

ROAD SAFETY AUDIT

Park Street (Route 27) at Turnpike Street
(including Campanelli Parkway and Surrounding Area)

Town of Stoughton

December, 2019

Prepared For:
Town of Stoughton

Prepared By:
Old Colony Planning Council
70 School Street
Brockton, MA. 02301



Prepared under MassDOT Contract #108210
through the Old Colony Metropolitan Planning
Organization FFY 2020 Unified Planning Work
Program (UPWP)

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Background

The Road Safety Audit for Park Street (Route 27) at Turnpike Street in Stoughton was conducted by the Old Colony Planning Council in response to a request for the Audit from the Town of Stoughton Town Planner. The Town of Stoughton Town Planner submitted the request through the Old Colony Metropolitan Planning Organization's Unified Planning Work Program's Local Highway Technical Assistance Program. The request was prompted by a concerns over the poor alignment of the intersection, the number of crashes that have occurred, and poor levels-of-service.

Project Data

The Road Safety Audit for the Park Street (Route 27) at Turnpike Street intersection was held on October 28, 2019 at the Stoughton Police Station in Stoughton, Massachusetts. Table 1 contains the names and agency affiliations of the multidisciplinary team that participated in the Audit. Audit participants were provided a list of crashes that occurred at the intersection from 2016 through 2018, a collision diagram, summary tables and charts providing analysis of crashes that have occurred, and traffic data (traffic volumes, vehicle speeds, and vehicle classifications) both in advance of the meeting and at the audit itself. These materials are contained in the Appendix of this Report.

Table 1: Participating Audit Team Members

| Audit Team Member | Agency/Affiliation |
|--------------------------|---------------------------------------|
| James O'Connor | Stoughton Police Department |
| Cynthia Walsh | Town of Stoughton Resident |
| John Charbonneau | Town of Stoughton Planning Department |
| Tom Fitzgerald | Town of Stoughton – DPW |
| Marc Tisdelle | Town of Stoughton - Engineering |
| Craig Horsfall | Town of Stoughton – Engineering |
| Jason Walters | MassDOT |
| William McNulty | Old Colony Planning Council |
| Ray Guarino | Old Colony Planning Council |
| Paul Chenard | Old Colony Planning Council |

Project Location and Description

Park Street in the Town of Stoughton extends from the Stoughton center south to the Brockton City Line. Park Street is designated as Route 27 and is under state jurisdiction (Massachusetts Department of Public Works, MassDOT). It is classified as an Urban Principal Arterial. Park Street is a two lane road in Stoughton and the pavement width is approximately 50 feet wide. The lane use consists of two travel lanes and a paved shoulder on both sides of the road (approximately 10 feet wide). The speed limit is posted at 40 miles per hour on Park Street on the northbound and southbound side of the road just north of the Turnpike Street intersection. Turnpike Street is a two-lane road, which is classified as an Urban Collector and is under the jurisdiction of the Town of Stoughton. There is no speed regulation for this

road, and a “Thickly Settled, 30 MPH” warning sign is posted on the northbound and southbound side of the road. The pavement width of Turnpike Street varies between 27 and 29 feet and contains two twelve foot travel lanes with limited shoulders (two to three feet wide on each side of the road). Campanelli Parkway is classified as a local road under the jurisdiction of the Town of Stoughton. It is approximately 50 feet wide with a raised median and provides access to a number of industrial parcels.

Figure 1 shows a locus map of the Road Safety Audit study area.

Figure 1: Locus Map



Audit Observations and Potential Safety Enhancements

During the RSA meeting prior to the field visit, an introduction of the RSA process and a summary of the crash information was presented to the audit participants. Following this presentation, the members of the audit team were asked to discuss the existing issues that may affect safety at the intersection. The audit team then visited the site as a group, at which time observations, safety concerns, and deficiencies were identified and documented by OCPC staff.

Provided as follows is a summary of the safety concerns and the potential enhancements that were identified during the RSA.



The meeting began with a summary of the crash data, traffic operations, and existing conditions.

Summary of Road Safety Audit

Safety Issue: The peak hour intersection Levels-of-Service are at LOS “F” during the morning and afternoon peak hours.

Morning and afternoon peak hour turning movement counts were conducted at the intersection by OCPC (and are included in the Appendix), and level-of-service analyses (LOS) were performed to qualify and quantify traffic operations. The LOS analysis showed that the left and right turns from Turnpike Street to Park Street experience LOS “F” (forced flow failed) conditions during the morning and afternoon peak hours. Long delays and long queues on the stop signed approach of the intersection create unsafe conditions due to left turn and right turn vehicles from the side street (Turnpike Street) forcing their way onto the major road (Park Street) without sufficient gaps in the traffic flow forcing vehicles on the major street to slow down or worse, causing vehicles to collide. In addition, Turnpike Street is an alternative route for Route 24 and becomes congested during times of reoccurring congestion and crashes and incidents (non-reoccurring congestion), happen on Route 24.

A Signal warrant analysis was performed for the intersection by OCPC in accordance with the standards in the FHWA, *Manual on Uniform Traffic Control Devices*. The signal warrant analysis showed that the intersection satisfies Warrant 1, Eight-hour Vehicular Volume, Warrant 2, Four-hour vehicular volume, and Warrant 3, Peak Hour Delay/Volumes.

Safety Enhancement: Install traffic signals at the intersection.

Safety Issue: Sight distance from the Turnpike Street approach is limited.

The sight distance for vehicles queueing on the Turnpike Street stop signed approach is limited due to a number of factors. There is a de-facto right turn lane on this approach, which creates a situation where left turn vehicles waiting to turn left block the sight lines for vehicles stacked up next to them waiting to turn right onto Park Street. The sign on the island that warns vehicles entering Turnpike Street from Park Street to stay right is at a height and in a location on the island in which it blocks the sight lines for vehicles queued on the Turnpike Street approach waiting to turn left to Park Street. In addition, vehicles

on the Turnpike northbound approach to the intersection that are turning right to Turnpike Street, sometimes use the break down lane as a “de facto” right turn lane. Vehicles behind them are sometimes not visible to motorists queued on the Turnpike Street approach waiting to turn left or right onto Park Street.

Safety Enhancement: Reconstruct, realign the intersection, and narrow the Turnpike Street approach to create a single right turn, left turn shared use lane.

Safety Enhancement: The Town should consider reassessing sign placement to conform to the *Manual on Uniform Traffic Control Devices (MUTCD)* so that sign placement does not hinder sight lines.

Safety Issue: The Lighting at the intersection is inadequate.

Potential Safety Enhancement: Improve lighting at the intersection.

Safety Issue: Intersection visibility

There is an intersection ahead warning sign on Park Street approaching the intersection, but not on the southbound side. The intersection visibility on the southbound Park Street approach is limited due to the curve in the road.

Safety Enhancement: Evaluate signage including using consistent style (MUTCD compliant) street name signs along Park Street (replace those not in compliance, replace roadway signage with retroreflective MUTCD compliant signage, and add an intersection ahead warning sign on the Park Street southbound approach).

Safety Issue: Turnpike Street intersects at a skewed angle with a wide turning radii for right turning vehicles Park Street northbound to Turnpike Street resulting in excessive speeding for right turns, and there is an ascending grade on the Turnpike Street approach.



Sign on the traffic island dedicating Patrick Walsh Square has been hit by vehicles encroaching on the traffic island.

The skewed angle at which the roads intersects leads to poor visibility of the intersection ahead and lane departure crashes. Vehicles turning right from Park Street northbound to Turnpike Street eastbound take the turn at high speeds due to the wide turning radii. Speeds on Park Street (Route 27) are excessive, and there are crashes that are speed related. Heavy vehicles have difficulty turning in and out of Turnpike Street due to the skewed nature of the intersection. Heavy vehicles turning right from Turnpike Street and heavy vehicles turning left from Park Street southbound to Turnpike Street end up running off the road onto the northeast corner of the intersection. In addition, commercial heavy vehicles turning left from Turnpike Street to Park Street southbound encroach on the traffic island in the middle of the intersection. There is a memorial sign to Patrick Walsh on the island that has been hit by lane departure crashes several times. The existing memorial sign at the intersection should be preserved under any redesign or configuration of the intersection.

Safety Enhancement: Reconstruct the intersection to tighten up the turning radii on the south east corner to reduce speeds of vehicles turning right from Park Street northbound to Turnpike Street (this will also shorten the walking distance across the Turnpike Street approach for pedestrians. In addition, flatten the grade on the Turnpike Street westbound approach (there is a possibility of a right of way taking on the

eastern side of Turnpike Street if Turnpike Street is relocated, as well as the need to build a retaining wall).

Safety Issue: There is a pattern of angle type crashes occurring in close vicinity to the intersection at the gasoline station driveways.

Safety Enhancement: Consider implementing access management techniques and reducing the number of gasoline station curb-cuts to reduce the number of turning movement conflicts. This involves limiting the number of curb cuts and driveways as well as limiting the types of movements at driveways (right turns only).

Safety Issue: Sidewalks at this location are limited and there are no crosswalks across Park Street.

Safety Enhancement: Consider sidewalk improvements including extending existing sidewalks and adding a sidewalk from Park Street to Campanelli Parkway. In addition, restripe existing crosswalk and consider additional crosswalks across Park Street.



Vehicles turning right from Park Street northbound to Turnpike Street take the turn at high speeds due to the wide turning radii.

Safety Issue: There is a lack of bicycle accommodations at the intersection.

Safety Enhancement: Consider adding a multi-use bicycle and pedestrian path along Park Street (Route 27).

Safety Issue: Turnpike Street does not have an established Speed Regulation.

Safety Enhancement: Although the speed limit on Turnpike Street is posted at 30 miles per hour, there are no established speed regulations on file. The posted speed limits should be removed. The prima fascia speed limit on Turnpike Street is 30 miles per hour; however, this should be posted as a warning sign as “Thickly Settled”.

Safety Enhancement: The Town can consider reducing the speed limit on Turnpike Street to 25 miles per hour. Section 193 of Chapter 218 of the Acts of 2016 added A new section to Massachusetts General Laws (MGL Chapter 90) allows the legislative body in a municipality to establish a speed limit of 25 mph on any roadway inside a thickly settled or business district in the municipality that is not a State Highway or is not otherwise posted pursuant to the issuance of special speed regulations.

Summary of Road Safety Audit

Based on the review of data, on-site field observations and group discussion, the RSA team identified possible enhancements that could improve safety at the intersection. Further study and design work will need to be conducted to determine the feasibility of making some of the improvements. Table 2 summarizes the estimated time frame and costs breakdown and Tables 3 and 4 summarize the safety issues, possible enhancements, estimated safety payoff, time frame, cost, and responsibility. Safety payoff estimates are based on engineering judgment and are categorized as low, medium, and high. The time frame is categorized as short-term (<1 year), midterm (1 to 3 years), or long-term (typically >3 years). Long-term improvements are typically considered to be substantial improvements with an expected time frame for implementation greater than 3 years. The costs are categorized as low (<\$10,000), medium (\$10,001 to \$50,000), or high (>\$50,000).

