

Transportation Impact Assessment

Proposed Mixed-Use Development
576 Pleasant Street (Route 139)
Stoughton, Massachusetts

Prepared for:

Corvo Companies
Stoughton, Massachusetts

July 2025

Prepared by:



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Dear Reviewer:

This letter shall certify that this *Transportation Impact Assessment* has been prepared under my direct supervision and responsible charge. I am a Registered Professional Engineer (P.E.) in the Commonwealth of Massachusetts (Massachusetts P.E. No. 38871, Civil) and hold Certification as a Professional Traffic Operations Engineer (PTOE) from the Transportation Professional Certification Board, Inc. (TPCB), an independent affiliate of the Institute of Transportation Engineers (ITE) (PTOE Certificate No. 993). I am also a Fellow of the Institute of Transportation Engineers (FITE).

Sincerely,

VANASSE & ASSOCIATES, INC.

A handwritten signature in black ink that reads "Jeffrey S. Dirk".

Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

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EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a mixed-use development to be located at 576 Pleasant Street (Route 139) in Stoughton, Massachusetts (hereafter referred to as the “Project”). This assessment was prepared in consultation with the Town of Stoughton and the Massachusetts Department of Transportation (MassDOT), and was performed in accordance with MassDOT’s *Transportation Impact Assessment (TIA) Guidelines* and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports.

This assessment has concluded the following with respect to the Project and the study area roadways and intersections:

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE)¹ and with adjustment to account for internal trips and pass-by trips, the Project is expected to generate approximately 386 new vehicle trips on an average weekday (two-way, 24-hour volume), with 39 new vehicle trips expected during the weekday morning peak-hour and 45 new vehicle trips expected during the weekday evening peak-hour;
2. By way of comparison, the construction of a retail or restaurant use on the Project site as allowed under the current Zoning would result in higher overall traffic volumes and increased impacts on the transportation infrastructure;
3. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build conditions), with the majority of the movements at the study area intersections expected to continue to operate at a level-of-service (LOS) D or better, where an LOS of “D” or better is defined as “acceptable” traffic operations. Project-related impacts were generally defined as an increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of one (1) vehicle;
4. Independent of the Project, it was noted that specific movements at the study area intersections are currently or are predicted to operate at or over capacity (defined as LOS “E” or “F”, respectively) during one or both peak hours. Project-related impacts on

¹*Trip Generation*, 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.

these movements was defined as an increase in average motorist delay of up to 24.6 seconds that resulted in a corresponding increase in vehicle queueing of up to one (1) vehicle;

5. All movements exiting the Project site driveway are predicted to operate at LOS C during the peak hours with minimal vehicle queuing (up to one (1) vehicle), which can be contained within the Project site without inhibiting access or the movement of vehicles, pedestrians or bicyclists along Pleasant Street;
6. Independent of the Project, the Pleasant Street/Central Street and Pleasant Street/Pine Street intersections were found to have motor vehicle crash rates that are above the MassDOT statewide and District average crash rates for similar intersections. As such, specific recommendations have been provided to enhance safety at these intersections (see *Recommendations* section); and
7. Lines of sight to and from the Project site driveway were found to exceed, or can be made to exceed, the recommended minimum distances for safe and efficient operation.

In consideration of the above, it has been concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project site will be provided by a full access driveway that will intersect the north side of Pleasant Street approximately 200 feet southwest of Robert Road. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation:

- The Project site driveway and internal circulating drives should be a minimum of 24 feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle. The entrance to the garage beneath the residential units can be reduced in width to a minimum of 20-feet.
- Where perpendicular parking is proposed, the drive aisle behind the parking should be a minimum of 23 feet wide in order to facilitate parking maneuvers.
- Vehicles exiting the Project site to Pleasant Street should be placed under STOP-sign control with a marked STOP-line provided.

- All signs and pavement markings to be installed within the Project site shall conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).²
- A sidewalk should be provided within the Project site that connects the proposed building to the existing sidewalk along the north side of Pleasant Street.
- Marked crosswalks with Americans with Disabilities Act (ADA)-compliant wheelchair ramps should be provided for crossing the Project site driveway, or the driveway should be designed so that the sidewalk is flush across the driveways (i.e., “pan-type” driveway).
- Existing trees and vegetation located within the sight triangle areas of the Project site driveway should be selectively trimmed or removed and maintained in order to provide the required lines of sight.
- Snow accumulations (windrows) within sight triangle areas of the Project site driveway should be promptly removed where such accumulations would impede sightlines.

Off-Site

Safety Improvements

Pleasant Street at Central Street

Independent of the Project, the Pleasant Street/Central Street intersection was identified to have a motor vehicle crash rate that exceeds the MassDOT statewide and District average crash rates for similar intersections. In an effort to advance safety-related improvements at the intersection, the Project proponent will facilitate the completion of a Road Safety Audit (RSA) at the intersection in order to identify improvement strategies. The RSA will be completed prior to the issuance of a Certificate of Occupancy for the Project and can be used by the Town to apply for state funding to support the construction of safety improvements at this intersection.

Pleasant Street at Pine Street

Independent of the Project, the Pleasant Street/Pine Street intersection was found to have a motor vehicle crash rate that is above the MassDOT average crash rate for similar intersections. An RSA was conducted along the Pine Street corridor from York Street to Pleasant Street in December 2023³ that included suggested improvements to enhance safety along the corridor. The Town of Stoughton is currently advancing the design of improvements for this intersection that include: realigning Pine Street by removing the painted island that separates the turning lanes; installing auxiliary turn lanes on both Pleasant Street approaches; pedestrian and bicycle mobility improvements; and sign and pavement marking improvements. These improvements are anticipated to be completed within the 2032 horizon year of this assessment. As such, no additional improvements are required at this intersection to support the Project.

²*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

³*Road Safety Audit*, Pine Street from the Pine Street/York Street Intersection to the Pine Street/Pleasant Street (Route 139) Intersection, Town of Stoughton; Old Colony Planning Council; December 2023.

Capacity Improvements

Pleasant Street at Turnpike Street

Independent of the Project, specific movements at the Pleasant Street/Turnpike Street intersection are currently or are predicted to operate at or over capacity. A Corridor Study was conducted for Route 139 in September 2024⁴ that included suggested improvements to enhance safety along the corridor and at this intersection. MassDOT and the Town of Stoughton are currently advancing the design of improvements along Pleasant Street/Route 139 that include the Pleasant Street/Turnpike Street intersection (MassDOT Project No. 607214). These improvements include reconstructing the roadway surface to correct roadway settlement issues due to decomposing subsurface material. In conjunction with this roadway improvement project and as a condition of the approval of the Stoughton Logistics Park project located just south of the intersection, the developer of the Logistics Park has committed to implementing an optimal signal timing and phasing plan at the Pleasant Street (Route 139)/Turnpike Street intersection. These improvements are anticipated to be completed by 2032, the horizon year of this assessment, and as such, no additional improvements are required at this intersection to support the Project as the traffic signal timing adjustments should accommodate the relatively modest increase in traffic that the Project will represent at this intersection (one (1) additional vehicle every 2.5 minutes during the peak hours).

Transportation Demand Management

Regularly scheduled public transportation services are not currently provided in the immediate vicinity of the Project site. The Massachusetts Bay Transportation Authority (MBTA) does provide Commuter Rail service to the Town of Stoughton on the Providence/Stoughton Line from Stoughton Station, which is located approximately 1.2 miles to the west of the Project site at 45 Wyman Street. The Stoughton Council on Aging (COA) provides medical transportation service for seniors over the age of 60 and eligible persons who cannot use fixed-route transit all or some of the time due to a physical, cognitive, or mental disability in compliance with the ADA.

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles (SOVs), the following Transportation Demand Management (TDM) measures should be considered as a part of the Project:

- A Transportation Coordinator (TC), who may have other duties and responsibilities, should be assigned for the Project to coordinate the TDM program;
- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available to residents;
- A “welcome packet” should be provided to new residents that should include the contact information for the TC detailing available public transportation services, bicycle and walking alternatives, and other commuter options;

⁴*Route 139 Corridor Study, Stoughton, MA; Old Colony Planning Council, September 2024.*

- A central mailroom and package delivery station should be provided within the residential building; and
- Secure, weather-protected bicycle parking should be provided at appropriate locations within the Project site to include both exterior bicycle parking proximate to the residential building entrance and interior weather-protected bicycle parking located within the parking garage.

With implementation of the above recommendations, safe and efficient access will be provided to the Project site, and the Project can be accommodated within the confines of the existing and improved transportation system.

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a mixed-use development to be located at 576 Pleasant Street (Route 139) in Stoughton, Massachusetts (hereafter referred to as the “Project”). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Pleasant Street and at major intersections located along this roadway through which Project-related traffic will travel.

PROJECT DESCRIPTION

The Project will entail the construction of a mixed-use development to be located at 576 Pleasant Street (Route 139) in Stoughton, Massachusetts. As proposed, the Project will entail the construction of three-story building that will include 43 residential units, approximately 1,120± square feet (sf) of retail space and a 1,120± sf fitness center for tenant use. The Project site encompasses approximately 1.52± acres of land that is bound by areas of open and wooded space to the north; Pleasant Street and a residential property (580 Pleasant Street) to the south; and areas of open and wooded space and residential properties to the east and west. The Project site is currently occupied by a single-family home and several structures and outbuildings that will be removed to accommodate the Project. Figure 1 depicts the Project site location in relation to the existing roadway network.

Access to the Project site will be provided by a full-access driveway that will intersect the north side of Pleasant Street approximately 200 feet southwest of Robert Road.

On-site parking will be provided for 108 vehicles, with 104 parking spaces for the residential component of the Project (2.42 parking spaces per unit) and the remaining 4 parking spaces designated for the retail use (1.00 parking space per 280 sf). The proposed parking supply will be comprised of surface parking spaces and covered parking situated beneath the building. The

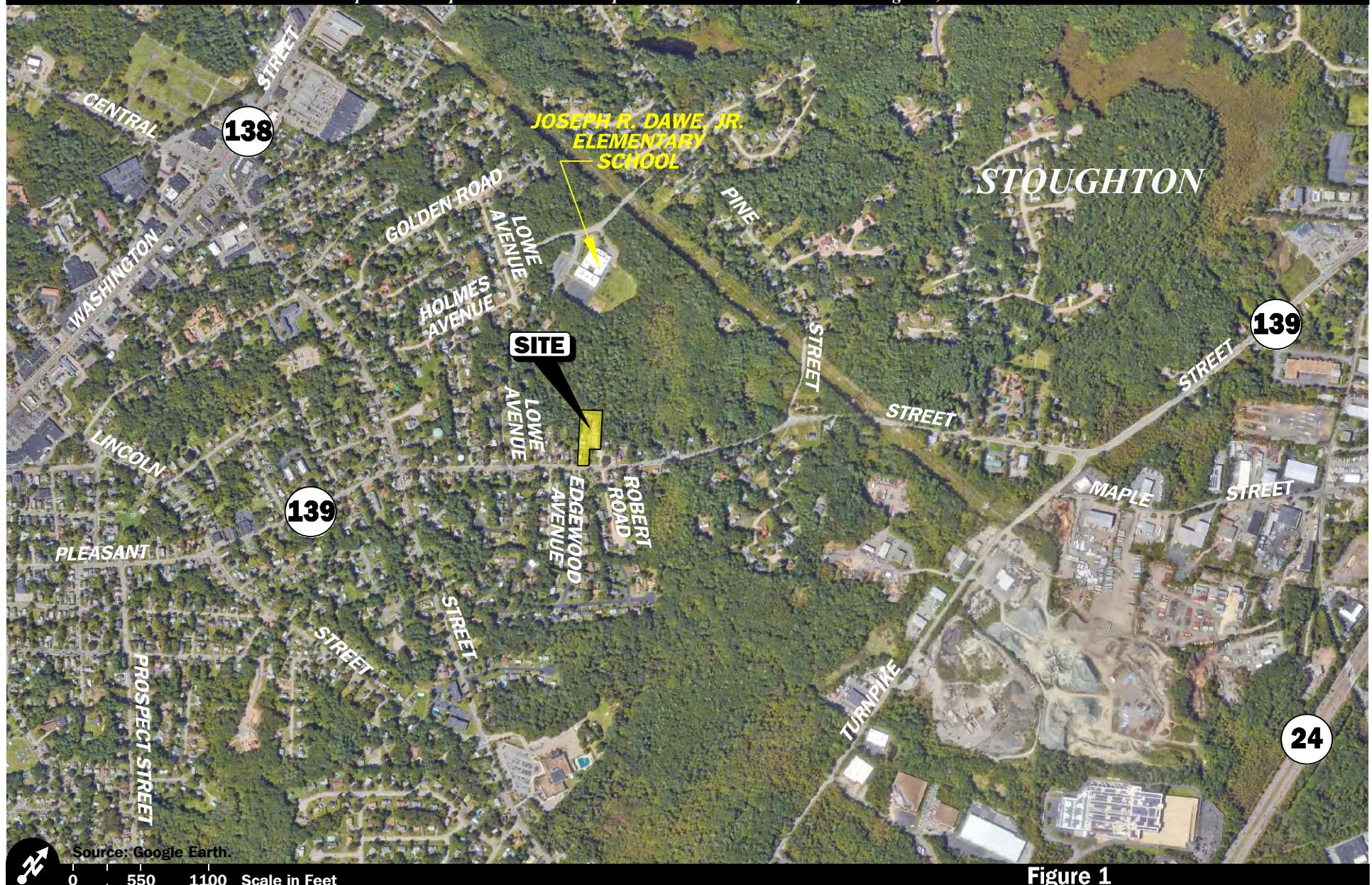


Figure 1

Site Location Map



Vanasse & Associates inc

proposed parking supply is consistent with the requirements of Section 6.1, *Off-street parking and loading requirements*, of the Town of Stoughton Zoning By-Law.⁵

STUDY METHODOLOGY

This study was prepared in consultation with the Town of Stoughton and the Massachusetts Department of Transportation (MassDOT); was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area, which included an inventory of roadway geometrics, pedestrian and bicycle facilities, on-street parking, public transportation services, observations of traffic flow, and collection of pedestrian, bicycle, and vehicle counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A seven-year time horizon was selected for analyses consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. The traffic analysis conducted in stage two identifies existing or projected future roadway capacity, traffic safety, and site access issues.

The third stage of the study presents and evaluates measures to address traffic and safety issues, if any, identified in stage two of the study.

⁵The Project will include 25 one-bedroom units and 18 two-bedroom units. The Town of Stoughton Zoning By-Law requires 2.0 parking spaces for each single bedroom unit for a multifamily dwelling, with 3.0 parking spaces required for each 2-bedroom unit. A retail use requires a minimum of one (1) parking space per 300 sf of gross floor area.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in June 2025. The field investigation consisted of an inventory of existing roadway geometries, pedestrian and bicycle facilities, public transportation services, traffic volumes, and operating characteristics, as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of Pleasant Street (Route 139) and the following specific intersections:

- Pleasant Street (Route 139) at Central Street
- Pleasant Street at Pine Street
- Pleasant Street at Turnpike Street (Route 139)

The following describes the study area roadway and intersections.

ROADWAY

Pleasant Street (Route 139)

- Two-lane urban principal arterial roadway under Town jurisdiction;
- Traverses the study area in a general northeast-southwest direction between Washington Street (Route 27/Route 138) and Turnpike Street;
- Provides two 12- to 17-foot wide travel lanes that are separated by a double-yellow centerline with 1- to 3-foot wide marked shoulders;
- The posted speed limit in the vicinity of the Project site is 35 miles per hour (mph);
- A sidewalk is provided along the west side of Pleasant Street between Central Street and 680 Pleasant Street within the study area and continues to the south of Central Street;
- Illumination is provided intermittently by way of streetlights mounted on wood poles; and
- Land use within the study area consists of the Project site, residential and commercial properties, and areas of open and wooded space.

INTERSECTIONS

Table 1 and Figure 2 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in June 2025.

Table 1
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type ^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
Pleasant St./Central St.	TS	1 general-purpose travel lane on Pleasant St. approaches; 1 left-turn lane and 1 through/right-turn lane on Central St. approaches	Yes; 1 to 3 feet on all legs	Yes; sidewalks provided along the north side of Central St. and along the west side of Pleasant St.; marked crosswalks are provided across the Central St. west leg and the Pleasant St. north leg; pedestrian traffic signal equipment and phasing (exclusive) provided	Yes; shared-traveled-way on Pleasant St. ^b
Pleasant St./Pine St.	S	1 general-purpose travel lane on Pleasant St. approaches; Pine St. diverges approaching the intersection to provide two, 2-way legs separated by a painted island that functionally accommodate left-turn movements on the north leg and right-turn movements on the south leg; trucks over 2.5 tons are restricted on Pine St.	Yes; 1 to 2 feet on all approaches	No	Yes; shared-traveled-way along Pleasant St.
Pleasant St./Turnpike St.	TS	1 through travel lane and 1 right-turn lane on Pleasant St. eastbound approach; 1 general-purpose travel lane on Turnpike St. southbound approach; 1 left-turn lane and 1 right-turn lane on Turnpike St. northbound approach	Yes; 1 foot on all approaches	Yes; sidewalk provided along the north side of Pleasant St./Turnpike St. and both sides of Turnpike St. south leg; crosswalk provided across Turnpike St. east and south legs; pedestrian traffic signal equipment and phasing (exclusive) provided	Yes; shared-traveled-way along Pleasant St.

^aTS = traffic signal control; S = STOP control.

^bCombined shoulder and travel lane width equal to or exceeding 14 feet.

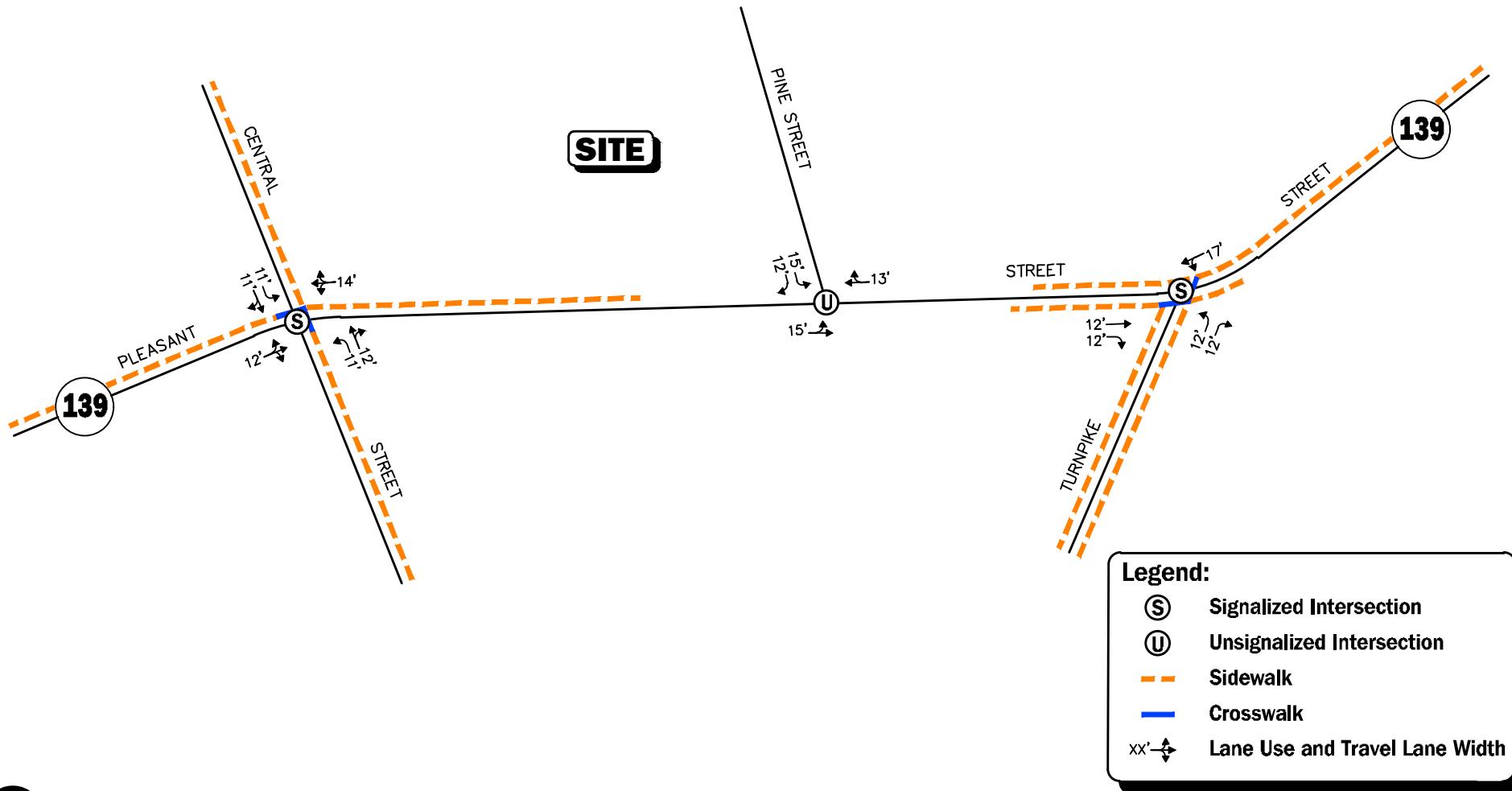


Figure 2

Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities

TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, turning movement counts (TMCs), and vehicle classification counts were completed in June 2025. The ATR counts were conducted on Pleasant Street in the vicinity of the Project site on June 10th through 11th, 2025 (Tuesday through Wednesday, inclusive), with peak-period TMCs performed at the study intersections during the weekday morning (7:00 to 9:00 AM) and evening (3:00 to 6:00 PM) peak-periods on Tuesday, June 10, 2025. These time periods were selected for analysis purposes as they are representative of the peak-traffic-volume hours for both the Project and the adjacent roadway network.

Traffic-Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, MassDOT weekday seasonal factors for Urban Groups 3 (other principal arterial roadways, the functional classification of Route 139) and 4-7 roadways (minor arterials, major and minor collectors, and local roads and streets, the functional classifications of Central Street, Pine Street, and Turnpike Street) were reviewed.⁶ Based on a review of this data, it was determined that traffic volumes for the month of June are approximately 9.9 and 11.1 percent *above* average-month conditions. In order to provide a conservative assessment of traffic-volume conditions within the study area, no adjustment was made to the raw traffic count data, as the data is representative of above average-month conditions.

Based on updated guidance from MassDOT,⁷ adjustments to account for the impact on traffic volumes and trip patterns resulting from the COVID-19 pandemic for traffic counts taken on or after March 1, 2022 are *not recommended* in areas where the adjacent land uses are not predominantly office properties. As the study area roadway and intersections primarily serve residential and commercial uses, a pandemic-related adjustment of the traffic-volume data was not required.

The 2025 Existing traffic volumes are summarized in Table 2, with the weekday morning and evening peak-hour traffic volumes graphically depicted on Figures 3 and 4, respectively. Note that the peak-hour traffic volumes that are presented in Table 2 were obtained from the aforementioned figures.

⁶MassDOT Statewide Traffic Data Collection; 2024 Weekday Seasonal Factors, Groups U3 and U4-7.

⁷*Traffic and Safety Engineering 25% Design Submission Guidelines*; MassDOT; Revised March 31, 2022.

Table 2
2025 EXISTING TRAFFIC VOLUMES

Location/Peak-Hour	AWT ^a	VPH ^b	K Factor ^c	Directional Distribution ^d
<i>Pleasant Street, west of Robert Road:</i>	14,485	--	--	--
Weekday Morning (7:30 – 8:30 AM)	--	1,036	7.2	50.0% NB/SB
Weekday Evening (4:00 – 5:00 PM)	--	1,116	7.7	57.3% SB

^aAverage weekday traffic in vehicles per day.

^bVehicles per hour.

^cPercent of daily traffic occurring during the peak hour.

^dPercent traveling in peak direction.

NB = northbound, SB = southbound.

As can be seen in Table 2, Pleasant Street in the vicinity of the Project site was found to accommodate approximately 14,485 vehicles on an average weekday (two-way, 24-hour volume), with approximately 1,036 vehicles per hour (vph) during the weekday morning peak-hour and 1,116 vph during the weekday evening peak-hour.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in June 2025. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study area intersections. As detailed on Figure 2, sidewalks are provided along the north side of Central Street; along the west side of Pleasant Street between Central Street and 680 Pleasant Street within the study area and continuing to the south of Central Street; along both sides of Pleasant Street approaching Turnpike Street; along both sides of Turnpike Street approaching Pleasant Street; and along the west side of Turnpike Street north of Pleasant Street. Marked crosswalks are provided for crossing the north and west legs of the Pleasant Street/Central Street intersection and for crossing the north and south legs (Turnpike Street) of the Pleasant Street/Turnpike Street intersection, both of which are under traffic signal control and include pedestrian traffic signal equipment (i.e., pushbuttons and signal indications) and phasing for the crossing.

Formal bicycle facilities are not currently provided within the study area; however, Pleasant Street generally provides sufficient width (combined travel lane and shoulder) to accommodate bicycle travel in a shared-traveled way configuration.⁸

PUBLIC TRANSPORTATION

Regularly scheduled public transportation services are not currently provided in the immediate vicinity of the Project site. The Massachusetts Bay Transportation Authority (MBTA) does provide Commuter Rail service to the Town of Stoughton on the Providence/Stoughton Line from Stoughton Station, which is located approximately 1.2 miles to the west of the Project site at

⁸A minimum combined travel lane and paved shoulder width of 14 feet is required to support bicycle travel in a shared traveled-way condition.

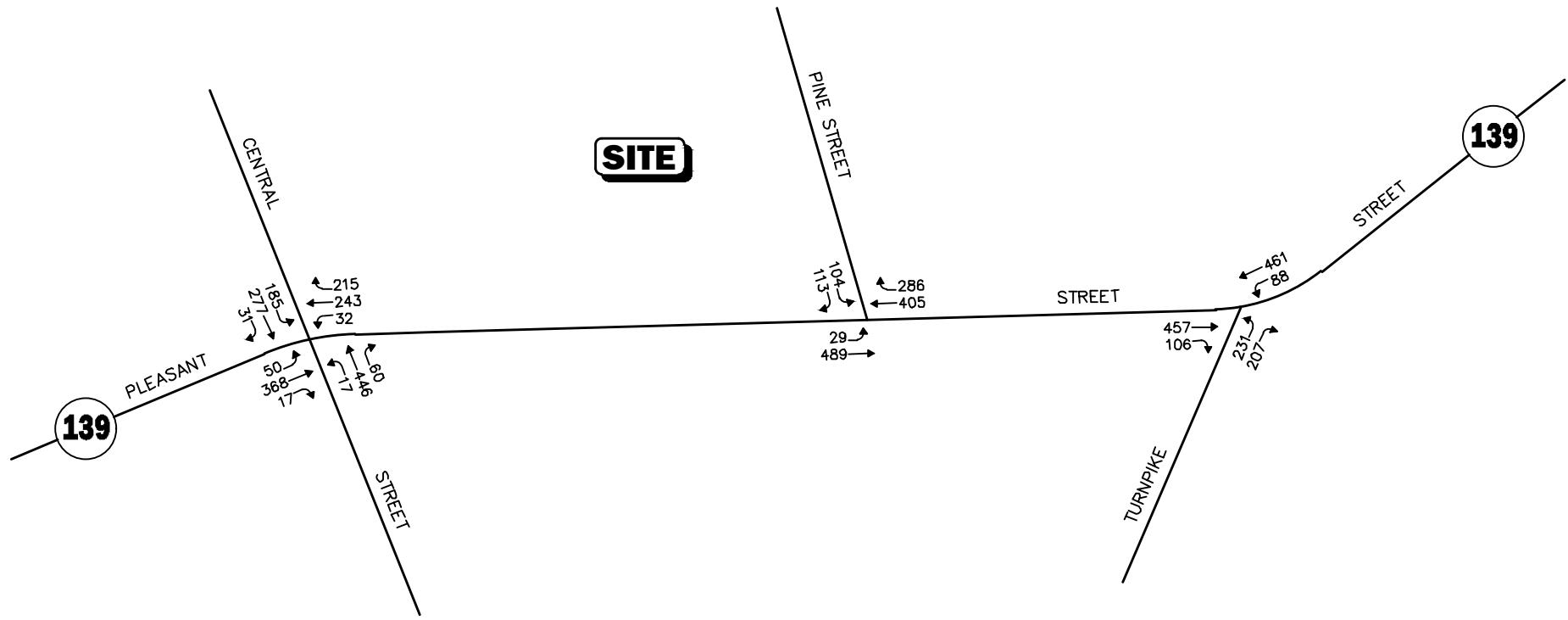
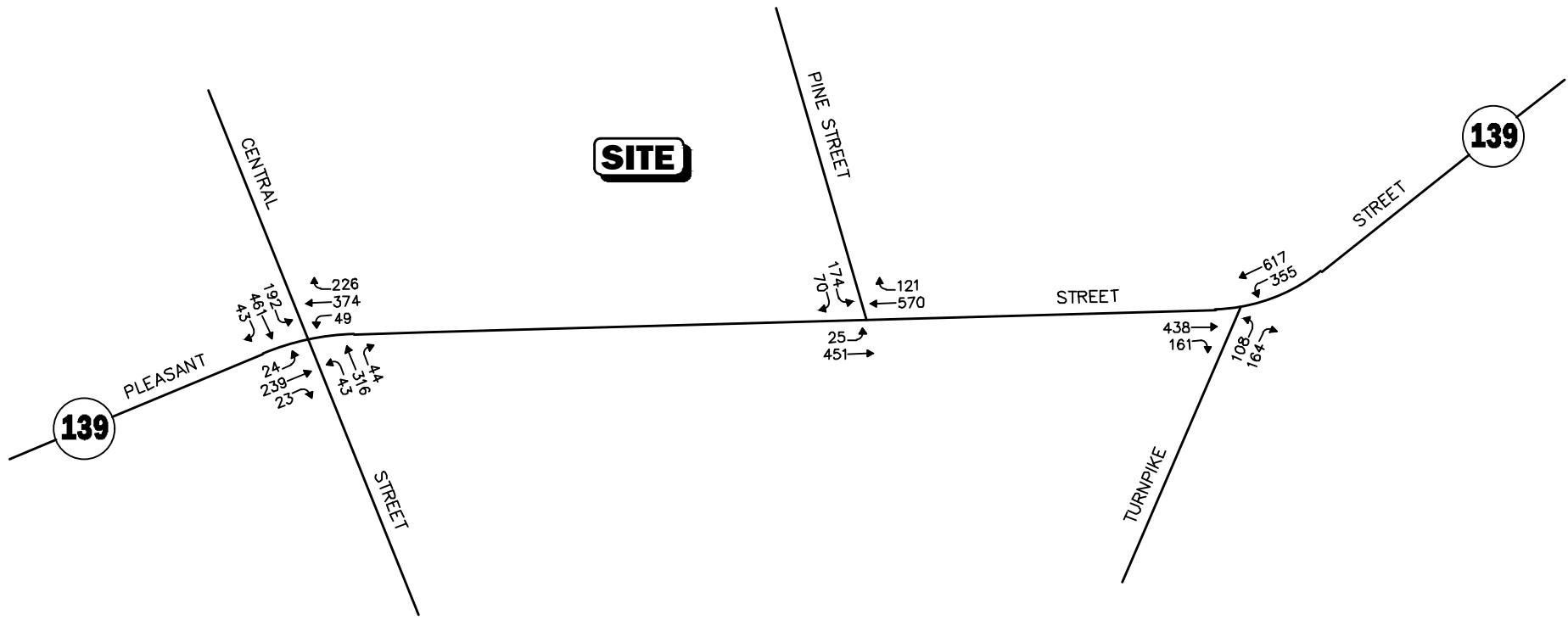


Figure 3

2025 Existing
Weekday Morning
Peak-Hour Traffic Volumes



 Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 4

2025 Existing
Weekday Evening
Peak-Hour Traffic Volumes

45 Wyman Street. The Stoughton Council on Aging (COA) provides medical transportation service for seniors over the age of 60 and eligible persons who cannot use fixed-route transit all or some of the time due to a physical, cognitive, or mental disability in compliance with the Americans with Disabilities Act (ADA).

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Pleasant Street in the vicinity of the Project site in conjunction with the ATR counts. Table 3 summarizes the vehicle travel speed measurements.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	Pleasant Street	
	Northbound	Southbound
Mean Travel Speed (mph)	34	33
85 th Percentile Speed (mph)	36	38
Posted Speed Limit (mph)	35	35

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along Pleasant Street in the vicinity of the Project site was found to be 34 mph in the northbound direction and 33 mph southbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 36 mph in the northbound direction and 38 mph southbound, which approximates the posted speed limit in the vicinity of the Project site (35 mph). The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances and is often used in establishing posted speed limits.

MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2017 through 2021, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and presented in Table 4.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY^a

	Pleasant Street/ Central Street	Pleasant Street/ Pine Street	Pleasant Street/ Turnpike Street
Traffic Control Type: ^b	S	U	S
<i>Year:</i>			
2017	12	5	4
2018	8	8	1
2019	14	7	3
2020	7	1	4
<u>2021</u>	<u>11</u>	<u>5</u>	<u>3</u>
Total	52	26	15
Average	10.40	5.20	3.00
Rate ^c	1.26	0.91	0.40
MassDOT Crash Rate: ^d	0.78/0.75	0.57/0.57	0.78/0.75
Significant? ^e	Yes	Yes	No
<i>Type:</i>			
Angle	16	9	5
Rear-End	23	2	7
Head-On	0	3	0
Sideswipe	4	3	1
Fixed Object	6	8	2
Pedestrian/Bicycle	0	0	0
Animal Strike	0	1	0
<u>Unknown/Other</u>	<u>3</u>	<u>0</u>	<u>0</u>
Total	52	26	15
<i>Conditions:</i>			
Clear	34	18	12
Cloudy	11	5	1
Rain	4	1	1
<u>Snow/Ice</u>	<u>3</u>	<u>2</u>	<u>1</u>
Total	52	26	15
<i>Lighting:</i>			
Daylight	38	17	11
Dawn/Dusk	1	2	0
Dark (Road Lit)	11	6	4
Dark (Road Unlit)	1	1	0
<u>Unknown</u>	<u>1</u>	<u>0</u>	<u>0</u>
Total	52	26	15
<i>Day of Week:</i>			
Monday through Friday	40	21	12
Saturday	8	0	3
<u>Sunday</u>	<u>4</u>	<u>5</u>	<u>0</u>
Total	52	26	15
<i>Severity:</i>			
Property Damage Only	44	16	11
Personal Injury	7	7	4
Fatality	0	0	0
<u>Unknown</u>	<u>1</u>	<u>3</u>	<u>0</u>
Total	52	26	15

^aSource: MassDOT Safety Management/Traffic Operations Unit records, 2017 through 2021.

^bTraffic Control Type: S = Signalized; U = Unsignalized.

^cCrash rate per million vehicles entering the intersection.

^dStatewide/District crash rate.

^eThe intersection crash rate is significant if it is found to exceed either the MassDOT Statewide crash rate, or the crash rate for the MassDOT Highway Division District in which the Project is located (District 5).

As can be seen in Table 4, the Pleasant Street/Turnpike Street intersection was found to have experienced an average of 3.00 reported motor vehicle crashes per year over the five-year review period and was found to have motor vehicle crash rates *below* the MassDOT statewide and District average crash rates for similar intersections for the MassDOT Highway Division District in which the intersections are located (District 5). The majority of the reported crashes occurred on a weekday, under clear weather conditions, during daylight, and involved angle or rear-end type collisions that resulted in property damage only. No (0) motor vehicle crashes were reported to have occurred in the vicinity of the Project site driveway along Pleasant Street.

The Pleasant Street/Central Street and Pleasant Street/Pine Street intersections experienced an average of 10.40 and 5.20 reported motor vehicle crashes per year over the five-year review period, respectively. Both intersections were found to have motor vehicle crash rates *above* the MassDOT statewide and District average crash rates for similar intersections. The majority of the crashes reported at these intersections occurred on a weekday, under clear weather conditions, during daylight, and involved angle or rear-end type crashes that resulted in property damage only. A Road Safety Audit (RSA) was conducted along the Pine Street corridor from York Street to Pleasant Street (Route 139) in December 2023⁹ that included suggested improvements to enhance safety along the corridor. Improvements are planned for the Pleasant Street/Pine Street intersection that include geometric improvements and specific safety enhancements to reduce the frequency of motor vehicle crashes occurring at the intersection.

Within the study area, an RSA was conducted in November 2022¹⁰ for the intersection of Pleasant Street at Lowe Avenue (approximately 600 feet west of the Project site) and the section of Lowe Avenue leading to the Dawe Elementary School that included suggested improvements to enhance safety along the Lowe Avenue corridor. The suggested improvements identified in the RSA included: pedestrian mobility improvements; sign and pavement marking enhancements; and illumination; to reduce the frequency of motor vehicle crashes occurring along Lowe Avenue and at the Pleasant Street/Lowe Avenue intersection. The suggested improvements have not yet been constructed.

A review of the MassDOT statewide High Crash Location List indicated that there are no locations within the study area that are included on MassDOT's Highway Safety Improvement Program (HSIP) listing as a high crash location. In addition, no fatal motor vehicle crashes were reported to have occurred at the study area intersections over the five-year review period.

The detailed MassDOT Crash Rate Worksheets and High Crash Location mapping are provided in the Appendix.

⁹Old Colony Planning Council, op. cit. 3.

¹⁰Road Safety Audit, Pleasant Street (Route 139) at Lowe Avenue and Dawe Elementary School, Town of Stoughton; Old Colony Planning Council; November 2022.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2032, which reflects a seven-year planning horizon consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. Independent of the Project, traffic volumes on the roadway network in the year 2032 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2032 No-Build traffic volumes reflect 2032 Build traffic-volume conditions with the Project.

FUTURE TRAFFIC GROWTH

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The Towns of Stoughton and Avon were contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on this consultation, the following developments were identified for review in conjunction with this assessment:

- ***Stoughton Logistics Park, 25 Maple Street, Stoughton, Massachusetts.*** This project will entail the construction of three warehouse buildings totaling $880,000\pm$ sf to be located at 25 Maple Avenue, east of the Project site. Traffic volumes associated with this

development were obtained from the *Traffic Impact Assessment* that was prepared for the project¹¹ and were added to the future condition traffic volumes.

- **Proposed Costco Members-Only Fuel Facility, Avon, Massachusetts.** This project will entail the construction of a Costco fueling facility that will be open to members only and will include a total of 24 vehicle fueling positions. The fueling facility will be developed on a vacant parcel of land adjacent to the existing Costco Wholesale warehouse located at 120 Stockwell Drive in Avon and Stoughton, east of the Project site. Traffic volumes associated with this development were obtained from the *Traffic Impact Analysis* that was prepared for the project¹² and were added to the future condition traffic volumes.
- **Proposed Multifamily Residential Development, 810 Washington Street, Stoughton, Massachusetts.** This project will entail the redevelopment of an existing mixed-use building located at 810 Washington Street, southwest of the Project site, to include nine (9) multifamily residential units. Traffic volumes associated with this development were estimated using trip generation statistics published by the Institute of Transportation Engineers (ITE)¹³ and were added to the future condition traffic volumes.
- **Proposed Multifamily Residential Development, 3 & 23 Morton Street, Stoughton, Massachusetts.** This project will entail the construction of 17 multifamily residential units to be located at 3 & 23 Morton Street, southwest of the Project site. Traffic volumes associated with this development were estimated using trip generation statistics published by the ITE and were added to the future condition traffic volumes.
- **Proposed Office/Garage Building, 271 Canton Street, Stoughton, Massachusetts.** This project will entail the construction of 5,750± sf of office space to be located at 271 Canton Street, southwest of the Project site. Traffic volumes associated with this project within the study area are expected to be relatively minor and would be reflected in the general background traffic growth rate (discussion follows).

No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled by MassDOT from permanent count stations located in Stoughton were reviewed in order to determine general traffic growth trends in the area. This data indicates that traffic volumes have fluctuated over the 10-year period between 2009 and 2019, with the average traffic growth rate found to be approximately 0.76 percent. As such, a 1.0 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

¹¹*Transportation Impact Assessment*, 25 Maple Street Warehouse Development, Stoughton, Massachusetts; Langan; January 2023.

¹²*Traffic Impact Analysis*, Proposed Costco Members-Only Fuel Facility, 120 Stockwell Drive, Stoughton/Avon, Massachusetts; Atlantic TPD, LLC; February 21, 2024.

¹³Institute of Transportation Engineers, op. cit. 1.

Roadway Improvement Projects

The Town of Stoughton and MassDOT were contacted in order to determine if there were any planned future roadway improvement projects expected to be completed by 2032 within the study area. Based on these discussions, the following roadway improvement projects were identified within the study area:

- ***Intersection Improvements and Related Work at Pleasant Street (Route 139) and Pine Street, Stoughton, Massachusetts.*** This project is being advanced by the Town of Stoughton and entails the construction of improvements at the Pleasant Street (Route 139)/Pine Street intersection. The planned improvements will include: the addition of auxiliary turn lanes on both Pleasant Street approaches; the realignment of Pine Street by removing the painted island that separates the turning lanes; pedestrian and bicycle mobility improvements; and sign and pavement marking improvements. These improvements are anticipated to be completed by 2032, the horizon year of this assessment, and are reflected in the future condition analyses.
- ***Reconstruction of Turnpike Street, Stoughton, Massachusetts (MassDOT Project No. 607214).*** This project is being undertaken by the Town of Stoughton in conjunction with MassDOT and entails the reconstruction of Turnpike Street from Pleasant Street northerly for a distance of approximately 1,000 feet. This project intends to provide a permanent solution to the prevalence of roadway settlement along this corridor due to decomposing subsurface material (peat) compromising the structural integrity of the roadway surface. In conjunction with this project, and as a condition of the approval of the Stoughton Logistics Park project just south of the intersection, the developer of the Logistics Park has committed to implementing an optimal signal timing and phasing plan at the Pleasant Street (Route 139)/Turnpike Street intersection. These improvements are anticipated to be completed by 2032 and are reflected in the future condition analyses.

No other roadway improvement projects, aside from routine maintenance activities, were identified to be planned within the study area at this time.

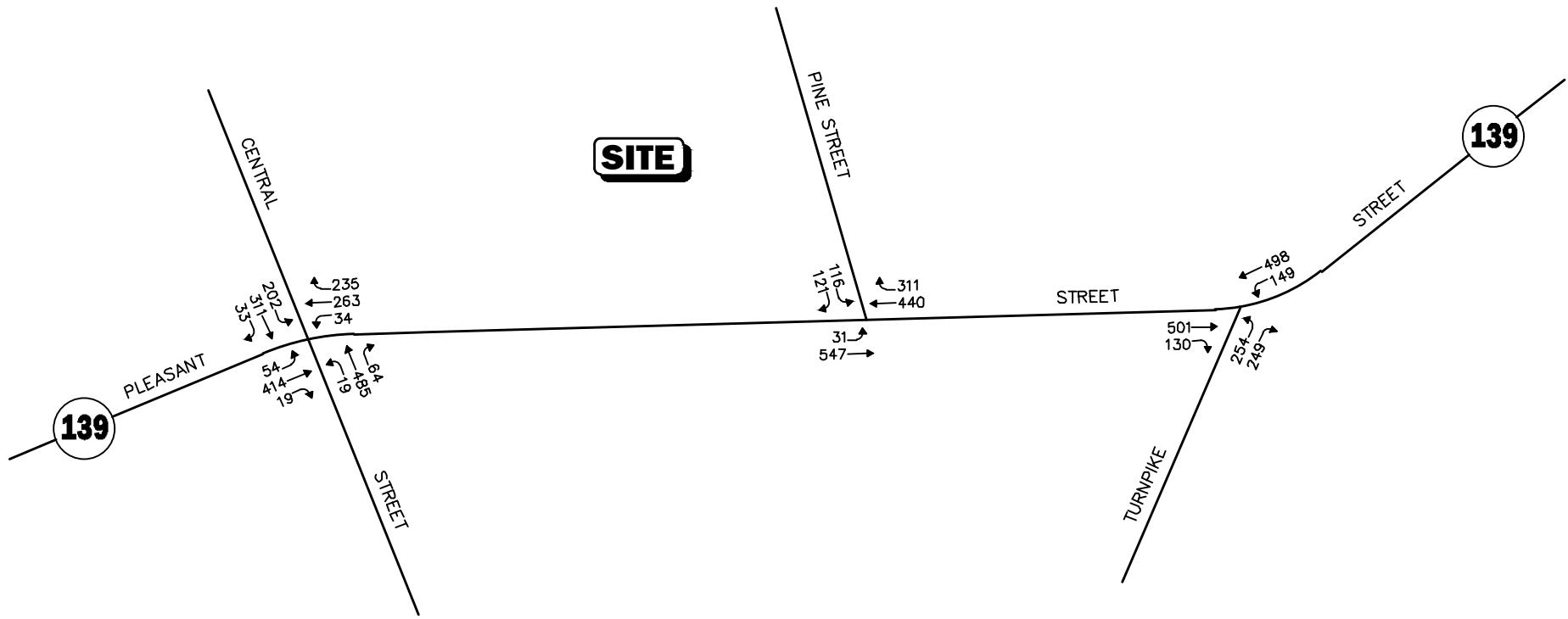
No-Build Traffic Volumes

The 2032 No-Build condition peak-hour traffic volumes were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2025 Existing peak-hour traffic volumes and then adding the traffic associated with the identified specific development projects by others. The resulting 2032 No-Build weekday morning and evening peak-hour traffic volumes are shown on Figures 5 and 6, respectively.

PROJECT-GENERATED TRAFFIC

Design year (2032 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

As proposed, the Project will entail the construction of a three-story, mixed-use building that will contain 43-multifamily residential units, $1,120\pm$ sf of retail space and $1,120\pm$ sf of fitness space as an amenity for use by residents of the Project only. In order to develop the traffic characteristics

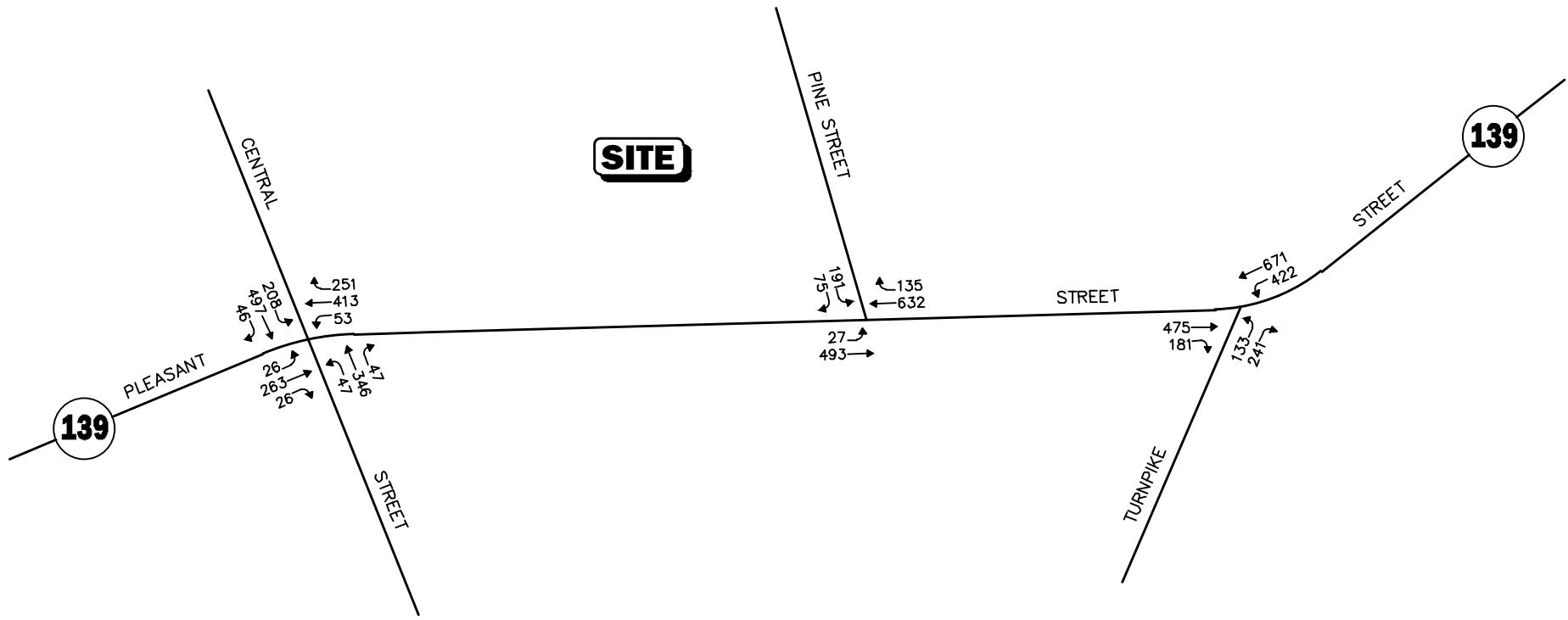


 Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.
Not To Scale

 **Vanasse & Associates inc**

Figure 5

2032 No-Build Weekday Morning Peak-Hour Traffic Volumes



 Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 6

of the Project, trip-generation statistics published by the ITE¹⁴ for similar land uses as those proposed were used. ITE Land Use Codes (LUCs) 220, *Multifamily Housing (Low-Rise)*, and 822, *Strip Retail Plaza (<40k)*, were used to establish the traffic characteristics of the constituent components of the Project.

Internal Trips

A portion of the trips expected to be generated by the Project may consist of internal trips. An internal trip consists of a resident, customer, and/or employee who patronizes more than one of the uses planned within a development and is common in mixed-use projects with appropriate accommodations to facilitate trips between uses. By way of example, a resident of the Project may also patronize the retail space located within the Project site. In order to account for this interaction, the multi-use trip-generation calculation methodology promulgated by the ITE¹⁵ was applied to the base ITE trip-generation calculations.

Pass-By Trips

Not all of the trips expected to be generated by the retail component of the Project will be new trips on the roadway network. A portion of these trips will consist of pass-by trips or vehicles already traveling along adjacent roadways for other purposes that will patronize the Project site in conjunction with their trip and then continue to their original destination. These trips are not new trips on the roadway network as a result of the Project. Statistics published by the ITE¹⁶ indicate that, on average, up to 40 percent of the trips generated by a retail use may consist of pass-by trips. In accordance with MassDOT guidelines, which limit pass-by trips to the lesser of: i) 15 percent of the adjacent roadway traffic volume; or ii) the ITE pass-by trip rate for the specific use; the methodology that resulted in the lower volume of pass-by trips was applied to the base trip-generation calculations for the retail component of the Project.

Table 5 summarizes the anticipated traffic characteristics of the Project using the above methodology.

¹⁴Institute of Transportation Engineers, op. cit. 1.

¹⁵Institute of Transportation Engineers, op. cit. 1.

¹⁶Institute of Transportation Engineers, op. cit. 1.

Table 5
TRIP-GENERATION SUMMARY

Time Period/Direction	Vehicle Trips										Project Total	
	Residential Component			Retail Component								
	(A) Multifamily Housing (43 units) ^a	(B) Internal Trips	(C = A - B) Net Trips	(D) Proposed Retail Space (1,120 sf) ^b	(E) Internal Trips	(F = D - E) Net Trips	(G) Pass-By Trips ^c	(H = F - G) New Trips	(I) Total Pass-By Trips	(J = C + H) Total New Trips		
<i>Average Weekday Daily:</i>												
Entering	176	3	173	31	3	28	8	20	8	193		
<u>Exiting</u>	<u>176</u>	<u>3</u>	<u>173</u>	<u>31</u>	<u>3</u>	<u>28</u>	<u>8</u>	<u>20</u>	<u>8</u>	<u>193</u>		
Total	352	6	346	62	6	56	16	40	16	386		
<i>Weekday Morning Peak Hour:</i>												
Entering	9	0	9	2	0	2	0	2	0	11		
<u>Exiting</u>	<u>27</u>	<u>0</u>	<u>27</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>28</u>		
Total	36	0	36	3	0	3	0	3	0	39		
<i>Weekday Evening Peak Hour:</i>												
Entering	25	2	23	8	1	7	2	5	2	28		
<u>Exiting</u>	<u>14</u>	<u>1</u>	<u>13</u>	<u>8</u>	<u>2</u>	<u>6</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>17</u>		
Total	39	3	36	16	3	13	4	9	4	45		

^aBased on ITE LUC 220, *Multifamily Housing (Low-Rise)*.

^bBased on ITE LUC 822, *Strip Retail Plaza (<40k)*.

^cPass-by trip rates were obtained from ITE LUC 821, *Shopping Plaza (40-150k)*, and were applied as follows: average weekday daily and weekday morning peak-hour = 31 percent; and weekday evening peak-hour = 40 percent.

Project-Generated Traffic-Volume Summary

As can be seen in Table 5, the Project is expected to generate approximately 386 new vehicle trips on an average weekday (two-way, 24-hour volume), with 39 new vehicle trips (11 vehicles entering and 28 exiting) expected during the weekday morning peak-hour and 45 new vehicle trips (28 vehicles entering and 17 exiting) expected during the weekday evening peak-hour.

Table 6 compares the peak-hour traffic characteristics of the Project to an 8,000± sf retail or restaurant building that could be developed within the Project site under the current Zoning of the property (General Business). Note that the comparison includes pass-by trips and represents the volume of traffic measured at the Project site driveway.

Table 6
TRAFFIC VOLUME COMPARISON

Time Period/Direction	Vehicle Trips			
	(A) Proposed Mixed-Use Development	(B) Alt. Retail Building ^a	(C) Alt. Restaurant Building ^b	(A-B/A-C) Difference
Weekday Morning Peak-Hour:	39	19	77	+20/-38
Weekday Evening Peak-Hour:	49	66	72	-17/-23

^aBased on ITE LUC 822, *Strip Retail Plaza (<40k) (8,000 sf)*.

^bBased on ITE LUC 932, *High-Turnover (Sit-Down) Restaurant (8,000 sf)*.

Traffic Volume Comparison

As can be seen in Table 6, in comparison to the Project, the development of a retail use at the Project site would result in fewer vehicle trips during the weekday morning peak-hour with higher traffic volumes during the weekday evening peak-hour. The development of a restaurant use would result in higher traffic volumes during both the weekday morning and evening peak hours. On balance, it can be concluded that the Project will be less impactful on the transportation infrastructure that the development of a retail or restaurant building on the Project site as allowed under the current Zoning.

TRIP DISTRIBUTION AND ASSIGNMENT

Separate trip-distribution patterns were developed for the residential and retail components of the Project, given the differing nature and purpose of the trips associated with these uses. For the residential component of the Project, the directional distribution of generated trips to and from the Project site was determined based on a review of Journey-to-Work data obtained from the U.S. Census for persons residing in the Town of Stoughton and then refined based on existing traffic patterns within the study area during the peak periods. For the retail component, the directional distribution was determined based on a review of existing traffic patterns within the study area. The general trip distribution pattern for the residential and retail components of the Project are

graphically depicted on Figures 7 and 8, respectively. Traffic volumes expected to be generated by the residential component of the Project were assigned onto the study area roadway network as shown on Figures 9 and 10 for the weekday morning and evening peak hours, respectively, with those expected to be generated by the retail component assigned onto the study area roadway network as shown on Figures 11 and 12 for the respective peak hours.

FUTURE TRAFFIC VOLUMES - BUILD CONDITION

The 2032 Build condition traffic volumes consist of the 2032 No-Build traffic volumes with the addition of the traffic expected to be generated by the Project. The resulting 2032 Build weekday morning and evening peak-hour traffic volumes are graphically depicted on Figures 13 and 14, respectively.

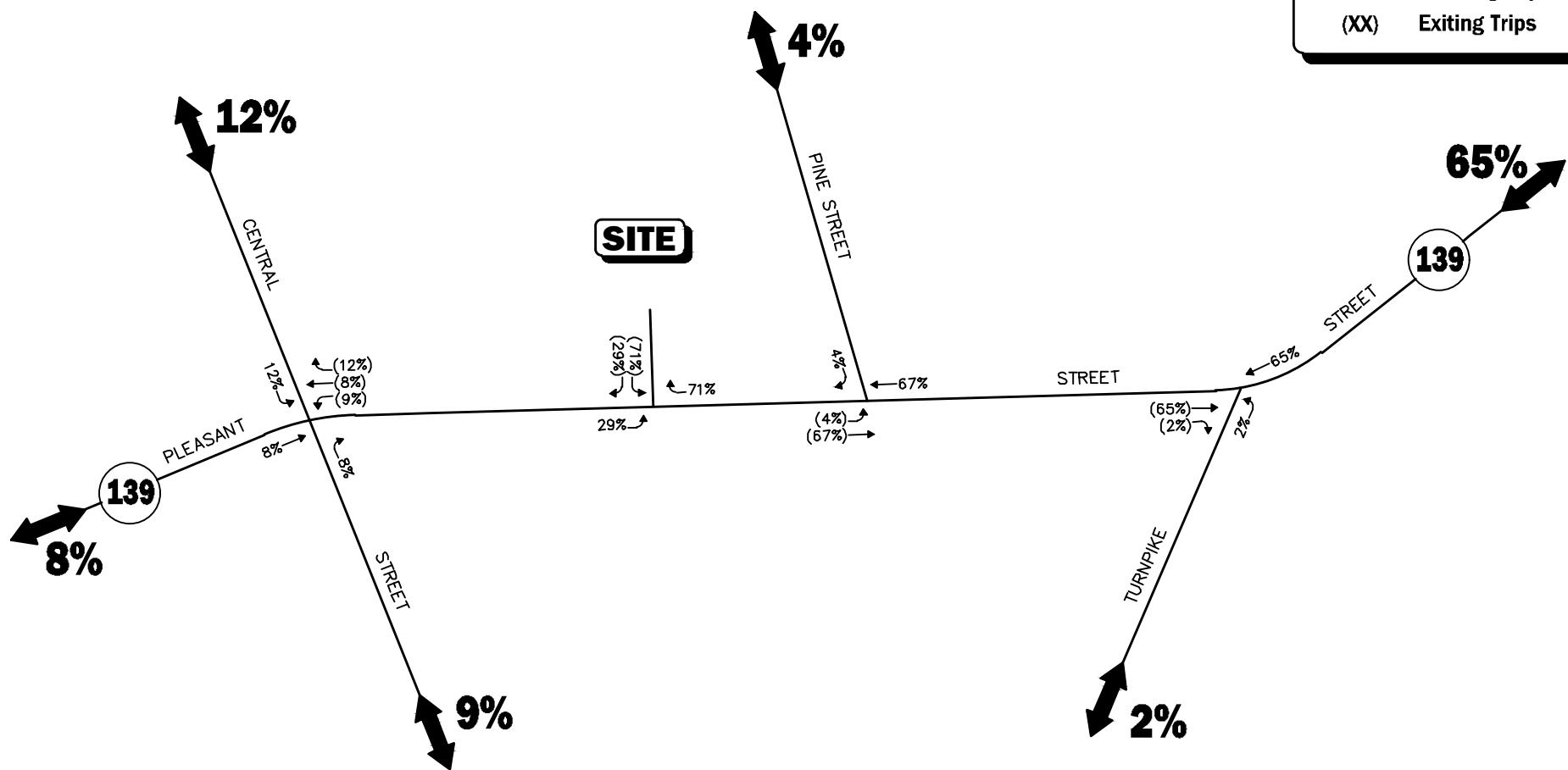
A summary of the peak-hour projected traffic-volume changes outside of the study area that is the subject of this assessment is shown in Table 7. These changes are a result of the construction of the Project.

Table 7
PEAK-HOUR TRAFFIC-VOLUME INCREASES

Location/Peak Hour	2025 Existing	2032 No-Build	2032 Build	Traffic-Volume Increase Over No-Build	Percent Increase Over No-Build
<i>Pleasant Street, west of Central Street:</i>					
Weekday Morning	726	802	805	3	0.4
Weekday Evening	746	821	826	5	0.6
<i>Central Street, north of Pleasant Street:</i>					
Weekday Morning	1,204	1,320	1,326	6	0.5
Weekday Evening	1,262	1,374	1,381	7	0.5
<i>Central Street, south of Pleasant Street:</i>					
Weekday Morning	849	932	936	4	0.4
Weekday Evening	936	1,016	1,020	4	0.4
<i>Pine Street, north of Pleasant Street:</i>					
Weekday Morning	532	579	580	1	0.2
Weekday Evening	390	428	430	2	0.5
<i>Turnpike Street, east of Pleasant Street:</i>					
Weekday Morning	1,213	1,397	1,422	25	1.8
Weekday Evening	1,574	1,809	1,834	25	1.4
<i>Turnpike Street, south of Pleasant Street:</i>					
Weekday Morning	632	782	782	0	0.0
Weekday Evening	788	977	979	2	0.2

Legend:

XX Entering Trips
(XX) Exiting Trips



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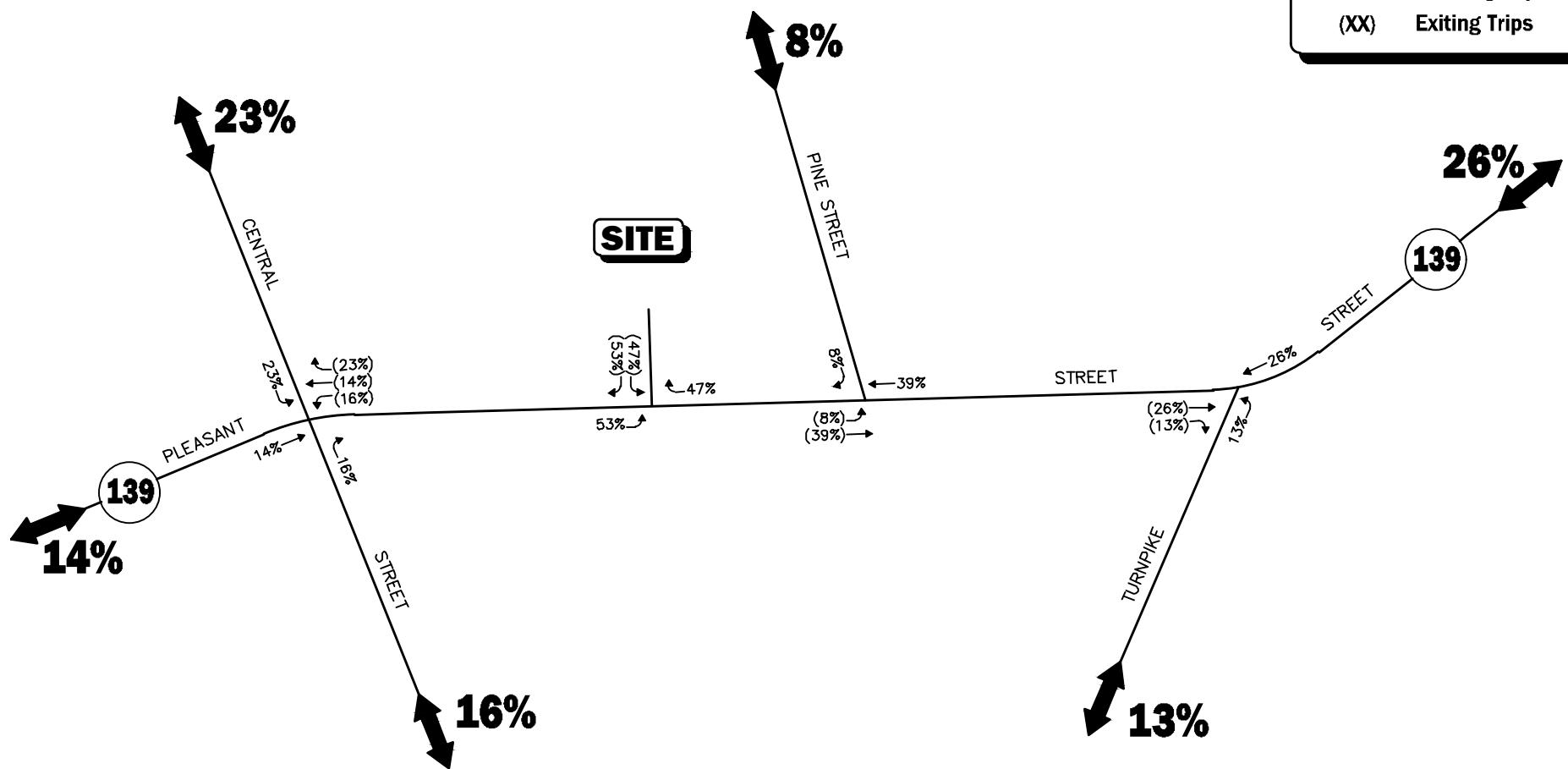
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Figure 7

Residential
Trip Distribution Map

Legend:

XX Entering Trips
(XX) Exiting Trips



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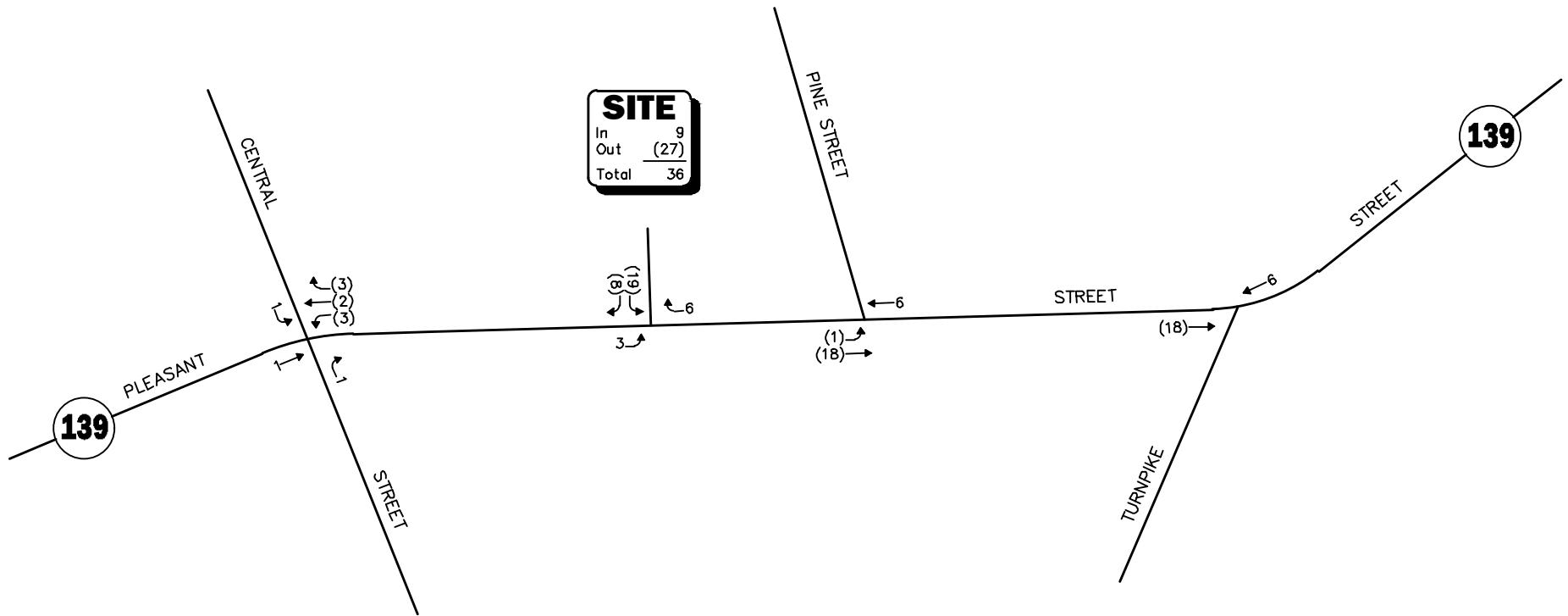
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Figure 8

