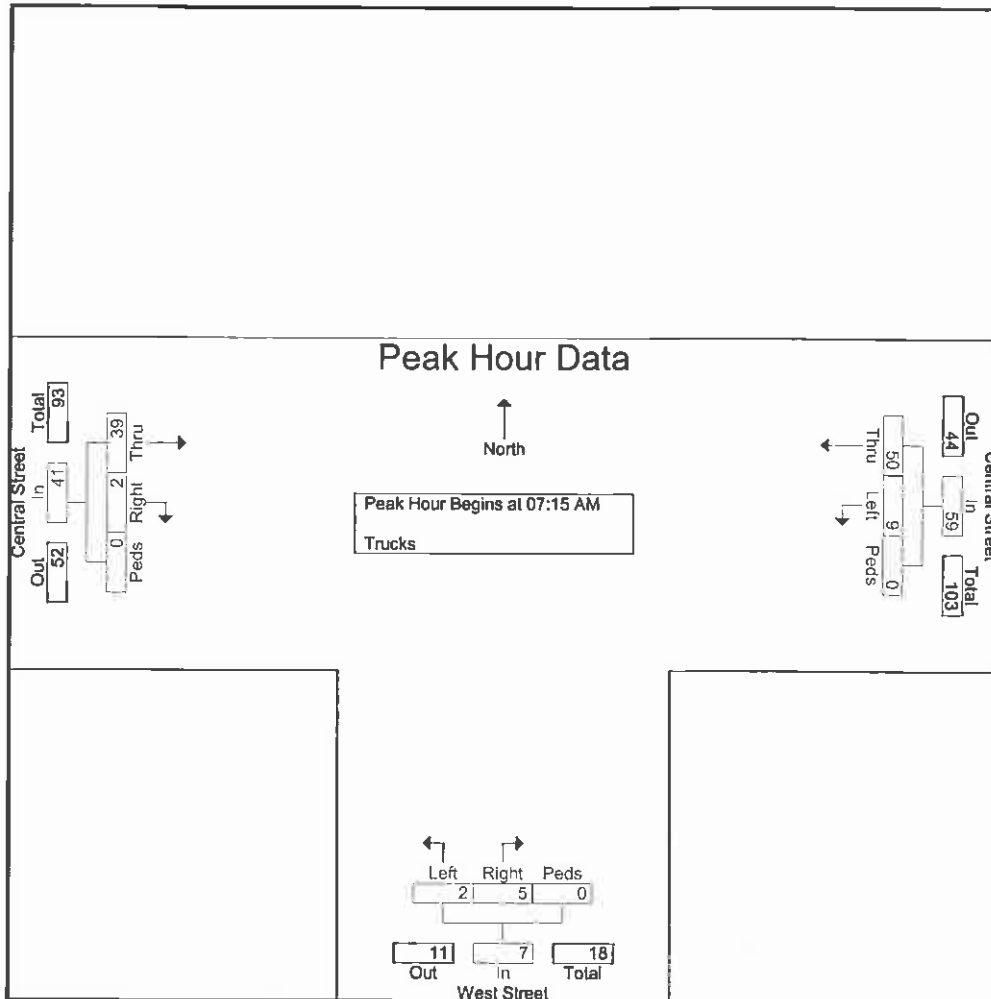


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	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	5	15	0	20	1	2	0	3	10	1	0	11	34
07:30 AM	2	12	0	14	0	1	0	1	12	1	0	13	28
07:45 AM	1	15	0	16	0	2	0	2	6	0	0	6	24
08:00 AM	1	8	0	9	1	0	0	1	11	0	0	11	21
Total Volume	9	50	0	59	2	5	0	7	39	2	0	41	107
% App. Total	15.3	84.7	0		28.6	71.4	0		95.1	4.9	0		
PHIF	.450	.833	.000	.738	.500	.625	.000	.583	.813	.500	.000	.788	.787