Table 2: Estimated Time Frame and Costs Breakdown

| Time Frame | | Costs | |
|------------|-----------|--------|-------------------|
| Short-Term | <1 Year | Low | <\$10,000 |
| Mid-Term | 1-3 Years | Medium | \$10,001-\$50,000 |
| Long-Term | >3 Years | High | >\$50,000 |

Table 3: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|---|---------------|------------|--------|-----------------------|
| The peak hour intersection Levels-of-Service are at LOS "F" during the morning and afternoon peak hours. | Install traffic signals at the intersection. | High | >3 Years | High | Stoughton/ MassDOT |
| Sight distance from the Turnpike Street approach is limited. | Reconstruct, realign the intersection, and narrow the Turnpike Street approach to create a single right turn, left turn shared use lane. | Medium | 1-3 Years | High | Stoughton/ MassDOT |
| | The Town should consider reassessing sign placement to conform to the Manual on Uniform Traffic Control Devices (MUTCD) so that sign placement does not hinder sight lines. | Medium | <1 Year | Low | Stoughton/ MassDOT |
| The Lighting at the intersection is inadequate. | Improve lighting at the intersection. | Medium | <1 Year | Medium | Town of Stoughton |
| Intersection visibility - there is an intersection ahead warning sign on Park Street approaching the intersection, but not on the southbound side. The intersection visibility on the southbound Park Street approach is limited due to the curve in the road. | Evaluate signage including using consistent style (MUTCD compliant) street name signs along Park Street (replace those not in compliance, replace roadway signage with retroreflective MUTCD compliant signage, and add an intersection ahead warning sign on the Park Street southbound approach.) | Medium | <1 Year | Low | MassDOT |
| Turnpike Street intersects at a skewed angle with a wide turning radii for Park Street northbound to Turnpike Street resulting in high speed right turns, and there is an ascending grade on the Turnpike Street approach. | Reconstruct the intersection to tighten up the turning radii on the south east corner. This will reduce the speeds of right turns from Park Street northbound to Turnpike Street and shorten the walking distance across Turnpike Street for pedestrians. Flatten the grade on the Turnpike Street westbound approach. (If Turnpike Street is relocated, there is potential ROW taking and a need to build a retaining wall). | Medium | 1-3 Years | High | Stoughton/ MassDOT |

Table 4: Potential Safety Enhancement Summary (Continued)

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|---|---|---------------|------------|------|-------------------------------|
| There is a pattern of angle type crashes occurring in close vicinity to the intersection at the gasoline station driveways. | Consider implementing access management techniques and reducing the number of gasoline station curb-cuts to reduce the number of turning movement conflicts. | Medium | <1 Year | Low | MassDOT |
| Sidewalks at this location are limited and there are no crosswalks across Park Street. | Consider sidewalk improvements including extending existing sidewalks and adding a sidewalk from Park Street to Campanelli Parkway. In addition, restripe the existing crosswalk and consider additional crosswalks across Park Street. | Medium | >3 Years | High | Town of Stoughton/ MassDOT |
| There is a lack of bicycle accommodations at the intersection. | Consider adding a multi-use bicycle and pedestrian path along Park Street (Route 27). | Medium | >3 Years | High | MassDOT |
| Turnpike Street does not have an established Speed Regulation. | The posted speed limit on Turnpike Street is 30 MPH, There is no speed regulation on file. The posted speed limits signs should be removed. The prima fascia speed limit on Turnpike Street is 30 MPH, this should be posted as a warning sign as "Thickly Settled". | Medium | <1 Year | Low | Town of Stoughton |
| | The Town can consider reducing the speed limit on Turnpike Street to 25 miles per hour. Section 193 of Chapter 218 of the Acts of 2016 added A new section to Massachusetts General Laws (MGL Chapter 90) allows the legislative body in a municipality to establish a speed limit of 25 mph on any roadway inside a thickly settled or business district in the municipality that is not a State Highway or is not otherwise posted pursuant to the issuance of special speed regulations. | Medium | <1 Year | Low | Town of Stoughton |

Appendix A. RSA Meeting Agenda

Agenda

Road Safety Audit

Brockton, MA

Intersection of Park Street (Route 27) at Turnpike Street Including Campanelli Parkway and Surrounding Area

Meeting Location: Stoughton Police Town Hall
26 Rose St, Stoughton, MA 02072
Monday October 28, 2019
9:30 AM – 12:00 PM

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

9:30 AM Welcome and Introductions

9:35 AM Review of Site Specific Material - Review and Discuss Project

- Review of Crash Data and Traffic Data
- Existing Conditions and Known Challenges

10:15 AM Visit the Intersection and Discussion

- Identify deficiencies at the study area location
- OCPC staff will document all observations and comments

11:00 AM Wrap up Site Visit and Post Visit Discussion Meeting

- Discuss issues and document and finalize potential improvements

12:00 PM Adjourn for the Day

Instructions for Participants:

- Before attending the RSA, participants are encouraged to drive through the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.
- CONTACT: Please direct questions regarding this RSA to Raymond Guarino, OCPC, (508) 583-1833, Ext 212, rguarino@ocpcrpa.org.



Old Colony Planning Council
70 School Street
Brockton, MA 02301

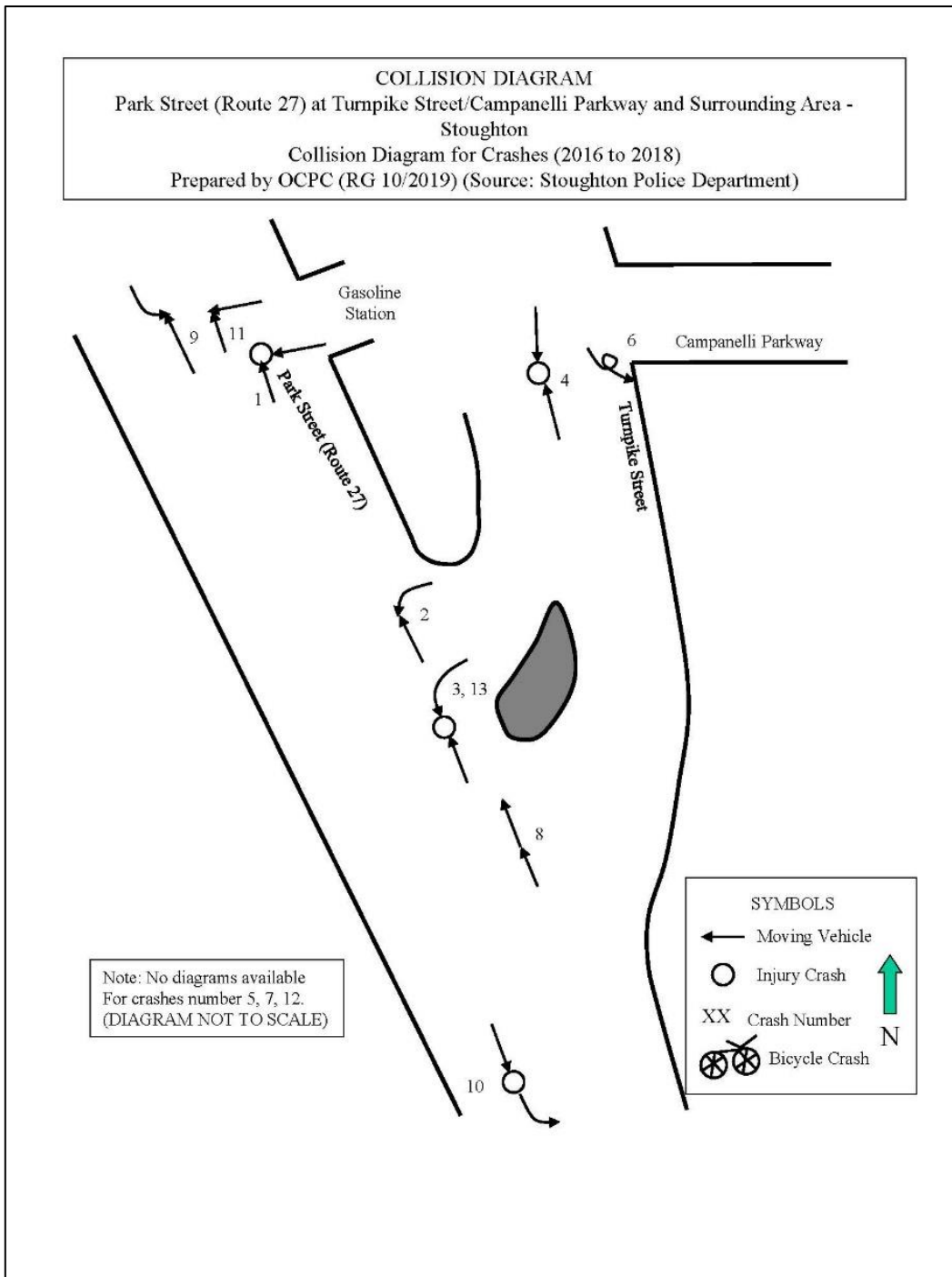
Appendix B. RSA Audit Team Contact List

Participating Audit Team Members

Date: October 28, 2019 Location: Park Street at Turnpike Street (including Campanelli Parkway and surrounding area, Stoughton, MA)

| Audit Team Members | Agency/Affiliation | Email Address |
|---------------------------|-----------------------------|--|
| James O'Connor | Stoughton Police | joconnor@stoughton-ma.gov |
| Cynthia Walsh | Town of Stoughton Resident | (not available) |
| John Charbonneau | Town of Stoughton Planning | jcharbonneau@stoughton-ma.gov |
| Marc Tisdelle | Stoughton Engineering | mtisdelle@stoughton-ma.gov |
| Craig Horsfall | Stoughton Engineering | chorsfall@stoughton-ma.gov |
| Tom Fitzgerald | Stoughton DPW | tfitzgerald@stoughton-ma.gov |
| Jason Walters | MassDOT District 5 Projects | Jason.walters@dot.state.ma.us |
| William McNulty | OCPC | wmcnulty@ocpcrpa.org |
| Ray Guarino | OCPC | rquarino@ocpcrpa.org |
| Paul Chenard | OCPC | pchenard@ocpcrpa.org |