Retail
Trip Distribution Map

Legend:

- XX Entering Trips
- (XX) Exiting Trips



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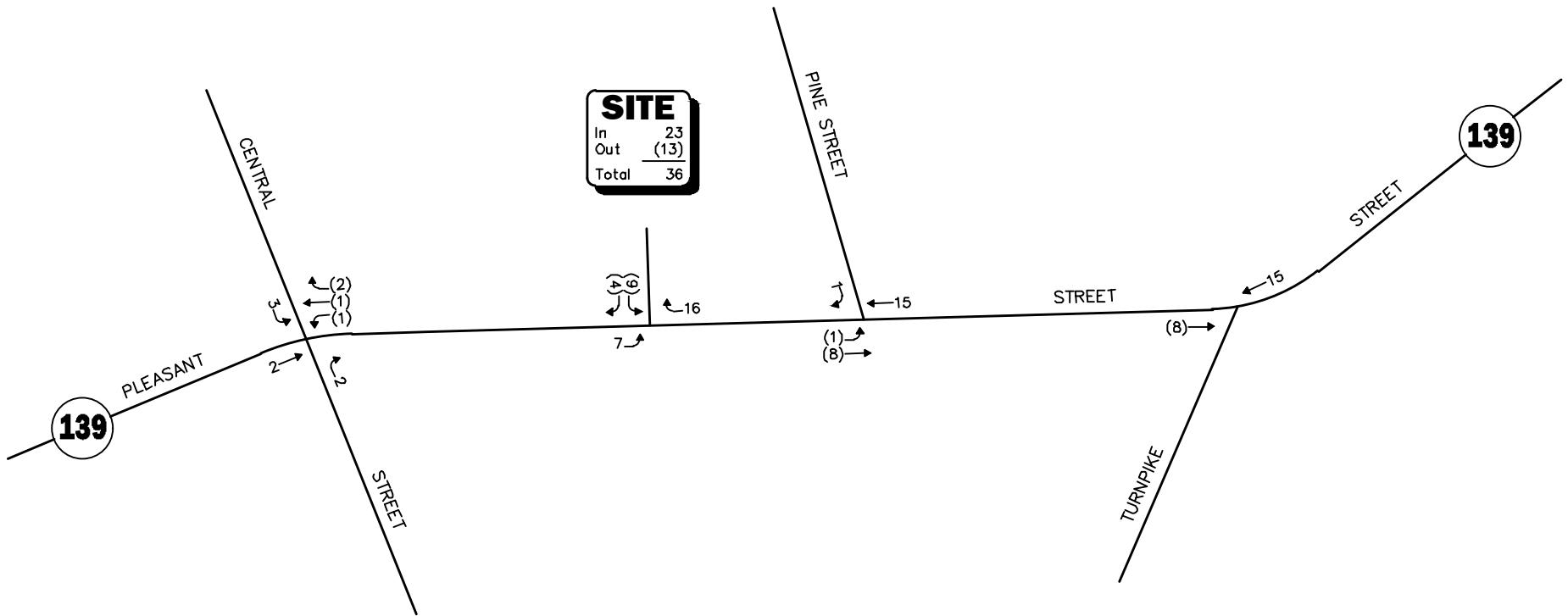
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Figure 9

Project-Generated Residential Weekday Morning Peak-Hour Traffic Volumes

Legend:

XX **Entering Trips**
(XX) **Exiting Trips**



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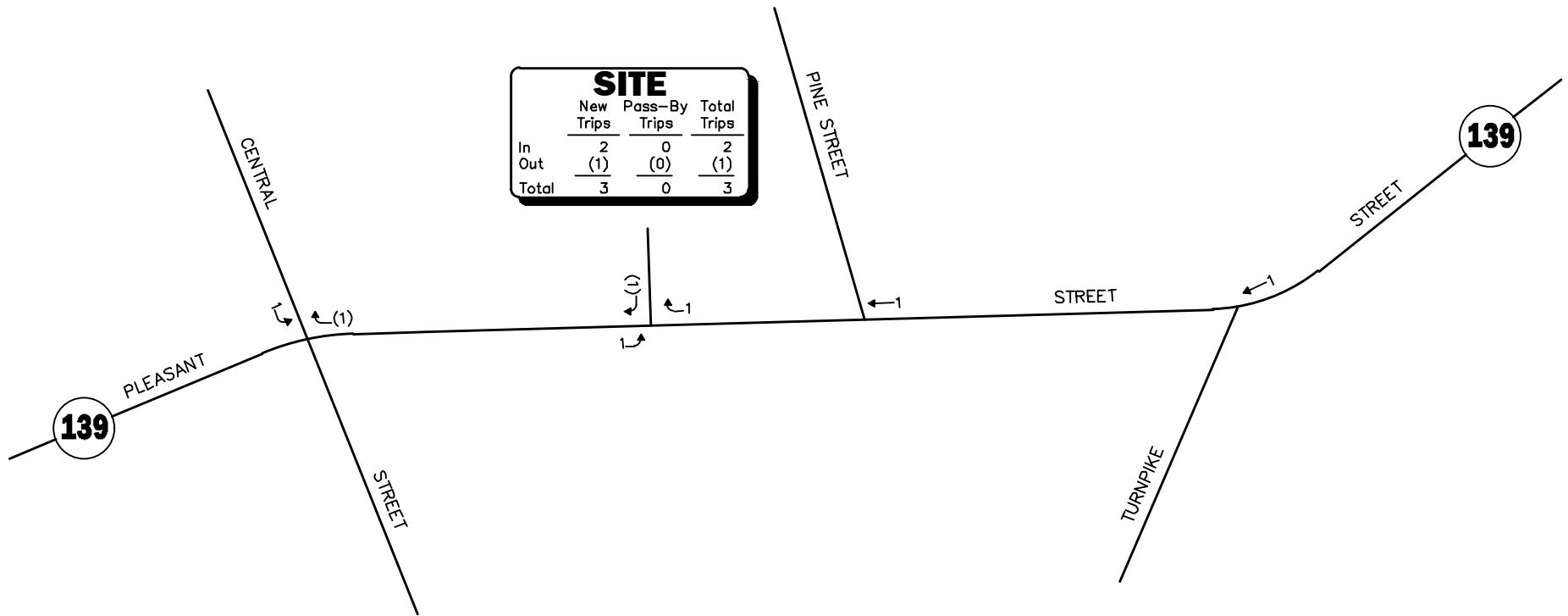
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Figure 10

Project-Generated Residential Weekday Evening Peak-Hour Traffic Volumes

Legend:

- XX Entering Trips
- (XX) Exiting Trips



Not To Scale

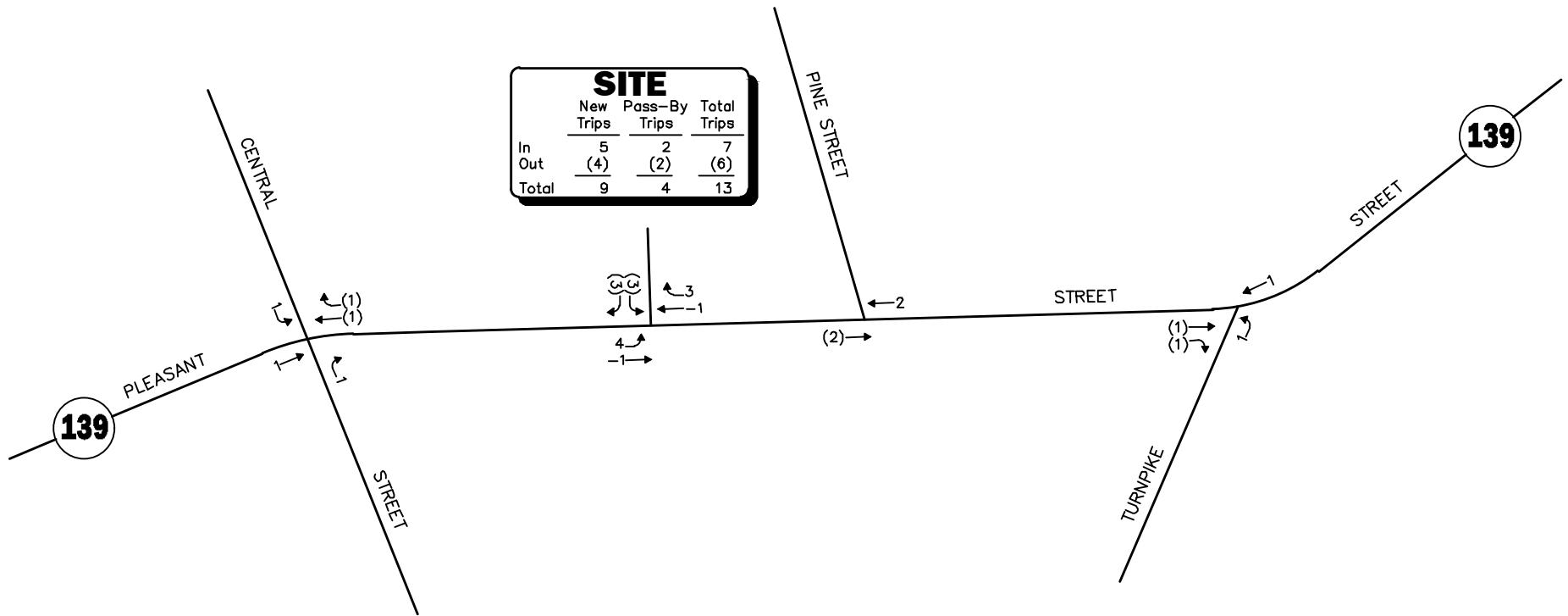
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Figure 11

Project-Generated
Retail
Weekday Morning
Peak-Hour Traffic Volumes

Legend:

XX Entering Trips
(XX) Exiting Trips

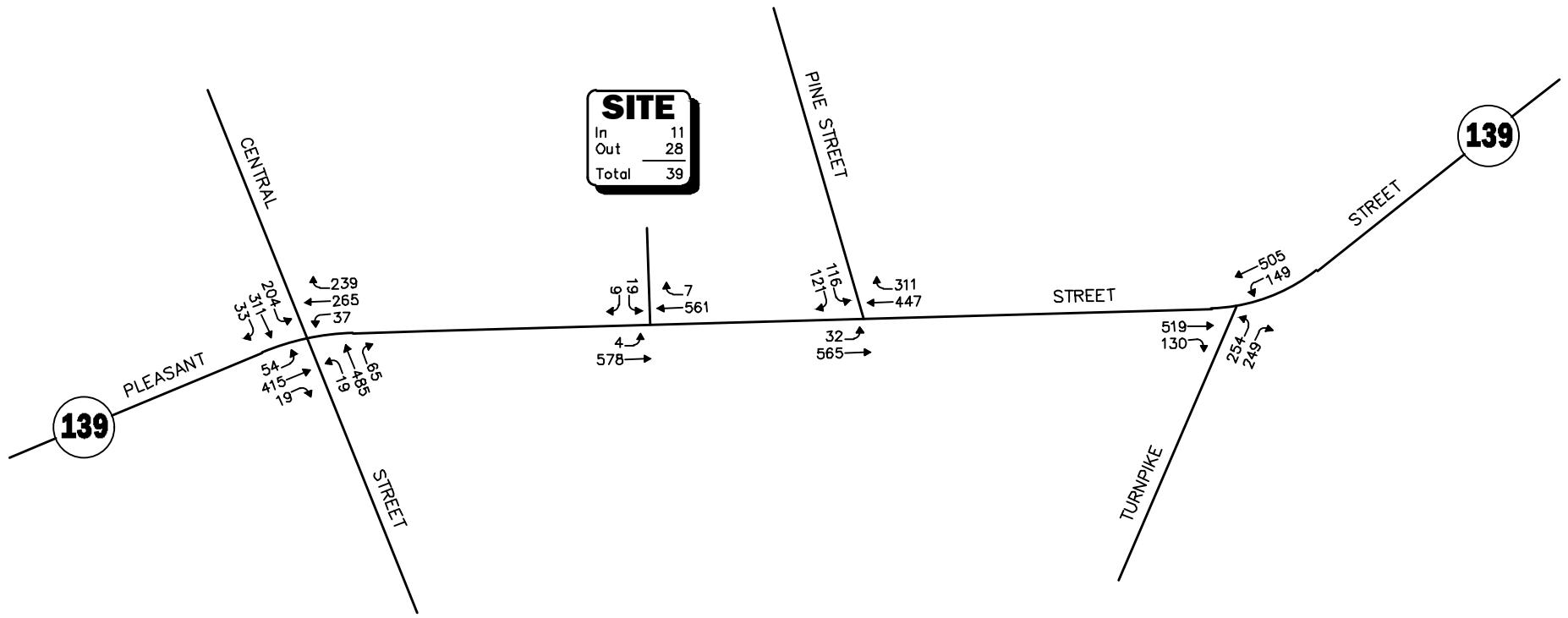


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Figure 12

Project-Generated
Retail
Weekday Evening
Peak-Hour Traffic Volumes



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

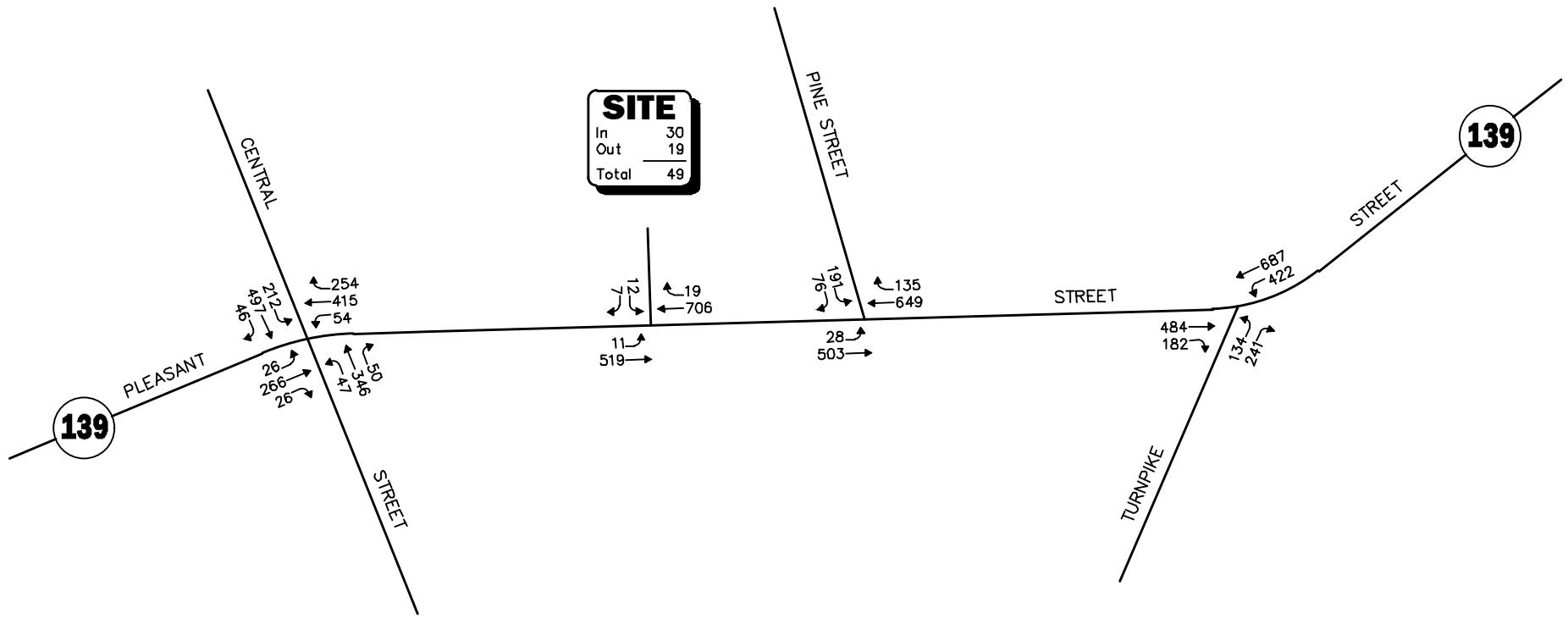
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Figure 13

2032 Build Weekday Morning Peak-Hour Traffic Volumes



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Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale



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Figure 14

2032 Build Weekday Evening Peak-Hour Traffic Volumes

As shown in Table 7, Project-related traffic-volume changes outside of the study area relative to 2032 No-Build conditions are anticipated to range from increases of 0.2 to 1.8 percent during the peak periods, with vehicle increases shown to range from 1 to 25 vehicles. *When distributed over the peak hour, the predicted traffic-volume increases would not result in a significant impact (increase) on motorist delays or vehicle queuing outside of the immediate study area that is the subject of this assessment.*

TRAFFIC OPERATIONS ANALYSIS

Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, roadway capacity and vehicle queue analyses were conducted under Existing, No-Build, and Build traffic-volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.¹⁷ The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing congested or constrained operating conditions.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

¹⁷The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2016.

Signalized Intersections

The six levels of service for signalized intersections may be described as follows:

- *LOS A* describes operations with very low control delay; most vehicles do not stop at all.
- *LOS B* describes operations with relatively low control delay. However, more vehicles stop than LOS A.
- *LOS C* describes operations with higher control delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- *LOS D* describes operations with control delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and individual cycle failures are noticeable.
- *LOS E* describes operations with high control delay values. Individual cycle failures are frequent occurrences.
- *LOS F* describes operations with high control delay values that often occur with over-saturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Levels of service for signalized intersections are calculated using the operational analysis methodology of the 2000 *Highway Capacity Manual*¹⁸ and implemented as a part of the Synchro® software. This method assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on delay. Level-of-service designations are based on the criterion of control or signal delay per vehicle. Control or signal delay is a measure of driver discomfort, frustration, and fuel consumption, and includes initial deceleration delay approaching the traffic signal, queue move-up time, stopped delay, and final acceleration delay. Table 8 summarizes the relationship between level of service and control delay. The tabulated control delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to entire intersections.

Table 8
LEVEL-OF-SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS^a

Level of Service	Control (Signal) Delay Per Vehicle (Seconds)
A	≤ 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	> 80.0

^aSource: *Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2000; page 16-2.

¹⁸*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2000.

Unsignalized Intersections

The six levels of service for unsignalized intersections may be described as follows:

- *LOS A* represents a condition with little or no control delay to minor street traffic.
- *LOS B* represents a condition with short control delays to minor street traffic.
- *LOS C* represents a condition with average control delays to minor street traffic.
- *LOS D* represents a condition with long control delays to minor street traffic.
- *LOS E* represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
- *LOS F* represents a condition where minor street demand volume exceeds the capacity of an approach lane, with extreme control delays resulting.

The levels of service of unsignalized intersections are determined by application of a procedure described in the *Highway Capacity Manual, 7th Edition*.¹⁹ Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the *Highway Capacity Manual, 7th Edition*. Table 9 summarizes the relationship between level of service and average control delay for two-way STOP-controlled and all-way STOP-controlled intersections.

Table 9
LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS^a

Level-Of-Service by Volume-to-Capacity Ratio		Average Control Delay (Seconds Per Vehicle)
$v/c \leq 1.0$	$v/c > 1.0$	
A	F	≤ 10.0
B	F	10.1 to 15.0
C	F	15.1 to 25.0
D	F	25.1 to 35.0
E	F	35.1 to 50.0
F	F	>50.0

^aSource: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2023.

¹⁹*Highway Capacity Manual, 7th Edition*; Transportation Research Board; Washington, DC; 2023.

Vehicle Queue Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro® intersection capacity analysis software. The Synchro® vehicle queue analysis methodology is a simulation-based model that reports the number of vehicles that experience a delay of six seconds or more at an intersection. For signalized intersections, Synchro® reports both the average (50th percentile) and the 95th percentile vehicle queue. For unsignalized intersections, Synchro® reports the 95th percentile vehicle queue. Vehicle queue lengths are a function of the capacity of the movement under study and the volume of traffic being processed by the intersection during the analysis period. The 95th percentile vehicle queue is the vehicle queue length that will be exceeded only 5 percent of the time, or approximately 3 minutes out of 60 minutes during the peak one hour of the day (during the remaining 57 minutes, the vehicle queue length will be less than the 95th percentile queue length).

ANALYSIS RESULTS

Level-of-service and vehicle queue analyses were conducted for 2025 Existing, 2032 No-Build, and 2032 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Tables 10 and 11, with the detailed analysis results presented in the Appendix.

The 2032 No-Build and 2032 Build condition analyses for the Pleasant Street/Pine Street and Pleasant Street/Turnpike Street intersections reflect the completion of the improvements by others that were described previously. The preliminary design plans for the improvements at the Pleasant Street/Pine Street intersection are included in the Appendix.

The following is a summary of the level-of-service and vehicle queue analyses for the intersections within the study area. For context, we note that an LOS of "D" or better is generally defined as "acceptable" operating conditions.

Signalized Intersections (Table 10)

Pleasant Street at Central Street

No change in level-of-service was shown to occur for any movement over No-Build conditions, with Project-related impacts generally defined as a predicted increase in overall average motorist delay of less than 1.0 second that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle. Independent of the Project, left-turn movements from the Central Street southbound approach are predicted to operate at capacity (i.e., LOS "E") during the weekday morning peak-hour under 2032 No-Build conditions.

Pleasant Street at Turnpike Street

No change in level-of-service was shown to occur for any movement over No-Build conditions, with Project-related impacts generally defined as a predicted increase in overall average motorist delay of up to 5.1 seconds that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle. Independent of the Project, left-turn movements from the Turnpike Street northbound approach during the weekday morning peak-hour and left-turn/through movements from the Turnpike Street southbound approach during the weekday evening peak-hour are currently

operating at or over capacity (i.e., LOS “E” or “F”), with overall intersection operations reported to be at capacity during the weekday evening peak-hour.

Unsignalized Intersections (Table 11)

Pleasant Street at Pine Street

With the planned reconstruction of the Pleasant Street/Pine Street intersection to include the addition of separate left and right-turn lanes on the Pleasant Street approaches, no change in level-of-service is predicted to occur for any movement over No-Build conditions, with Project-related impacts generally defined as a predicted increase in average motorist delay of 24.6 seconds that resulted in a corresponding increase in vehicle queuing of up to one (1) vehicle. Independent of the Project, left-turn movements from Pine Street are predicted to operate over capacity during both peak-hours under 2032 No-Build conditions.

Pleasant Street at the Project Site Driveway

All movements exiting the Project site driveway to Pleasant Street are predicted to operate at LOS C during both peak hours with minimal vehicle queuing (up to one (1) vehicle). All movements along Pleasant Street approaching the driveway are predicted to operate at LOS A with negligible vehicle queuing.

Table 10
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak Hour/Movement	2025 Existing				2032 No-Build				2032 Build			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
Pleasant Street at Central Street												
<i>Weekday Morning:</i>												
Pleasant Street NB LT/TH/RT	0.83	36.8	D	11/16	0.84	37.5	D	13/20	0.84	38.0	D	13/21
Pleasant Street SB LT/TH/RT	0.81	33.9	C	11/16	0.80	33.6	C	12/20	0.82	35.4	D	13/21
Central Street WB LT	0.05	19.5	B	0/1	0.06	22.6	C	1/1	0.06	22.6	C	1/1
Central Street WB TH/RT	0.80	33.6	C	12/20	0.90	47.6	D	15/23	0.90	48.0	D	15/23
Central Street EB LT	0.66	22.2	C	3/7	0.90	61.3	E	4/10	0.91	63.4	E	4/10
Central Street EB TH/RT	0.37	12.9	B	5/8	0.43	16.8	B	6/9	0.43	16.8	B	6/9
Overall	--	29.9	C	--	--	37.9	D	--	--	38.8	D	--
<i>Weekday Evening:</i>												
Pleasant Street NB LT/TH/RT	0.40	16.8	B	5/9	0.45	18.6	B	6/10	0.46	18.8	B	6/10
Pleasant Street SB LT/TH/RT	0.83	28.5	C	13/26	0.95	45.1	D	17/31	0.96	47.5	D	17/31
Central Street WB LT	0.23	26.6	C	1/2	0.27	26.8	C	1/2	0.26	26.7	C	1/2
Central Street WB TH/RT	0.76	37.2	D	9/13	0.79	39.1	D	10/14	0.79	39.1	D	10/14
Central Street EB LT	0.67	25.1	C	3/5	0.74	29.2	C	3/7	0.75	30.2	C	4/7
Central Street EB TH/RT	0.69	23.5	C	10/14	0.72	24.1	C	11/16	0.71	24.0	C	11/16
Overall	--	26.8	C	--	--	33.1	C	--	--	34.0	C	--
Pleasant Street at Turnpike Street												
<i>Weekday Morning:</i>												
Pleasant Street EB TH	0.56	14.1	B	5/14	0.49	12.0	B	6/18	0.51	12.2	B	6/19
Pleasant Street EB RT	0.10	10.2	B	0/2	0.11	3.7	A	0/2	0.11	3.7	A	0/2
Turnpike Street SB LT/TH	0.67	11.1	B	4/15	0.79	14.3	B	6/18	0.81	15.7	B	6/19
Turnpike Street NB LT	0.91	59.8	E	4/12	1.31	213.0	F	10/19	1.31	213.0	F	10/19
Turnpike Street NB RT	0.33	23.7	C	1/3	0.57	42.0	D	3/5	0.57	42.0	D	3/5
Overall	--	21.3	C	--	--	46.5	D	--	--	46.7	D	--
<i>Weekday Evening:</i>												
Pleasant Street EB TH	0.47	8.5	A	4/7	0.42	7.1	A	6/8	0.43	7.2	A	6/8
Pleasant Street EB RT	0.14	6.5	A	1/1	0.13	1.8	A	0/1	0.14	1.8	A	0/1
Turnpike Street SB LT/TH	1.18	100.2	F	11/29	1.20	109.6	F	22/46	1.22	119.8	F	23/47
Turnpike Street NB LT	0.42	24.5	C	2/4	0.62	45.0	D	4/6	0.62	45.3	D	4/6
Turnpike Street NB RT	0.12	15.8	B	0/2	0.17	30.7	C	0/2	0.17	30.7	C	0/2
Overall	--	56.1	E	--	--	62.2	E	--	--	67.3	E	--

^aVolume-to-capacity ratio.

^bControl (signal) delay per vehicle in seconds.

^cLevel of service.

^dQueue length in feet.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

Table 11
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak-hour/Movement	2025 Existing				2032 No-Build				2032 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
Pleasant Street at Pine Street												
<i>Weekday Morning:</i>												
Pleasant Street NB LT	--	--	--	--	31	9.9	A	0	32	9.9	A	0
Pleasant Street NB TH	--	--	--	--	547	0.0	A	0	565	0.0	A	0
Pleasant Street NB LT/TH	518	0.5	A	0	--	--	--	--	--	--	--	--
Pleasant Street SB TH	--	--	--	--	440	0.0	A	0	447	0.0	A	0
Pleasant Street SB RT	--	--	--	--	311	0.0	A	0	311	0.0	A	0
Pleasant Street SB TH/RT	691	0.0	A	0	--	--	--	--	--	--	--	--
Pine Street EB LT	104	90.2	F	7	116	88.7	F	7	116	100.5	F	8
Pine Street EB RT	113	16.9	C	2	121	14.6	B	2	121	14.8	B	2
<i>Weekday Evening:</i>												
Pleasant Street NB LT	--	--	--	--	27	9.7	A	0	28	9.8	A	0
Pleasant Street NB TH	--	--	--	--	493	0.0	A	0	503	0.0	A	0
Pleasant Street NB LT/TH	476	0.5	A	0	--	--	--	--	--	--	--	--
Pleasant Street SB TH	--	--	--	--	632	0.0	A	0	649	0.0	A	0
Pleasant Street SB RT	--	--	--	--	135	0.0	A	0	135	0.0	A	0
Pleasant Street SB TH/RT	691	0.0	A	0	--	--	--	--	--	--	--	--
Pine Street EB LT	174	133.0	F	10	191	197.4	F	12	191	222.0	F	13
Pine Street EB RT	70	15.0	B	1	75	15.2	C	1	76	15.5	C	1
Pleasant Street at Project Site Driveway												
<i>Weekday Morning:</i>												
Pleasant Street NB LT/TH	--	--	--	--	--	--	--	--	582	0.1	A	0
Pleasant Street SB TH/RT	--	--	--	--	--	--	--	--	568	0.0	A	0
Project Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	28	23.6	C	1
<i>Weekday Evening:</i>												
Pleasant Street NB LT/TH	--	--	--	--	--	--	--	--	530	0.2	A	0
Pleasant Street SB TH/RT	--	--	--	--	--	--	--	--	725	0.0	A	0
Project Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	19	24.9	C	1

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel of service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the location of the Project site driveway intersection with Pleasant Street in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)²⁰ requirements. Stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 12 presents the measured SSD and ISD at the subject intersection.

²⁰*A Policy on Geometric Design of Highway and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.

Table 12
SIGHT DISTANCE MEASUREMENTS^a

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD) ^b	Measured
<i>Pleasant Street at the Project Site Driveway</i>			
<i>Stopping Sight Distance:</i>			
Pleasant Street approaching from the north	305	--	460
Pleasant Street approaching from the south	305	--	650+
<i>Intersection Sight Distance:</i>			
Looking to the north from the Project Site Driveway	305	385	241/430 ^c
Looking to the south from the Project Site Driveway	305	445	262/650+ ^c

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on a 40 mph approach speed along Pleasant Street.

^bValues shown are the intersection sight distance for a vehicle turning right or left exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

^cAvailable sight distance with the selective trimming/removal of vegetation located within the sight triangle areas.

As can be seen in Table 12, with the selective trimming/removal of vegetation located within the sight triangle areas of the Project site driveway, the available lines of sight to and from the Project site driveway was found to exceed or can be made to exceed the recommended minimum sight distance to function in a safe (SSD) and efficient (ISD) manner based on a 40 mph approach speed along Pleasant Street, which is 5 mph above the posted speed limit and is slightly higher than the measured 85th percentile vehicle travel speed (36/38 mph).

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

VAI has conducted a TIA in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a mixed-use development to be located at 576 Pleasant Street (Route 139) in Stoughton, Massachusetts. This study has evaluated the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE²¹ and with adjustment to account for internal trips and pass-by trips, the Project is expected to generate approximately 386 new vehicle trips on an average weekday (two-way, 24-hour volume), with 39 new vehicle trips expected during the weekday morning peak-hour and 45 new vehicle trips expected during the weekday evening peak-hour;
2. By way of comparison, the construction of a retail or restaurant use on the Project site as allowed under the current Zoning would result in higher overall traffic volumes and increased impacts on the transportation infrastructure;
3. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build conditions), with the majority of the movements at the study area intersections expected to continue to operate at LOS D or better, where an LOS of “D” or better is defined as “acceptable” traffic operations. Project-related impacts are generally defined as an increase in average motorist delay that resulted in a corresponding increase in vehicle queuing of one (1) vehicle;
4. Independent of the Project, it was noted that specific movements at the study area intersections are currently or are predicted to operate at or over capacity during one or both peak hours. Project-related impacts on these movements was defined as an increase in average motorist delay of up to 24.6 seconds that resulted in a corresponding increase of up to one (1) vehicle;

²¹Institute of Transportation Engineers, op. cit. 1.

5. All movements exiting the Project site driveway are predicted to operate at LOS C during the peak hours with minimal vehicle queuing (up to one (1) vehicle), which can be contained within the Project site without inhibiting access or the movement of vehicles, pedestrians or bicyclists along Pleasant Street;
6. Independent of the Project, the Pleasant Street/Central Street and Pleasant Street/Pine Street intersections were found to have motor vehicle crash rates that are above the MassDOT statewide and District average crash rates for similar intersections. As such, specific recommendations have been provided to enhance safety at these intersections (see *Recommendations* section); and
7. Lines of sight to and from the Project site driveway were found to exceed, or can be made to exceed, the recommended minimum distances for safe and efficient operation.

In consideration of the above, it has been concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project site will be provided by a full-access driveway that will intersect the north side of Pleasant Street approximately 200 feet southwest of Robert Road. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation:

- The Project site driveway and internal circulating drives should be a minimum of 24 feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle. The entrance to the garage beneath the residential units can be reduced in width to a minimum of 20-feet.
- Where perpendicular parking is proposed, the drive aisle behind the parking should be a minimum of 23 feet wide in order to facilitate parking maneuvers.
- Vehicles exiting the Project site to Pleasant Street should be placed under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed within the Project site shall conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).²²

²²Federal Highway Administration, op. cit. 2.

- A sidewalk should be provided within the Project site that connects the proposed building to the existing sidewalk along the north side of Pleasant Street.
- Marked crosswalks with ADA-compliant wheelchair ramps should be provided for crossing the Project site driveway, or the driveway should be designed so that the sidewalk is flush across the driveways (i.e., “pan-type” driveway).
- Existing trees and vegetation located within the sight triangle areas of the Project site driveway should be selectively trimmed or removed and maintained in order to provide the required lines of sight.
- Snow accumulations (windrows) within sight triangle areas of the Project site driveway should be promptly removed where such accumulations would impede sightlines.

Off-Site

Safety Improvements

Pleasant Street at Central Street

Independent of the Project, the Pleasant Street/Central Street intersection was identified to have a motor vehicle crash rate that exceeds the MassDOT statewide and District average crash rates for similar intersections. In an effort to advance safety-related improvements at the intersection, the Project proponent will facilitate the completion of an RSA at the intersection in order to identify improvement strategies. The RSA will be completed prior to the issuance of a Certificate of Occupancy for the Project and can be used by the Town to apply for state funding to support the construction of safety improvements at this intersection.