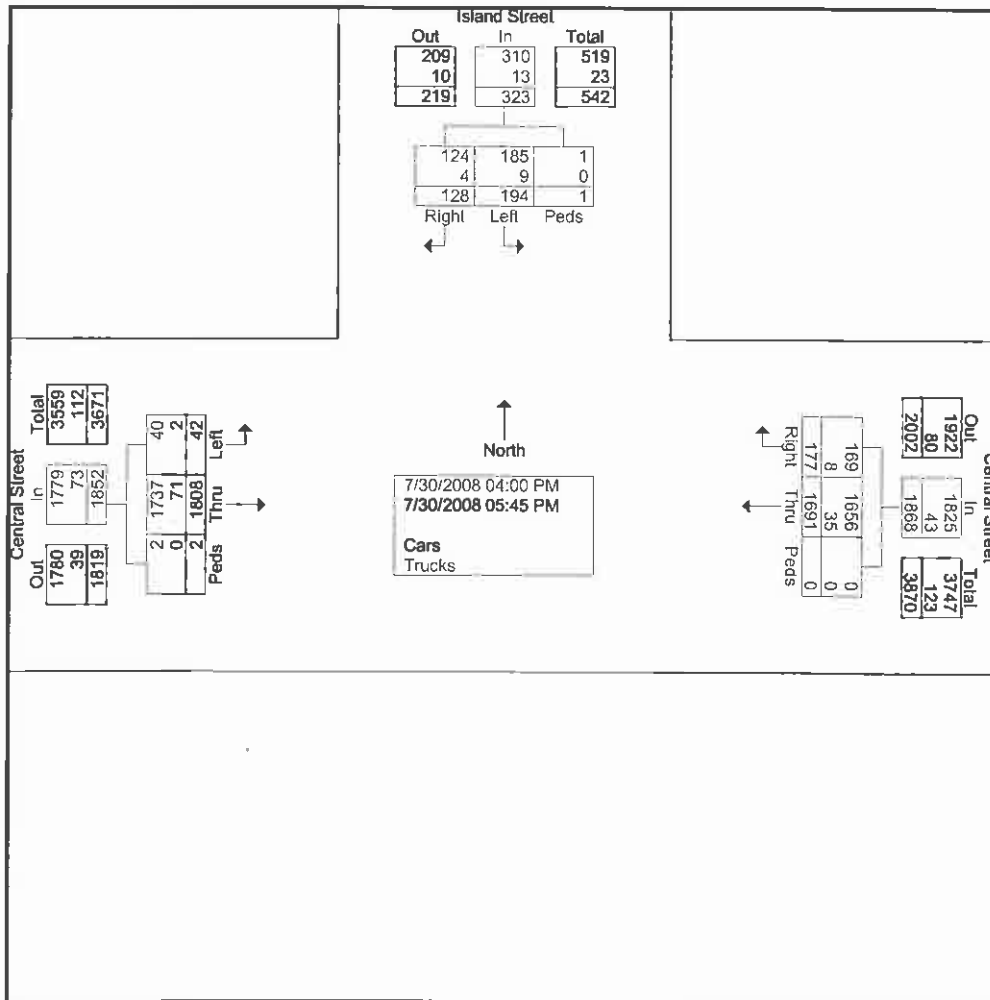
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Groups Printed- Cars - Trucks

Start Time	Island Street Southbound				Central Street Westbound				Central Street Eastbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
04:00 PM	30	13	0	43	195	24	0	219	3	211	0	214	476
04:15 PM	34	20	0	54	197	33	0	230	3	213	0	216	500
04:30 PM	24	11	0	35	193	16	0	209	7	228	0	235	479
04:45 PM	20	20	0	40	212	21	0	233	4	211	0	215	488
Total	108	64	0	172	797	94	0	891	17	863	0	880	1943
05:00 PM	16	18	0	34	225	19	0	244	6	242	0	248	526
05:15 PM	20	13	1	34	238	23	0	261	4	218	0	222	517
05:30 PM	33	20	0	53	216	24	0	240	9	268	0	277	570
05:45 PM	17	13	0	30	215	17	0	232	6	217	2	225	487
Total	86	64	1	151	894	83	0	977	25	945	2	972	2100
Grand Total	194	128	1	323	1691	177	0	1868	42	1808	2	1852	4043
Apprch %	60.1	39.6	0.3		90.5	9.5	0		2.3	97.6	0.1		
Total %	4.8	3.2	0	8	41.8	4.4	0	46.2	1	44.7	0	45.8	
Cars	185	124	1	310	1656	169	0	1825	40	1737	2	1779	3914
% Cars	95.4	96.9	100	96	97.9	95.5	0	97.7	95.2	96.1	100	96.1	96.8
Trucks	9	4	0	13	35	8	0	43	2	71	0	73	129
% Trucks	4.6	3.1	0	4	2.1	4.5	0	2.3	4.8	3.9	0	3.9	3.2