Appendix C. Detailed Crash Data

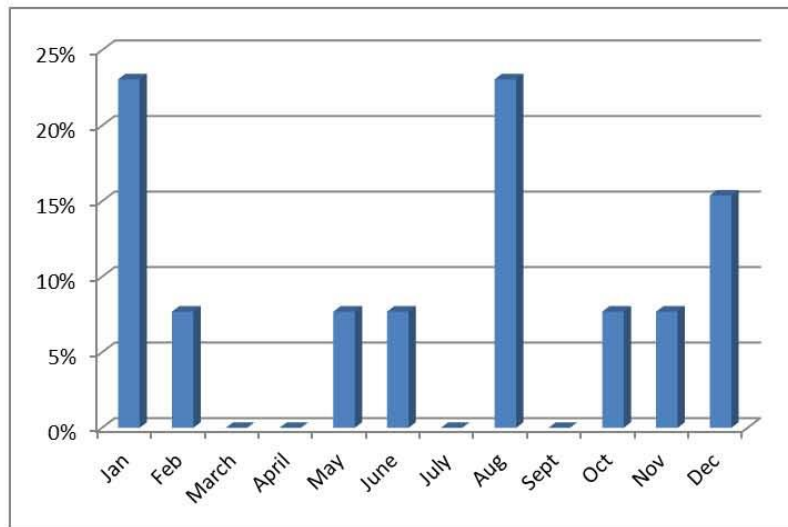


**Crash Data Summary Table
at Park Street (Route 27)/Turnpike Street - Stoughton**

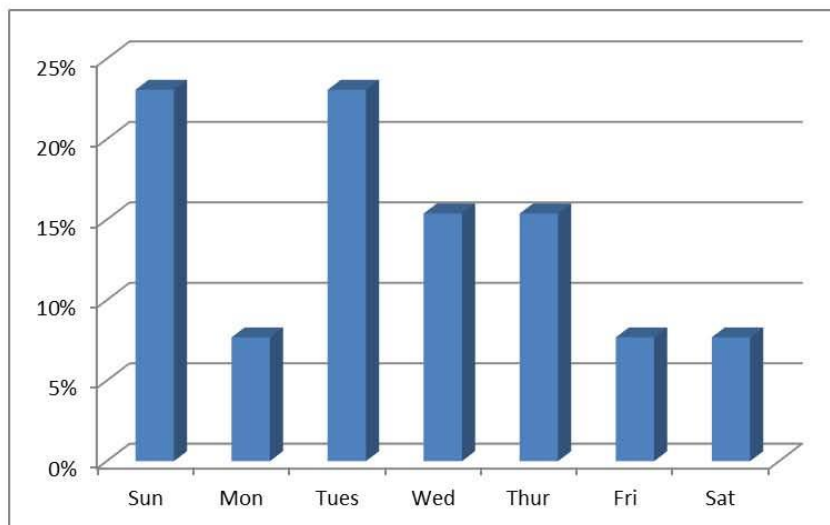
| Crash Num | P.D. Code | Crash Date | Crash Day | Time of Day | Manner of Coll | Light Cond | Weather | Road Surf | Age 1 | Age 2 | Comments | Injury |
|-----------|-----------|------------|-----------|-------------|----------------|-----------------|---------|-----------|-------|-------|------------------------------|--------|
| 1 | 16-20-AC | 1/12/2016 | Tues | 1:04 PM | Angle | Daylight | Clear | Dry | 48 | 72 | Gas station entrance | INJ |
| 2 | 16-486-AC | 8/8/2016 | Mon | 2:54 PM | Angle | Daylight | Clear | Dry | 22 | 45 | | PDO |
| 3 | 16-527-AC | 8/23/2016 | Tues | 5:26 PM | Angle | Daylight | Clear | Dry | 85 | 24 | | INJ |
| 4 | 16-664-AC | 11/6/2016 | Sun | 1:36 PM | Head-On | Daylight | Clear | Wet | 32 | 55 | | INJ |
| 5 | Unknown | 8/23/2016 | Tues | 5:46 PM | NA | Daylight | NA | NA | | | | PDO |
| 6 | 17-42-AC | 1/15/2017 | Sun | 3:55 AM | Ran off road | Dark Lighted Rd | Cloudy | Dry | 38 | | | PDO |
| 7 | Unknown | 1/22/2017 | Sun | 5:44 AM | Ran off road | NA | NA | NA | | | | NA |
| 8 | 17-87-AC | 2/2/2017 | Thur | 1:03 PM | Rear-End | Daylight | Clear | Dry | 63 | 47 | | PDO |
| 9 | 17-381-AC | 6/24/2017 | Sat | 8:50 AM | Angle | Daylight | Cloudy | Wet | 17 | 48 | Gas station entrance | PDO |
| 10 | 17-748-AC | 12/13/2017 | Wed | 3:26 PM | Rear-End | Daylight | Clear | Dry | 27 | 58 | Blue Hills Building entrance | INJ |
| 11 | 17-770-AC | 12/22/2017 | Fri | 3:56 PM | Angle | Dusk | Snow | Wet | 51 | 26 | Gas station entrance | PDO |
| 12 | Unknown | 5/9/2018 | Wed | 11:18 AM | NA | Daylight | NA | NA | | | | PDO |
| 13 | 18-600-AC | 10/26/2018 | Thur | 6:58 AM | Angle | Dawn | Clear | Dry | 48 | 54 | | INJ |

Park Street (Route 27)/Turnpike Street – Stoughton

Crash Month

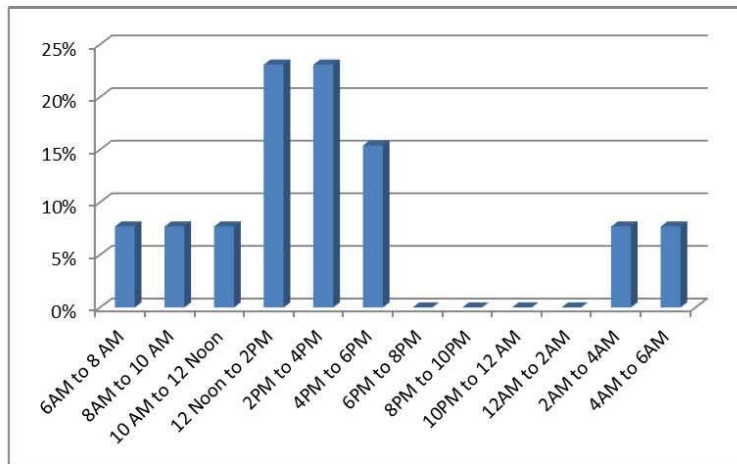


Day of the Week

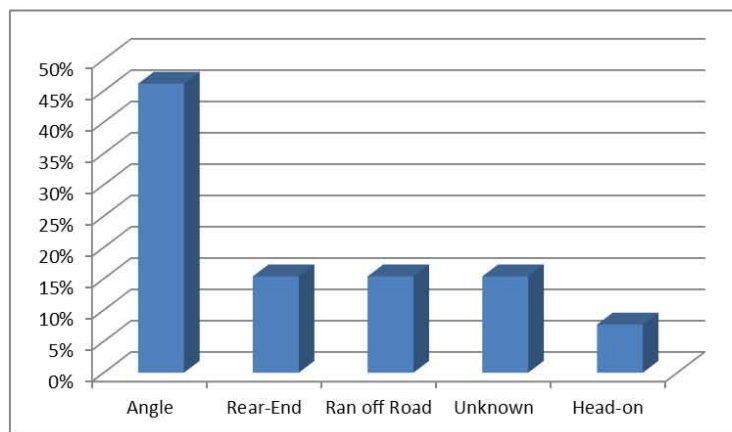


Park Street (Route 27)/Turnpike Street – Stoughton

Time of Day

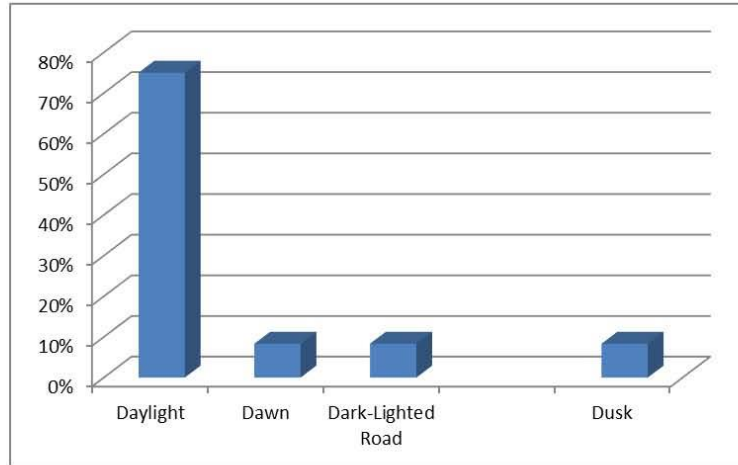


Manner of Collision

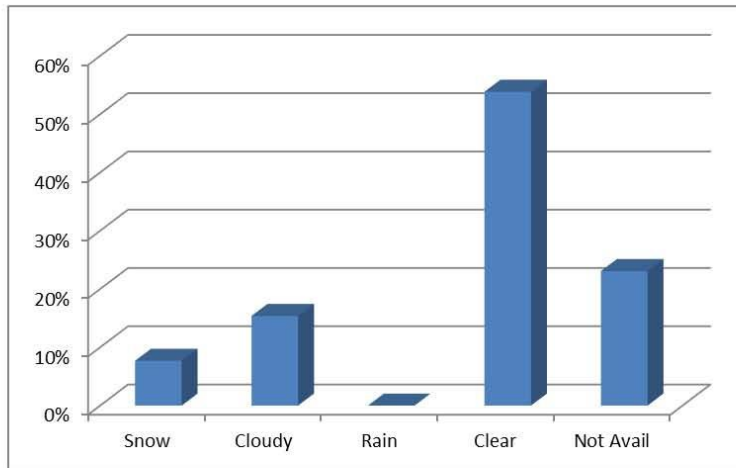


Park Street (Route 27)/Turnpike Street – Stoughton

Light Conditions

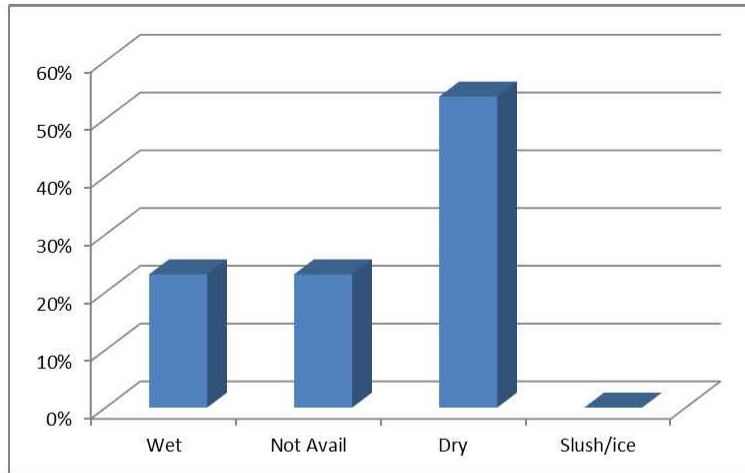


Weather Conditions

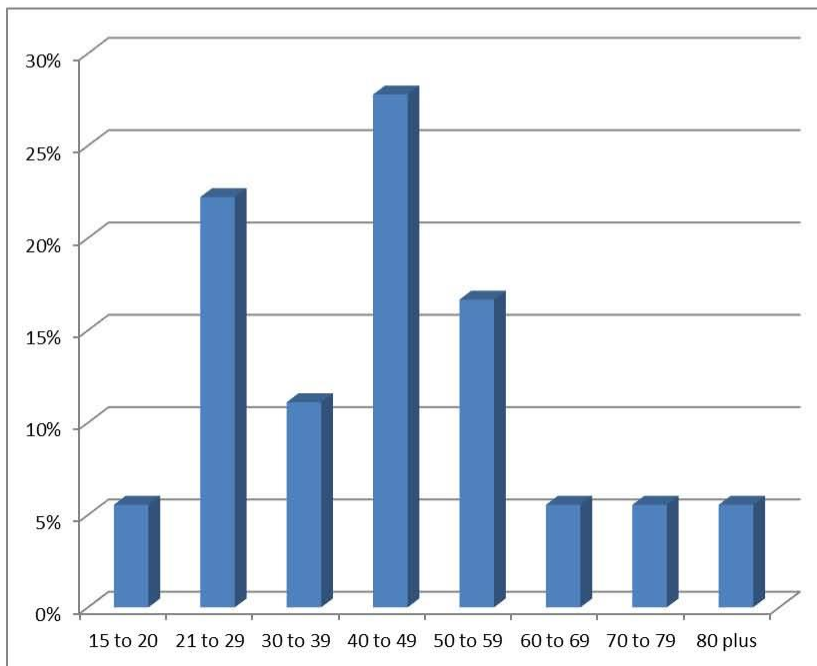


Park Street (Route 27)/Turnpike Street – Stoughton

Road Surface Conditions



Age



Park Street (Route 27)/Turnpike Street – Stoughton

Appendix D. Additional Information

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council FINAL

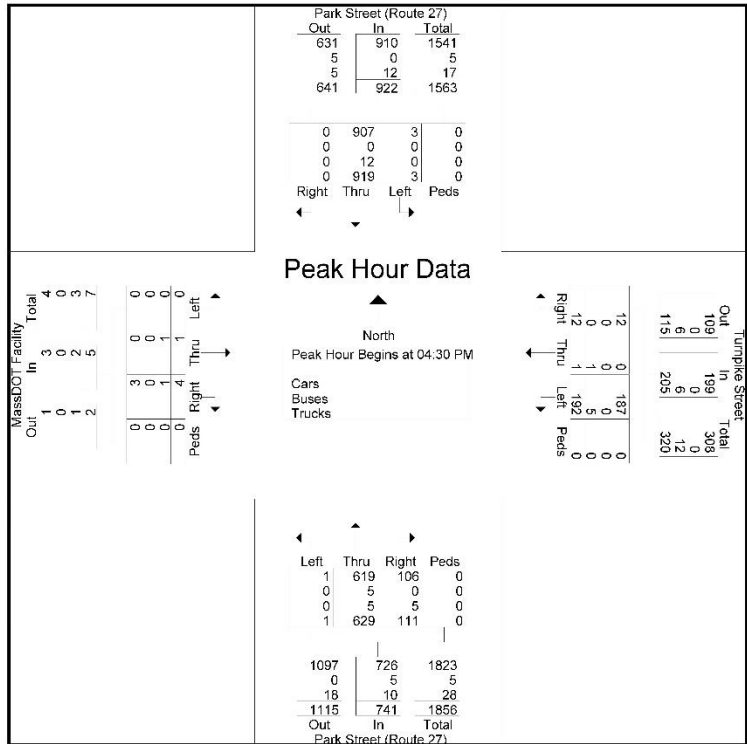


Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Stoughton
 Weather: Clear
 Board # & Staff: DB-400 (3) / KM
 Traffic Control: Stop Sign