Pleasant Street at Pine Street

Independent of the Project, the Pleasant Street/Pine Street intersection was found to have a motor vehicle crash rate that is above the MassDOT average crash rate for similar intersections. An RSA was conducted along the Pine Street corridor from York Street to Pleasant Street (Route 139) in December 2023²³ that included suggested improvements to enhance safety along the corridor. The Town of Stoughton is currently advancing the design of improvements for this intersection that include: realigning Pine Street by removing the painted island that separates the turning lanes; installing auxiliary turn lanes on both Pleasant Street approaches; pedestrian and bicycle mobility improvements; and sign and pavement marking improvements. These improvements are anticipated to be completed within the 2032 horizon year of this assessment. As such, no additional improvements are required at this intersection to support the Project.

²³Old Colony Planning Council, op. cit. 3.

Capacity Improvements

Pleasant Street at Turnpike Street

Independent of the Project, specific movements at the Pleasant Street/Turnpike Street intersection are currently or are predicted to operate at or over capacity. A Corridor Study was conducted for Route 139 in September 2024²⁴ that included suggested improvements to enhance safety along the corridor and at this intersection. MassDOT and the Town of Stoughton are currently advancing the design of improvements along Pleasant Street/Route 139 that include the Pleasant Street/Turnpike Street intersection (MassDOT Project No. 607214). These improvements include reconstructing the roadway surface to correct roadway settlement issues due to decomposing subsurface material. In conjunction with this roadway improvement project and as a condition of approval of the Stoughton Logistics Park project located just south of the intersection, the developer of the Logistics Park has committed to implementing an optimal signal timing and phasing plan at the Pleasant Street (Route 139)/Turnpike Street intersection. These improvements are anticipated to be completed by 2032, the horizon year of this assessment, and as such, no additional improvements are required at this intersection to support the Project as the traffic signal timing adjustments should accommodate the relatively modest increase in traffic that the Project will represent at this intersection (one (1) additional vehicle every 2.5 minutes during the peak hours).

Transportation Demand Management

Regularly scheduled public transportation services are not currently provided in the immediate vicinity of the Project site. The MBTA does provide Commuter Rail service to the Town of Stoughton on the Providence/Stoughton Line from Stoughton Station, which is located approximately 1.2 miles to the west of the Project site at 45 Wyman Street. The Stoughton COA provides medical transportation service for seniors over the age of 60 and eligible persons who cannot use fixed-route transit all or some of the time due to a physical, cognitive, or mental disability in compliance with the ADA.

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles (SOVs), the following Transportation Demand Management (TDM) measures should be considered as a part of the Project:

- A Transportation Coordinator (TC), who may have other duties and responsibilities, should be assigned for the Project to coordinate the TDM program;
- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available to residents;
- A “welcome packet” should be provided to new residents that should include the contact information for the TC and detail available public transportation services, bicycle and walking alternatives, and other commuter options;

²⁴Old Colony Planning Council, op. cit. 4.

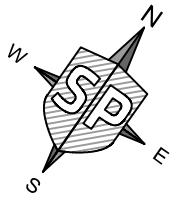
- A central mailroom and package delivery station should be provided within the residential building; and
- Secure, weather-protected bicycle parking should be provided at appropriate locations within the Project site to include both exterior bicycle parking proximate to the residential building entrance and interior weather-protected bicycle parking located within the parking garage.

With implementation of the above recommendations, safe and efficient access will be provided to the Project site, and the Project can be accommodated within the confines of the existing and improved transportation system.

APPENDIX

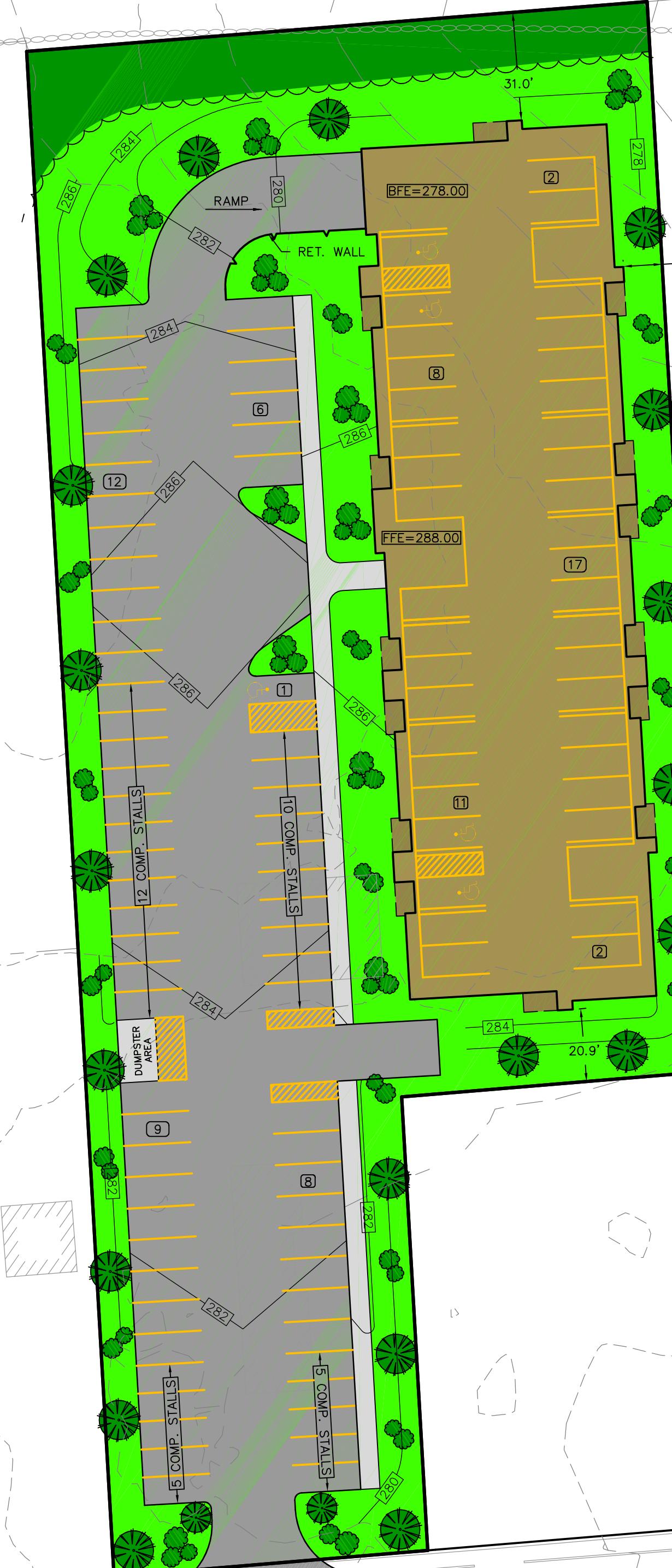
PROJECT SITE PLAN
AUTOMATIC TRAFFIC RECORDER COUNT DATA
TURNING MOVEMENT COUNT DATA
SEASONAL ADJUSTMENT DATA
PUBLIC TRANSPORTATION INFORMATION
VEHICLE TRAVEL SPEED DATA
MASSDOT CRASH DATA
MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAPPING
ROADWAY IMPROVEMENT PROJECTS
GENERAL BACKGROUND TRAFFIC GROWTH
BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS
TRIP DISTRIBUTION DATA
TRIP-GENERATION CALCULATIONS
CAPACITY ANALYSIS WORKSHEETS

PROJECT SITE PLAN



RESIDENTIAL C ZONE

GENERAL BUSINESS ZONE



HODGE TERRACE

PLEASANT STREET

GENERAL BUSINESS ZONE

RESIDENTIAL C ZONE

ZONING TABLE
GENERAL BUSINESS

	REQUIRED	PROVIDED
LOT AREA	10,000 SF	66,280 SF±
LOT FRONTAGE	50 FT	90.0 FT
LOT DEPTH	75 FT	437.0 FT
LOT WIDTH	50 FT	90.0 FT
FRONT YARD SETBACK	15 FT	150.8 FT±
REAR YARD SETBACK	30 FT	31.0 FT±
SIDE YARD SETBACK	5 FT	11.1 FT±
MAX BUILDING COVERAGE	70%	25.9%
MIN. OPEN SPACE	10%	34.4%
MAX BUILDING HEIGHT	40 FT / 3 STORIES	<40 FT/3 STORY
MIN. INTERIOR LANDSCAPING	15%	16.3%

SPECIAL PERMIT REQUIRED FOR MIXED-USE BUILDING

PARKING TABLE

STUDIO AND ONE BEDROOM DWELLING UNIT: 2 SPACES/UNIT
TWO BEDROOM OR MORE DWELLING UNIT: 3 SPACE/UNIT
RETAIL: 1 SPACE/300 SF

REQUIRED SPACES:

25 ONE BEDROOM UNITS x 2 SPACES/PER = 50 SPACES
18 TWO BEDROOM UNITS x 3 SPACES/PER = 54 SPACES
RETAIL = 1,120 SF / 300 SF/PER = 4 SPACES

TOTAL REQUIRED: 108 SPACES

TOTAL PROPOSED: 108 SPACES

COMPACT SPACES: NOT MORE THAN 30% OF THE TOTAL PARKING SPACES UTILIZED IN COMPUTING
REQUIRED OFF STREET PARKING SPACES SHALL BE COMPACT SPACES

MINIMUM REQUIRED FULL SIZE PARKING SPACES: 76

PROVIDED SPACES:
108 SPACES TOTAL
32 COMPACT SPACES
76 FULL SIZED SPACES

ADA COMPLIANT SPACES REQUIRED: 5
ADA COMPLIANT SPACES PROVIDED: 5

GRAPHICAL SCALE: 1" = 30'

2	CLIENT COMMENTS	2/11/25
1	DEPT. HEAD COM.	2/4/25
REV	DESCRIPTION	DATE

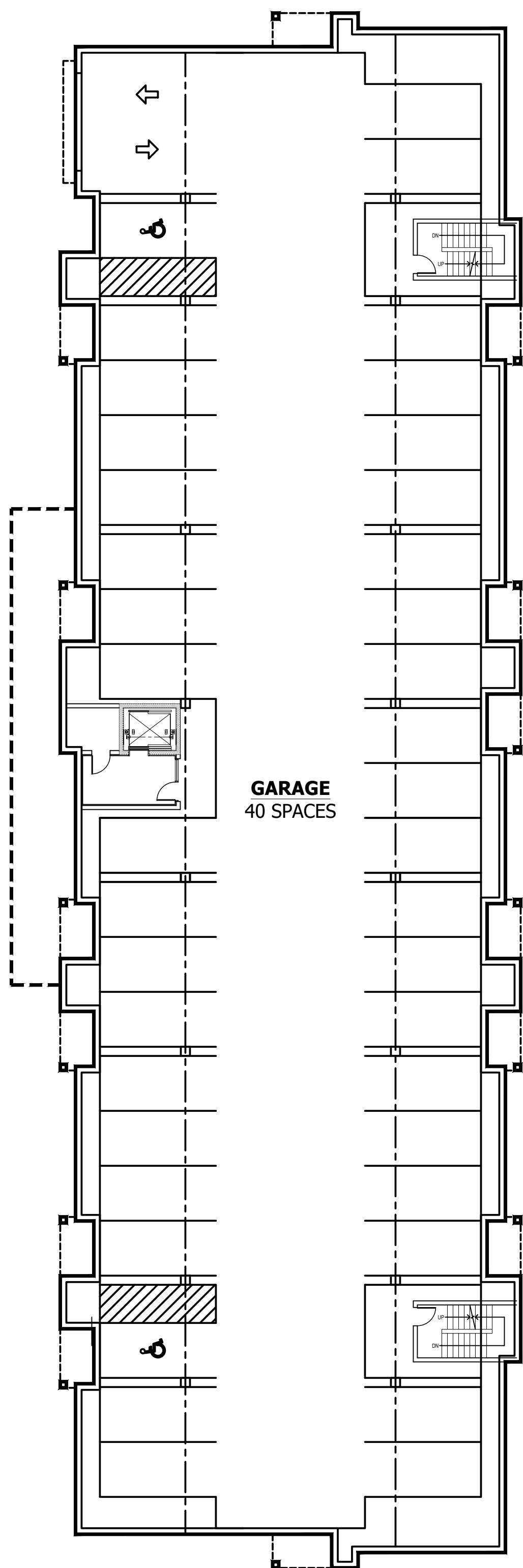
STRONGPOINT
ENGINEERING SOLUTIONS, LLC
PO BOX 21
WEST BRIDGEWATER, MA 02379
(800) 662-6229

PROJECT NUMBER: 2412-002
DATE OF ISSUE: JANUARY 29, 2025
SCALE: 1" = 30'
DESIGNED BY: ED | CHECKED BY: ED
PREPARED ON BEHALF OF:

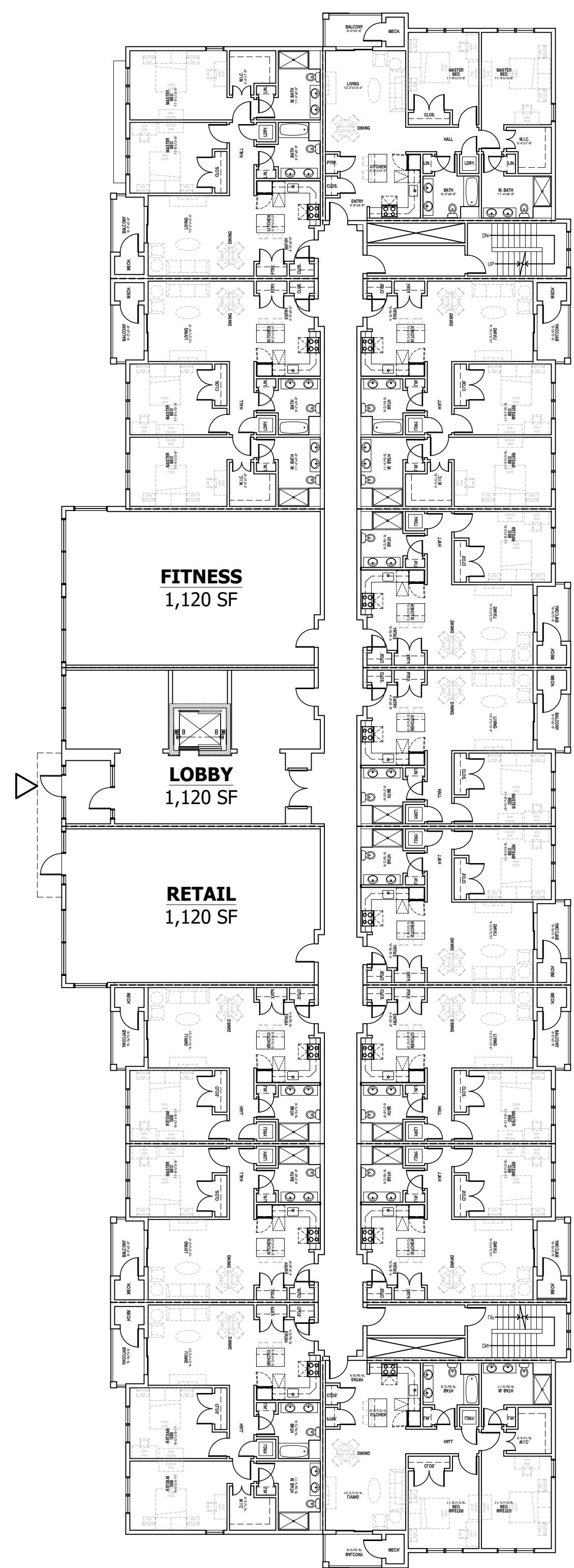
CORVO COMPANIES
4 PORTER STREET
STOUGHTON, MA 02072

MIXED-USE BUILDING
576 PLEASANT STREET
STOUGHTON, MASSACHUSETTS
PARCEL ID: 68-188

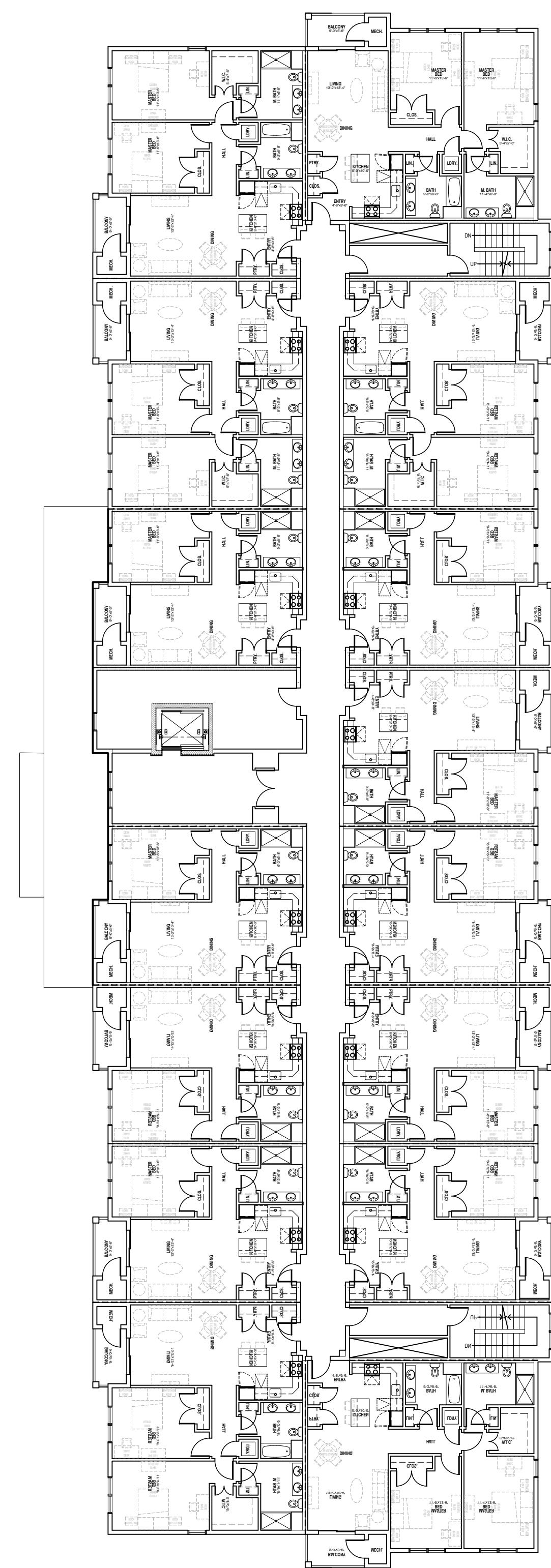
PROPOSED
CONCEPT PLAN | CP-1



GARAGE
40 SPACES



FIRST FLOOR
6 2BED
7 1BED



TYPICAL FLOOR
6 2BED
9 1BED

2BED (1180SF)	18
1BED (798 SF)	25
TOTAL UNITS	43

N 0' 4' 8' 16' 32'
Scale: 1/16" = 1'-0"

AUTOMATIC TRAFFIC RECORDER COUNT DATA

Accurate Counts
978-664-2565

Location : Pleasant Street
Location : West o Robert Rd/Pleasant Ave
City/State: Stoug ton, MA

Site Code: 10399001

6/10/2025	EB,		our Totals		WB,		our Totals		Combined Totals	
	Time	Morning	A ternoon	Morning	A ternoon	Morning	A ternoon	Morning	A ternoon	Morning
12:00		8	88			27	90			
12:15		14	109			17	99			
12:30		9	102			14	92			
12:45		3	86	34	385	7	104	65	385	99
1:00		11	95			21	109			
1:15		1	99			11	97			
1:30		1	101			11	101			
1:45		3	90	16	385	3	95	46	402	62
2:00		7	90			7	119			
2:15		3	96			9	113			
2:30		3	87			5	122			
2:45		3	95	16	368	7	138	28	492	44
3:00		3	97			6	103			
3:15		4	100			11	126			
3:30		9	107			6	127			
3:45		9	118	25	422	8	140	31	496	56
4:00		19	120			3	131			
4:15		15	108			13	140			
4:30		20	125			13	178			
4:45		33	121	87	474	5	176	34	625	121
5:00		46	108			16	139			
5:15		45	93			26	143			
5:30		54	106			22	147			
5:45		43	104	188	411	29	143	93	572	281
6:00		70	91			33	148			
6:15		87	105			61	126			
6:30		102	101			84	142			
6:45		105	86	364	383	80	121	258	537	622
7:00		106	91			104	113			
7:15		126	73			93	109			
7:30		142	72			101	91			
7:45		116	68	490	304	129	99	427	412	917
8:00		127	72			157	82			
8:15		135	67			128	71			
8:30		105	53			124	67			
8:45		117	65	484	257	113	57	522	277	1006
9:00		98	60			94	74			
9:15		114	44			85	75			
9:30		109	42			88	77			
9:45		88	35	409	181	93	44	360	270	769
10:00		106	40			87	54			
10:15		95	29			96	48			
10:30		101	26			91	44			
10:45		91	16	393	111	114	41	388	187	781
11:00		88	25			85	31			
11:15		115	15			117	36			
11:30		88	13			101	36			
11:45		105	11	396	64	109	30	412	133	808
Total		2902	3745			2664	4788			5566
Percent		43.7	56.3			35.7	64.3			60.5

Accurate Counts
978-664-2565

Location : Pleasant Street
Location : West o Robert Rd/Pleasant Ave
City/State: Stoug ton, MA

Site Code: 10399001

6/11/2025 Time	EB, Morning		our Totals A ternoon		WB, Morning		our Totals A ternoon		Combined Totals Morning		A ternoon
	Time	Morning	Time	Morning	Time	Morning	Time	Morning	Time	Morning	
12:00	11	91			20	98					
12:15	15	93			21	100					
12:30	11	108			14	111					
12:45	6	101	43	393	18	117	73	426	116	819	
1:00	8	110			11	101					
1:15	6	105			9	108					
1:30	7	95			7	116					
1:45	6	91	27	401	10	107	37	432	64	833	
2:00	8	114			6	121					
2:15	3	105			10	100					
2:30	7	103			7	128					
2:45	6	89	24	411	8	139	31	488	55	899	
3:00	4	90			7	118					
3:15	9	108			8	116					
3:30	6	128			5	134					
3:45	10	104	29	430	5	120	25	488	54	918	
4:00	15	116			6	147					
4:15	13	124			8	153					
4:30	31	113			9	171					
4:45	37	108	96	461	11	127	34	598	130	1059	
5:00	42	113			19	140					
5:15	57	145			23	116					
5:30	54	105			22	161					
5:45	67	118	220	481	35	135	99	552	319	1033	
6:00	73	92			47	130					
6:15	111	113			66	137					
6:30	117	98			85	120					
6:45	117	114	418	417	87	131	285	518	703	935	
7:00	99	103			93	132					
7:15	116	87			105	120					
7:30	127	78			101	122					
7:45	117	72	459	340	116	100	415	474	874	814	
8:00	108	83			149	98					
8:15	129	80			127	93					
8:30	105	88			141	97					
8:45	101	66	443	317	125	96	542	384	985	701	
9:00	115	69			70	86					
9:15	127	53			98	71					
9:30	106	52			87	86					
9:45	114	54	462	228	120	63	375	306	837	534	
10:00	101	34			107	73					
10:15	105	35			85	62					
10:30	101	40			91	48					
10:45	95	28	402	137	105	43	388	226	790	363	
11:00	96	28			91	32					
11:15	90	17			79	47					
11:30	132	16			122	38					
11:45	99	12	417	73	103	28	395	145	812	218	
Total	3040	4089			2699	5037			5739	9126	
Percent	42.6	57.4			34.9	65.1			38.6	61.4	
Grand Total	5942	7834			5363	9825			11305	17659	
Percent	43.1	56.9			35.3	64.7			39.0	61.0	

ADT

ADT: 14,482

AADT: 14,482

Accurate Counts

978-664-2565

Location : Pleasant Street

Location : West o Robert Rd/Pleasant Ave

City/State: Stoug ton, MA

Site Code: 10399001

6/9/2025	Monday		Tuesday		Wednesday		T ursday		Friday		Saturday		Sunday		Week Average	
Time	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,
12:00 AM			34	65	43	73									38	69
1:00			16	46	27	37									22	42
2:00			16	28	24	31									20	30
3:00			25	31	29	25									27	28
4:00			87	34	96	34									92	34
5:00			188	93	220	99									204	96
6:00			364	258	418	285									391	272
7:00			490	427	459	415									474	421
8:00			484	522	443	542									464	532
9:00			409	360	462	375									436	368
10:00			393	388	402	388									398	388
11:00			396	412	417	395									406	404
12:00 PM			385	385	393	426									389	406
1:00			385	402	401	432									393	417
2:00			368	492	411	488									390	490
3:00			422	496	430	488									426	492
4:00			474	625	461	598									468	612
5:00			411	572	481	552									446	562
6:00			383	537	417	518									400	528
7:00			304	412	340	474									322	443
8:00			257	277	317	384									287	330
9:00			181	270	228	306									204	288
10:00			111	187	137	226									124	206
11:00			64	133	73	145									68	139
Total Day	0	0	6647	7452	7129	7736	0	0	0	0	0	0	0	0	6889	7597
			14099	14865	14099	14865	0	0	0	0	0	0	0	0	14486	
AM Peak Volume			7:00	8:00	9:00	8:00									7:00	8:00
			490	522	462	542									474	532
PM Peak Volume			4:00	4:00	5:00	4:00									4:00	4:00
			474	625	481	598									468	612
Comb Total ADT	0	14099	14099	14865	14865	0	0	0	0	0	0	0	0	0	14486	
		ADT: 14,482		AADT: 14,482												

TURNING MOVEMENT COUNT DATA

Accurate Counts

978-664-2565

N/S Street : Pleasant Street
 E/W Street : Central Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

File Name : 10399001
 Site Code : 10399001
 Start Date : 6/10/2025
 Page No : 1

Groups Printed- Cars - Trucks

	Pleasant St From North			Central St From East			Pleasant St From South			Central St From West			Int. Total	
	Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM		1	45	52	6	109	9	7	68	4	38	58	7	404
07:15 AM		6	47	33	5	112	14	5	74	2	47	73	7	425
07:30 AM		9	47	39	3	101	12	7	86	4	49	72	11	440
07:45 AM		5	64	56	6	108	17	14	101	3	34	70	5	483
Total		21	203	180	20	430	52	33	329	13	168	273	30	1752
08:00 AM		5	62	61	4	112	15	7	96	2	55	75	2	496
08:15 AM		10	60	50	3	106	14	12	98	5	51	57	11	477
08:30 AM		12	57	48	4	120	14	17	73	7	45	75	13	485
08:45 AM		6	59	46	2	98	9	19	73	5	43	83	10	453
Total		33	238	205	13	436	52	55	340	19	194	290	36	1911
Grand Total		54	441	385	33	866	104	88	669	32	362	563	66	3663
Apprch %		6.1	50.1	43.8	3.3	86.3	10.4	11.2	84.8	4.1	36.5	56.8	6.7	
Total %		1.5	12	10.5	0.9	23.6	2.8	2.4	18.3	0.9	9.9	15.4	1.8	
Cars		53	417	338	32	832	101	88	638	30	308	529	65	3431
% Cars		98.1	94.6	87.8	97	96.1	97.1	100	95.4	93.8	85.1	94	98.5	93.7
Trucks		1	24	47	1	34	3	0	31	2	54	34	1	232
% Trucks		1.9	5.4	12.2	3	3.9	2.9	0	4.6	6.2	14.9	6	1.5	6.3

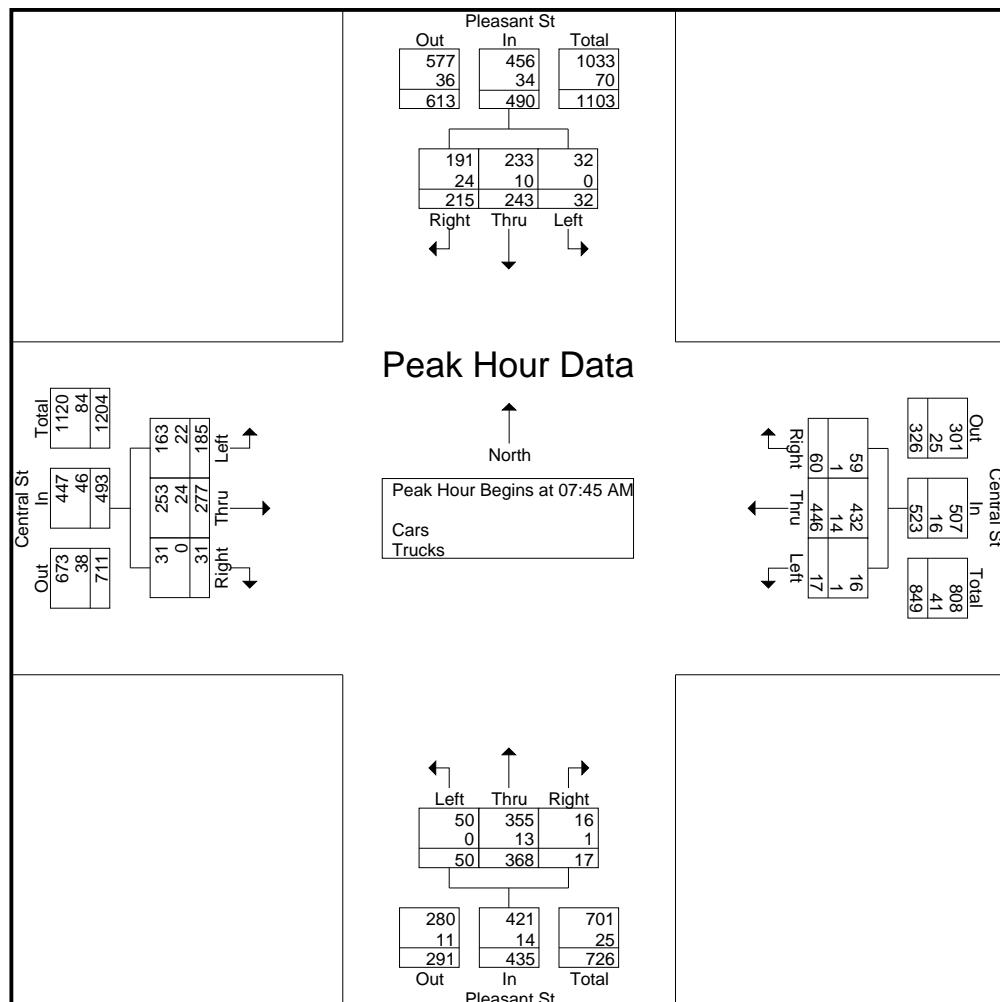
	Pleasant St From North				Central St From East				Pleasant St From South				Central St From West				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM		5	64	56	125	6	108	17	131	14	101	3	118	34	70	5	109	483
08:00 AM		5	62	61	128	4	112	15	131	7	96	2	105	55	75	2	132	496
08:15 AM		10	60	50	120	3	106	14	123	12	98	5	115	51	57	11	119	477
08:30 AM		12	57	48	117	4	120	14	138	17	73	7	97	45	75	13	133	485
Total Volume		32	243	215	490	17	446	60	523	50	368	17	435	185	277	31	493	1941
% App. Total		6.5	49.6	43.9		3.3	85.3	11.5		11.5	84.6	3.9		37.5	56.2	6.3		
PHF		.667	.949	.881	.957	.708	.929	.882	.947	.735	.911	.607	.922	.841	.923	.596	.927	.978
Cars		32	233	191	456	16	432	59	507	50	355	16	421	163	253	31	447	1831
% Cars		100	95.9	88.8	93.1	94.1	96.9	98.3	96.9	100	96.5	94.1	96.8	88.1	91.3	100	90.7	94.3
Trucks		0	10	24	34	1	14	1	16	0	13	1	14	22	24	0	46	110
% Trucks		0	4.1	11.2	6.9	5.9	3.1	1.7	3.1	0	3.5	5.9	3.2	11.9	8.7	0	9.3	5.7

Accurate Counts

978-664-2565

N/S Street : Pleasant Street
 E/W Street : Central Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

File Name : 10399001
 Site Code : 10399001
 Start Date : 6/10/2025
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