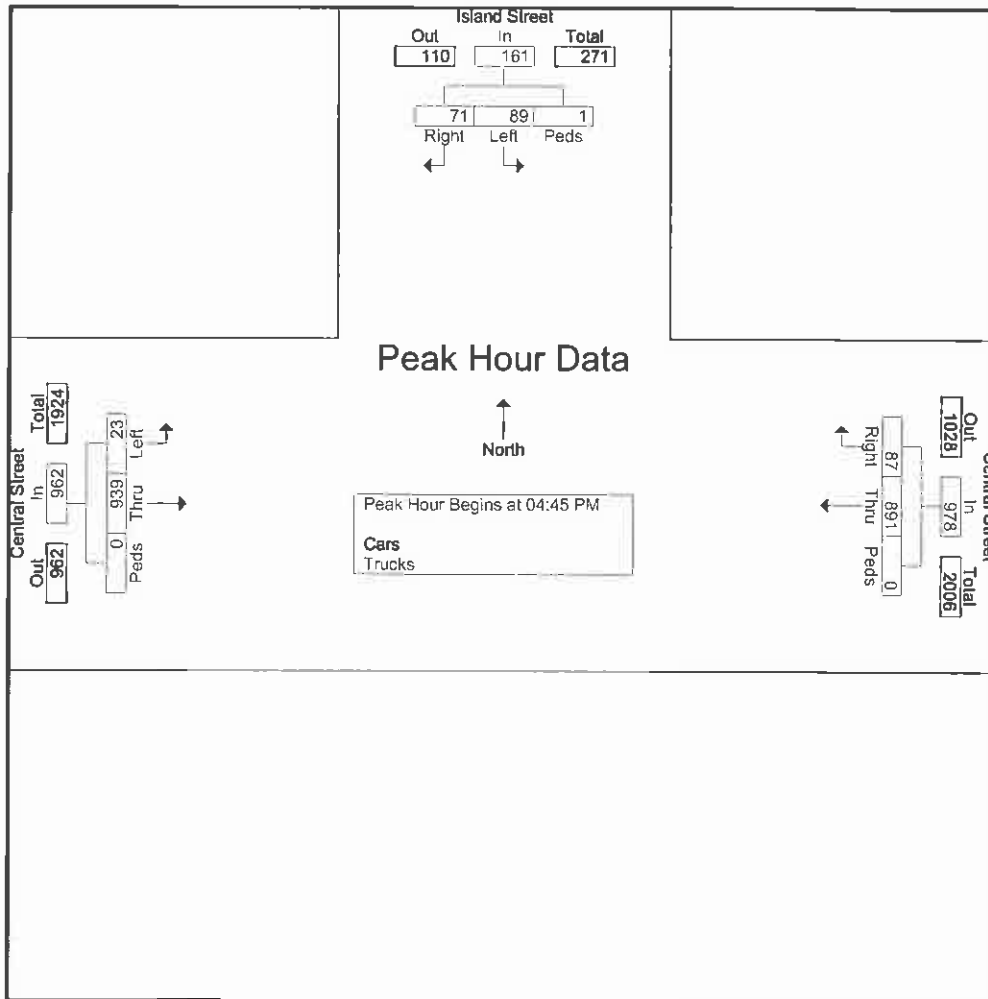


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Start Time	Island Street Southbound				Central Street Westbound				Central Street Eastbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	20	20	0	40	212	21	0	233	4	211	0	215	488
05:00 PM	16	18	0	34	225	19	0	244	6	242	0	248	526
05:15 PM	20	13	1	34	238	23	0	261	4	218	0	222	517
05:30 PM	33	20	0	53	216	24	0	240	9	268	0	277	570
Total Volume	89	71	1	161	891	87	0	978	23	939	0	962	2101
% App. Total	55.3	44.1	0.6		91.1	8.9	0		2.4	97.6	0		
PHF	.674	.888	.250	.759	.936	.906	.000	.937	.639	.876	.000	.868	.921



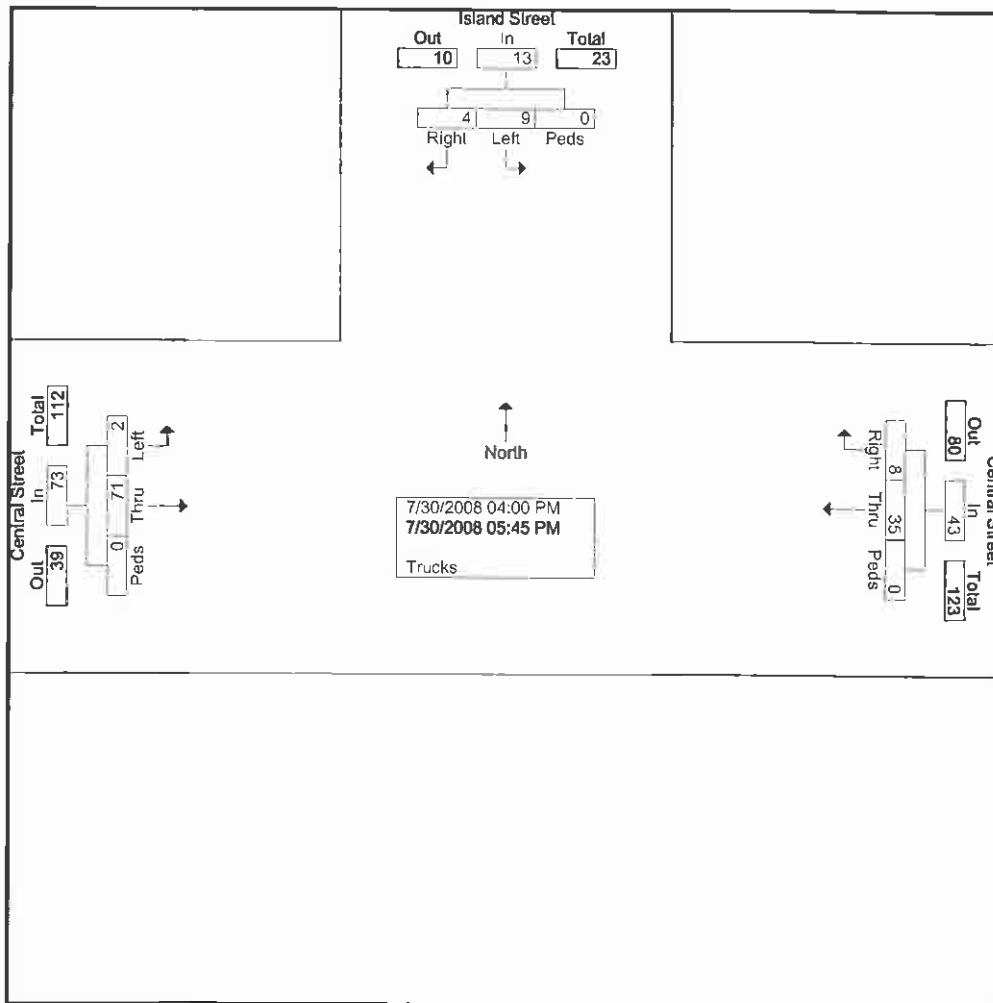
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	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
04:00 PM	0	2	0	2	5	0	0	5	0	15	0	15	22
04:15 PM	4	1	0	5	6	3	0	9	1	9	0	10	24
04:30 PM	1	0	0	1	6	2	0	8	0	11	0	11	20
04:45 PM	2	1	0	3	7	0	0	7	0	8	0	8	18
Total	7	4	0	11	24	5	0	29	1	43	0	44	84
05:00 PM	0	0	0	0	2	0	0	2	1	12	0	13	15
05:15 PM	0	0	0	0	4	2	0	6	0	6	0	6	12
05:30 PM	1	0	0	1	2	0	0	2	0	7	0	7	10
05:45 PM	1	0	0	1	3	1	0	4	0	3	0	3	8
Total	2	0	0	2	11	3	0	14	1	28	0	29	45
Grand Total	9	4	0	13	35	8	0	43	2	71	0	73	129
Apprch %	69.2	30.8	0		81.4	18.6	0		2.7	97.3	0		
Total %	7	3.1	0	10.1	27.1	6.2	0	33.3	1.6	55	0	56.6	