File Name : Park Street (Route 27) & Turnpike Street_PM
 Site Code : 285
 Start Date : 9/19/2019
 Page No : 4

| Start Time | Park Street (Route 27) Southbound | | | | Turnpike Street Westbound | | | | Park Street (Route 27) Northbound | | | | MassDOT Facility Eastbound | | | | | | | | |
|--|-----------------------------------|------|------|------|---------------------------|------|------|------|-----------------------------------|------|------|------|----------------------------|------|------|------|------|------|------|------|------|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | | | | | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 207 | 0 | 0 | 207 | 1 | 0 | 57 | 0 | 58 | 28 | 160 | 1 | 0 | 189 | 2 | 1 | 0 | 0 | 3 | 457 |
| 04:45 PM | 0 | 185 | 1 | 0 | 186 | 3 | 0 | 52 | 0 | 55 | 29 | 150 | 0 | 0 | 179 | 1 | 0 | 0 | 0 | 1 | 421 |
| 05:00 PM | 0 | 288 | 2 | 0 | 290 | 4 | 0 | 37 | 0 | 41 | 31 | 155 | 0 | 0 | 186 | 1 | 0 | 0 | 0 | 1 | 518 |
| 05:15 PM | 0 | 239 | 0 | 0 | 239 | 4 | 1 | 46 | 0 | 51 | 23 | 164 | 0 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 477 |
| Total Volume | 0 | 919 | 3 | 0 | 922 | 12 | 1 | 192 | 0 | 205 | 111 | 629 | 1 | 0 | 741 | 4 | 1 | 0 | 0 | 5 | 1873 |
| % App. Total | 0 | 99.7 | 0.3 | 0 | | 5.9 | 0.5 | 93.7 | 0 | | 15 | 84.9 | 0.1 | 0 | | 80 | 20 | 0 | 0 | | |
| PHF | .000 | .798 | .375 | .000 | .795 | .750 | .250 | .842 | .000 | .884 | .895 | .959 | .250 | .000 | .980 | .500 | .250 | .000 | .000 | .417 | .904 |
| Cars | 0 | 907 | 3 | 0 | 910 | 12 | 0 | 187 | 0 | 199 | 106 | 619 | 1 | 0 | 726 | 3 | 0 | 0 | 0 | 3 | 1838 |
| % Cars | 0 | 98.7 | 100 | 0 | 98.7 | 100 | 0 | 97.4 | 0 | 97.1 | 95.5 | 98.4 | 100 | 0 | 98.0 | 75.0 | 0 | 0 | 0 | 60.0 | 98.1 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0.3 |
| Trucks | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 5 | 0 | 6 | 5 | 5 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 2 | 30 |
| % Trucks | 0 | 1.3 | 0 | 0 | 1.3 | 0 | 100 | 2.6 | 0 | 2.9 | 4.5 | 0.8 | 0 | 0 | 1.3 | 25.0 | 100 | 0 | 0 | 40.0 | 1.6 |



Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**



Old Colony Planning Council

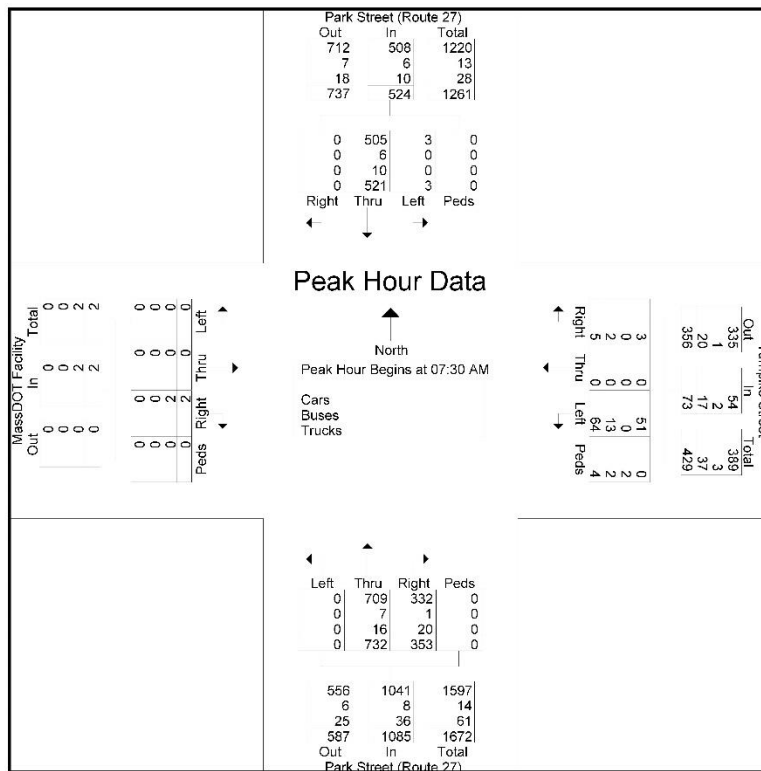
70 School Street
Brockton, MA 02301
(508) 583-1833

www.ocpcrpa.org

Community: Stoughton
Weather: Clear
Board # & Staff: DB-400 (3) / KM
Traffic Control: Stop Sign

File Name : Park Street (Route 27) & Turnpike Street_AM
Site Code : 285
Start Date : 9/17/2019
Page No : 4

| Start Time | Park Street (Route 27) Southbound | | | | | Turnpike Street Westbound | | | | | Park Street (Route 27) Northbound | | | | | MassDOT Facility Eastbound | | | | | 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 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 145 | 0 | 0 | 145 | 2 | 0 | 14 | 1 | 17 | 97 | 175 | 0 | 0 | 272 | 0 | 0 | 0 | 0 | 0 | 434 |
| 07:45 AM | 0 | 128 | 1 | 0 | 129 | 1 | 0 | 18 | 1 | 20 | 90 | 181 | 0 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 420 |
| 08:00 AM | 0 | 106 | 0 | 0 | 106 | 1 | 0 | 18 | 0 | 19 | 80 | 194 | 0 | 0 | 274 | 1 | 0 | 0 | 0 | 1 | 400 |
| 08:15 AM | 0 | 142 | 2 | 0 | 144 | 1 | 0 | 14 | 2 | 17 | 86 | 182 | 0 | 0 | 268 | 1 | 0 | 0 | 0 | 1 | 430 |
| Total Volume | 0 | 521 | 3 | 0 | 524 | 5 | 0 | 64 | 4 | 73 | 353 | 732 | 0 | 0 | 1085 | 2 | 0 | 0 | 0 | 2 | 1684 |
| % App. Total | 0 | 99.4 | 0.6 | 0 | 6.8 | 0 | 87.7 | 5.5 | 32.5 | 67.5 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 |
| PHF | .000 | .898 | .375 | .000 | .903 | .625 | .000 | .889 | .500 | .913 | .910 | .943 | .000 | .000 | .990 | .500 | .000 | .000 | .000 | .500 | .970 |
| Cars | 0 | 505 | 3 | 0 | 508 | 3 | 0 | 51 | 0 | 54 | 332 | 709 | 0 | 0 | 1041 | 0 | 0 | 0 | 0 | 0 | 1603 |
| % Cars | 0 | 96.9 | 100 | 0 | 96.9 | 60.0 | 0 | 79.7 | 0 | 74.0 | 94.1 | 96.9 | 0 | 0 | 95.9 | 0 | 0 | 0 | 0 | 0 | 95.2 |
| Buses | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 2 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 16 |
| % Buses | 0 | 1.2 | 0 | 0 | 1.1 | 0 | 0 | 0 | 50.0 | 2.7 | 0.3 | 1.0 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 1.0 |
| Trucks | 0 | 10 | 0 | 0 | 10 | 2 | 0 | 13 | 2 | 17 | 20 | 16 | 0 | 0 | 36 | 2 | 0 | 0 | 0 | 2 | 65 |
| % Trucks | 0 | 1.9 | 0 | 0 | 1.9 | 40.0 | 0 | 20.3 | 50.0 | 23.3 | 5.7 | 2.2 | 0 | 0 | 3.3 | 100 | 0 | 0 | 0 | 100 | 3.9 |



Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**



Old Colony Planning Council

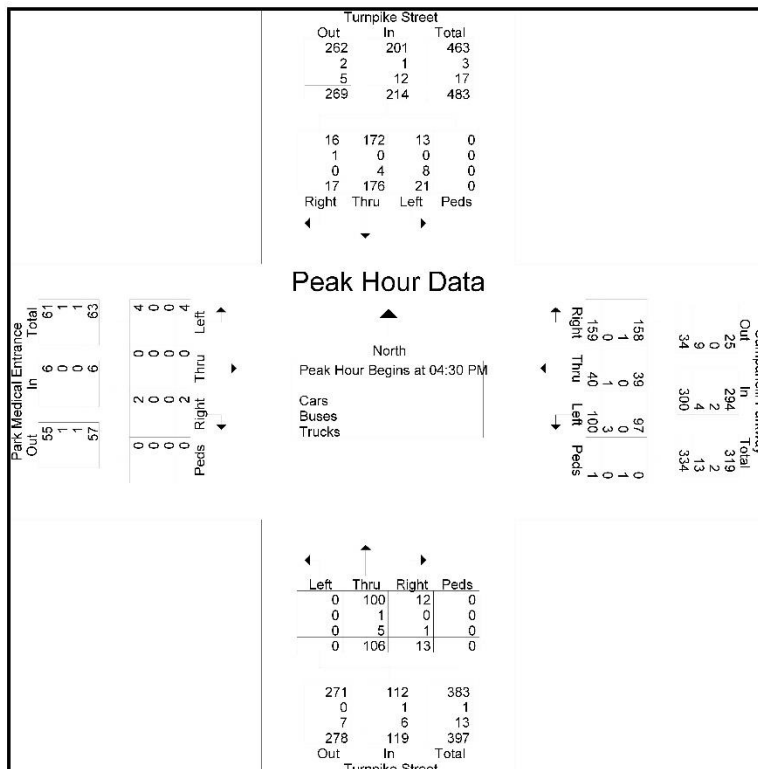
70 School Street
Brockton, MA 02301
(508) 583-1833

www.ocpcrpa.org

Community: Stoughton
Weather: Clear
Board # & Staff: DB-400 (4) / SB
Traffic Control: Stop Sign