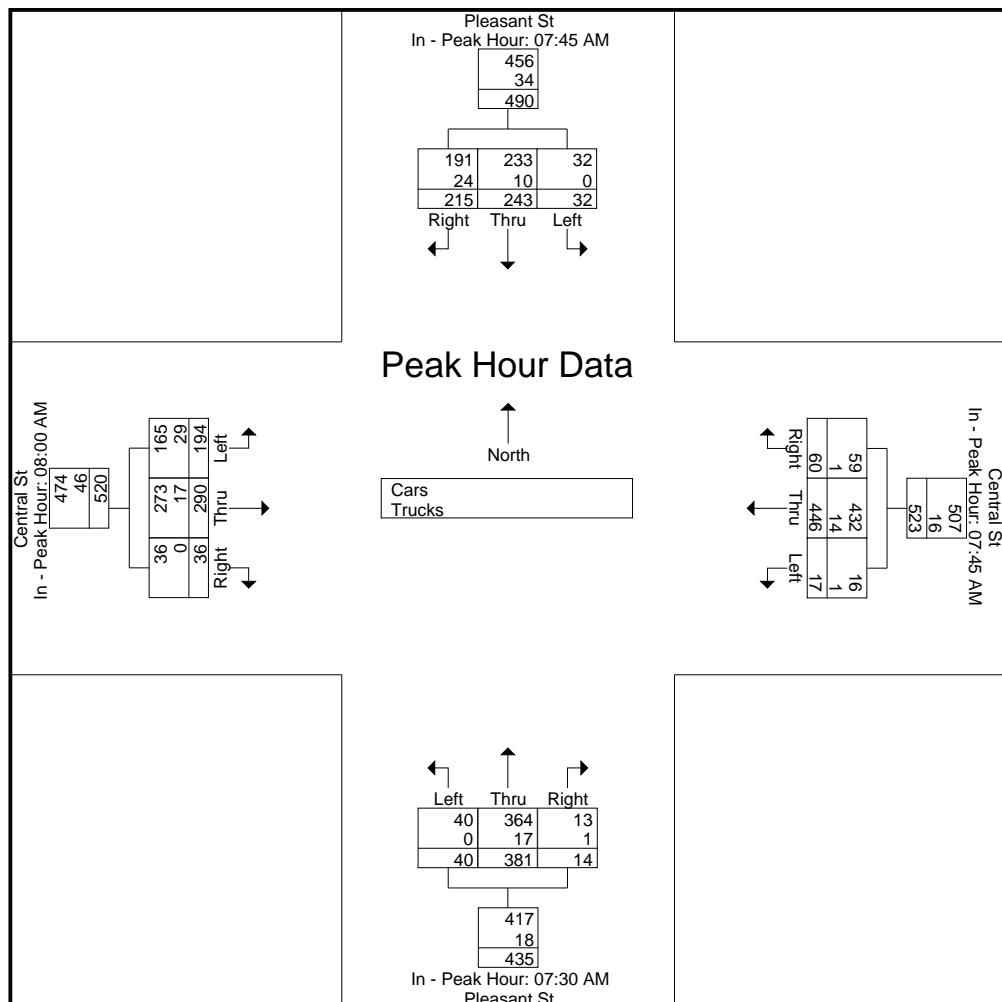
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:30 AM				08:00 AM			
+0 mins.	5	64	56	125	6	108	17	131	7	86	4	97	55	75	2	132
+15 mins.	5	62	61	128	4	112	15	131	14	101	3	118	51	57	11	119
+30 mins.	10	60	50	120	3	106	14	123	7	96	2	105	45	75	13	133
+45 mins.	12	57	48	117	4	120	14	138	12	98	5	115	43	83	10	136
Total Volume	32	243	215	490	17	446	60	523	40	381	14	435	194	290	36	520
% App. Total	6.5	49.6	43.9		3.3	85.3	11.5		9.2	87.6	3.2		37.3	55.8	6.9	
PHF	.667	.949	.881	.957	.708	.929	.882	.947	.714	.943	.700	.922	.882	.873	.692	.956
Cars	32	233	191	456	16	432	59	507	40	364	13	417	165	273	36	474
% Cars	100	95.9	88.8	93.1	94.1	96.9	98.3	96.9	100	95.5	92.9	95.9	85.1	94.1	100	91.2
Trucks	0	10	24	34	1	14	1	16	0	17	1	18	29	17	0	46
% Trucks	0	4.1	11.2	6.9	5.9	3.1	1.7	3.1	0	4.5	7.1	4.1	14.9	5.9	0	8.8

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 4

Groups Printed- Cars

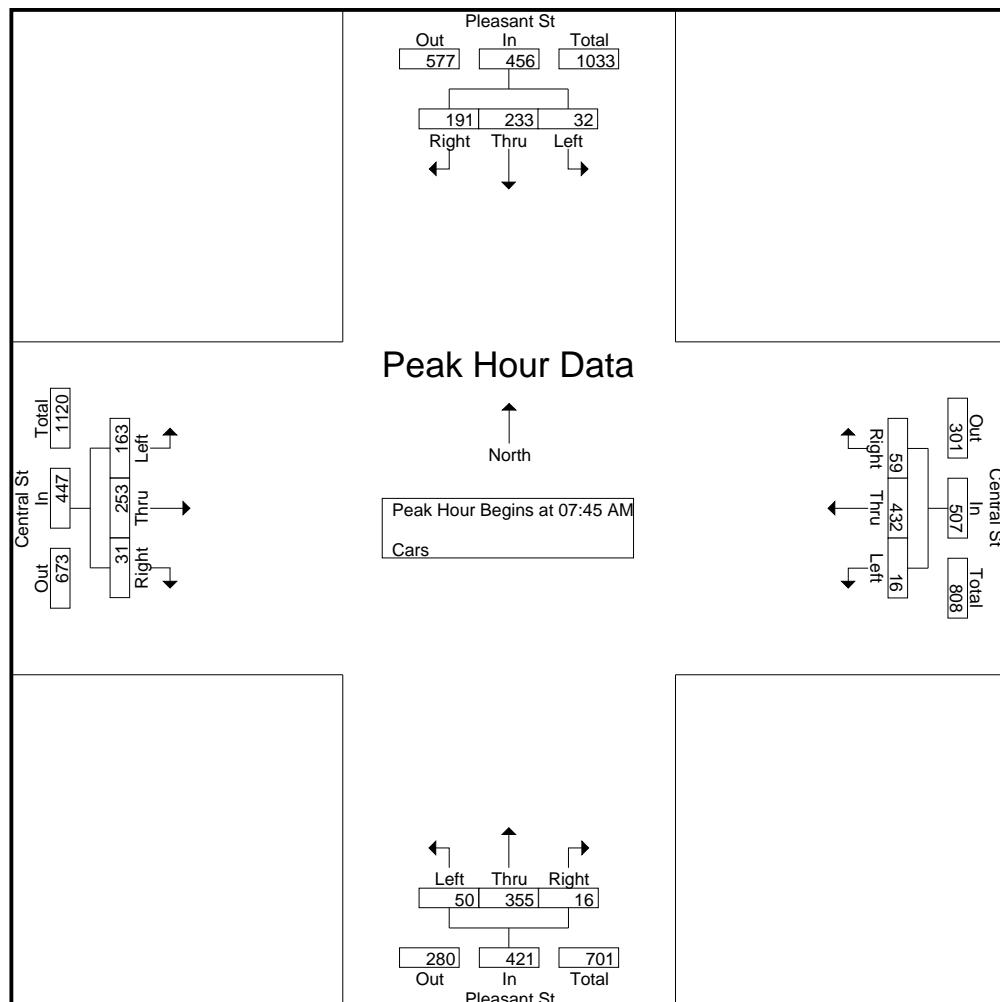
	Pleasant St From North			Central St From East			Pleasant St From South			Central St From West			Int. Total	
	Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM		1	42	44	6	104	9	7	62	3	35	57	7	377
07:15 AM		6	44	29	5	107	13	5	71	2	38	69	7	396
07:30 AM		8	43	36	3	99	12	7	79	4	40	69	10	410
07:45 AM		5	61	51	6	104	16	14	96	3	30	61	5	452
Total		20	190	160	20	414	50	33	308	12	143	256	29	1635
08:00 AM		5	58	52	4	110	15	7	94	2	48	68	2	465
08:15 AM		10	59	42	3	101	14	12	95	4	46	52	11	449
08:30 AM		12	55	46	3	117	14	17	70	7	39	72	13	465
08:45 AM		6	55	38	2	90	8	19	71	5	32	81	10	417
Total		33	227	178	12	418	51	55	330	18	165	273	36	1796
Grand Total		53	417	338	32	832	101	88	638	30	308	529	65	3431
Apprch %		6.6	51.6	41.8	3.3	86.2	10.5	11.6	84.4	4	34.1	58.6	7.2	
Total %		1.5	12.2	9.9	0.9	24.2	2.9	2.6	18.6	0.9	9	15.4	1.9	

	Pleasant St From North				Central St From East				Pleasant St From South				Central St From West				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM		5	61	51	117	6	104	16	126	14	96	3	113	30	61	5	96	452
08:00 AM		5	58	52	115	4	110	15	129	7	94	2	103	48	68	2	118	465
08:15 AM		10	59	42	111	3	101	14	118	12	95	4	111	46	52	11	109	449
08:30 AM		12	55	46	113	3	117	14	134	17	70	7	94	39	72	13	124	465
Total Volume		32	233	191	456	16	432	59	507	50	355	16	421	163	253	31	447	1831
% App. Total		7	51.1	41.9		3.2	85.2	11.6		11.9	84.3	3.8		36.5	56.6	6.9		
PHF		.667	.955	.918	.974	.667	.923	.922	.946	.735	.924	.571	.931	.849	.878	.596	.901	.984

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

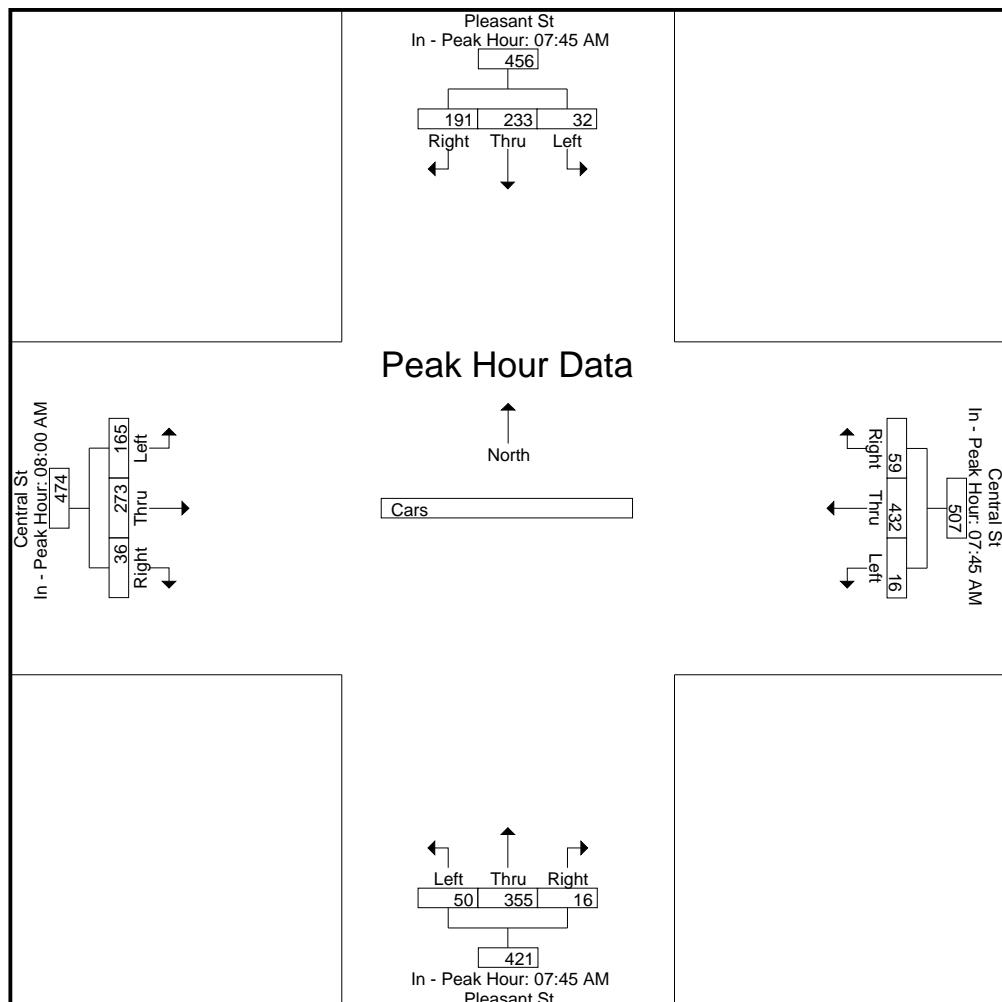
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	5	61	51	117	6	104	16	126	14	96	3	113	48	68	2	118
+15 mins.	5	58	52	115	4	110	15	129	7	94	2	103	46	52	11	109
+30 mins.	10	59	42	111	3	101	14	118	12	95	4	111	39	72	13	124
+45 mins.	12	55	46	113	3	117	14	134	17	70	7	94	32	81	10	123
Total Volume	32	233	191	456	16	432	59	507	50	355	16	421	165	273	36	474
% App. Total	7	51.1	41.9		3.2	85.2	11.6		11.9	84.3	3.8		34.8	57.6	7.6	
PHF	.667	.955	.918	.974	.667	.923	.922	.946	.735	.924	.571	.931	.859	.843	.692	.956

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 6



Accurate Counts

978-664-2565

 N/S Street : Pleasant Street
 E/W Street : Central Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

 File Name : 10399001
 Site Code : 10399001
 Start Date : 6/10/2025
 Page No : 7

Groups Printed- Trucks

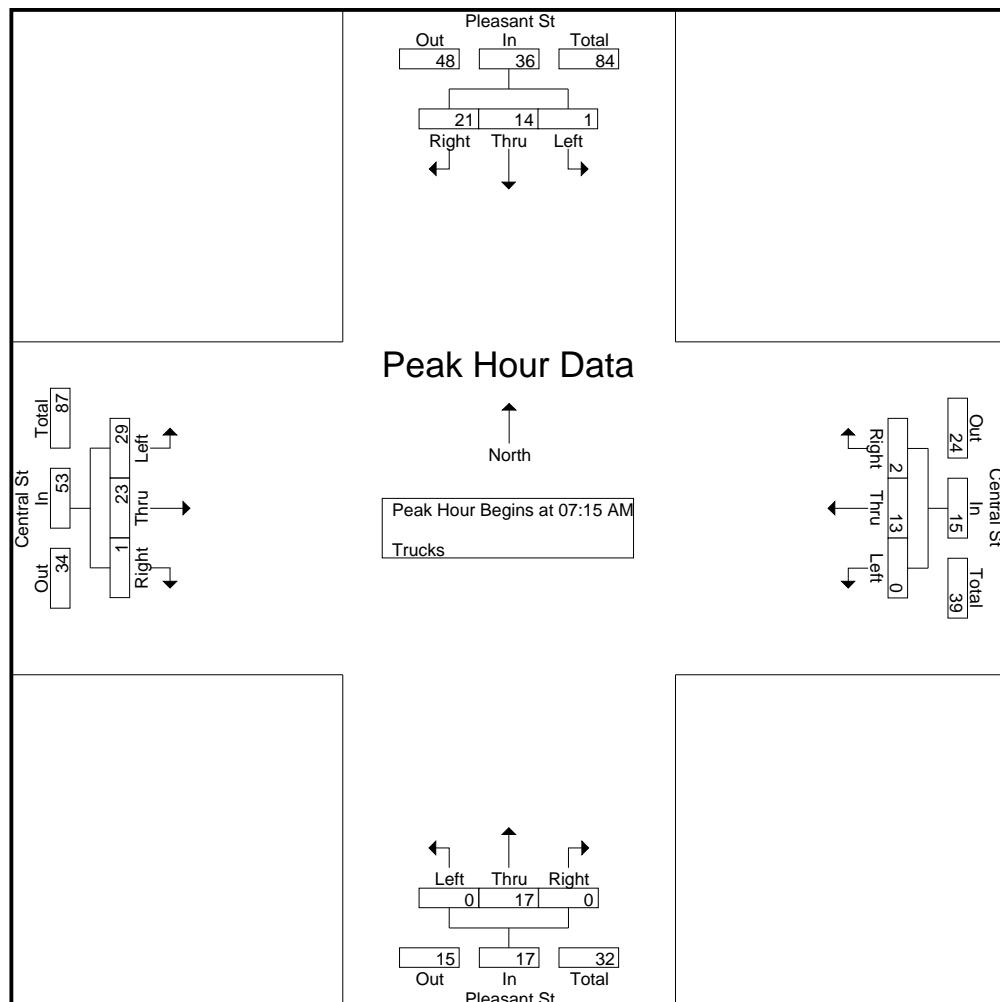
	Pleasant St From North			Central St From East			Pleasant St From South			Central St From West			Int. Total	
	Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM		0	3	8	0	5	0	0	6	1	3	1	0	27
07:15 AM		0	3	4	0	5	1	0	3	0	9	4	0	29
07:30 AM		1	4	3	0	2	0	0	7	0	9	3	1	30
07:45 AM		0	3	5	0	4	1	0	5	0	4	9	0	31
Total		1	13	20	0	16	2	0	21	1	25	17	1	117
08:00 AM		0	4	9	0	2	0	0	2	0	7	7	0	31
08:15 AM		0	1	8	0	5	0	0	3	1	5	5	0	28
08:30 AM		0	2	2	1	3	0	0	3	0	6	3	0	20
08:45 AM		0	4	8	0	8	1	0	2	0	11	2	0	36
Total		0	11	27	1	18	1	0	10	1	29	17	0	115
Grand Total		1	24	47	1	34	3	0	31	2	54	34	1	232
Apprch %		1.4	33.3	65.3	2.6	89.5	7.9	0	93.9	6.1	60.7	38.2	1.1	
Total %		0.4	10.3	20.3	0.4	14.7	1.3	0	13.4	0.9	23.3	14.7	0.4	

	Pleasant St From North				Central St From East				Pleasant St From South				Central St From West				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	3	4	7	0	5	1	6	0	3	0	3	9	4	0	13	29
07:30 AM		1	4	3	8	0	2	0	2	0	7	0	7	9	3	1	13	30
07:45 AM		0	3	5	8	0	4	1	5	0	5	0	5	4	9	0	13	31
08:00 AM		0	4	9	13	0	2	0	2	0	2	0	2	7	7	0	14	31
Total Volume		1	14	21	36	0	13	2	15	0	17	0	17	29	23	1	53	121
% App. Total		2.8	38.9	58.3		0	86.7	13.3		0	100	0		54.7	43.4	1.9		
PHF		.250	.875	.583	.692	.000	.650	.500	.625	.000	.607	.000	.607	.806	.639	.250	.946	.976

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 8



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

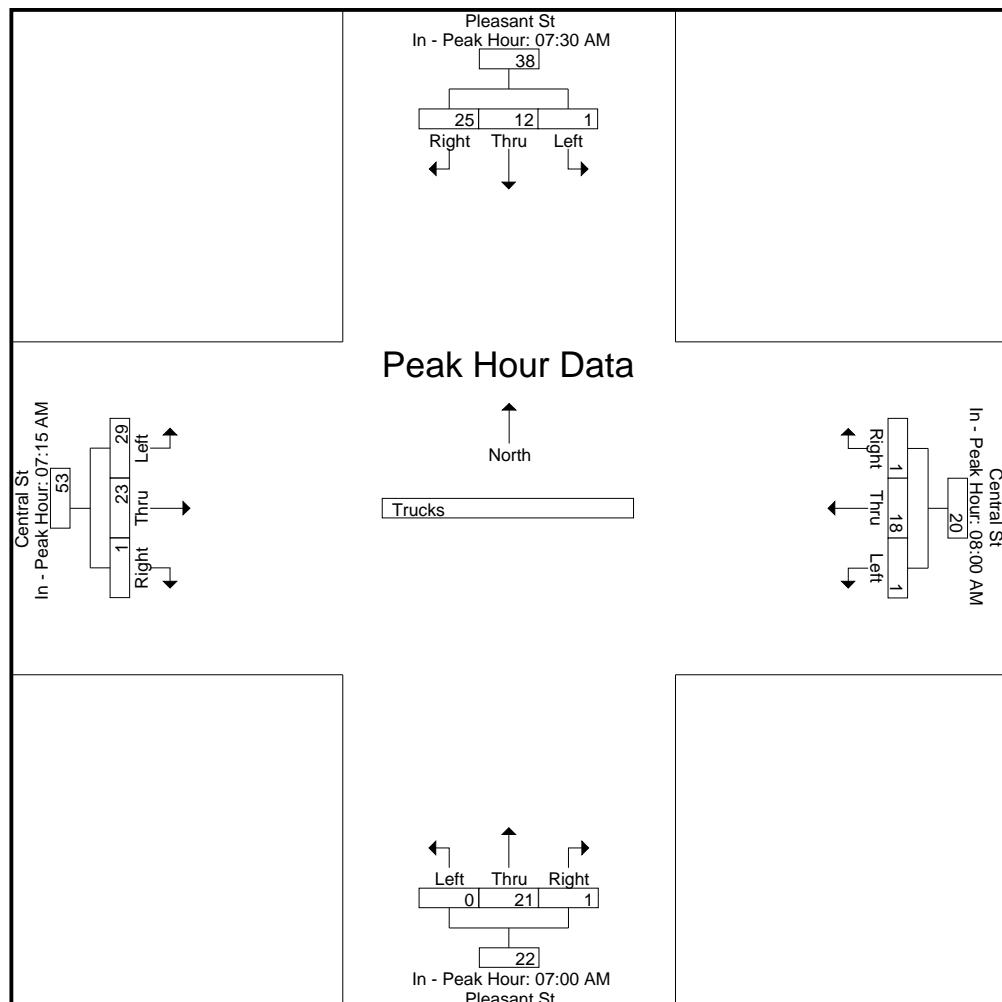
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:00 AM				07:15 AM			
+0 mins.	1	4	3	8	0	2	0	2	0	6	1	7	9	4	0	13
+15 mins.	0	3	5	8	0	5	0	5	0	3	0	3	9	3	1	13
+30 mins.	0	4	9	13	1	3	0	4	0	7	0	7	4	9	0	13
+45 mins.	0	1	8	9	0	8	1	9	0	5	0	5	7	7	0	14
Total Volume	1	12	25	38	1	18	1	20	0	21	1	22	29	23	1	53
% App. Total	2.6	31.6	65.8		5	90	5		0	95.5	4.5		54.7	43.4	1.9	
PHF	.250	.750	.694	.731	.250	.563	.250	.556	.000	.750	.250	.786	.806	.639	.250	.946

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 10

Groups Printed- Bikes Peds

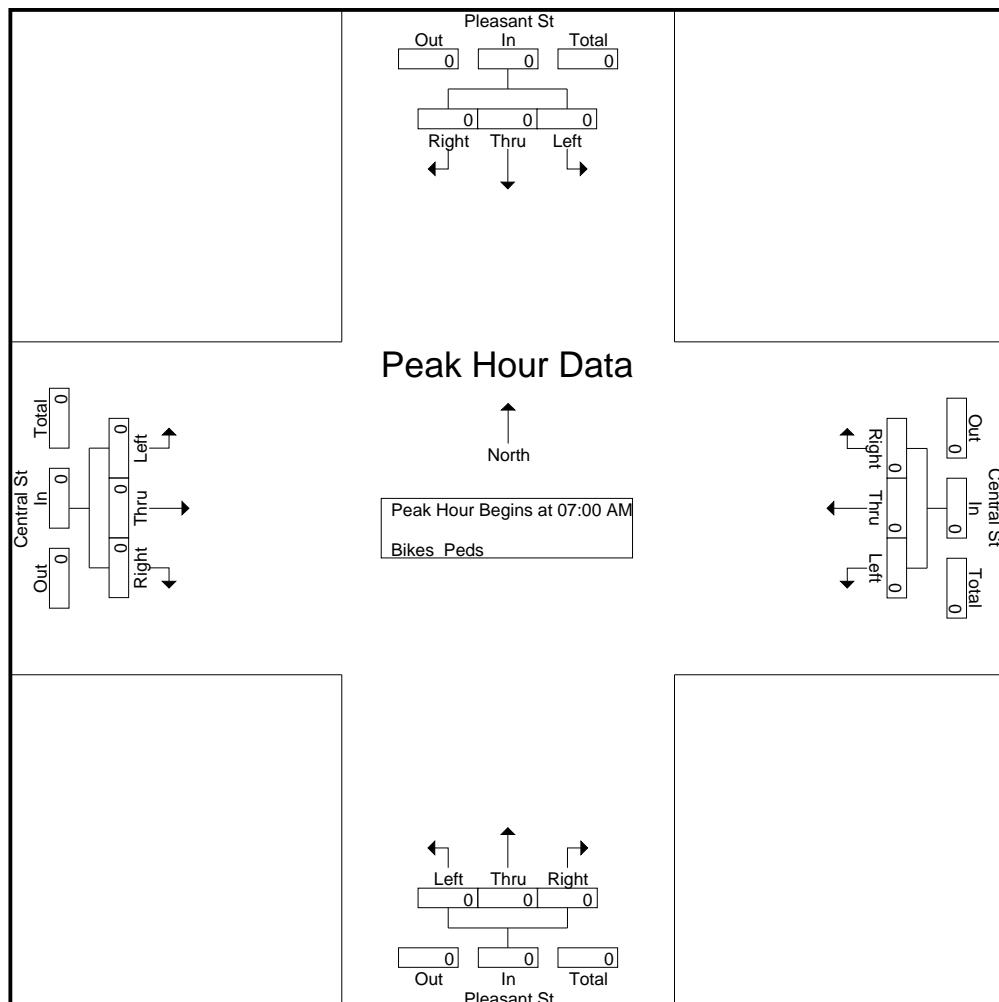
		Pleasant St From North				Central St From East				Pleasant St From South				Central St From West							
Start Time		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
07:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
08:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
Apprch %		0	0	0		0	0	0		0	0	0		0	0	0	0				
Total %																		100	0		

Accurate Counts

978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

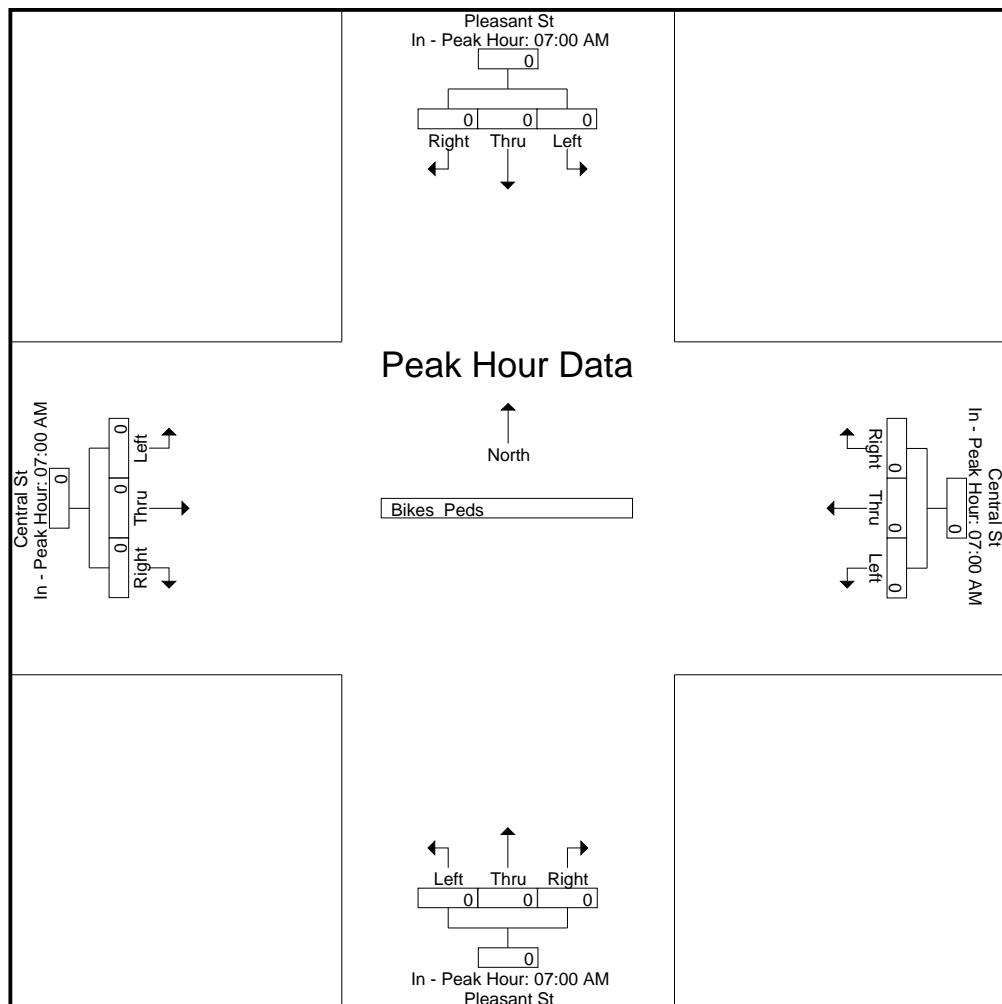
Peak Hour Analysis From 07:00 AM to 08:00 AM

Peak Hour for Each Approach Begins at:

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Pleasant Street
 E/W Street : Central Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

File Name : 10399001
 Site Code : 10399001
 Start Date : 6/10/2025
 Page No : 1

Groups Printed- Cars - Trucks

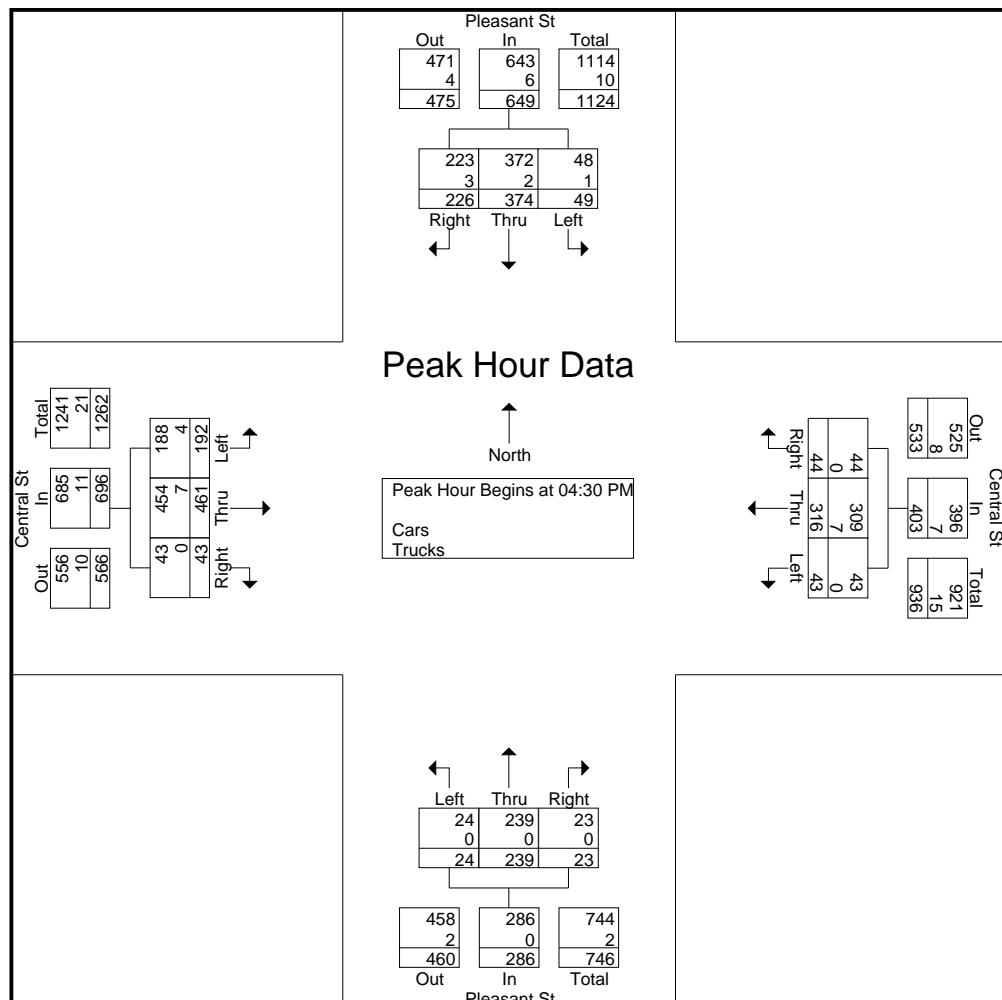
Start Time	Pleasant St From North			Central St From East			Pleasant St From South			Central St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM	9	63	55	8	80	7	17	60	2	30	105	15	451
03:15 PM	6	63	58	6	97	6	6	67	8	41	126	8	492
03:30 PM	6	66	38	4	96	9	6	54	3	46	134	21	483
03:45 PM	9	83	58	2	88	10	6	69	5	53	115	16	514
Total	30	275	209	20	361	32	35	250	18	170	480	60	1940
04:00 PM	5	72	53	14	89	7	3	80	6	42	102	5	478
04:15 PM	4	87	46	6	74	14	5	81	4	40	132	9	502
04:30 PM	16	95	58	5	83	13	6	65	9	50	106	10	516
04:45 PM	11	94	66	16	85	8	6	69	4	50	107	8	524
Total	36	348	223	41	331	42	20	295	23	182	447	32	2020
05:00 PM	11	106	39	12	74	12	4	50	5	46	118	13	490
05:15 PM	11	79	63	10	74	11	8	55	5	46	130	12	504
05:30 PM	10	79	54	9	97	14	2	59	5	43	127	8	507
05:45 PM	8	87	55	4	94	8	7	66	5	38	112	10	494
Total	40	351	211	35	339	45	21	230	20	173	487	43	1995
Grand Total	106	974	643	96	1031	119	76	775	61	525	1414	135	5955
Apprch %	6.2	56.5	37.3	7.7	82.7	9.6	8.3	85	6.7	25.3	68.2	6.5	
Total %	1.8	16.4	10.8	1.6	17.3	2	1.3	13	1	8.8	23.7	2.3	
Cars	102	967	629	95	1007	119	76	763	60	514	1396	134	5862
% Cars	96.2	99.3	97.8	99	97.7	100	100	98.5	98.4	97.9	98.7	99.3	98.4
Trucks	4	7	14	1	24	0	0	12	1	11	18	1	93
% Trucks	3.8	0.7	2.2	1	2.3	0	0	1.5	1.6	2.1	1.3	0.7	1.6