GPI

61 Spit Brook Rd.
Nashua, NH. 03060

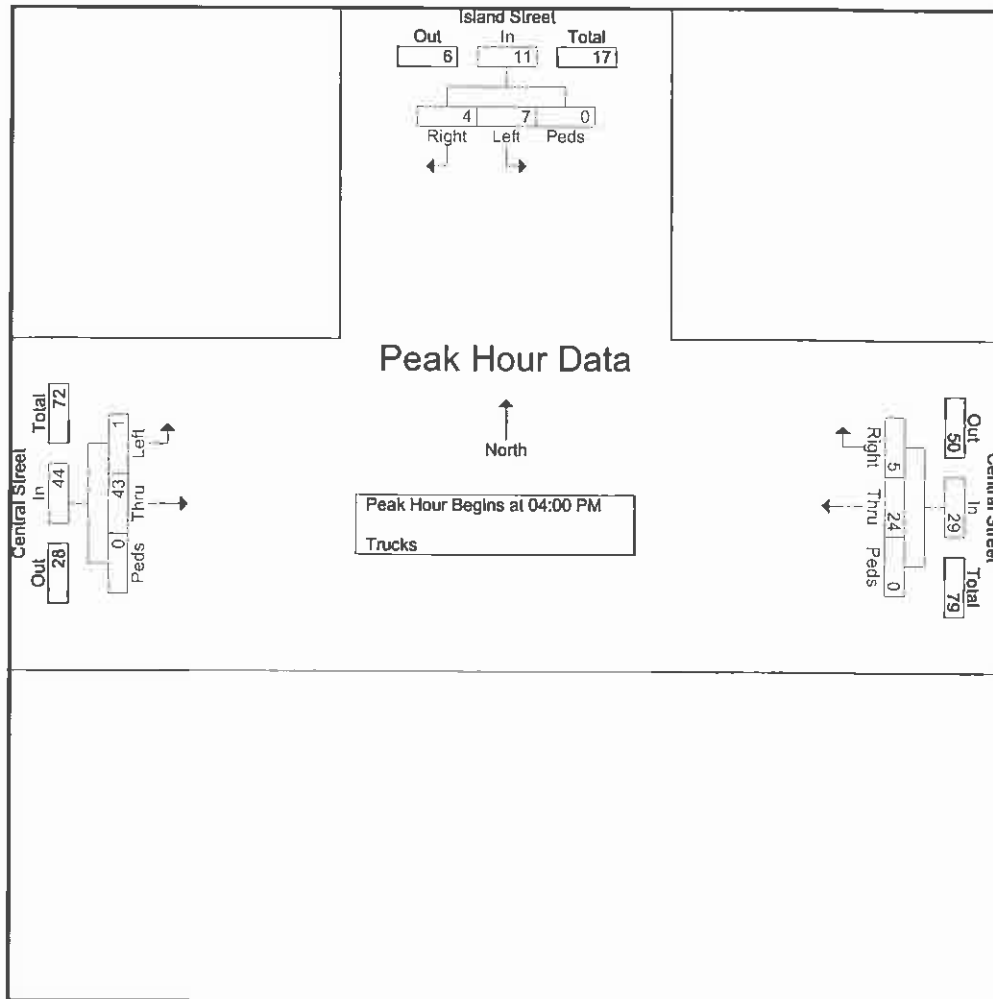
File Name : Central St @ Island St. - PM

Site Code : 03574

Start Date : 7/30/2008

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Start Time	Island Street Southbound				Central Street Westbound				Central Street Eastbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	2	0	2	5	0	0	5	0	15	0	15	22
04:15 PM	4	1	0	5	6	3	0	9	1	9	0	10	24
04:30 PM	1	0	0	1	6	2	0	8	0	11	0	11	20
04:45 PM	2	1	0	3	7	0	0	7	0	8	0	8	18
Total Volume	7	4	0	11	24	5	0	29	1	43	0	44	84
% App. Total	63.6	36.4	0		82.8	17.2	0		2.3	97.7	0		
PHF	.438	.500	.000	.550	.857	.417	.000	.806	.250	.717	.000	.733	.875