File Name : Turnpike Street & Campanelli Parkway_PM
Site Code : 285
Start Date : 9/18/2019
Page No : 4

| Start Time | Turnpike Street Southbound | | | | App. Total | Campanelli Parkway Westbound | | | | App. Total | Turnpike Street Northbound | | | | App. Total | Park Medical Entrance Eastbound | | | | Int. Total | |
|--|----------------------------|------|------|------|------------|------------------------------|------|------|------|------------|----------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------|
| | Right | Thru | Left | Peds | | Right | Thru | Left | Peds | | Right | Thru | Left | Peds | | Right | Thru | Left | Peds | | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 1 | 42 | 7 | 0 | 50 | 31 | 11 | 25 | 1 | 68 | 5 | 35 | 0 | 0 | 40 | 0 | 0 | 1 | 0 | 1 | 159 |
| 04:45 PM | 7 | 53 | 7 | 0 | 67 | 26 | 4 | 22 | 0 | 52 | 3 | 16 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 138 |
| 05:00 PM | 3 | 42 | 3 | 0 | 48 | 65 | 20 | 31 | 0 | 116 | 5 | 30 | 0 | 0 | 35 | 1 | 0 | 2 | 0 | 3 | 202 |
| 05:15 PM | 6 | 39 | 4 | 0 | 49 | 37 | 5 | 22 | 0 | 64 | 0 | 25 | 0 | 0 | 25 | 1 | 0 | 1 | 0 | 2 | 140 |
| Total Volume | 17 | 176 | 21 | 0 | 214 | 159 | 40 | 100 | 1 | 300 | 13 | 106 | 0 | 0 | 119 | 2 | 0 | 4 | 0 | 6 | 639 |
| % App. Total | 7.9 | 82.2 | 9.8 | 0 | 53 | 13.3 | 33.3 | 0.3 | 0 | 10.9 | 89.1 | 0 | 0 | 33.3 | 0 | 66.7 | 0 | 0 | 0 | 0 | 0 |
| PHF | .607 | .830 | .750 | .000 | .799 | .612 | .500 | .806 | .250 | .647 | .650 | .757 | .000 | .000 | .744 | .500 | .000 | .500 | .000 | .500 | .791 |
| Cars | 16 | 172 | 13 | 0 | 201 | 158 | 39 | 97 | 0 | 294 | 12 | 100 | 0 | 0 | 112 | 2 | 0 | 4 | 0 | 6 | 613 |
| % Cars | 94.1 | 97.7 | 61.9 | 0 | 93.9 | 99.4 | 97.5 | 97.0 | 0 | 98.0 | 92.3 | 94.3 | 0 | 0 | 94.1 | 100 | 0 | 100 | 0 | 100 | 95.9 |
| Buses | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| % Buses | 5.9 | 0 | 0 | 0 | 0.5 | 0.6 | 0 | 0 | 100 | 0.7 | 0 | 0.9 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0.6 |
| Trucks | 0 | 4 | 8 | 0 | 12 | 0 | 1 | 3 | 0 | 4 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 22 |
| % Trucks | 0 | 2.3 | 38.1 | 0 | 5.6 | 0 | 2.5 | 3.0 | 0 | 1.3 | 7.7 | 4.7 | 0 | 0 | 5.0 | 0 | 0 | 0 | 0 | 0 | 3.4 |



Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**



Old Colony Planning Council

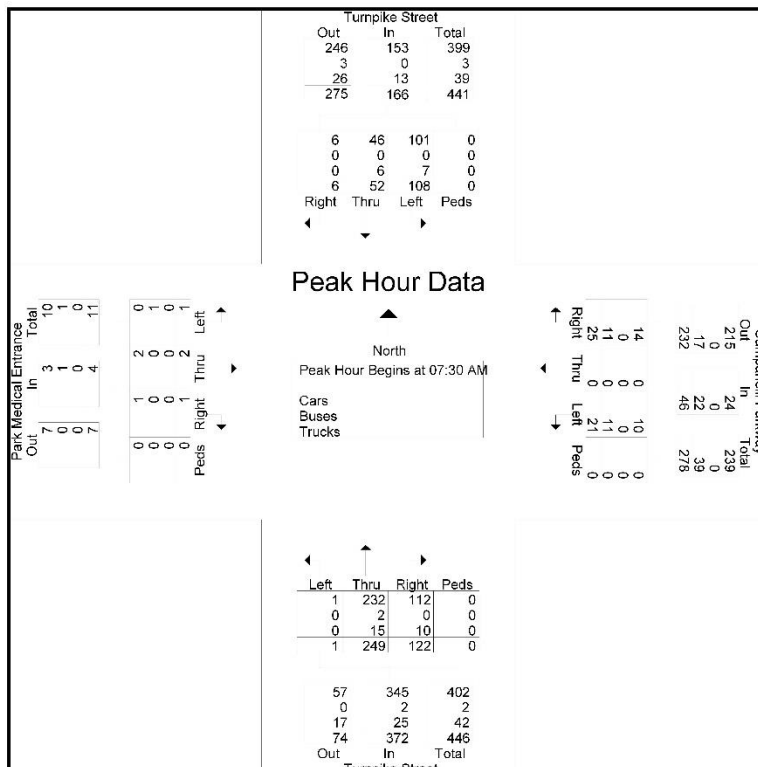
70 School Street
 Brockton, MA 02301
 (508) 583-1833

www.ocpcrpa.org

Community: Stoughton
 Weather: Clear
 Board # & Staff: DB-400 (4) / SB
 Traffic Control: Stop Sign

File Name : Turnpike Street & Campanelli Parkway_AM
 Site Code : 285
 Start Date : 9/17/2019
 Page No : 4

| Start Time | Turnpike Street Southbound | | | | Campanelli Parkway Westbound | | | | Turnpike Street Northbound | | | | Park Medical Entrance Eastbound | | | | Int. Total | | | | |
|--|----------------------------|------|------|------|------------------------------|-------|------|------|----------------------------|------------|-------|------|---------------------------------|------|------------|------|------------|------|------|------|------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | 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 | 1 | 13 | 18 | 0 | 32 | 8 | 0 | 4 | 0 | 12 | 20 | 72 | 0 | 0 | 92 | 1 | 1 | 0 | 0 | 2 | 138 |
| 07:45 AM | 0 | 13 | 28 | 0 | 41 | 8 | 0 | 6 | 0 | 14 | 36 | 69 | 0 | 0 | 105 | 0 | 1 | 0 | 0 | 1 | 161 |
| 08:00 AM | 3 | 13 | 34 | 0 | 50 | 4 | 0 | 6 | 0 | 10 | 29 | 53 | 0 | 0 | 82 | 0 | 0 | 1 | 0 | 1 | 143 |
| 08:15 AM | 2 | 13 | 28 | 0 | 43 | 5 | 0 | 5 | 0 | 10 | 37 | 55 | 1 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 146 |
| Total Volume | 6 | 52 | 108 | 0 | 166 | 25 | 0 | 21 | 0 | 46 | 122 | 249 | 1 | 0 | 372 | 1 | 2 | 1 | 0 | 4 | 588 |
| % App. Total | 3.6 | 31.3 | 65.1 | 0 | 54.3 | 0 | 45.7 | 0 | 0 | 32.8 | 66.9 | 0.3 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 0 |
| PHF | .500 | 1.00 | .794 | .000 | .830 | .781 | .000 | .875 | .000 | .821 | .824 | .865 | .250 | .000 | .886 | .250 | .500 | .250 | .000 | .500 | .913 |
| Cars | 6 | 46 | 101 | 0 | 153 | 14 | 0 | 10 | 0 | 24 | 112 | 232 | 1 | 0 | 345 | 1 | 2 | 0 | 0 | 3 | 525 |
| % Cars | 100 | 88.5 | 93.5 | 0 | 92.2 | 56.0 | 0 | 47.6 | 0 | 52.2 | 91.8 | 93.2 | 100 | 0 | 92.7 | 100 | 100 | 0 | 0 | 75.0 | 89.3 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 3 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 | 0 | 0 | 0.5 | 0 | 0 | 100 | 0 | 25.0 | 0.5 |
| Trucks | 0 | 6 | 7 | 0 | 13 | 11 | 0 | 11 | 0 | 22 | 10 | 15 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 60 |
| % Trucks | 0 | 11.5 | 6.5 | 0 | 7.8 | 44.0 | 0 | 52.4 | 0 | 47.8 | 8.2 | 6.0 | 0 | 0 | 6.7 | 0 | 0 | 0 | 0 | 0 | 10.2 |



Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Page 1

Community: Stoughton
 Com#_UR/FC: 285_U6
 Recorder #: 25310
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-Sep-19
 Date End: 19-Sep-19
 Turnpike St, north of Park St (27)

| Start Time | 16-Sep-19 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|--------------|-----------|----|-----|----|-------|-------|-------|-------|-----|----|-----|----|-----|----|--------------|-------|
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | * | * | * | * | 12 | 23 | 18 | 28 | * | * | * | * | * | * | 15 | 26 |
| 01:00 | * | * | * | * | 3 | 24 | 9 | 17 | * | * | * | * | * | * | 6 | 20 |
| 02:00 | * | * | * | * | 6 | 6 | 7 | 9 | * | * | * | * | * | * | 6 | 8 |
| 03:00 | * | * | * | * | 7 | 10 | 6 | 13 | * | * | * | * | * | * | 6 | 12 |
| 04:00 | * | * | * | * | 33 | 8 | 28 | 9 | * | * | * | * | * | * | 30 | 8 |
| 05:00 | * | * | * | * | 209 | 20 | 201 | 18 | * | * | * | * | * | * | 205 | 19 |
| 06:00 | * | * | * | * | 480 | 62 | 484 | 53 | * | * | * | * | * | * | 482 | 58 |
| 07:00 | * | * | * | * | 462 | 74 | 374 | 73 | * | * | * | * | * | * | 418 | 74 |
| 08:00 | * | * | * | * | 338 | 88 | 301 | 86 | * | * | * | * | * | * | 320 | 87 |
| 09:00 | * | * | * | * | 150 | 90 | 176 | 118 | * | * | * | * | * | * | 163 | 104 |
| 10:00 | * | * | * | * | 110 | 106 | 145 | 101 | * | * | * | * | * | * | 128 | 104 |
| 11:00 | * | * | * | * | 141 | 155 | 137 | 114 | * | * | * | * | * | * | 139 | 134 |
| 12:00 PM | * | * | * | * | 184 | 174 | 211 | 219 | * | * | * | * | * | * | 198 | 196 |
| 01:00 | * | * | * | * | 198 | 156 | 190 | 165 | * | * | * | * | * | * | 194 | 160 |
| 02:00 | * | * | * | * | 148 | 179 | 164 | 164 | * | * | * | * | * | * | 156 | 172 |
| 03:00 | * | * | * | * | 139 | 191 | 141 | 192 | * | * | * | * | * | * | 140 | 192 |
| 04:00 | * | * | * | * | 123 | 234 | 120 | 238 | * | * | * | * | * | * | 122 | 236 |
| 05:00 | * | * | * | * | 124 | 225 | 103 | 200 | * | * | * | * | * | * | 114 | 212 |
| 06:00 | * | * | * | * | 127 | 126 | 104 | 161 | * | * | * | * | * | * | 116 | 144 |
| 07:00 | * | * | * | * | 93 | 98 | 94 | 109 | * | * | * | * | * | * | 94 | 104 |
| 08:00 | * | * | * | * | 69 | 66 | 67 | 63 | * | * | * | * | * | * | 68 | 64 |
| 09:00 | * | * | * | * | 36 | 37 | 47 | 47 | * | * | * | * | * | * | 42 | 42 |
| 10:00 | * | * | * | * | 26 | 27 | 20 | 31 | * | * | * | * | * | * | 23 | 29 |
| 11:00 | * | * | * | * | 18 | 28 | 16 | 28 | * | * | * | * | * | * | 17 | 28 |
| Lane Day | 0 | 0 | 0 | 0 | 3237 | 2207 | 3163 | 2256 | 0 | 0 | 0 | 0 | 0 | 0 | 3202 | 2233 |
| | | | | | 5444 | | 5419 | | | | | | | | 5435 | |
| AM Peak Vol. | - | - | - | - | 06:00 | 11:00 | 06:00 | 09:00 | - | - | - | - | - | - | 06:00 | 11:00 |
| PM Peak Vol. | - | - | - | - | 480 | 155 | 484 | 118 | - | - | - | - | - | - | 482 | 134 |
| Week Average | - | - | - | - | 13:00 | 16:00 | 12:00 | 16:00 | - | - | - | - | - | - | 12:00 | 16:00 |
| | - | - | - | - | 199 | 234 | 211 | 238 | - | - | - | - | - | - | 198 | 236 |
| Comb. Total | 0 | 0 | 0 | 0 | 5444 | 5419 | 5419 | 5435 | 0 | 0 | 0 | 0 | 0 | 0 | 5435 | 5435 |