Start Time	Pleasant St From North				Central St From East				Pleasant St From South				Central St From West				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	16	95	58	169	5	83	13	101	6	65	9	80	50	106	10	166	516
04:45 PM	11	94	66	171	16	85	8	109	6	69	4	79	50	107	8	165	524
05:00 PM	11	106	39	156	12	74	12	98	4	50	5	59	46	118	13	177	490
05:15 PM	11	79	63	153	10	74	11	95	8	55	5	68	46	130	12	188	504
Total Volume	49	374	226	649	43	316	44	403	24	239	23	286	192	461	43	696	2034
% App. Total	7.6	57.6	34.8		10.7	78.4	10.9		8.4	83.6	8		27.6	66.2	6.2		
PHF	.766	.882	.856	.949	.672	.929	.846	.924	.750	.866	.639	.894	.960	.887	.827	.926	.970
Cars	48	372	223	643	43	309	44	396	24	239	23	286	188	454	43	685	2010
% Cars	98.0	99.5	98.7	99.1	100	97.8	100	98.3	100	100	100	100	97.9	98.5	100	98.4	98.8
Trucks	1	2	3	6	0	7	0	7	0	0	0	0	4	7	0	11	24
% Trucks	2.0	0.5	1.3	0.9	0	2.2	0	1.7	0	0	0	0	2.1	1.5	0	1.6	1.2

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

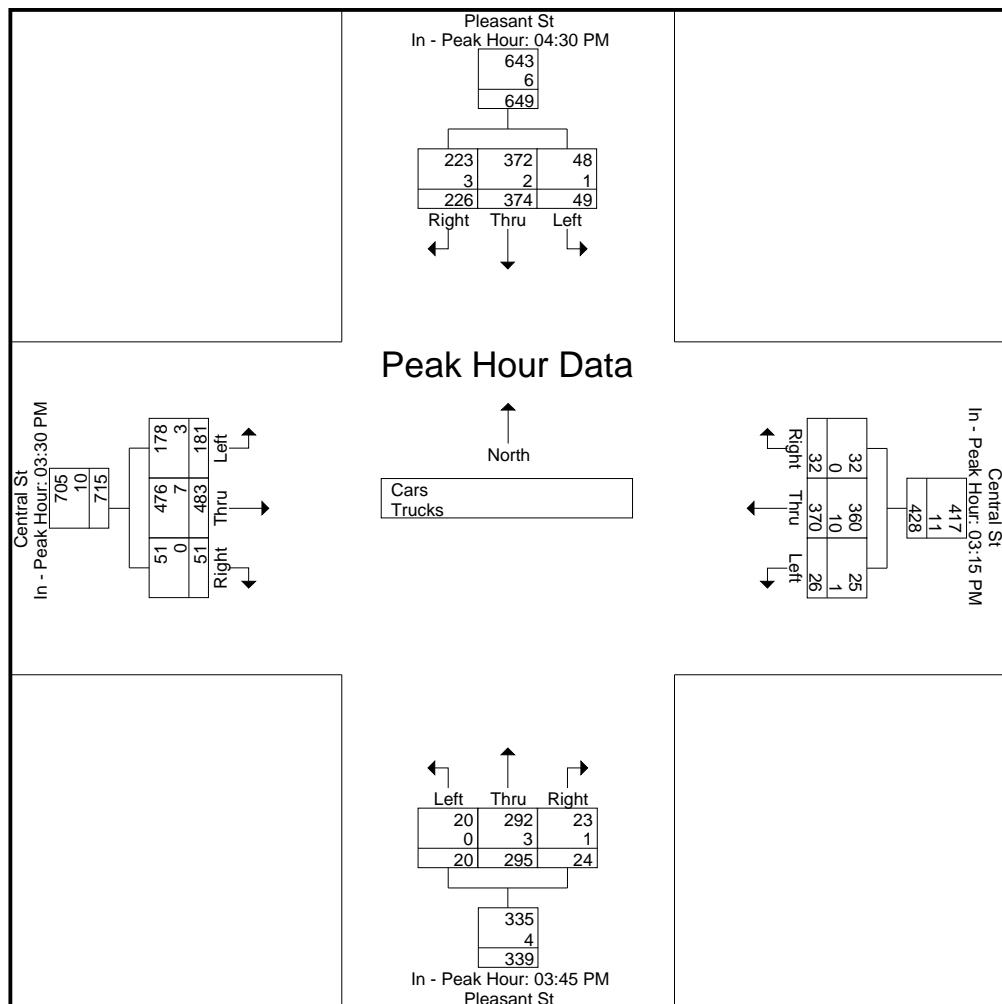
Peak Hour for Each Approach Begins at:

	04:30 PM				03:15 PM				03:45 PM				03:30 PM			
+0 mins.	16	95	58	169	6	97	6	109	6	69	5	80	46	134	21	201
+15 mins.	11	94	66	171	4	96	9	109	3	80	6	89	53	115	16	184
+30 mins.	11	106	39	156	2	88	10	100	5	81	4	90	42	102	5	149
+45 mins.	11	79	63	153	14	89	7	110	6	65	9	80	40	132	9	181
Total Volume	49	374	226	649	26	370	32	428	20	295	24	339	181	483	51	715
% App. Total	7.6	57.6	34.8		6.1	86.4	7.5		5.9	87	7.1		25.3	67.6	7.1	
PHF	.766	.882	.856	.949	.464	.954	.800	.973	.833	.910	.667	.942	.854	.901	.607	.889
Cars	48	372	223	643	25	360	32	417	20	292	23	335	178	476	51	705
% Cars	98	99.5	98.7	99.1	96.2	97.3	100	97.4	100	99	95.8	98.8	98.3	98.6	100	98.6
Trucks	1	2	3	6	1	10	0	11	0	3	1	4	3	7	0	10
% Trucks	2	0.5	1.3	0.9	3.8	2.7	0	2.6	0	1	4.2	1.2	1.7	1.4	0	1.4

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Pleasant Street

E/W Street : Central Street

City/State : Stoughton, MA

Weather : Cloudy / Rain

File Name : 10399001

Site Code : 10399001

Start Date : 6/10/2025

Page No : 4

Groups Printed- Cars

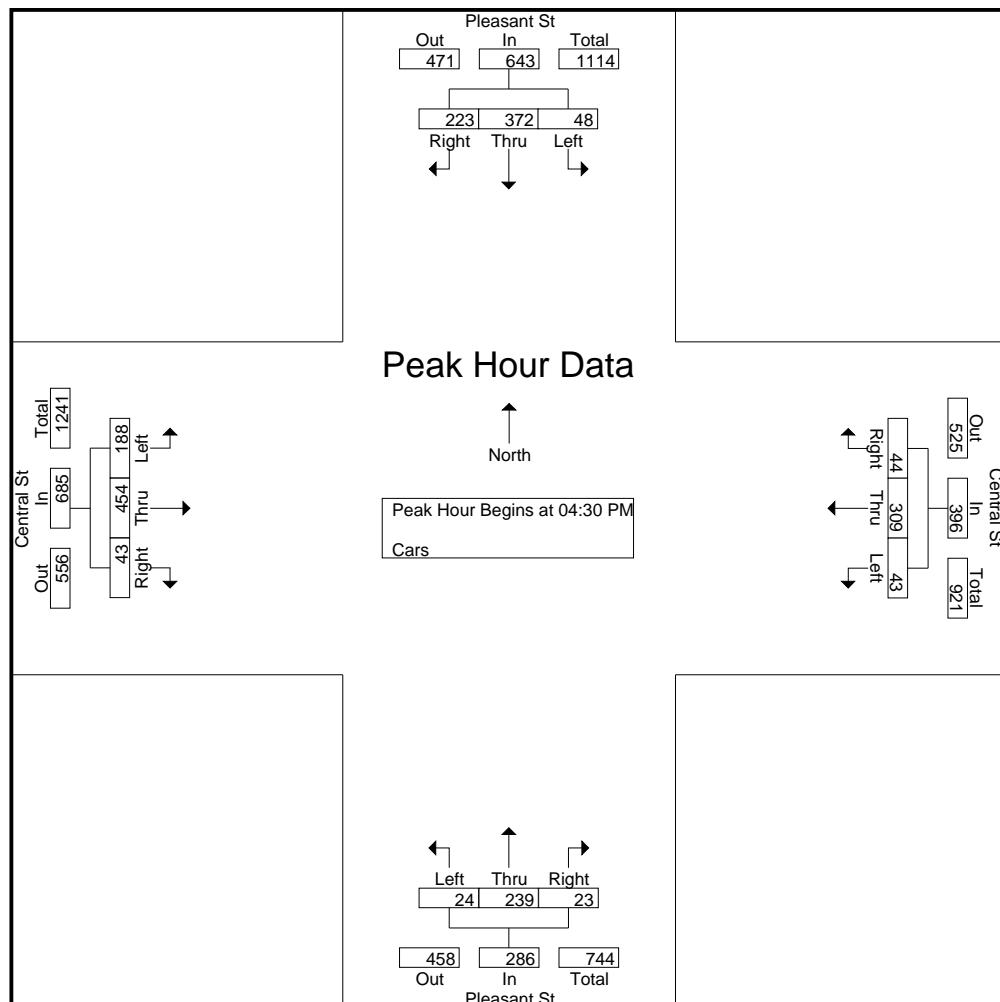
	Pleasant St From North			Central St From East			Pleasant St From South			Central St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	7	62	47	8	75	7	17	60	2	27	104	14	430
03:15 PM	6	63	56	5	93	6	6	63	8	40	126	8	480
03:30 PM	6	65	38	4	94	9	6	51	3	46	133	21	476
03:45 PM	9	82	58	2	86	10	6	68	4	53	113	16	507
Total	28	272	199	19	348	32	35	242	17	166	476	59	1893
04:00 PM	5	72	53	14	87	7	3	78	6	41	100	5	471
04:15 PM	3	86	46	6	74	14	5	81	4	38	130	9	496
04:30 PM	15	95	56	5	80	13	6	65	9	49	106	10	509
04:45 PM	11	93	66	16	83	8	6	69	4	48	105	8	517
Total	34	346	221	41	324	42	20	293	23	176	441	32	1993
05:00 PM	11	105	39	12	74	12	4	50	5	45	115	13	485
05:15 PM	11	79	62	10	72	11	8	55	5	46	128	12	499
05:30 PM	10	78	54	9	96	14	2	58	5	43	125	8	502
05:45 PM	8	87	54	4	93	8	7	65	5	38	111	10	490
Total	40	349	209	35	335	45	21	228	20	172	479	43	1976
Grand Total	102	967	629	95	1007	119	76	763	60	514	1396	134	5862
Apprch %	6	56.9	37	7.8	82.5	9.7	8.5	84.9	6.7	25.1	68.3	6.6	
Total %	1.7	16.5	10.7	1.6	17.2	2	1.3	13	1	8.8	23.8	2.3	

	Pleasant St From North				Central St From East				Pleasant St From South				Central St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	95	56	166	5	80	13	98	6	65	9	80	49	106	10	165	509
04:45 PM	11	93	66	170	16	83	8	107	6	69	4	79	48	105	8	161	517
05:00 PM	11	105	39	155	12	74	12	98	4	50	5	59	45	115	13	173	485
05:15 PM	11	79	62	152	10	72	11	93	8	55	5	68	46	128	12	186	499
Total Volume	48	372	223	643	43	309	44	396	24	239	23	286	188	454	43	685	2010
% App. Total	7.5	57.9	34.7		10.9	78	11.1		8.4	83.6	8		27.4	66.3	6.3		
PHF	.800	.886	.845	.946	.672	.931	.846	.925	.750	.866	.639	.894	.959	.887	.827	.921	.972

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 5



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

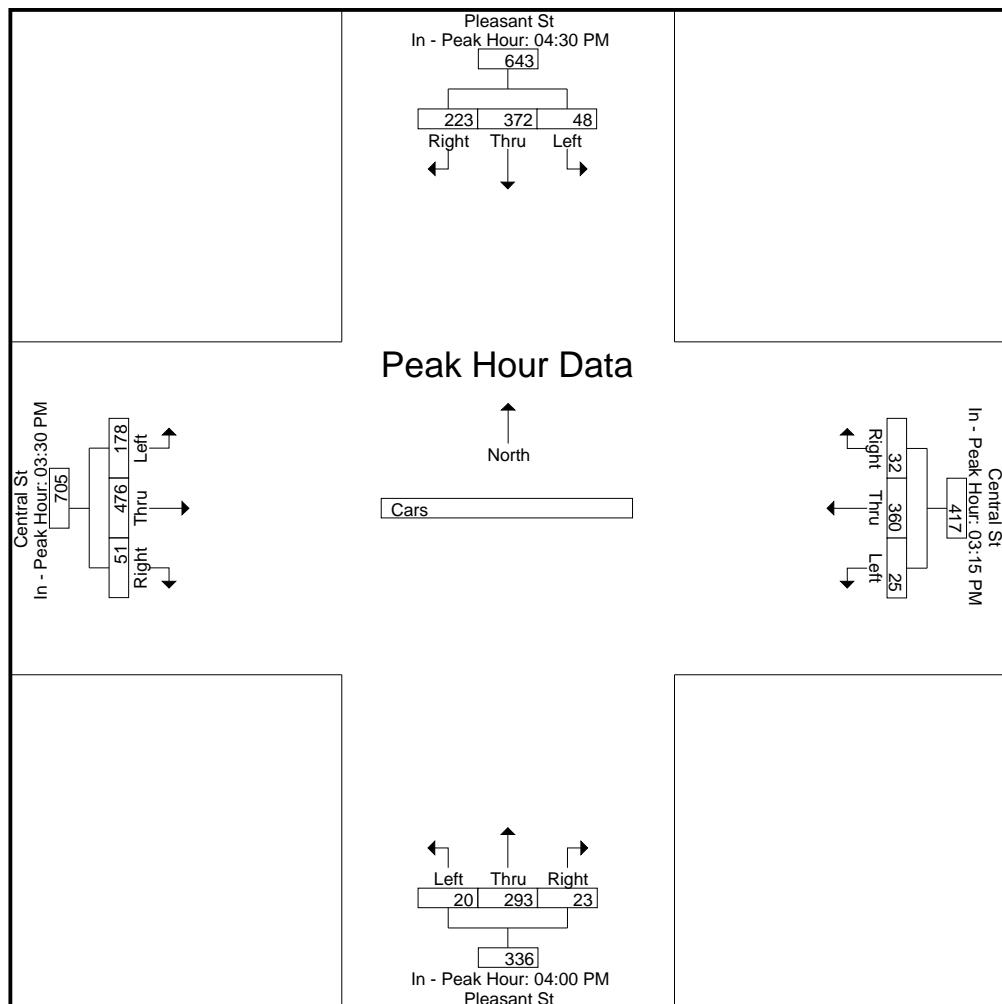
Peak Hour for Each Approach Begins at:

	04:30 PM				03:15 PM				04:00 PM				03:30 PM			
+0 mins.	15	95	56	166	5	93	6	104	3	78	6	87	46	133	21	200
+15 mins.	11	93	66	170	4	94	9	107	5	81	4	90	53	113	16	182
+30 mins.	11	105	39	155	2	86	10	98	6	65	9	80	41	100	5	146
+45 mins.	11	79	62	152	14	87	7	108	6	69	4	79	38	130	9	177
Total Volume	48	372	223	643	25	360	32	417	20	293	23	336	178	476	51	705
% App. Total	7.5	57.9	34.7		6	86.3	7.7		6	87.2	6.8		25.2	67.5	7.2	
PHF	.800	.886	.845	.946	.446	.957	.800	.965	.833	.904	.639	.933	.840	.895	.607	.881

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Pleasant Street
 E/W Street : Central Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

File Name : 10399001
 Site Code : 10399001
 Start Date : 6/10/2025
 Page No : 7

Groups Printed- Trucks

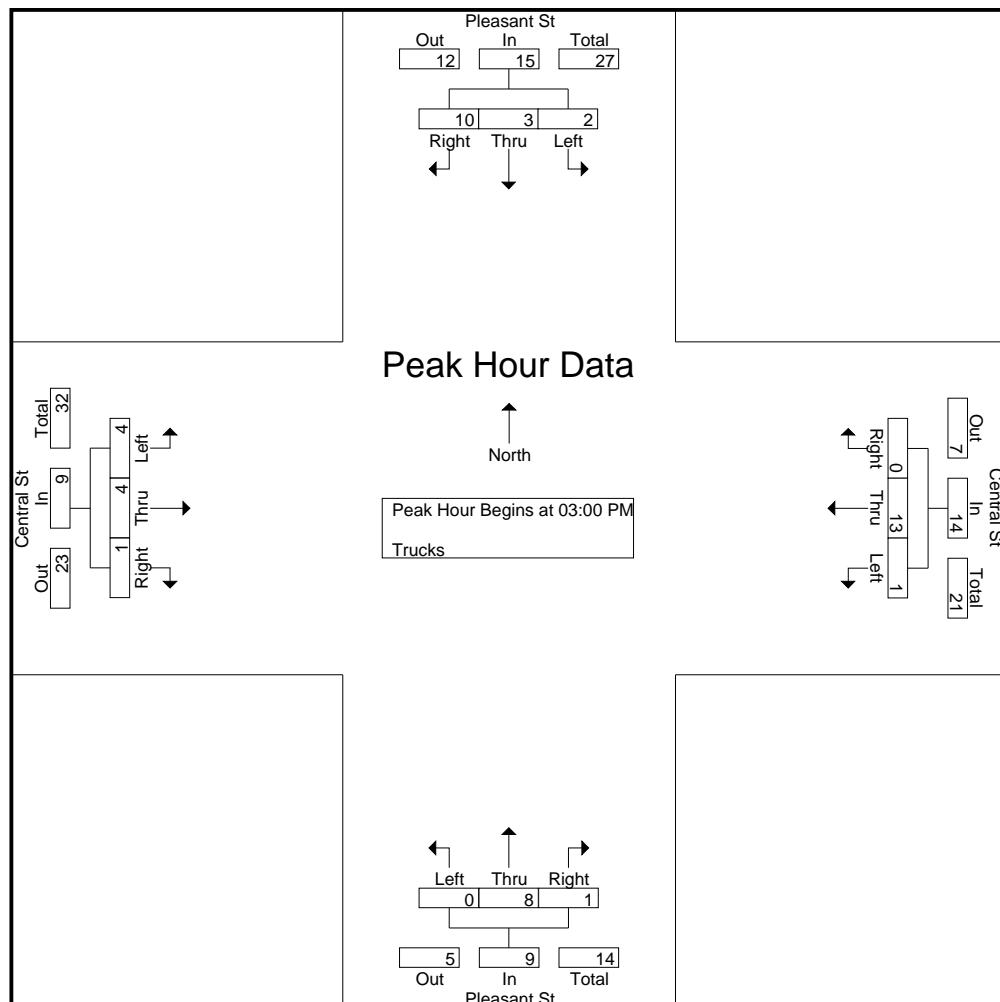
	Pleasant St From North			Central St From East			Pleasant St From South			Central St From West			Int. Total	
	Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM		2	1	8	0	5	0	0	0	0	3	1	1	21
03:15 PM		0	0	2	1	4	0	0	4	0	1	0	0	12
03:30 PM		0	1	0	0	2	0	0	3	0	0	1	0	7
03:45 PM		0	1	0	0	2	0	0	1	1	0	2	0	7
Total		2	3	10	1	13	0	0	8	1	4	4	1	47
04:00 PM		0	0	0	0	2	0	0	2	0	1	2	0	7
04:15 PM		1	1	0	0	0	0	0	0	0	2	2	0	6
04:30 PM		1	0	2	0	3	0	0	0	0	1	0	0	7
04:45 PM		0	1	0	0	2	0	0	0	0	2	2	0	7
Total		2	2	2	0	7	0	0	2	0	6	6	0	27
05:00 PM		0	1	0	0	0	0	0	0	0	1	3	0	5
05:15 PM		0	0	1	0	2	0	0	0	0	0	2	0	5
05:30 PM		0	1	0	0	1	0	0	1	0	0	2	0	5
05:45 PM		0	0	1	0	1	0	0	1	0	0	1	0	4
Total		0	2	2	0	4	0	0	2	0	1	8	0	19
Grand Total		4	7	14	1	24	0	0	12	1	11	18	1	93
Apprch %		16	28	56	4	96	0	0	92.3	7.7	36.7	60	3.3	
Total %		4.3	7.5	15.1	1.1	25.8	0	0	12.9	1.1	11.8	19.4	1.1	

	Pleasant St From North				Central St From East				Pleasant St From South				Central St From West				Int. Total	
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 03:00 PM																		
03:00 PM		2	1	8	11	0	5	0	5	0	0	0	0	3	1	1	5	21
03:15 PM		0	0	2	2	1	4	0	5	0	4	0	4	1	0	0	1	12
03:30 PM		0	1	0	1	0	2	0	2	0	3	0	3	0	1	0	1	7
03:45 PM		0	1	0	1	0	2	0	2	0	1	1	2	0	2	0	2	7
Total Volume		2	3	10	15	1	13	0	14	0	8	1	9	4	4	1	9	47
% App. Total		13.3	20	66.7		7.1	92.9	0		0	88.9	11.1		44.4	44.4	11.1		
PHF		.250	.750	.313	.341	.250	.650	.000	.700	.000	.500	.250	.563	.333	.500	.250	.450	.560

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 8



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

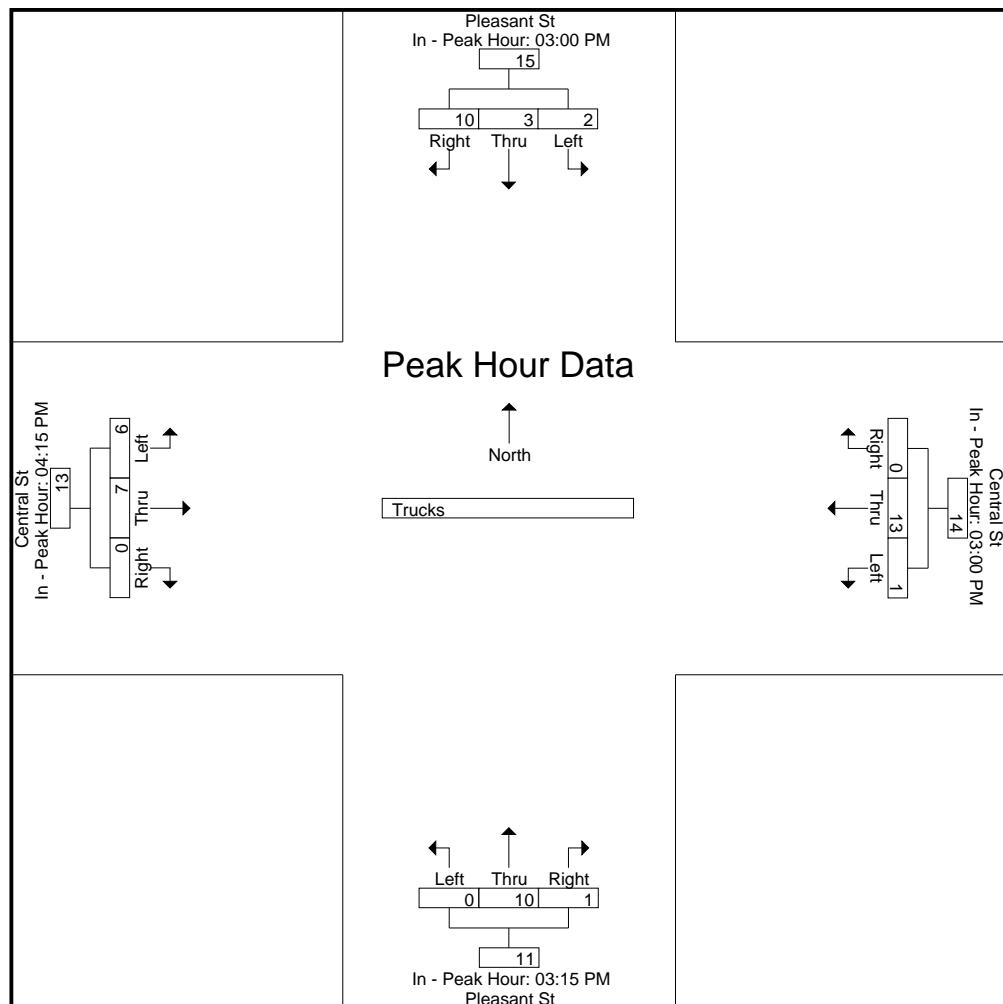
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:15 PM				04:15 PM			
+0 mins.	2	1	8	11	0	5	0	5	0	4	0	4	2	2	0	4
+15 mins.	0	0	2	2	1	4	0	5	0	3	0	3	1	0	0	1
+30 mins.	0	1	0	1	0	2	0	2	0	1	1	2	2	2	0	4
+45 mins.	0	1	0	1	0	2	0	2	0	2	0	2	1	3	0	4
Total Volume	2	3	10	15	1	13	0	14	0	10	1	11	6	7	0	13
% App. Total	13.3	20	66.7		7.1	92.9	0		0	90.9	9.1		46.2	53.8	0	
PHF	.250	.750	.313	.341	.250	.650	.000	.700	.000	.625	.250	.688	.750	.583	.000	.813

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Pleasant Street
 E/W Street : Central Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

File Name : 10399001
 Site Code : 10399001
 Start Date : 6/10/2025
 Page No : 10

Groups Printed- Bikes Peds

	Pleasant St From North				Central St From East				Pleasant St From South				Central St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Excl. Total	Incl. Total	Int. Total
03:00 PM	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	1	8	0	8
03:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	3	0	0	0	2	0	0	0	2	0	0	0	1	8	1	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	1	0	4	0	0	0	2	0	0	0	2	0	0	0	1	9	1	10
Apprch %	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	10	10

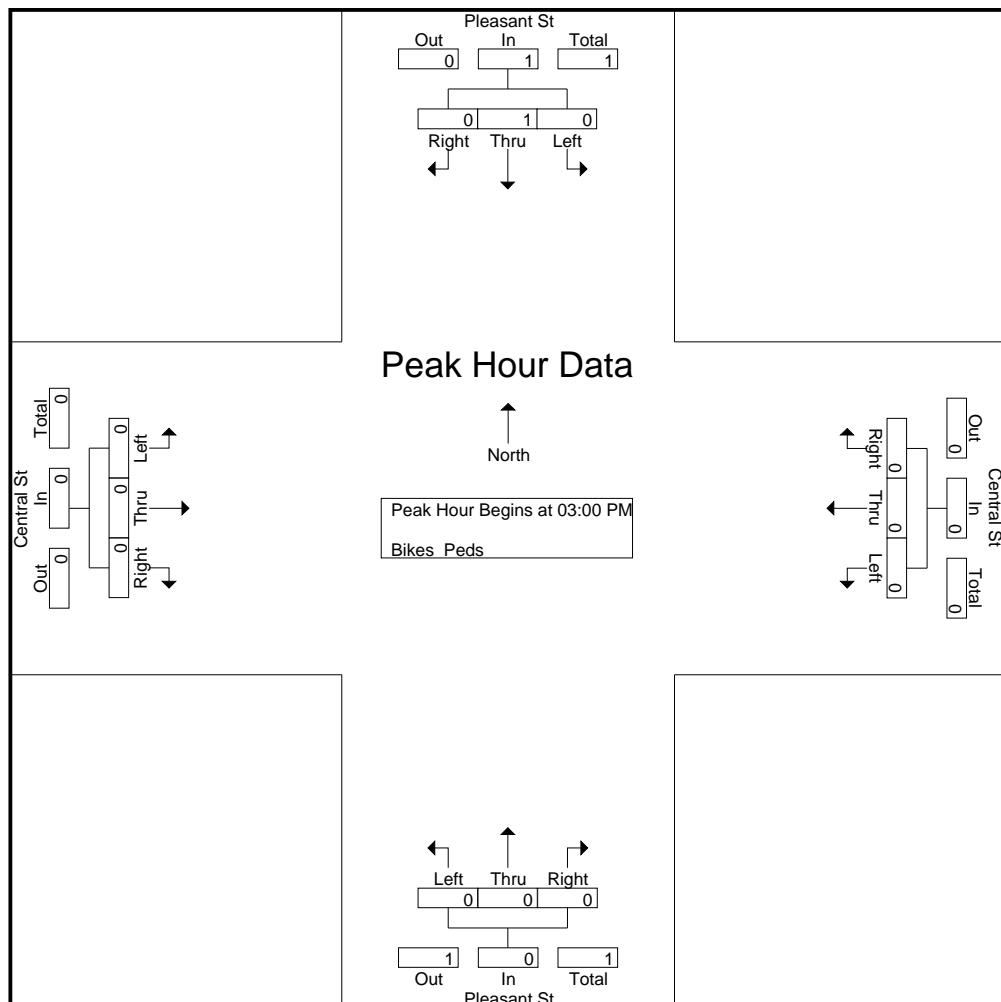
	Pleasant St From North				Central St From East				Pleasant St From South				Central St From West						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 03:00 PM																			
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250		

Accurate Counts

978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 11



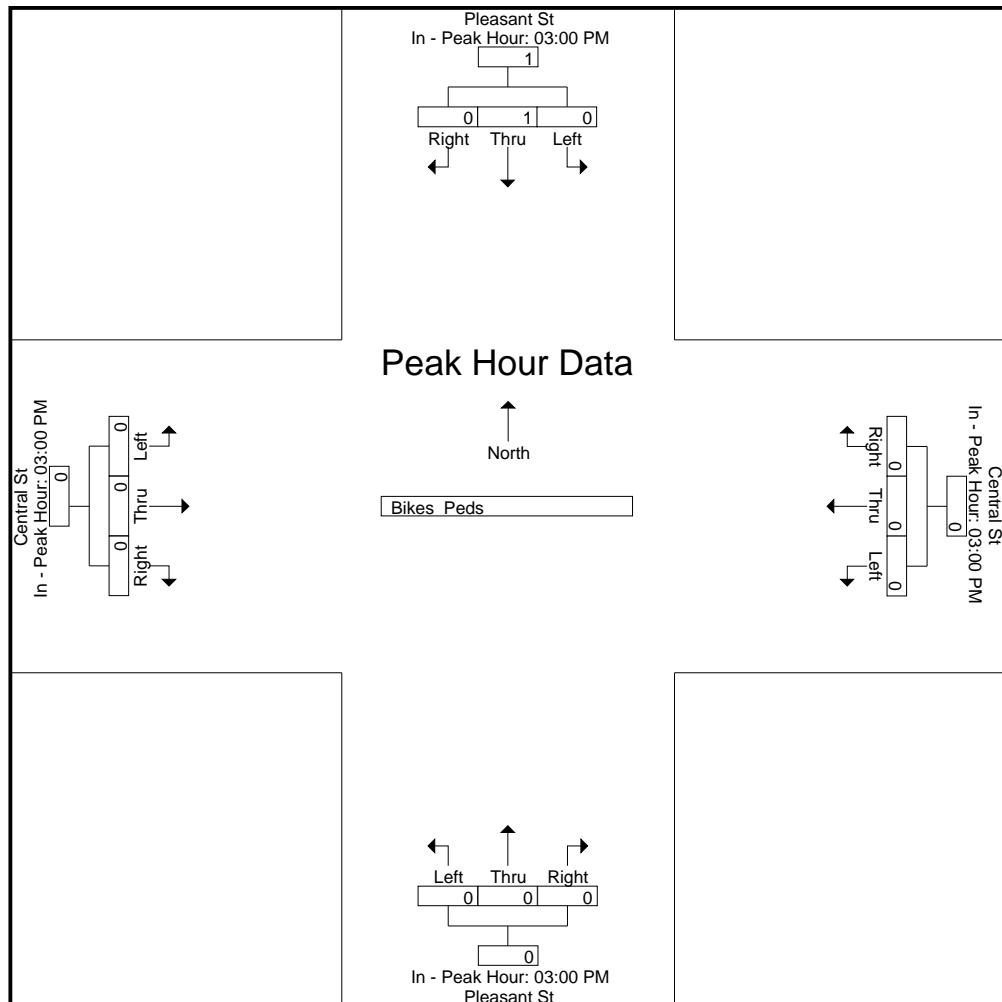
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour Analysis From 03:00 AM to 05:00 AM

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Central Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399001
Site Code : 10399001
Start Date : 6/10/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Pleasant Street
 E/W Street : Pine Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

File Name : 10399002
 Site Code : 10399002
 Start Date : 6/10/2025
 Page No : 1

Groups Printed- Cars - Trucks

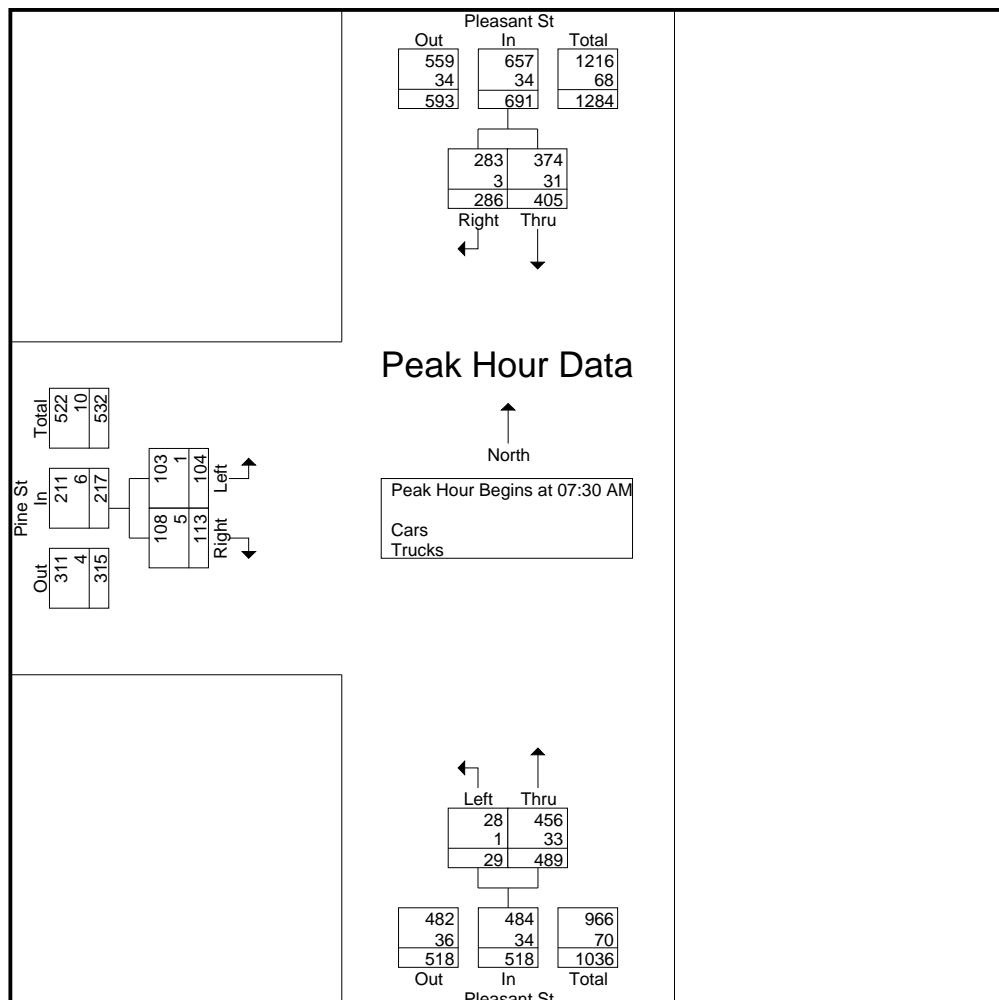
		Pleasant St From North		Pleasant St From South		Pine St From West		
Start Time		Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM		94	63	4	104	17	11	293
07:15 AM		73	75	11	110	14	7	290
07:30 AM		94	84	7	137	9	11	342
07:45 AM		114	84	6	113	18	10	345
Total		375	306	28	464	58	39	1270
08:00 AM		116	55	6	115	34	50	376
08:15 AM		81	63	10	124	43	42	363
08:30 AM		105	60	12	105	31	24	337
08:45 AM		103	57	11	110	24	7	312
Total		405	235	39	454	132	123	1388
Grand Total		780	541	67	918	190	162	2658
Apprch %		59	41	6.8	93.2	54	46	
Total %		29.3	20.4	2.5	34.5	7.1	6.1	
Cars		723	530	63	850	188	157	2511
% Cars		92.7	98	94	92.6	98.9	96.9	94.5
Trucks		57	11	4	68	2	5	147
% Trucks		7.3	2	6	7.4	1.1	3.1	5.5