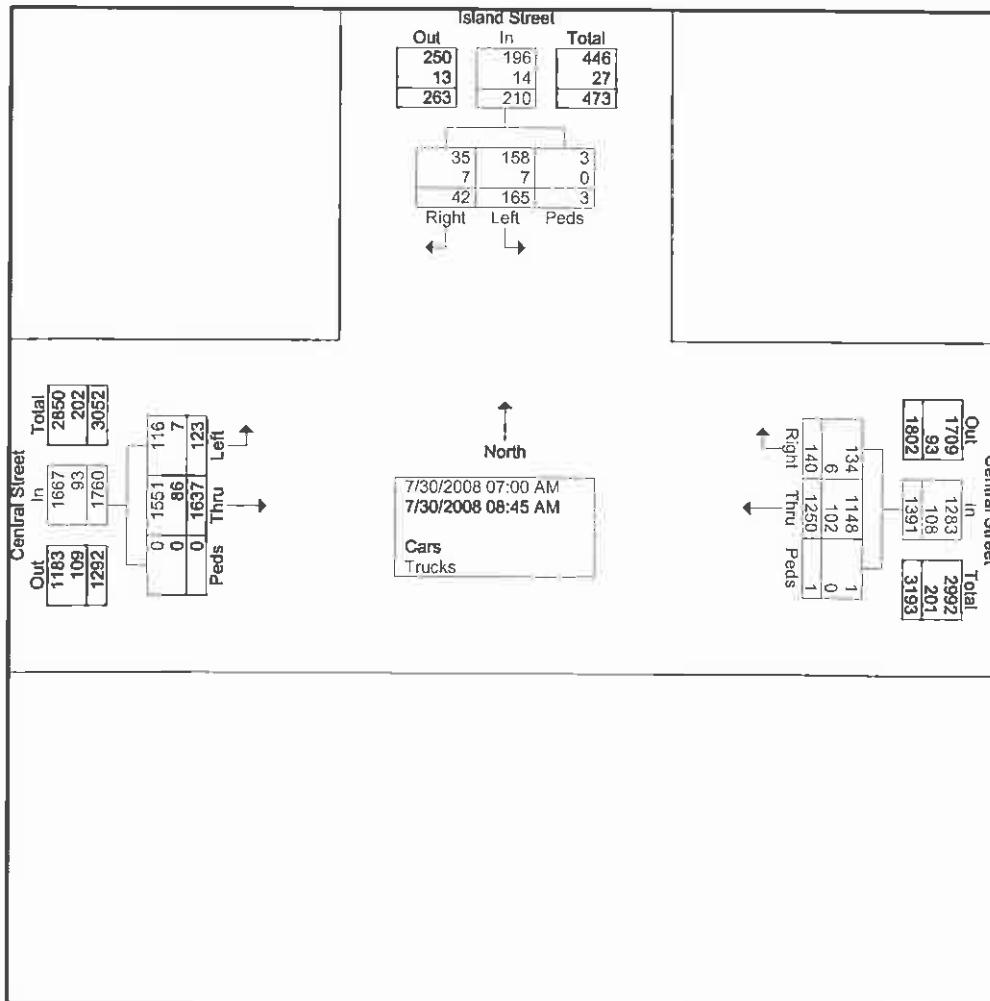
GPI

61 Spit Brook Rd.
Nashua, NH. 03060

File Name : Central St @ Island St. - AM
Site Code : 03574
Start Date : 7/30/2008
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Island Street Southbound				Central Street Westbound				Central Street Eastbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
07:00 AM	19	1	0	20	139	16	1	156	13	150	0	163	339
07:15 AM	17	4	1	22	136	15	0	151	10	179	0	189	362
07:30 AM	18	4	0	22	159	18	0	177	15	226	0	241	440
07:45 AM	23	6	0	29	179	20	0	199	23	202	0	225	453
Total	77	15	1	93	613	69	1	683	61	757	0	818	1594
08:00 AM	23	2	0	25	159	17	0	176	21	190	0	211	412
08:15 AM	22	4	1	27	140	17	0	157	17	236	0	253	437
08:30 AM	13	8	0	21	173	18	0	191	15	202	0	217	429
08:45 AM	30	13	1	44	165	19	0	184	9	252	0	261	489
Total	88	27	2	117	637	71	0	708	62	880	0	942	1767
Grand Total	165	42	3	210	1250	140	1	1391	123	1637	0	1760	3361
Apprch %	78.6	20	1.4		89.9	10.1	0.1		7	93	0		
Total %	4.9	1.2	0.1	6.2	37.2	4.2	0	41.4	3.7	48.7	0	52.4	
Cars	158	35	3	196	1148	134	1	1283	116	1551	0	1667	3146
% Cars	95.8	83.3	100	93.3	91.8	95.7	100	92.2	94.3	94.7	0	94.7	93.6
Trucks	7	7	0	14	102	6	0	108	7	86	0	93	215
% Trucks	4.2	16.7	0	6.7	8.2	4.3	0	7.8	5.7	5.3	0	5.3	6.4