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Page 6

Community: Stoughton
 Com#_UR/FC: 285_U6
 Recorder #: 25310
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-Sep-19
 Date End: 19-Sep-19
 Turnpike St, north of Park St (27)

NB, SB

| Start Time | 1 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | 86 | 91 | 96 | Total |
|--------------|-------------|-------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|
| 09/19/19 | 28 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 01:00 | 19 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 02:00 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 03:00 | 10 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 04:00 | 24 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:00 | 99 | 83 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| 06:00 | 210 | 237 | 80 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 537 |
| 07:00 | 182 | 174 | 75 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 447 |
| 08:00 | 154 | 140 | 83 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 387 |
| 09:00 | 154 | 98 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 294 |
| 10:00 | 140 | 85 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 |
| 11:00 | 138 | 90 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 251 |
| 12 PM | 276 | 131 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 430 |
| 13:00 | 223 | 102 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 355 |
| 14:00 | 212 | 91 | 18 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 328 |
| 15:00 | 208 | 96 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |
| 16:00 | 245 | 92 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 358 |
| 17:00 | 217 | 62 | 20 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 303 |
| 18:00 | 148 | 91 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 |
| 19:00 | 147 | 45 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| 20:00 | 83 | 40 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 21:00 | 51 | 31 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 22:00 | 28 | 13 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 23:00 | 23 | 13 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| Total | 3030 | 1748 | 545 | 84 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5419 |

Daily
 15th Percentile : 9 MPH
 50th Percentile : 31 MPH
 85th Percentile : 39 MPH
 95th Percentile : 43 MPH
 Mean Speed(Average) : 28 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 2293
 Percent in Pace : 42.3%
 Number of Vehicles > 30 MPH : 2822
 Percent of Vehicles > 30 MPH : 52.1%

| | | | | | | | | | | | | | | | |
|--------------------|-------------|-------------|-------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|
| Grand Total | 6134 | 3497 | 1058 | 149 | 20 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10863 |
|--------------------|-------------|-------------|-------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|

Overall
 15th Percentile : 9 MPH
 50th Percentile : 30 MPH
 85th Percentile : 39 MPH
 95th Percentile : 43 MPH
 Mean Speed(Average) : 27 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 4555
 Percent in Pace : 41.9%
 Number of Vehicles > 30 MPH : 5605
 Percent of Vehicles > 30 MPH : 51.6%

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Stoughton
 Com#_UR/FC: 285_U6
 Recorder #: 25236
 Layout: L6 Basic (2)

Station ID:
 Site Code: 285
 Date Start: 18-Sep-19
 Date End: 19-Sep-19
 Turnpike St, north of Campanelli Pkwy

| NB, SB | | Cars & Trailer | 2 Axle Long | 2 Axle Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------------|--------|----------------|-------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|-------------|
| Start Time | Motorc | | | | | | | | | | | | | | |
| 09/19/19 | 1 | 20 | 3 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 | 5 |
| 01:00 | 0 | 10 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 |
| 02:00 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 03:00 | 0 | 12 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 4 |
| 04:00 | 1 | 13 | 7 | 6 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 34 | 13 |
| 05:00 | 2 | 131 | 59 | 5 | 39 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 238 | 46 |
| 06:00 | 3 | 301 | 98 | 31 | 60 | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 500 | 98 |
| 07:00 | 6 | 270 | 71 | 11 | 37 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 405 | 58 |
| 08:00 | 3 | 240 | 58 | 11 | 39 | 1 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 361 | 60 |
| 09:00 | 5 | 179 | 63 | 8 | 27 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 289 | 42 |
| 10:00 | 4 | 130 | 40 | 7 | 34 | 2 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 227 | 53 |
| 11:00 | 2 | 145 | 49 | 6 | 33 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 240 | 44 |
| 12 PM | 5 | 215 | 65 | 8 | 34 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 333 | 48 |
| 13:00 | 4 | 206 | 68 | 9 | 35 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 327 | 49 |
| 14:00 | 5 | 211 | 69 | 16 | 38 | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 348 | 63 |
| 15:00 | 5 | 220 | 75 | 15 | 34 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 352 | 52 |
| 16:00 | 10 | 250 | 80 | 9 | 26 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 382 | 42 |
| 17:00 | 5 | 317 | 75 | 7 | 36 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 447 | 50 |
| 18:00 | 2 | 190 | 51 | 6 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 263 | 20 |
| 19:00 | 2 | 153 | 36 | 1 | 9 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 204 | 13 |
| 20:00 | 1 | 86 | 21 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 7 |
| 21:00 | 1 | 59 | 22 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 9 |
| 22:00 | 2 | 37 | 11 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 4 |
| 23:00 | 1 | 31 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 3 |
| Total | 70 | 3431 | 1037 | 166 | 521 | 30 | 1 | 41 | 27 | 0 | 0 | 0 | 0 | 5324 | 786 |
| Percent | 1.3% | 64.4% | 19.5% | 3.1% | 9.8% | 0.6% | 0.0% | 0.8% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 14.8% | |
| AM Peak | 07:00 | 06:00 | 06:00 | 06:00 | 06:00 | 07:00 | 10:00 | 08:00 | 10:00 | | | | | 06:00 | 06:00 |
| Vol. | 6 | 301 | 98 | 31 | 60 | 4 | 1 | 6 | 5 | | | | | 500 | 98 |
| PM Peak | 16:00 | 17:00 | 16:00 | 14:00 | 14:00 | 14:00 | | 16:00 | 14:00 | | | | | 17:00 | 14:00 |
| Vol. | 10 | 317 | 80 | 16 | 38 | 3 | | 4 | 3 | | | | | 447 | 63 |
| Grand Total | 132 | 6948 | 2137 | 330 | 979 | 57 | 2 | 77 | 55 | 0 | 0 | 0 | 0 | 10717 | 1500 |
| Percent | 1.2% | 64.8% | 19.9% | 3.1% | 9.1% | 0.5% | 0.0% | 0.7% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 14.0% | |

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Page 6

Community: Stoughton
 Com#_UR/FC: 285_U6
 Recorder #: 25236
 Layout: L6 Basic (2)

Station ID:
 Site Code: 285
 Date Start: 18-Sep-19
 Date End: 19-Sep-19
 Turnpike St, north of Campanelli Pkwy

| NB, SB | 1 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | 86 | 91 | 96 | Total |
|--------------|-------------|-------------|-------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|
| Time | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 999 | |
| 09/19/19 | 14 | 11 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 01:00 | 10 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 02:00 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 6 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 04:00 | 20 | 5 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 05:00 | 70 | 84 | 61 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 |
| 06:00 | 162 | 182 | 132 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 502 |
| 07:00 | 132 | 146 | 111 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 405 |
| 08:00 | 132 | 118 | 85 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 361 |
| 09:00 | 95 | 106 | 74 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289 |
| 10:00 | 83 | 82 | 51 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 11:00 | 95 | 102 | 33 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 |
| 12 PM | 140 | 122 | 52 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |
| 13:00 | 129 | 124 | 64 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| 14:00 | 154 | 130 | 52 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 348 |
| 15:00 | 155 | 140 | 48 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 352 |
| 16:00 | 161 | 142 | 66 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 382 |
| 17:00 | 228 | 147 | 54 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 450 |
| 18:00 | 92 | 108 | 56 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 263 |
| 19:00 | 85 | 82 | 30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 |
| 20:00 | 45 | 50 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 21:00 | 29 | 39 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 22:00 | 23 | 14 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 54 |
| 23:00 | 12 | 13 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Total | 2074 | 1962 | 1033 | 215 | 39 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5329 |

Daily
 15th Percentile : 13 MPH
 50th Percentile : 36 MPH
 85th Percentile : 42 MPH
 95th Percentile : 44 MPH
 Mean Speed(Average) : 32 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 2995
 Percent in Pace : 56.2%
 Number of Vehicles > 30 MPH : 3551
 Percent of Vehicles > 30 MPH : 66.6%

| | | | | | | | | | | | | | | | |
|--------------------|-------------|-------------|-------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|
| Grand Total | 4294 | 3956 | 1981 | 422 | 62 | 7 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10726 |
|--------------------|-------------|-------------|-------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|

Overall
 15th Percentile : 13 MPH
 50th Percentile : 36 MPH
 85th Percentile : 42 MPH
 95th Percentile : 44 MPH
 Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 5937
 Percent in Pace : 55.4%
 Number of Vehicles > 30 MPH : 7045
 Percent of Vehicles > 30 MPH : 65.7%

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Page 6

Community: Stoughton
 Com#_UR/FC: 285_U3
 Recorder #: 32539
 Layout: L6 Basic (2)

Station ID:
 Site Code: 285
 Date Start: 18-Sep-19
 Date End: 19-Sep-19
 Park St (27), south of Turnpike St

| NB_SB | 1 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | 86 | 91 | 96 | 999 | Total |
|--------------|-------------|-------------|-------------|-------------|------------|-----------|-----------|----------|----------|----------|----------|----------|----------|-----------|--------------|-------|
| Time | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 999 | Total | |
| 09/19/19 | 25 | 43 | 41 | 23 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 01:00 | 20 | 37 | 28 | 7 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 02:00 | 7 | 18 | 18 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 03:00 | 9 | 20 | 22 | 14 | 9 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 04:00 | 23 | 58 | 72 | 34 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| 05:00 | 118 | 299 | 211 | 60 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 713 |
| 06:00 | 1027 | 442 | 168 | 63 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1719 |
| 07:00 | 782 | 572 | 298 | 112 | 29 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1796 |
| 08:00 | 641 | 582 | 368 | 126 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1739 |
| 09:00 | 565 | 480 | 313 | 106 | 15 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1465 |
| 10:00 | 289 | 433 | 369 | 115 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1224 |
| 11:00 | 352 | 446 | 322 | 101 | 22 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1248 |
| 12 PM | 517 | 498 | 341 | 104 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1478 |
| 13:00 | 546 | 463 | 287 | 124 | 21 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1448 |
| 14:00 | 576 | 510 | 311 | 80 | 18 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1503 |
| 15:00 | 582 | 566 | 359 | 94 | 4 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1615 |
| 16:00 | 640 | 605 | 354 | 81 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1696 |
| 17:00 | 892 | 448 | 286 | 56 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1690 |
| 18:00 | 475 | 467 | 363 | 95 | 8 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1412 |
| 19:00 | 408 | 417 | 246 | 37 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1114 |
| 20:00 | 248 | 310 | 175 | 61 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 803 |
| 21:00 | 115 | 206 | 171 | 55 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 560 |
| 22:00 | 59 | 137 | 114 | 35 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 353 |
| 23:00 | 44 | 79 | 83 | 52 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 |
| Total | 8960 | 8115 | 5320 | 1649 | 296 | 56 | 16 | 4 | 3 | 1 | 2 | 1 | 1 | 18 | 24442 | |