		Pleasant St From North			Pleasant St From South			Pine St From West			
Start Time		Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. 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		94	84	178	7	137	144	9	11	20	342
07:45 AM		114	84	198	6	113	119	18	10	28	345
08:00 AM		116	55	171	6	115	121	34	50	84	376
08:15 AM		81	63	144	10	124	134	43	42	85	363
Total Volume		405	286	691	29	489	518	104	113	217	1426
% App. Total		58.6	41.4		5.6	94.4		47.9	52.1		
PHF		.873	.851	.872	.725	.892	.899	.605	.565	.638	.948
Cars		374	283	657	28	456	484	103	108	211	1352
% Cars		92.3	99.0	95.1	96.6	93.3	93.4	99.0	95.6	97.2	94.8
Trucks		31	3	34	1	33	34	1	5	6	74
% Trucks		7.7	1.0	4.9	3.4	6.7	6.6	1.0	4.4	2.8	5.2

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

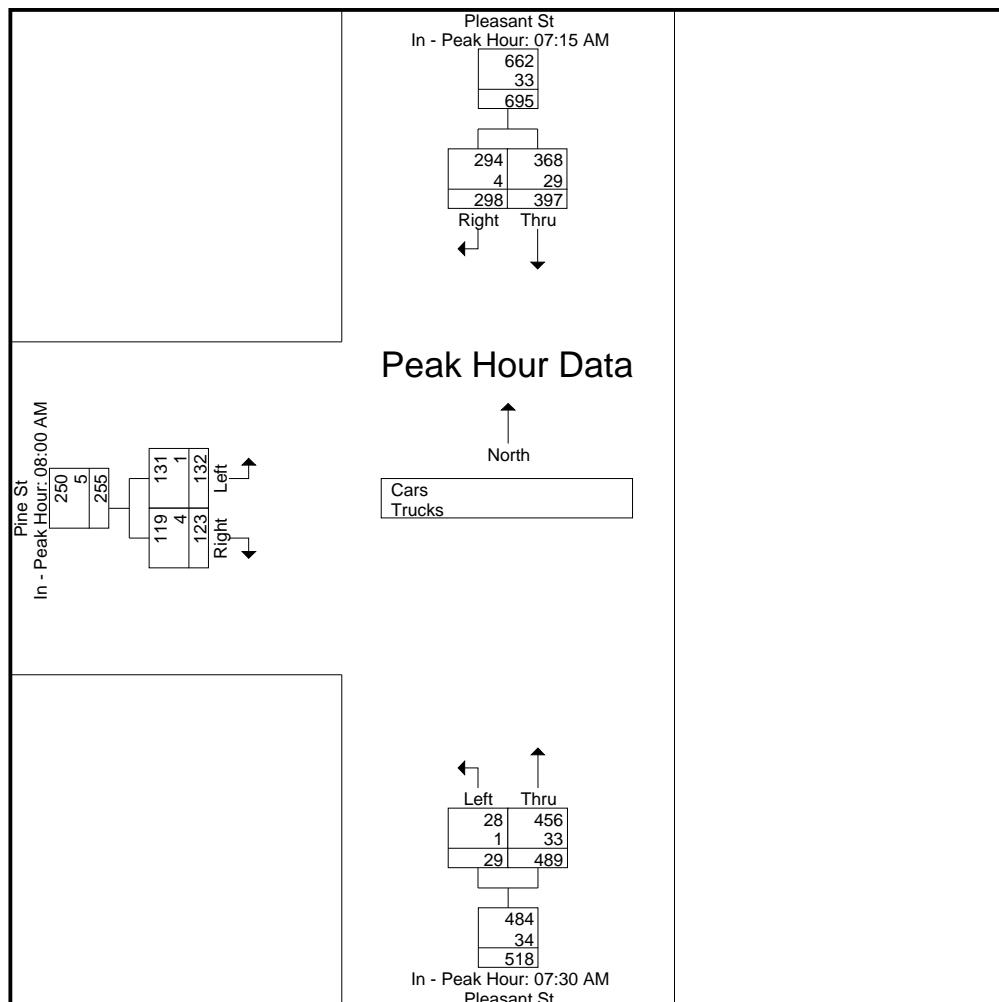
	07:15 AM		07:30 AM		08:00 AM	
+0 mins.	73	75	148	7	137	144
+15 mins.	94	84	178	6	113	119
+30 mins.	114	84	198	6	115	121
+45 mins.	116	55	171	10	124	134
Total Volume	397	298	695	29	489	518
% App. Total	57.1	42.9		5.6	94.4	
PHF	.856	.887	.878	.725	.892	.899
Cars	368	294	662	28	456	484
% Cars	92.7	98.7	95.3	96.6	93.3	93.4
Trucks	29	4	33	1	33	34
% Trucks	7.3	1.3	4.7	3.4	6.7	6.6

Accurate Counts

978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 4

Groups Printed- Cars

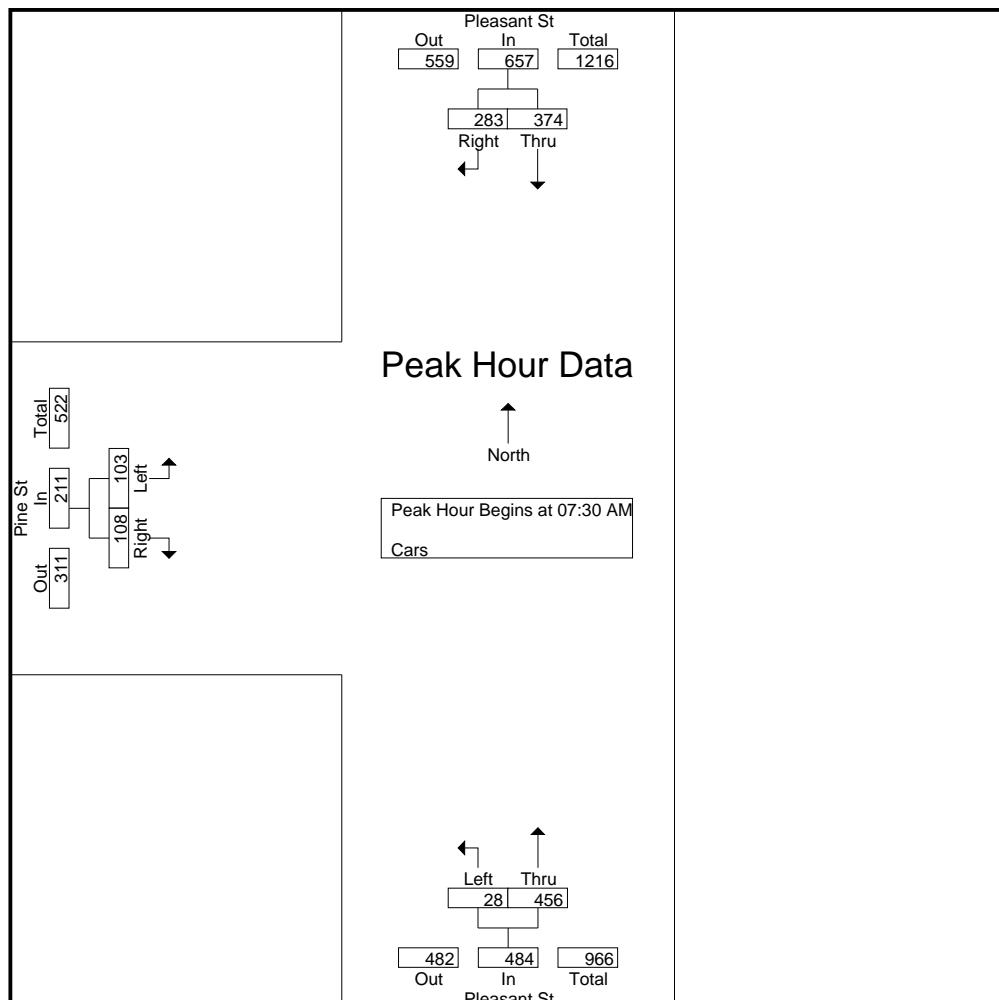
		Pleasant St From North		Pleasant St From South		Pine St From West		
Start Time		Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM		85	61	3	97	16	11	273
07:15 AM		70	72	10	101	14	7	274
07:30 AM		85	83	7	127	9	10	321
07:45 AM		109	84	5	106	18	10	332
Total		349	300	25	431	57	38	1200
08:00 AM		104	55	6	107	34	46	352
08:15 AM		76	61	10	116	42	42	347
08:30 AM		99	58	12	97	31	24	321
08:45 AM		95	56	10	99	24	7	291
Total		374	230	38	419	131	119	1311
Grand Total		723	530	63	850	188	157	2511
Apprch %		57.7	42.3	6.9	93.1	54.5	45.5	
Total %		28.8	21.1	2.5	33.9	7.5	6.3	

	Pleasant St From North			Pleasant St From South			Pine St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. 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	85	83	168	7	127	134	9	10	19	321
07:45 AM	109	84	193	5	106	111	18	10	28	332
08:00 AM	104	55	159	6	107	113	34	46	80	352
08:15 AM	76	61	137	10	116	126	42	42	84	347
Total Volume	374	283	657	28	456	484	103	108	211	1352
% App. Total	56.9	43.1		5.8	94.2		48.8	51.2		
PHF	.858	.842	.851	.700	.898	.903	.613	.587	.628	.960

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 5



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

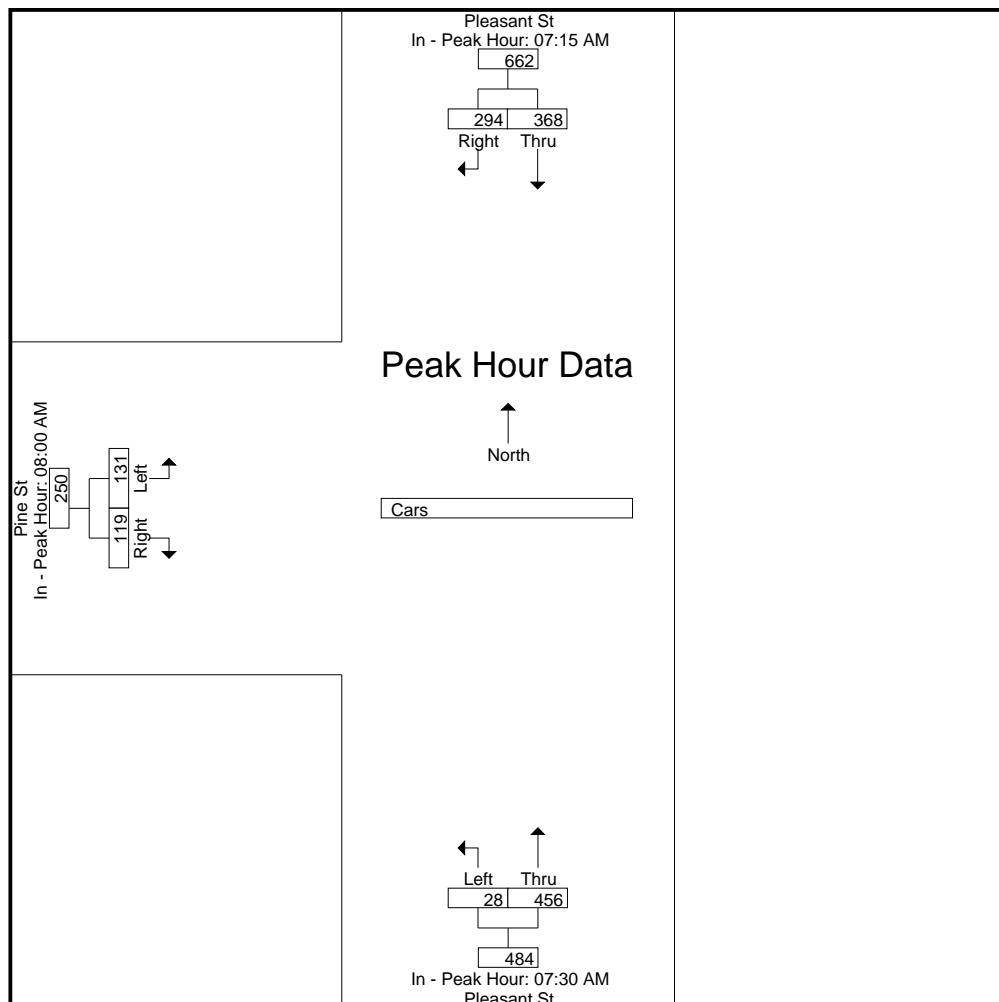
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			08:00 AM		
+0 mins.	70	72	142	7	127	134	34	46	80
+15 mins.	85	83	168	5	106	111	42	42	84
+30 mins.	109	84	193	6	107	113	31	24	55
+45 mins.	104	55	159	10	116	126	24	7	31
Total Volume	368	294	662	28	456	484	131	119	250
% App. Total	55.6	44.4		5.8	94.2		52.4	47.6	
PHF	.844	.875	.858	.700	.898	.903	.780	.647	.744

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 6



Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 7

Groups Printed- Trucks

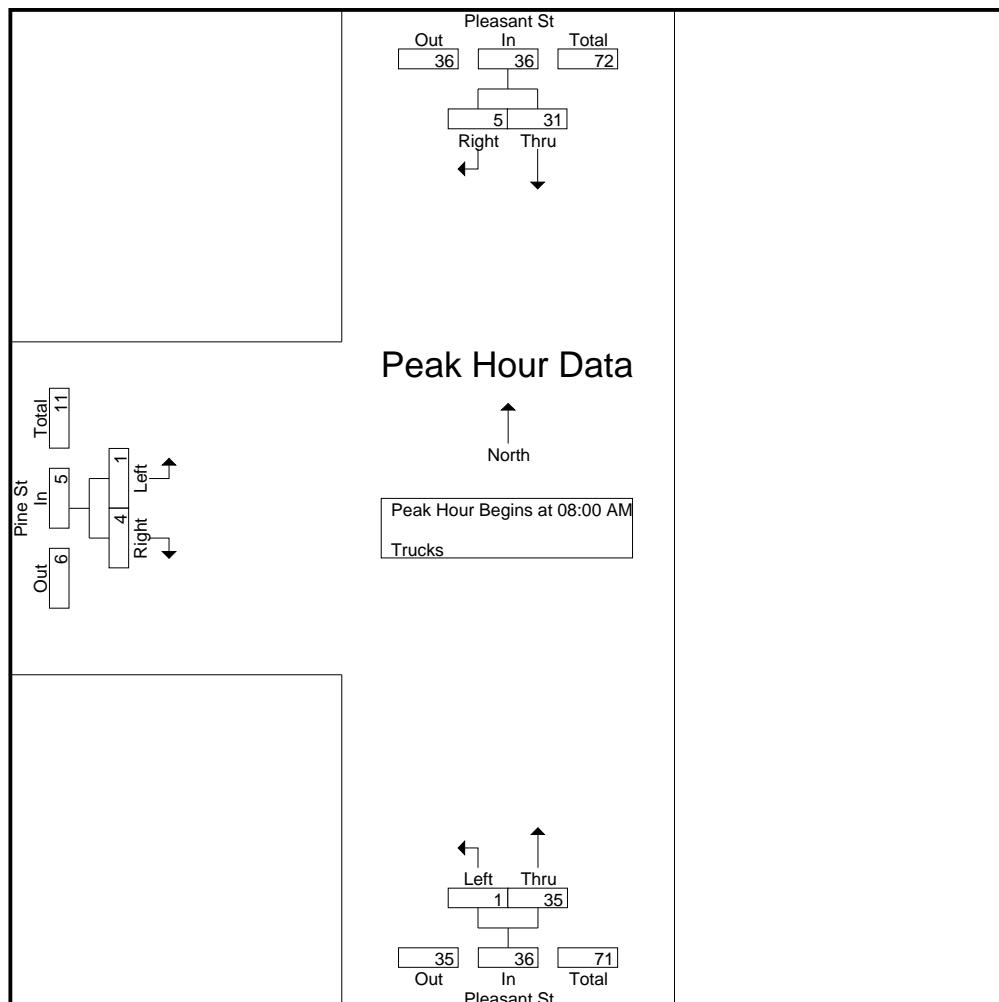
		Pleasant St From North		Pleasant St From South		Pine St From West		Int. Total
Start Time		Thru	Right	Left	Thru	Left	Right	
07:00 AM		9	2	1	7	1	0	20
07:15 AM		3	3	1	9	0	0	16
07:30 AM		9	1	0	10	0	1	21
07:45 AM		5	0	1	7	0	0	13
Total		26	6	3	33	1	1	70
08:00 AM		12	0	0	8	0	4	24
08:15 AM		5	2	0	8	1	0	16
08:30 AM		6	2	0	8	0	0	16
08:45 AM		8	1	1	11	0	0	21
Total		31	5	1	35	1	4	77
Grand Total		57	11	4	68	2	5	147
Apprch %		83.8	16.2	5.6	94.4	28.6	71.4	
Total %		38.8	7.5	2.7	46.3	1.4	3.4	

		Pleasant St From North			Pleasant St From South			Pine St From West			Int. Total	
Start Time		Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	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		12	0	12	0	8	8	0	4	4	24	
08:15 AM		5	2	7	0	8	8	1	0	1	16	
08:30 AM		6	2	8	0	8	8	0	0	0	16	
08:45 AM		8	1	9	1	11	12	0	0	0	21	
Total Volume		31	5	36	1	35	36	1	4	5	77	
% App. Total		86.1	13.9		2.8	97.2		20	80			
PHF		.646	.625	.750	.250	.795	.750	.250	.250	.313	.802	

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

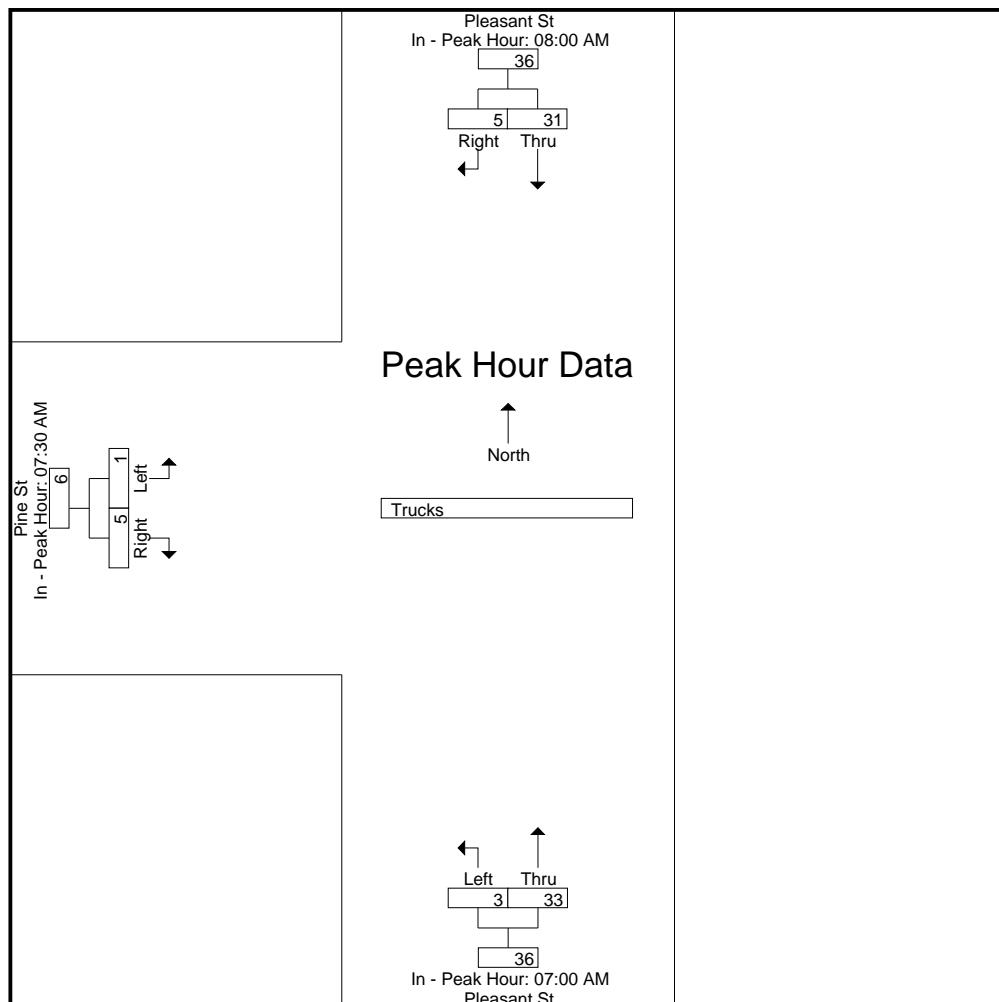
Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			07:30 AM		
+0 mins.	12	0	12	1	7	8	0	1	1
+15 mins.	5	2	7	1	9	10	0	0	0
+30 mins.	6	2	8	0	10	10	0	4	4
+45 mins.	8	1	9	1	7	8	1	0	1
Total Volume	31	5	36	3	33	36	1	5	6
% App. Total	86.1	13.9		8.3	91.7		16.7	83.3	
PHF	.646	.625	.750	.750	.825	.900	.250	.313	.375

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
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Accurate Counts

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

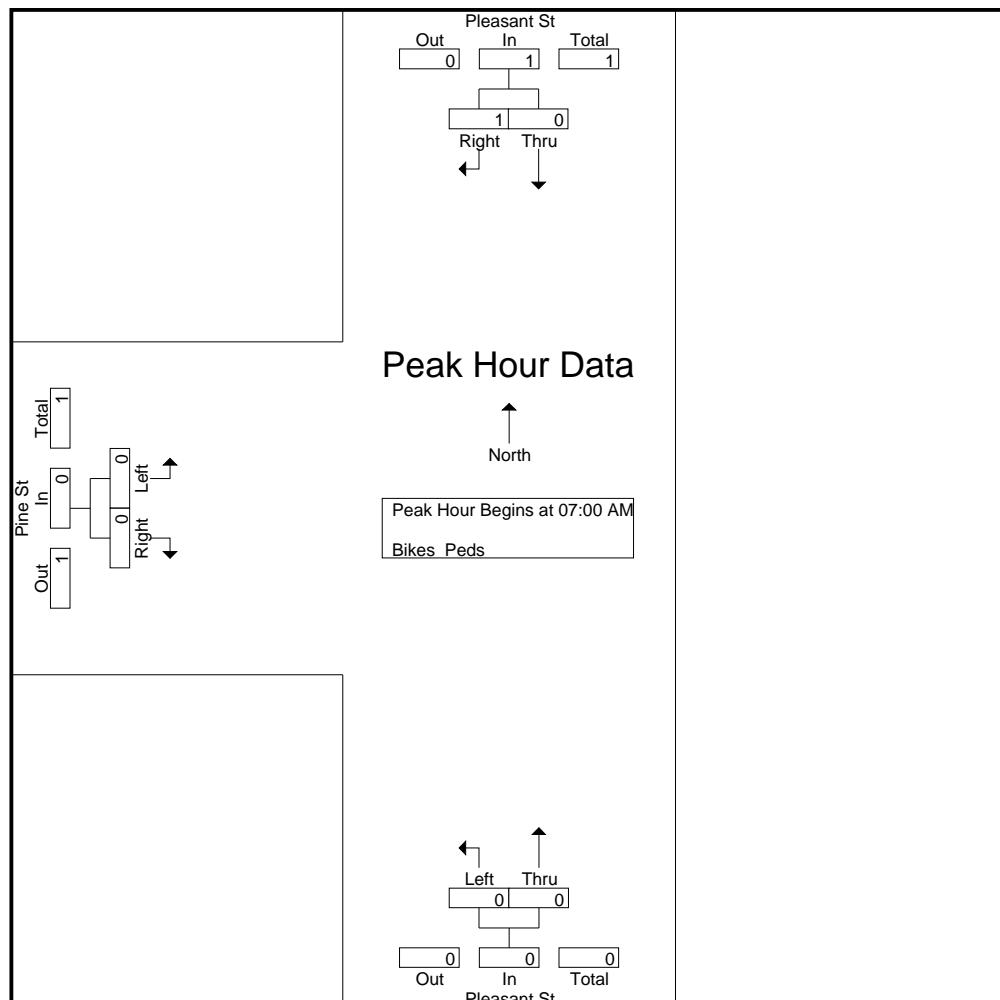
File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 10

Groups Printed- Bikes Peds												
	Pleasant St From North			Pleasant St From South			Pine St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Excl. Total	Incl. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	0	0	0	0	1	1
Apprch %	0	100		0	0		0	0				
Total %	0	100		0	0		0	0			0	100

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

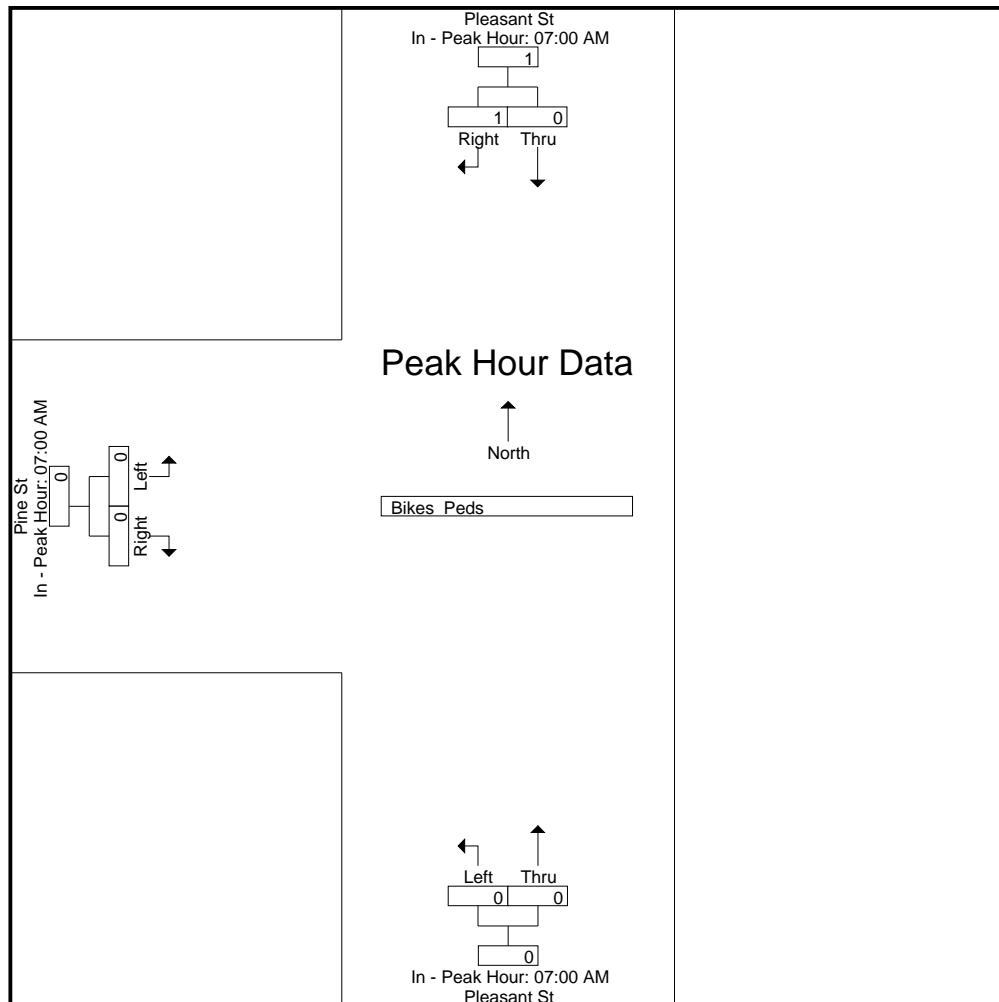
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0
% App. Total	0	100		0	0	0	0	0	0
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
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N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 1

Groups Printed- Cars - Trucks

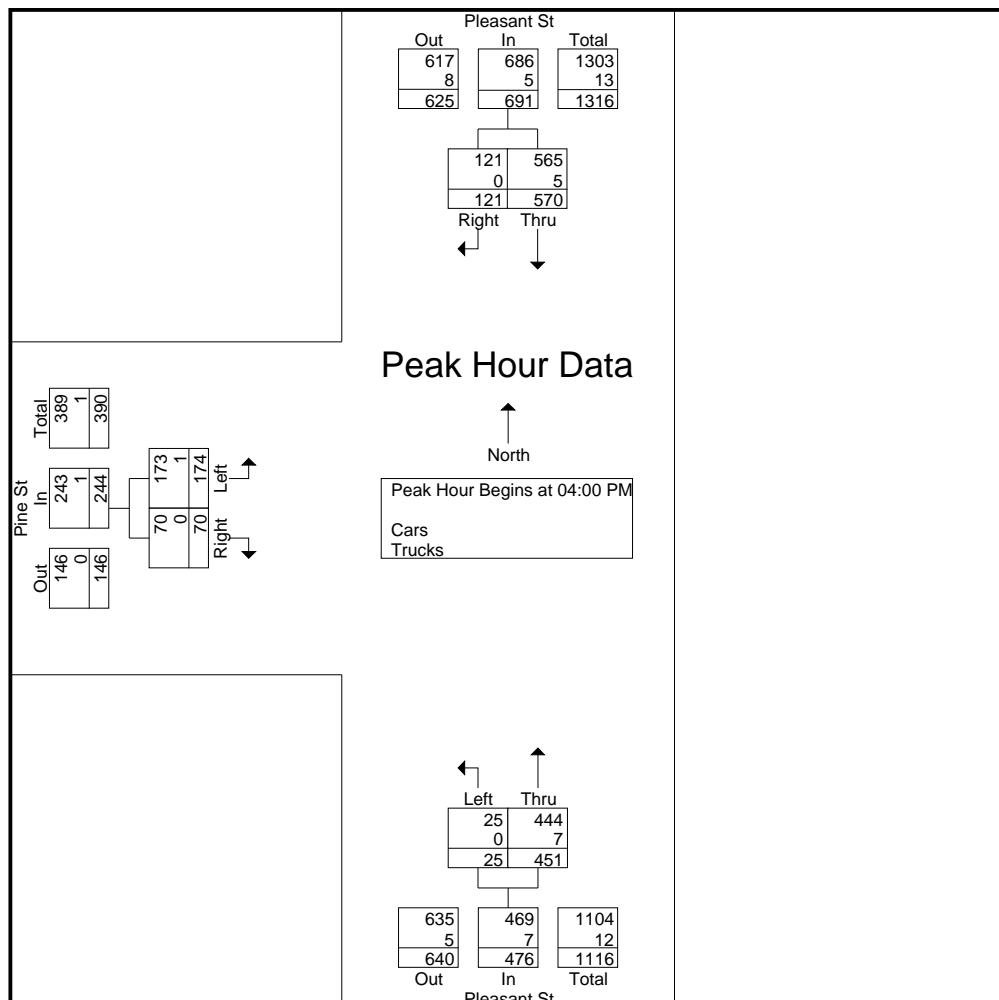
	Pleasant St From North		Pleasant St From South		Pine St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
03:00 PM	91	32	9	87	39	9	267
03:15 PM	110	20	2	96	45	16	289
03:30 PM	113	30	7	105	46	18	319
03:45 PM	126	31	4	107	40	14	322
Total	440	113	22	395	170	57	1197
04:00 PM	115	39	8	114	49	15	340
04:15 PM	129	29	6	102	36	19	321
04:30 PM	167	20	5	117	33	21	363
04:45 PM	159	33	6	118	56	15	387
Total	570	121	25	451	174	70	1411
05:00 PM	136	39	5	99	45	12	336
05:15 PM	136	31	6	97	43	11	324
05:30 PM	130	40	3	100	49	12	334
05:45 PM	137	19	2	97	33	11	299
Total	539	129	16	393	170	46	1293
Grand Total	1549	363	63	1239	514	173	3901
Apprch %	81	19	4.8	95.2	74.8	25.2	
Total %	39.7	9.3	1.6	31.8	13.2	4.4	
Cars	1536	361	63	1222	509	170	3861
% Cars	99.2	99.4	100	98.6	99	98.3	99
Trucks	13	2	0	17	5	3	40
% Trucks	0.8	0.6	0	1.4	1	1.7	1