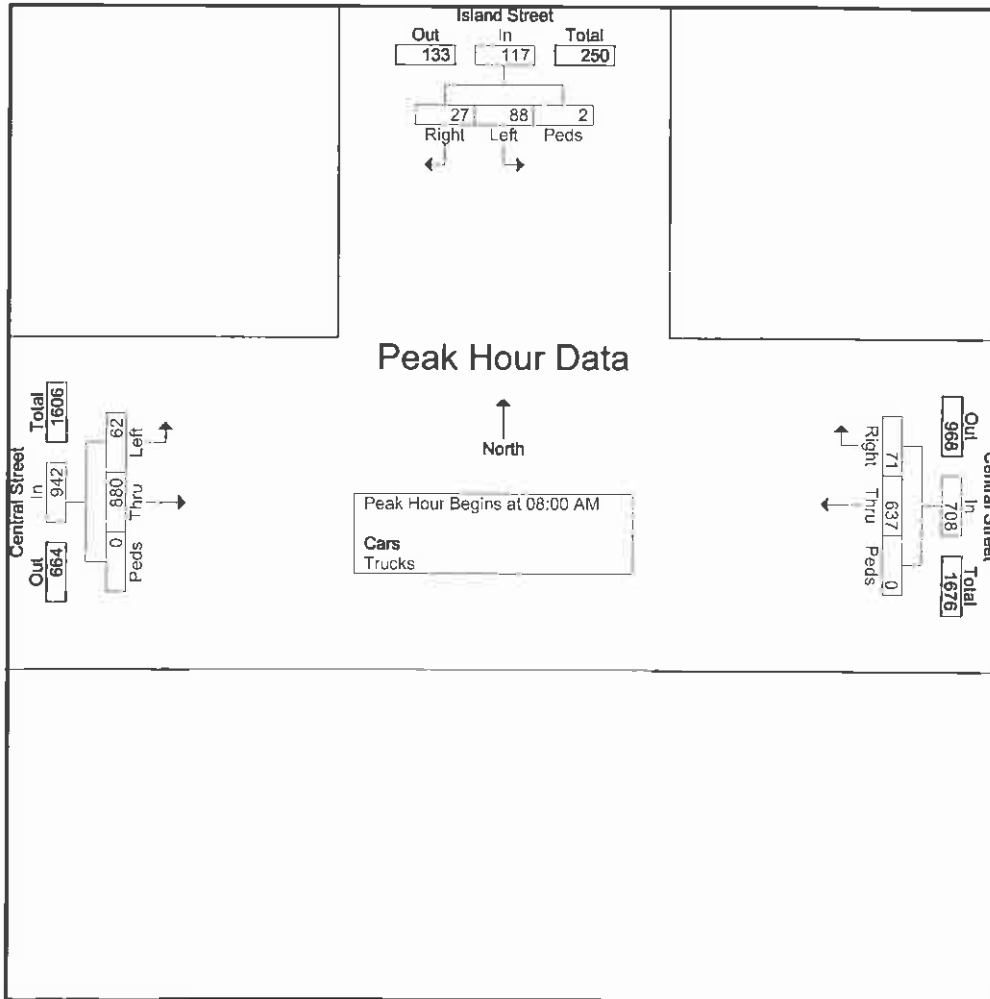




61 Spit Brook Rd.
Nashua, NH. 03060

File Name : Central St @ Island St. - AM
Site Code : 03574
Start Date : 7/30/2008
Page No : 2

Start Time	Island Street Southbound				Central Street Westbound				Central Street Eastbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	23	2	0	25	159	17	0	176	21	190	0	211	412
08:15 AM	22	4	1	27	140	17	0	157	17	236	0	253	437
08:30 AM	13	8	0	21	173	18	0	191	15	202	0	217	429
08:45 AM	30	13	1	44	165	19	0	184	9	252	0	261	489
Total Volume	88	27	2	117	637	71	0	708	62	880	0	942	1767
% App. Total	75.2	23.1	1.7		90	10	0		6.6	93.4	0		
PHF	.733	.519	.500	.665	.921	.934	.000	.927	.738	.873	.000	.902	.903



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61 Spit Brook Rd.
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File Name : Central St @ Island St. - AM