Daily
 15th Percentile : 14 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 13435
 Percent in Pace : 55.0%
 Number of Vehicles > 40 MPH : 7367
 Percent of Vehicles > 40 MPH : 30.1%

| | | | | | | | | | | | | | | | |
|--------------------|--------------|--------------|--------------|-------------|------------|------------|-----------|----------|----------|----------|----------|----------|----------|-----------|--------------|
| Grand Total | 17441 | 16467 | 10293 | 3218 | 616 | 110 | 26 | 7 | 6 | 5 | 3 | 2 | 1 | 29 | 48224 |
|--------------------|--------------|--------------|--------------|-------------|------------|------------|-----------|----------|----------|----------|----------|----------|----------|-----------|--------------|

Overall
 15th Percentile : 14 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 26760
 Percent in Pace : 55.5%
 Number of Vehicles > 40 MPH : 14316
 Percent of Vehicles > 40 MPH : 29.7%

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Page 1

Community: Stoughton
 Com#_UR/FC: 285_U3
 Recorder #: 32539
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-Sep-19
 Date End: 19-Sep-19
 Park St (27), south of Turnpike St

| Start Time | 16-Sep-19 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|--------------|-----------|----|-----|----|-------|-------|-------|-------|-----|----|-----|----|-----|----|--------------|-------|
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | * | * | * | * | 51 | 78 | 64 | 83 | * | * | * | * | * | * | 58 | 80 |
| 01:00 | * | * | * | * | 23 | 67 | 43 | 62 | * | * | * | * | * | * | 33 | 64 |
| 02:00 | * | * | * | * | 35 | 29 | 28 | 30 | * | * | * | * | * | * | 32 | 30 |
| 03:00 | * | * | * | * | 43 | 29 | 35 | 41 | * | * | * | * | * | * | 39 | 35 |
| 04:00 | * | * | * | * | 139 | 49 | 144 | 62 | * | * | * | * | * | * | 142 | 56 |
| 05:00 | * | * | * | * | 581 | 159 | 574 | 139 | * | * | * | * | * | * | 578 | 149 |
| 06:00 | * | * | * | * | 1248 | 353 | 1373 | 346 | * | * | * | * | * | * | 1310 | 350 |
| 07:00 | * | * | * | * | 1280 | 565 | 1217 | 579 | * | * | * | * | * | * | 1248 | 572 |
| 08:00 | * | * | * | * | 1087 | 636 | 1126 | 613 | * | * | * | * | * | * | 1106 | 624 |
| 09:00 | * | * | * | * | 649 | 552 | 819 | 646 | * | * | * | * | * | * | 734 | 599 |
| 10:00 | * | * | * | * | 586 | 632 | 601 | 623 | * | * | * | * | * | * | 594 | 628 |
| 11:00 | * | * | * | * | 567 | 626 | 634 | 614 | * | * | * | * | * | * | 600 | 620 |
| 12:00 PM | * | * | * | * | 732 | 761 | 718 | 760 | * | * | * | * | * | * | 725 | 760 |
| 01:00 | * | * | * | * | 717 | 744 | 748 | 700 | * | * | * | * | * | * | 732 | 722 |
| 02:00 | * | * | * | * | 700 | 770 | 697 | 806 | * | * | * | * | * | * | 698 | 788 |
| 03:00 | * | * | * | * | 687 | 961 | 661 | 954 | * | * | * | * | * | * | 674 | 958 |
| 04:00 | * | * | * | * | 701 | 1022 | 698 | 998 | * | * | * | * | * | * | 700 | 1010 |
| 05:00 | * | * | * | * | 673 | 1020 | 628 | 1062 | * | * | * | * | * | * | 650 | 1041 |
| 06:00 | * | * | * | * | 599 | 762 | 584 | 828 | * | * | * | * | * | * | 592 | 795 |
| 07:00 | * | * | * | * | 440 | 571 | 488 | 626 | * | * | * | * | * | * | 464 | 598 |
| 08:00 | * | * | * | * | 378 | 343 | 409 | 394 | * | * | * | * | * | * | 394 | 368 |
| 09:00 | * | * | * | * | 279 | 224 | 272 | 298 | * | * | * | * | * | * | 276 | 256 |
| 10:00 | * | * | * | * | 191 | 173 | 174 | 179 | * | * | * | * | * | * | 182 | 176 |
| 11:00 | * | * | * | * | 117 | 153 | 117 | 157 | * | * | * | * | * | * | 117 | 155 |
| Lane Day | 0 | 0 | 0 | 0 | 12503 | 11279 | 12852 | 11590 | 0 | 0 | 0 | 0 | 0 | 0 | 12678 | 11434 |
| AM Peak Vol. | - | - | - | - | 07:00 | 08:00 | 06:00 | 09:00 | - | - | - | - | - | - | 06:00 | 10:00 |
| PM Peak Vol. | - | - | - | - | 12:00 | 16:00 | 13:00 | 17:00 | - | - | - | - | - | - | 13:00 | 17:00 |
| Comb. Total | 0 | 0 | 0 | 0 | 23782 | 24442 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24112 | 11434 |

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Page 6

Community: Stoughton
 Com#_UR/FC: 285_U3
 Recorder #: 32540
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-Sep-19
 Date End: 19-Sep-19
 Park St (27), north of Turnpike St

| NB, SB | 1 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | 86 | 91 | 96 | Total |
|--------------|-------------|-------------|-------------|------------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|
| Start | 1 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | 86 | 91 | 96 | |
| Time | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 999 | |
| 09/19/19 | 25 | 32 | 41 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 01:00 | 20 | 30 | 25 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 02:00 | 6 | 18 | 17 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 03:00 | 20 | 18 | 22 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 04:00 | 43 | 52 | 50 | 39 | 9 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 05:00 | 120 | 153 | 182 | 87 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 555 |
| 06:00 | 405 | 412 | 401 | 83 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1305 |
| 07:00 | 528 | 508 | 407 | 69 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1513 |
| 08:00 | 613 | 520 | 314 | 67 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1520 |
| 09:00 | 508 | 507 | 239 | 40 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1299 |
| 10:00 | 349 | 439 | 229 | 45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1068 |
| 11:00 | 399 | 448 | 235 | 35 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1124 |
| 12 PM | 487 | 433 | 233 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1199 |
| 13:00 | 472 | 465 | 271 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1248 |
| 14:00 | 770 | 408 | 166 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1371 |
| 15:00 | 693 | 548 | 219 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1490 |
| 16:00 | 656 | 565 | 280 | 34 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1536 |
| 17:00 | 837 | 487 | 204 | 21 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1553 |
| 18:00 | 590 | 474 | 217 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1316 |
| 19:00 | 461 | 424 | 138 | 18 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1045 |
| 20:00 | 320 | 286 | 131 | 25 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 766 |
| 21:00 | 156 | 209 | 136 | 30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 533 |
| 22:00 | 109 | 142 | 93 | 15 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 366 |
| 23:00 | 57 | 98 | 74 | 32 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 |
| Total | 8634 | 7676 | 4324 | 855 | 88 | 22 | 3 | 5 | 0 | 1 | 1 | 1 | 0 | 5 | 21615 |

Daily
 15th Percentile : 13 MPH
 50th Percentile : 36 MPH
 85th Percentile : 42 MPH
 95th Percentile : 44 MPH
 Mean Speed(Average) : 32 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 12000
 Percent in Pace : 55.5%
 Number of Vehicles > 40 MPH : 5305
 Percent of Vehicles > 40 MPH : 24.5%

| Grand Total | 16917 | 14966 | 8649 | 1709 | 203 | 39 | 4 | 5 | 0 | 3 | 2 | 2 | 0 | 10 | 42509 |
|-------------|-------|-------|------|------|-----|----|---|---|---|---|---|---|---|----|-------|
|-------------|-------|-------|------|------|-----|----|---|---|---|---|---|---|---|----|-------|

Overall
 15th Percentile : 13 MPH
 50th Percentile : 36 MPH
 85th Percentile : 42 MPH
 95th Percentile : 44 MPH
 Mean Speed(Average) : 32 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 23615
 Percent in Pace : 55.6%
 Number of Vehicles > 40 MPH : 10626
 Percent of Vehicles > 40 MPH : 25.0%

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Page 6

Community: Stoughton
 Com#_UR/FC: 285_U0
 Recorder #: 36133
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-Sep-19
 Date End: 19-Sep-19
 Campanelli Pkwy, east of Turnpike St

| EB, WB | | Cars & Trailer | | 2 Axle Long | 2 Axle Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------------|--------------|----------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|
| Start Time | Motorc | Trailer | | | | | | | | | | | | | | |
| 09/19/19 | 1 | 21 | 6 | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 34 | 6 |
| 01:00 | 1 | 9 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 8 |
| 02:00 | 3 | 5 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 |
| 03:00 | 0 | 8 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 6 |
| 04:00 | 2 | 24 | 10 | 8 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 49 | 13 |
| 05:00 | 1 | 120 | 27 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 17 |
| 06:00 | 4 | 136 | 35 | 35 | 14 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 227 | 52 |
| 07:00 | 10 | 157 | 32 | 14 | 6 | 5 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 234 | 35 |
| 08:00 | 13 | 158 | 36 | 12 | 17 | 5 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 247 | 40 |
| 09:00 | 7 | 91 | 14 | 11 | 19 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 35 |
| 10:00 | 16 | 57 | 16 | 12 | 21 | 7 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 134 | 45 |
| 11:00 | 4 | 80 | 26 | 12 | 8 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 140 | 30 |
| 12 PM | 8 | 226 | 38 | 18 | 19 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 318 | 46 |
| 13:00 | 4 | 168 | 36 | 14 | 14 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 241 | 33 |
| 14:00 | 5 | 125 | 41 | 12 | 15 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 201 | 30 |
| 15:00 | 6 | 137 | 34 | 16 | 10 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 215 | 38 |
| 16:00 | 5 | 153 | 33 | 9 | 13 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 218 | 27 |
| 17:00 | 1 | 201 | 31 | 6 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 20 |
| 18:00 | 0 | 64 | 16 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 13 |
| 19:00 | 5 | 29 | 6 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 10 |
| 20:00 | 6 | 14 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 9 |
| 21:00 | 2 | 10 | 4 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 7 |
| 22:00 | 0 | 15 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 3 |
| 23:00 | 0 | 7 | 1 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 5 |
| Total | 104 | 2015 | 459 | 213 | 218 | 44 | 0 | 32 | 24 | 1 | 0 | 0 | 0 | 0 | 3110 | 532 |
| Percent | 3.3% | 64.8% | 14.8% | 6.8% | 7.0% | 1.4% | 0.0% | 1.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | 17.1% |
| AM Peak | 10:00 | 08:00 | 08:00 | 08:00 | 10:00 | 10:00 | | 07:00 | 07:00 | 07:00 | | | | | 08:00 | 06:00 |
| Vol. | 16 | 158 | 36 | 35 | 21 | 7 | | 4 | 5 | 1 | | | | | 247 | 52 |
| PM Peak | 12:00 | 12:00 | 14:00 | 12:00 | 12:00 | 15:00 | | 12:00 | 15:00 | | | | | | 12:00 | 12:00 |
| Vol. | 8 | 226 | 41 | 18 | 19 | 6 | | 5 | 2 | | | | | | 318 | 46 |
| Grand Total | 196 | 4135 | 903 | 422 | 402 | 84 | 0 | 63 | 50 | 1 | 0 | 0 | 0 | 0 | 6256 | 1022 |
| Percent | 3.1% | 66.1% | 14.4% | 6.7% | 6.4% | 1.3% | 0.0% | 1.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | 16.3% |