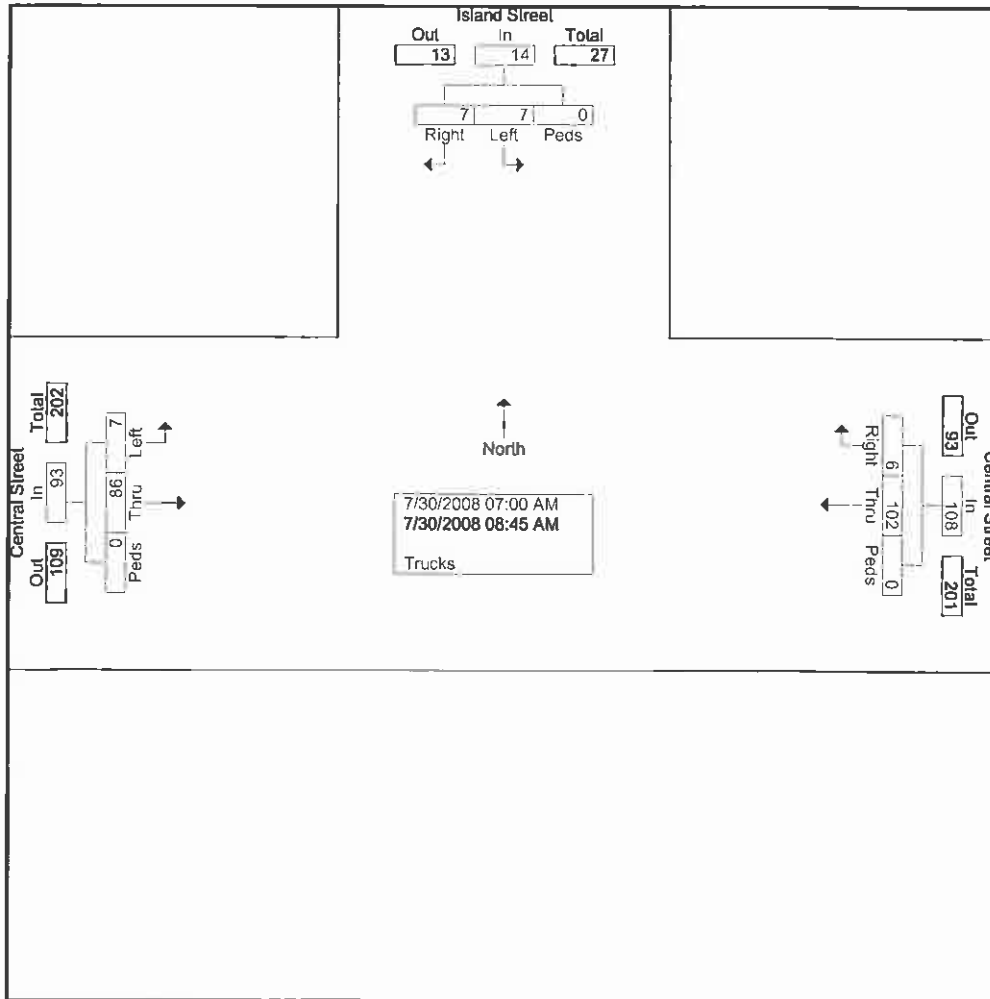
Site Code : 03574

Start Date : 7/30/2008

Page No : 1

Groups Printed- Trucks

Start Time	Island Street Southbound				Central Street Westbound				Central Street Eastbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
07:00 AM	0	0	0	0	9	1	0	10	1	6	0	7	17
07:15 AM	0	1	0	1	18	0	0	18	0	14	0	14	33
07:30 AM	0	2	0	2	11	0	0	11	2	11	0	13	26
07:45 AM	0	1	0	1	17	2	0	19	1	7	0	8	28
Total	0	4	0	4	55	3	0	58	4	38	0	42	104
08:00 AM	3	0	0	3	10	2	0	12	0	14	0	14	29
08:15 AM	3	2	0	5	11	0	0	11	1	12	0	13	29
08:30 AM	0	0	0	0	11	1	0	12	2	7	0	9	21
08:45 AM	1	1	0	2	15	0	0	15	0	15	0	15	32
Total	7	3	0	10	47	3	0	50	3	48	0	51	111
Grand Total	7	7	0	14	102	6	0	108	7	86	0	93	215
Apprch %	50	50	0		94.4	5.6	0		7.5	92.5	0		
Total %	3.3	3.3	0	6.5	47.4	2.8	0	50.2	3.3	40	0	43.3	



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61 Spit Brook Rd.
Nashua, NH. 03060