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

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Community: Stoughton
 Com#_UR/FC: 285_U0
 Recorder #: 36133
 Layout: L6 Basic (2)

Station ID:
 Site Code: 285
 Date Start: 18-Sep-19
 Date End: 19-Sep-19
 Campanelli Pkwy, east of Turnpike St

| EB, WB | 1 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | 86 | 91 | 96 | Total |
|--------------|-------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|
| Start | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 999 | |
| Time | | | | | | | | | | | | | | | |
| 09/19/19 | 31 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 01:00 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 02:00 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 03:00 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:00 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 05:00 | 164 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 06:00 | 225 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 07:00 | 232 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 08:00 | 244 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 247 |
| 09:00 | 142 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 10:00 | 133 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 11:00 | 136 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 12 PM | 318 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| 13:00 | 236 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| 14:00 | 194 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| 15:00 | 210 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| 16:00 | 212 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 |
| 17:00 | 252 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 254 |
| 18:00 | 89 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 19:00 | 48 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 20:00 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 21:00 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:00 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 23:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 3054 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3113 |

Daily
 15th Percentile : 5 MPH
 50th Percentile : 17 MPH
 85th Percentile : 30 MPH
 95th Percentile : 33 MPH
 Mean Speed(Average) : 18 MPH
 10 MPH Pace Speed : 1-10 MPH
 Number in Pace : 873
 Percent in Pace : 28.0%
 Number of Vehicles > 30 MPH : 495
 Percent of Vehicles > 30 MPH : 15.9%

| | | | | | | | | | | | | | | | |
|--------------------|-------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|
| Grand Total | 6132 | 109 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6259 |
|--------------------|-------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|

Overall
 15th Percentile : 5 MPH
 50th Percentile : 17 MPH
 85th Percentile : 30 MPH
 95th Percentile : 33 MPH
 Mean Speed(Average) : 18 MPH
 10 MPH Pace Speed : 1-10 MPH
 Number in Pace : 1752
 Percent in Pace : 28.0%
 Number of Vehicles > 30 MPH : 1003
 Percent of Vehicles > 30 MPH : 16.0%

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Page 1

Community: Stoughton
 Com#_UR/FC: 285_0
 Recorder #: 36133
 Layout: L6 Basic (2')

Station ID:
 Site Code: 285
 Date Start: 18-Sep-19
 Date End: 19-Sep-19
 Campanelli Pkwy, east of Turnpike St

| Start Time | 16-Sep-19 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|--------------|-----------|----|-----|----|------|------|------|------|-----|----|-----|----|-----|----|--------------|------|
| | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB |
| 12:00 AM | * | * | * | * | 6 | 7 | 12 | 22 | * | * | * | * | * | * | 9 | 14 |
| 01:00 | * | * | * | * | 5 | 21 | 7 | 15 | * | * | * | * | * | * | 6 | 18 |
| 02:00 | * | * | * | * | 7 | 4 | 9 | 7 | * | * | * | * | * | * | 8 | 6 |
| 03:00 | * | * | * | * | 9 | 11 | 9 | 8 | * | * | * | * | * | * | 9 | 10 |
| 04:00 | * | * | * | * | 28 | 14 | 32 | 17 | * | * | * | * | * | * | 30 | 16 |
| 05:00 | * | * | * | * | 147 | 27 | 141 | 24 | * | * | * | * | * | * | 144 | 26 |
| 06:00 | * | * | * | * | 183 | 72 | 160 | 67 | * | * | * | * | * | * | 172 | 70 |
| 07:00 | * | * | * | * | 189 | 61 | 193 | 41 | * | * | * | * | * | * | 191 | 51 |
| 08:00 | * | * | * | * | 220 | 38 | 197 | 50 | * | * | * | * | * | * | 208 | 44 |
| 09:00 | * | * | * | * | 87 | 50 | 86 | 61 | * | * | * | * | * | * | 86 | 56 |
| 10:00 | * | * | * | * | 68 | 61 | 77 | 57 | * | * | * | * | * | * | 72 | 59 |
| 11:00 | * | * | * | * | 64 | 96 | 54 | 86 | * | * | * | * | * | * | 59 | 91 |
| 12:00 PM | * | * | * | * | 126 | 143 | 144 | 176 | * | * | * | * | * | * | 135 | 160 |
| 01:00 | * | * | * | * | 140 | 108 | 137 | 104 | * | * | * | * | * | * | 138 | 106 |
| 02:00 | * | * | * | * | 93 | 141 | 85 | 116 | * | * | * | * | * | * | 89 | 128 |
| 03:00 | * | * | * | * | 57 | 131 | 73 | 142 | * | * | * | * | * | * | 65 | 136 |
| 04:00 | * | * | * | * | 45 | 199 | 39 | 179 | * | * | * | * | * | * | 42 | 189 |
| 05:00 | * | * | * | * | 21 | 227 | 18 | 236 | * | * | * | * | * | * | 20 | 232 |
| 06:00 | * | * | * | * | 27 | 77 | 34 | 59 | * | * | * | * | * | * | 30 | 68 |
| 07:00 | * | * | * | * | 24 | 30 | 15 | 35 | * | * | * | * | * | * | 20 | 32 |
| 08:00 | * | * | * | * | 15 | 18 | 15 | 17 | * | * | * | * | * | * | 15 | 18 |
| 09:00 | * | * | * | * | 6 | 9 | 9 | 14 | * | * | * | * | * | * | 8 | 12 |
| 10:00 | * | * | * | * | 5 | 5 | 11 | 10 | * | * | * | * | * | * | 8 | 8 |
| 11:00 | * | * | * | * | 8 | 16 | 2 | 11 | * | * | * | * | * | * | 5 | 14 |
| Lane Day | 0 | 0 | 0 | 0 | 1580 | 1566 | 1559 | 1554 | 0 | 0 | 0 | 0 | 0 | 0 | 1569 | 1564 |
| AM Peak Vol. | - | - | - | - | 220 | 96 | 197 | 86 | - | - | - | - | - | - | 208 | 91 |
| PM Peak Vol. | - | - | - | - | 1300 | 1700 | 1200 | 1700 | - | - | - | - | - | - | 1300 | 1700 |
| Comb. Total | 0 | 0 | 0 | 0 | 3146 | 3113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3133 | 1564 |

The screenshot displays a software application window titled 'Federal 2009'. The main content area is titled '1 - Park Street at Turnpike' and 'Intersection Summary'. A table lists the status of various warrants:

| Warrant Category | Status | Notes |
|---|---------|---|
| Warrant 1 - Eight-hour Vehicular Volume | Met | - Warrant 1 (A or B) met - Warrant 1 (A and B) met |
| Warrant 2 - Four-hour Vehicular Volume | Met | - Warrant met |
| Warrant 3 - Peak Hour Delay Volumes | Met | - Warrant 3A not met - Warrant 3B met |
| Warrant 4 - Pedestrian Volume | Not Met | - Warrant not met |
| Warrant 5 - School Crossing | Not Met | - Warrant not met |
| Warrant 6 - Coordinated Signal System | Not Met | - Warrant not met |
| Warrant 7 - Crash Experience | Not Met | - Warrant not met |
| Warrant 8 - Roadway Network | Met | - Warrant met |
| Warrant 9 - Grade Crossing | Not Met | - Warrant not met |
| AWSC Warrant - Multiway Stop Applications | Met | - Warrant met |

At the bottom of the window, there is a navigation bar with tabs for 'Status', 'Site Information', 'Vehicle Volumes', 'Pedestrian Volumes', 'Gaps', 'Delays', and 'Bicycle Volumes'. The 'Summary' tab is currently selected. The status bar at the very bottom shows 'Ready'.

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

HCM 6th TWSC
Park Street at Turnpike St

pm peak
10/15/2019

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 68.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↖ | ↖ | | | ↖ |
| Traffic Vol, veh/h | 192 | 12 | 629 | 111 | 3 | 919 |
| Future Vol, veh/h | 192 | 12 | 629 | 111 | 3 | 919 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 50 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 209 | 13 | 684 | 121 | 3 | 999 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1750 | 745 | 0 | 0 | 805 |
| Stage 1 | 745 | - | - | - | - |
| Stage 2 | 1005 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | ~94 | 414 | - | - | 819 |
| Stage 1 | 469 | - | - | - | - |
| Stage 2 | 354 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | ~93 | 414 | - | - | 819 |
| Mov Cap-2 Maneuver | ~93 | - | - | - | - |
| Stage 1 | 469 | - | - | - | - |
| Stage 2 | 351 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-------|----|----|
| HCM Control Delay, s | 627.9 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-------|-----|
| Capacity (veh/h) | - | - | 93 | 414 | 819 | - |
| HCM Lane V/C Ratio | - | - | 2.244 | 0.032 | 0.004 | - |
| HCM Control Delay (s) | - | - | 666.3 | 14 | 9.4 | 0 |
| HCM Lane LOS | - | - | F | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 18.7 | 0.1 | 0 | - |

Notes
 --: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Road Safety Audit - Park Street (Route 27) at Turnpike Street (including Campanelli Parkway and Surrounding Area), Town of Stoughton - Prepared by Old Colony Planning Council **FINAL**

HCM 6th TWSC
Park Street at Turnpike St

am peak
10/15/2019

| Intersection | | | | | | |
|--------------------------|--------|----------|--------|-------|-------|------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 64 | 5 | 732 | 353 | 3 | 521 |
| Future Vol, veh/h | 64 | 5 | 732 | 353 | 3 | 521 |
| Conflicting Peds, #/hr | 4 | 4 | 0 | 4 | 4 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 50 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 70 | 5 | 796 | 384 | 3 | 566 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 1568 | 996 | 0 | 0 | 1184 | 0 |
| Stage 1 | 992 | - | - | - | - | - |
| Stage 2 | 576 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 122 | 297 | - | - | 590 | - |
| Stage 1 | 359 | - | - | - | - | - |
| Stage 2 | 562 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 120 | 295 | - | - | 588 | - |
| Mov Cap-2 Maneuver | 120 | - | - | - | - | - |
| Stage 1 | 358 | - | - | - | - | - |
| Stage 2 | 556 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 66.1 | 0 | 0.1 | | | |
| HCM LOS | F | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT | |
| Capacity (veh/h) | - | - | 120 | 295 | 588 | - |
| HCM Lane V/C Ratio | - | - | 0.58 | 0.018 | 0.006 | - |
| HCM Control Delay (s) | - | - | 69.9 | 17.4 | 11.2 | 0 |
| HCM Lane LOS | - | - | F | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 2.9 | 0.1 | 0 | - |

Appendix E. Road Safety Audit References

Road Safety Audit References

FHWA Office of Safety - Proven Safety Countermeasures, U.S. Department of Transportation, Federal Highway Administration <https://safety.fhwa.dot.gov/provencountermeasures/>.

Road Safety Audits, A Synthesis of Highway Practice. NCHRP Synthesis 336. Transportation Research Board, National Cooperative Highway Research Program, 2004.

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Road Safety Audit, 2nd edition. Austroads, 2000.

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