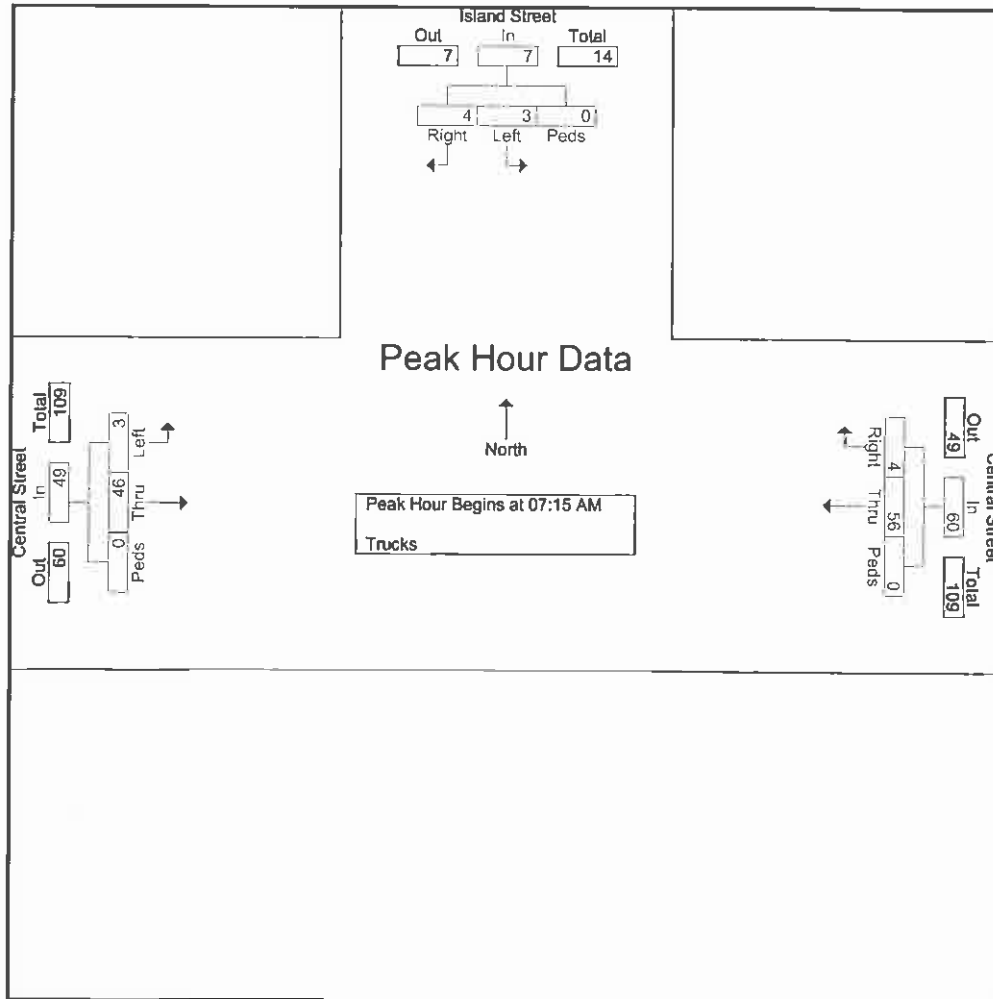
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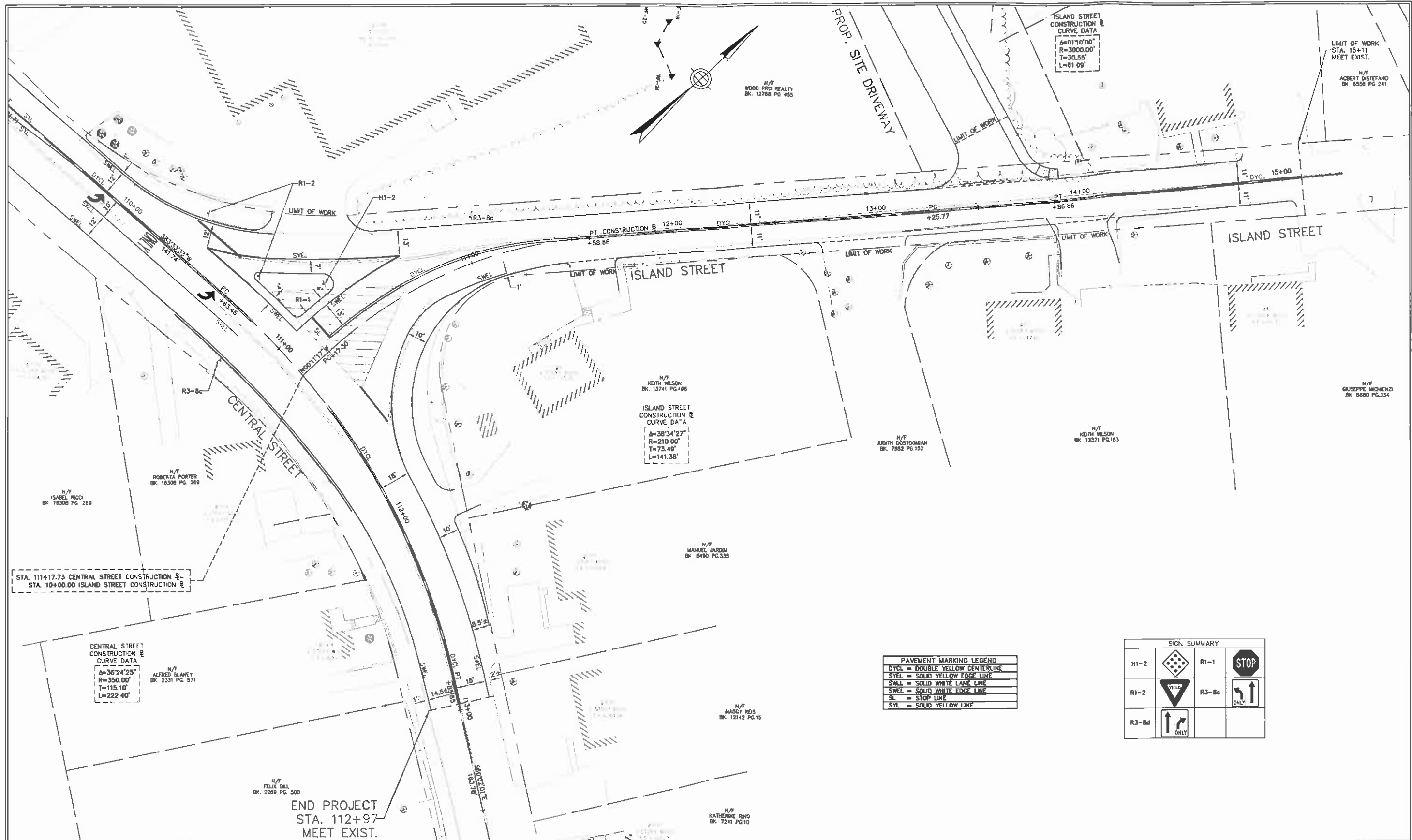
Site Code : 03574

Start Date : 7/30/2008

Page No : 2

Start Time	Island Street Southbound				Central Street Westbound				Central Street Eastbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	1	0	1	18	0	0	18	0	14	0	14	33
07:30 AM	0	2	0	2	11	0	0	11	2	11	0	13	26
07:45 AM	0	1	0	1	17	2	0	19	1	7	0	8	28
08:00 AM	3	0	0	3	10	2	0	12	0	14	0	14	29
Total Volume	3	4	0	7	56	4	0	60	3	46	0	49	116
% App. Total	42.9	57.1	0		93.3	6.7	0		6.1	93.9	0		
PHF	.250	.500	.000	.583	.778	.500	.000	.789	.375	.821	.000	.875	.879





**CONCEPTUAL DESIGN PLAN
ISLAND STREET ALTERNATIVE 2
CENTRAL STREET AT ISLAND STREET
STOUGHTON, MASSACHUSETTS**

PROJECT: **PROPOSED WOODBRIDGE CROSSING RESIDENTIAL DEVELOPMENT
STOUGHTON, MASSACHUSETTS**

PREPARED FOR: **KENNEDY DEVELOPMENT GROUP
500 BROADWAY
EVERETT, MASSACHUSETTS 02149**

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			CHKD BY: JFD	
			DATE: 08/18/08	
			SCALE: 1" = 20'	
			DWG NO. HTS-2003574	
			FILE NAME: ISLAND CONCEPT	
			DRAWING NO.	1
				of 1