	Pleasant St From North			Pleasant St From South			Pine St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	115	39	154	8	114	122	49	15	64	340
04:15 PM	129	29	158	6	102	108	36	19	55	321
04:30 PM	167	20	187	5	117	122	33	21	54	363
04:45 PM	159	33	192	6	118	124	56	15	71	387
Total Volume	570	121	691	25	451	476	174	70	244	1411
% App. Total	82.5	17.5		5.3	94.7		71.3	28.7		
PHF	.853	.776	.900	.781	.956	.960	.777	.833	.859	.911
Cars	565	121	686	25	444	469	173	70	243	1398
% Cars	99.1	100	99.3	100	98.4	98.5	99.4	100	99.6	99.1
Trucks	5	0	5	0	7	7	1	0	1	13
% Trucks	0.9	0	0.7	0	1.6	1.5	0.6	0	0.4	0.9

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

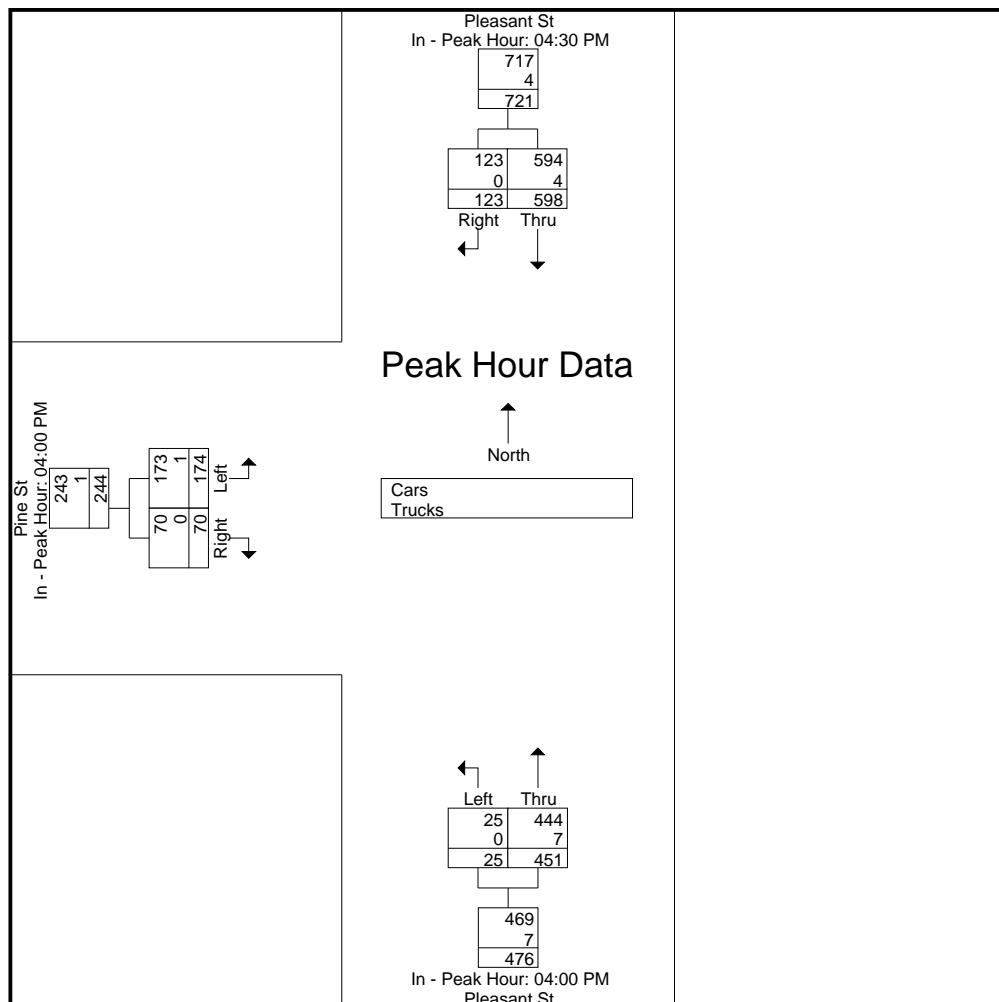
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:00 PM		
+0 mins.	167	20	187	8	114	122	49	15	64
+15 mins.	159	33	192	6	102	108	36	19	55
+30 mins.	136	39	175	5	117	122	33	21	54
+45 mins.	136	31	167	6	118	124	56	15	71
Total Volume	598	123	721	25	451	476	174	70	244
% App. Total	82.9	17.1		5.3	94.7		71.3	28.7	
PHF	.895	.788	.939	.781	.956	.960	.777	.833	.859
Cars	594	123	717	25	444	469	173	70	243
% Cars	99.3	100	99.4	100	98.4	98.5	99.4	100	99.6
Trucks	4	0	4	0	7	7	1	0	1
% Trucks	0.7	0	0.6	0	1.6	1.5	0.6	0	0.4

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 4

Groups Printed- Cars

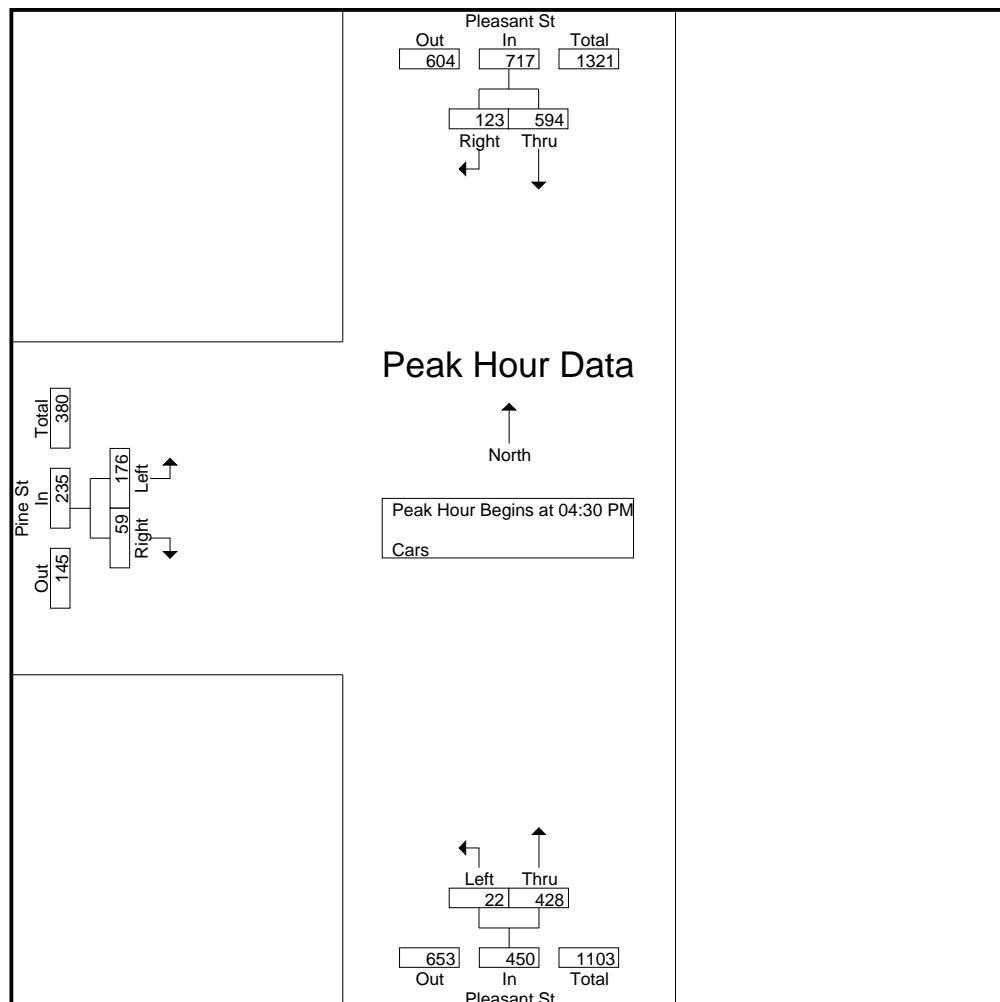
		Pleasant St From North		Pleasant St From South		Pine St From West		
Start Time		Thru	Right	Left	Thru	Left	Right	Int. Total
03:00 PM		88	31	9	85	39	8	260
03:15 PM		108	19	2	94	44	16	283
03:30 PM		112	30	7	102	46	18	315
03:45 PM		126	31	4	107	39	13	320
Total		434	111	22	388	168	55	1178
04:00 PM		114	39	8	111	49	15	336
04:15 PM		127	29	6	100	36	19	317
04:30 PM		166	20	5	116	32	21	360
04:45 PM		158	33	6	117	56	15	385
Total		565	121	25	444	173	70	1398
05:00 PM		135	39	5	98	45	12	334
05:15 PM		135	31	6	97	43	11	323
05:30 PM		130	40	3	99	47	11	330
05:45 PM		137	19	2	96	33	11	298
Total		537	129	16	390	168	45	1285
Grand Total		1536	361	63	1222	509	170	3861
Apprch %		81	19	4.9	95.1	75	25	
Total %		39.8	9.3	1.6	31.6	13.2	4.4	

		Pleasant St From North			Pleasant St From South			Pine St From West			
Start Time		Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM		166	20	186	5	116	121	32	21	53	360
04:45 PM		158	33	191	6	117	123	56	15	71	385
05:00 PM		135	39	174	5	98	103	45	12	57	334
05:15 PM		135	31	166	6	97	103	43	11	54	323
Total Volume		594	123	717	22	428	450	176	59	235	1402
% App. Total		82.8	17.2		4.9	95.1		74.9	25.1		
PHF		.895	.788	.938	.917	.915	.915	.786	.702	.827	.910

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 5



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

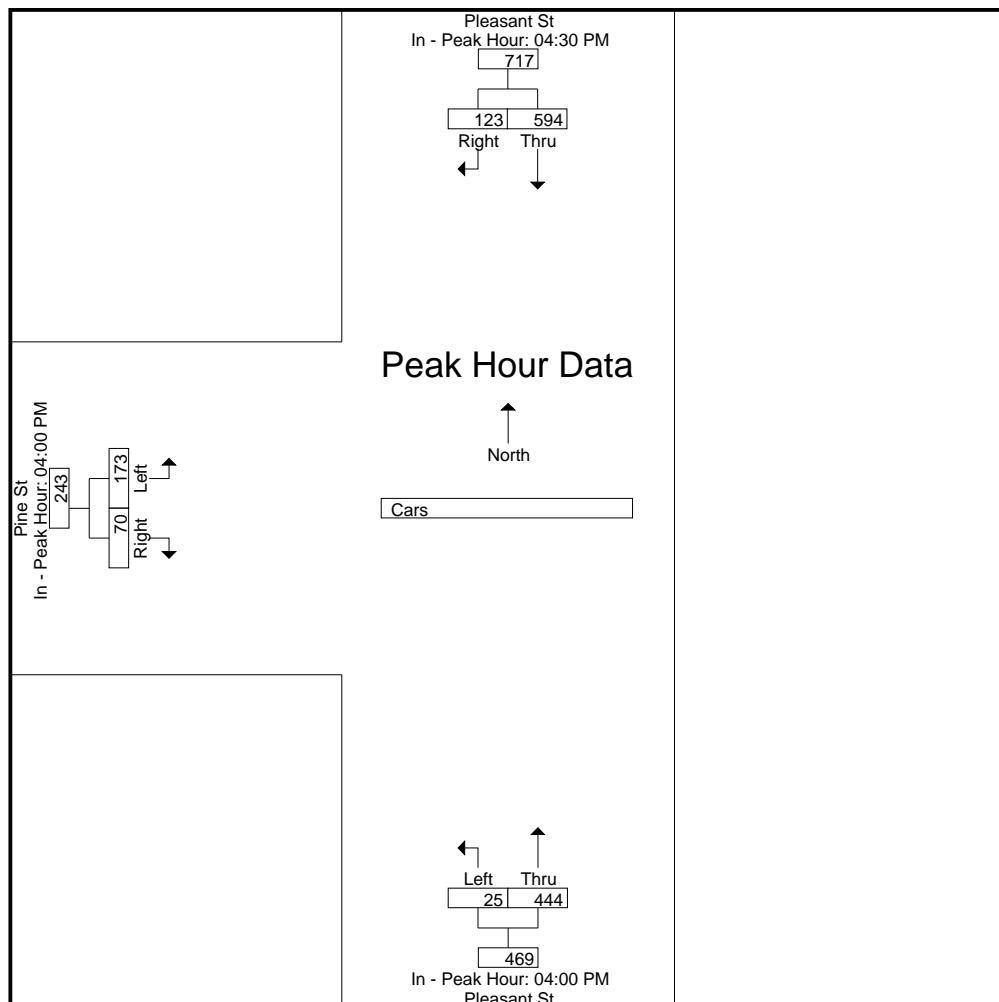
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:00 PM		
+0 mins.	166	20	186	8	111	119	49	15	64
+15 mins.	158	33	191	6	100	106	36	19	55
+30 mins.	135	39	174	5	116	121	32	21	53
+45 mins.	135	31	166	6	117	123	56	15	71
Total Volume	594	123	717	25	444	469	173	70	243
% App. Total	82.8	17.2		5.3	94.7		71.2	28.8	
PHF	.895	.788	.938	.781	.949	.953	.772	.833	.856

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Pleasant Street
 E/W Street : Pine Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

File Name : 10399002
 Site Code : 10399002
 Start Date : 6/10/2025
 Page No : 7

Groups Printed- Trucks

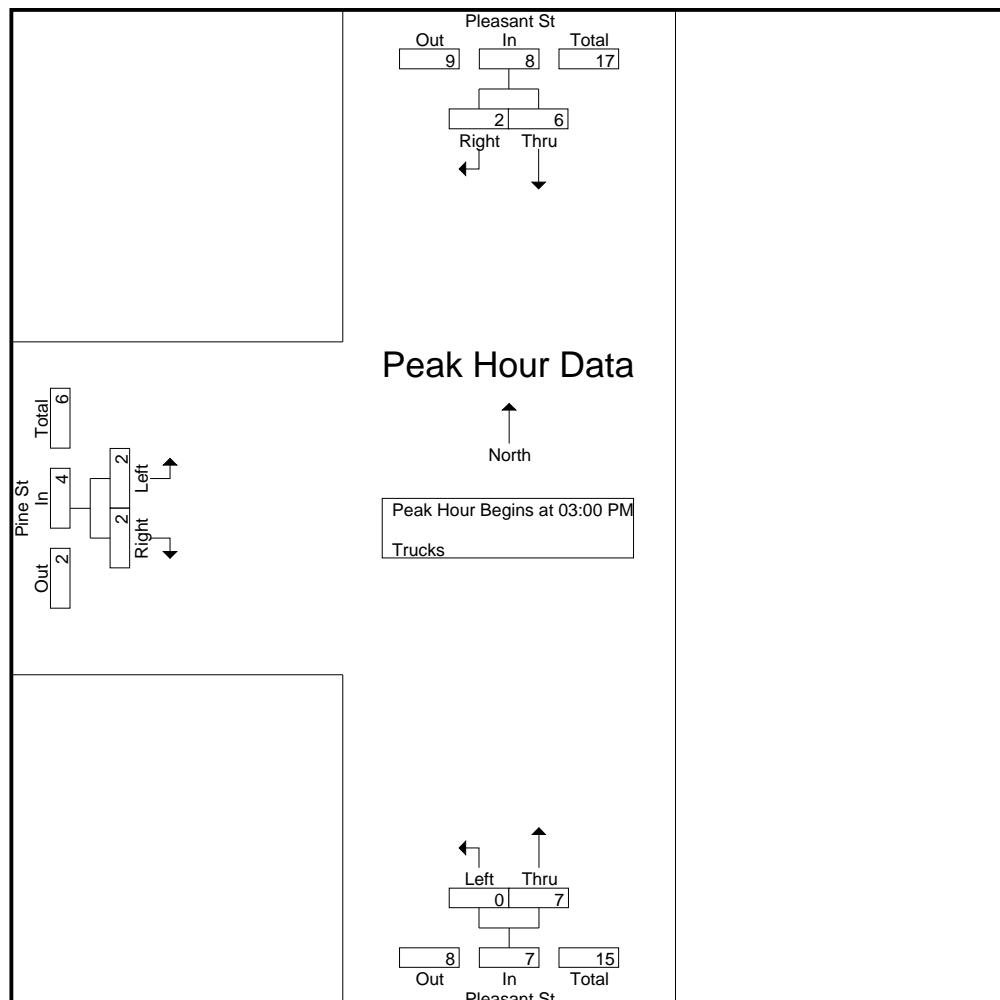
	Pleasant St From North		Pleasant St From South		Pine St From West		Int. Total
	Start Time	Thru	Right	Left	Thru	Left	Right
03:00 PM	3	1	0	2	0	1	7
03:15 PM	2	1	0	2	1	0	6
03:30 PM	1	0	0	3	0	0	4
03:45 PM	0	0	0	0	1	1	2
Total	6	2	0	7	2	2	19
04:00 PM	1	0	0	3	0	0	4
04:15 PM	2	0	0	2	0	0	4
04:30 PM	1	0	0	1	1	0	3
04:45 PM	1	0	0	1	0	0	2
Total	5	0	0	7	1	0	13
05:00 PM	1	0	0	1	0	0	2
05:15 PM	1	0	0	0	0	0	1
05:30 PM	0	0	0	1	2	1	4
05:45 PM	0	0	0	1	0	0	1
Total	2	0	0	3	2	1	8
Grand Total	13	2	0	17	5	3	40
Apprch %	86.7	13.3	0	100	62.5	37.5	
Total %	32.5	5	0	42.5	12.5	7.5	

	Pleasant St From North			Pleasant St From South			Pine St From West			Int. Total	
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:00 PM											
03:00 PM	3	1	4	0	2	2	0	1	1	7	
03:15 PM	2	1	3	0	2	2	1	0	1	6	
03:30 PM	1	0	1	0	3	3	0	0	0	4	
03:45 PM	0	0	0	0	0	0	1	1	2	2	
Total Volume	6	2	8	0	7	7	2	2	4	19	
% App. Total	75	25		0	100		50	50			
PHF	.500	.500	.500	.000	.583	.583	.500	.500	.500	.679	

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
Page No : 8



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

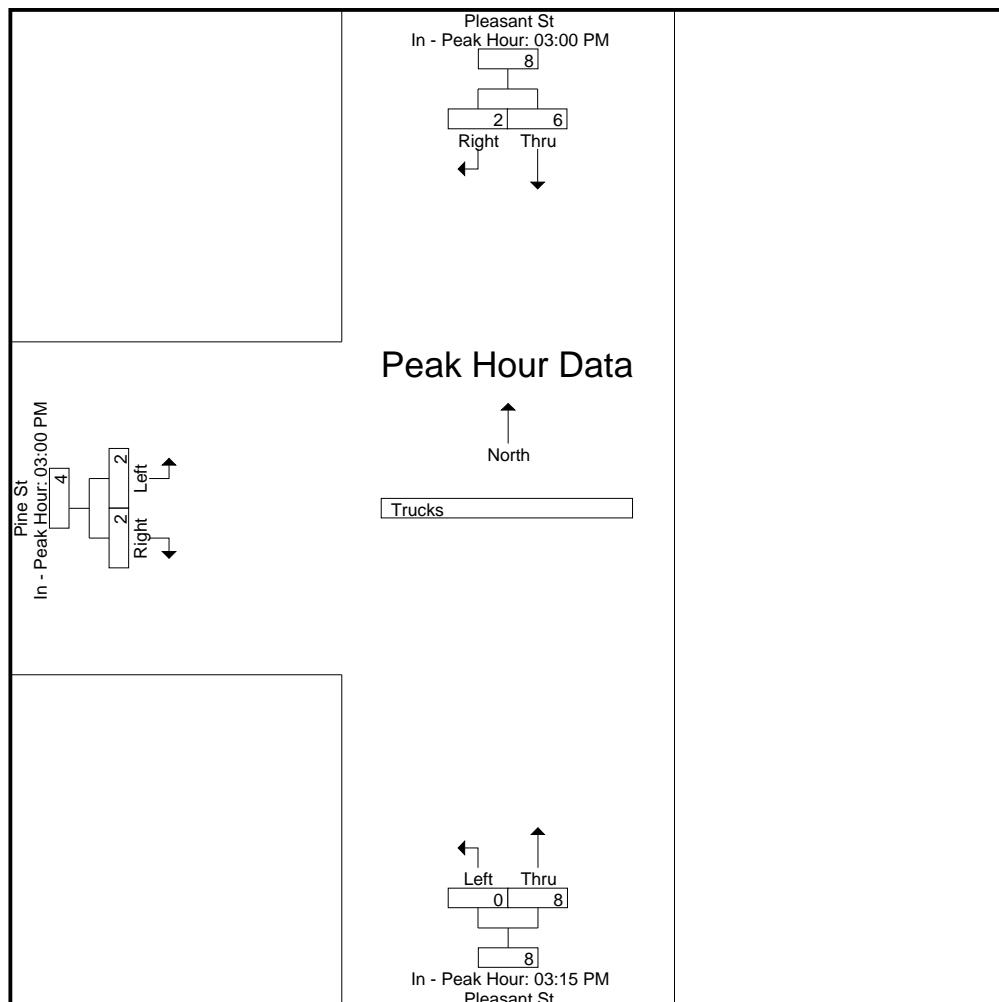
Peak Hour for Each Approach Begins at:

	03:00 PM		03:15 PM		03:00 PM	
+0 mins.	3	1	4	0	2	2
+15 mins.	2	1	3	0	3	3
+30 mins.	1	0	1	0	0	0
+45 mins.	0	0	0	0	3	1
Total Volume	6	2	8	0	8	2
% App. Total	75	25		0	100	50
PHF	.500	.500	.500	.000	.667	.667
					.500	.500
						.500

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
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Accurate Counts

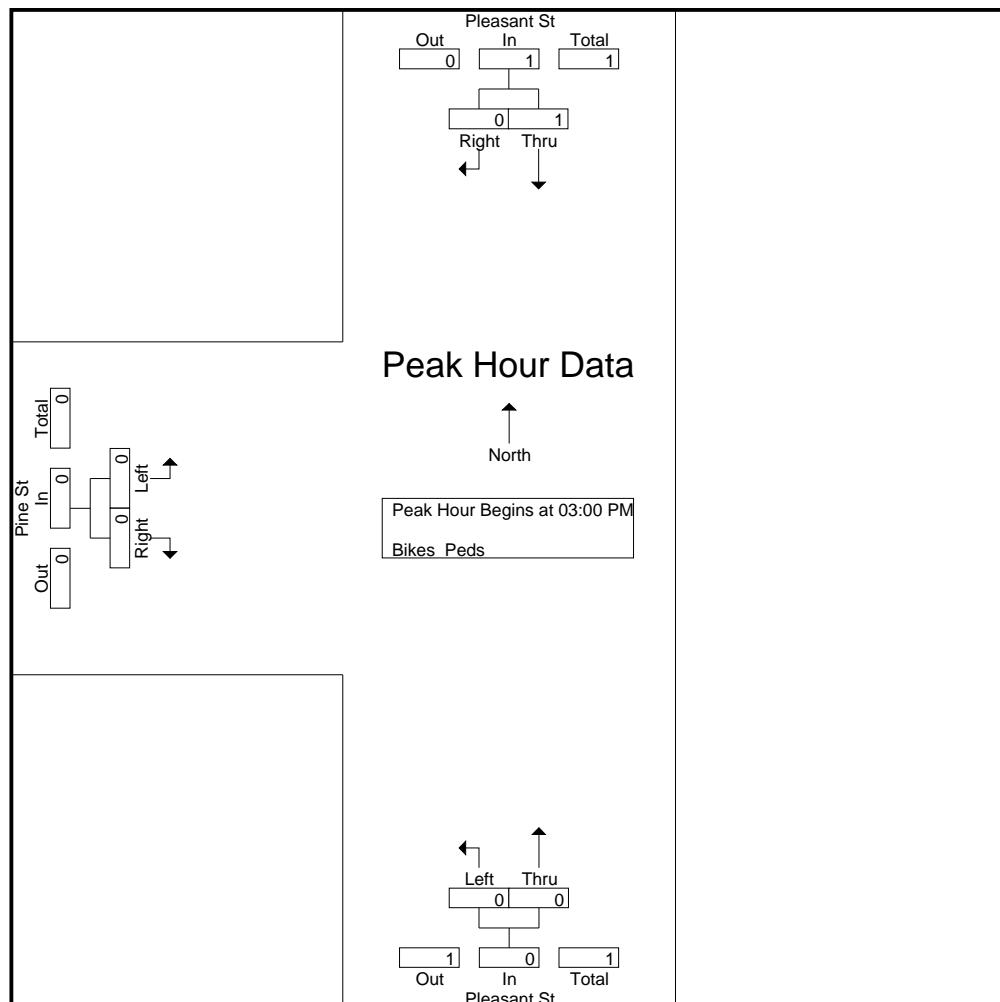
N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
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Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

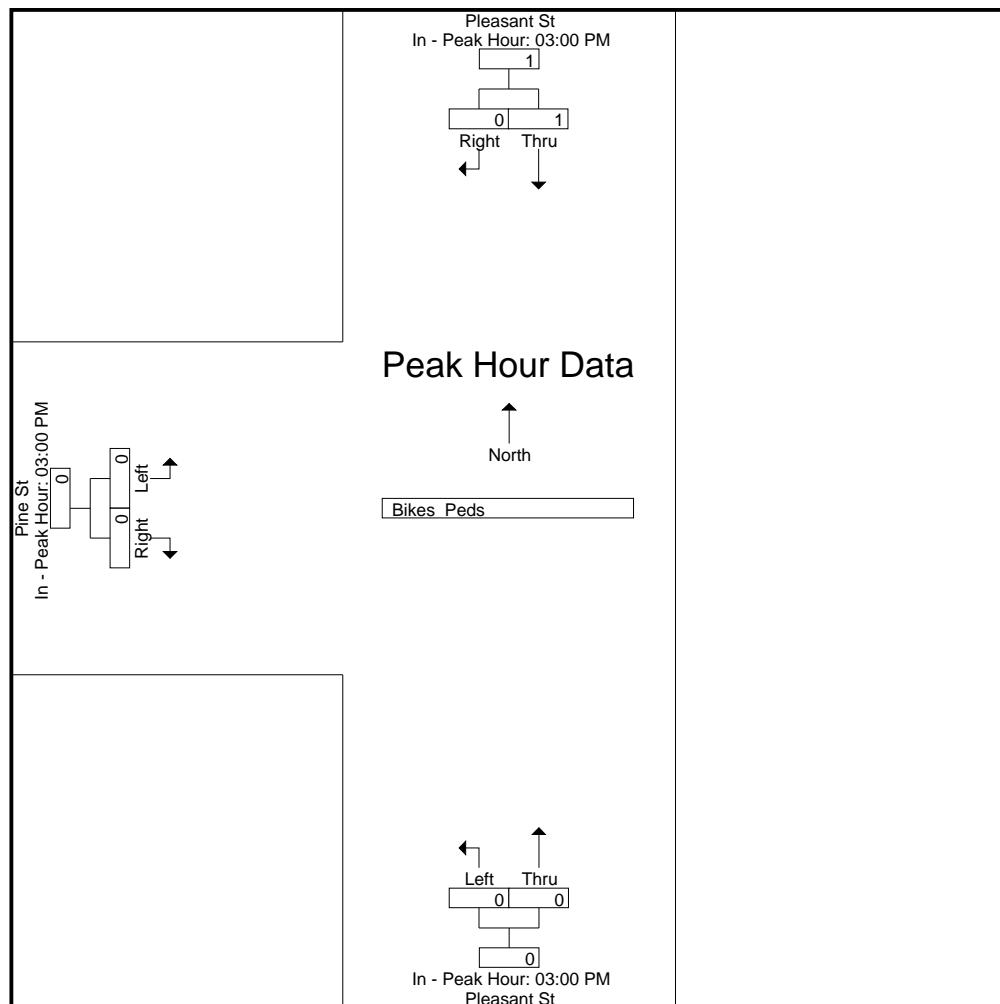
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	1	0	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0	0	0	0	0	0	0	0
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : Pleasant Street
E/W Street : Pine Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399002
Site Code : 10399002
Start Date : 6/10/2025
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Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 1039003
Site Code : 1039003
Start Date : 6/10/2025
Page No : 1

Groups Printed- Cars - Trucks

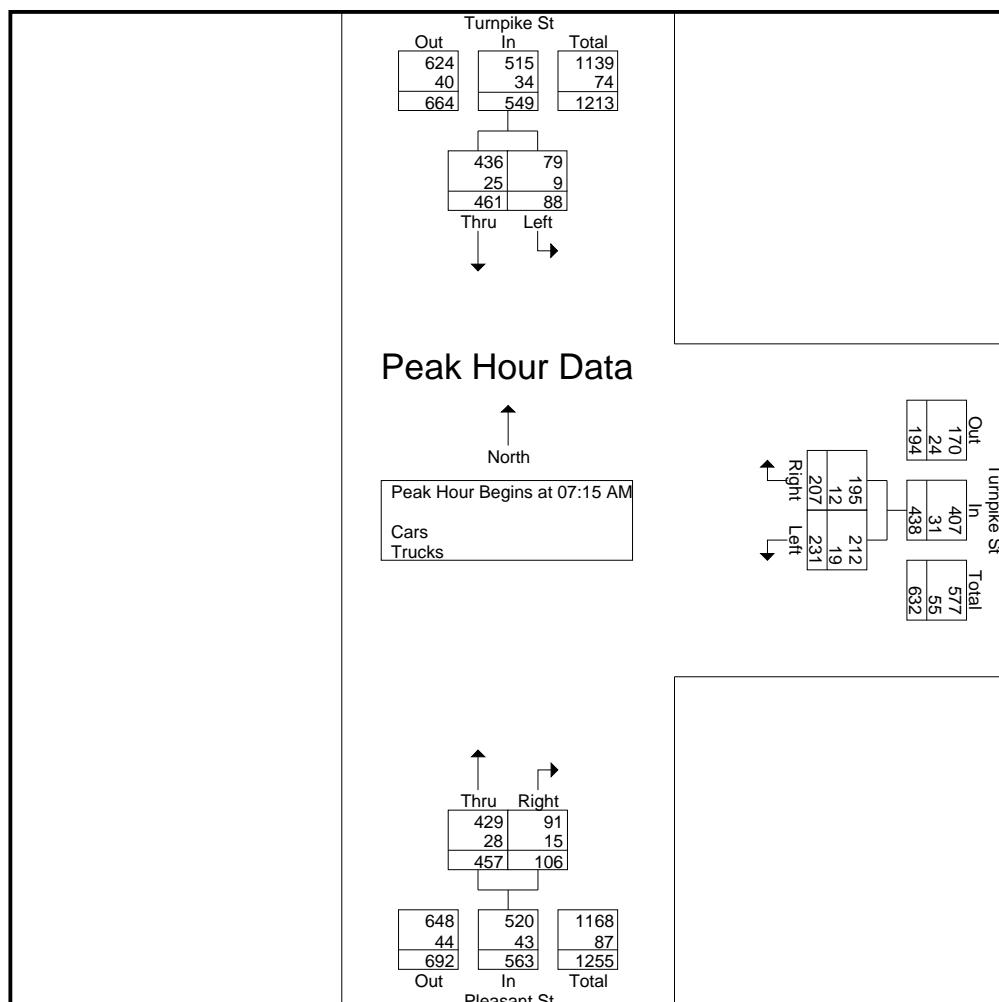
		Turnpike St From North		Turnpike St From East		Pleasant St From South		
Start Time		Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM		22	90	63	83	109	17	384
07:15 AM		21	92	66	64	103	26	372
07:30 AM		22	110	53	50	117	23	375
07:45 AM		18	141	56	47	115	28	405
Total		83	433	238	244	444	94	1536
08:00 AM		27	118	56	46	122	29	398
08:15 AM		30	85	40	32	121	47	355
08:30 AM		33	116	49	41	118	26	383
08:45 AM		28	123	41	34	99	34	359
Total		118	442	186	153	460	136	1495
Grand Total		201	875	424	397	904	230	3031
Apprch %		18.7	81.3	51.6	48.4	79.7	20.3	
Total %		6.6	28.9	14	13.1	29.8	7.6	
Cars		186	829	385	372	854	197	2823
% Cars		92.5	94.7	90.8	93.7	94.5	85.7	93.1
Trucks		15	46	39	25	50	33	208
% Trucks		7.5	5.3	9.2	6.3	5.5	14.3	6.9

		Turnpike St From North			Turnpike St From East			Pleasant St From South			
Start Time		Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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		21	92	113	66	64	130	103	26	129	372
07:30 AM		22	110	132	53	50	103	117	23	140	375
07:45 AM		18	141	159	56	47	103	115	28	143	405
08:00 AM		27	118	145	56	46	102	122	29	151	398
Total Volume		88	461	549	231	207	438	457	106	563	1550
% App. Total		16	84		52.7	47.3		81.2	18.8		
PHF		.815	.817	.863	.875	.809	.842	.936	.914	.932	.957
Cars		79	436	515	212	195	407	429	91	520	1442
% Cars		89.8	94.6	93.8	91.8	94.2	92.9	93.9	85.8	92.4	93.0
Trucks		9	25	34	19	12	31	28	15	43	108
% Trucks		10.2	5.4	6.2	8.2	5.8	7.1	6.1	14.2	7.6	7.0

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

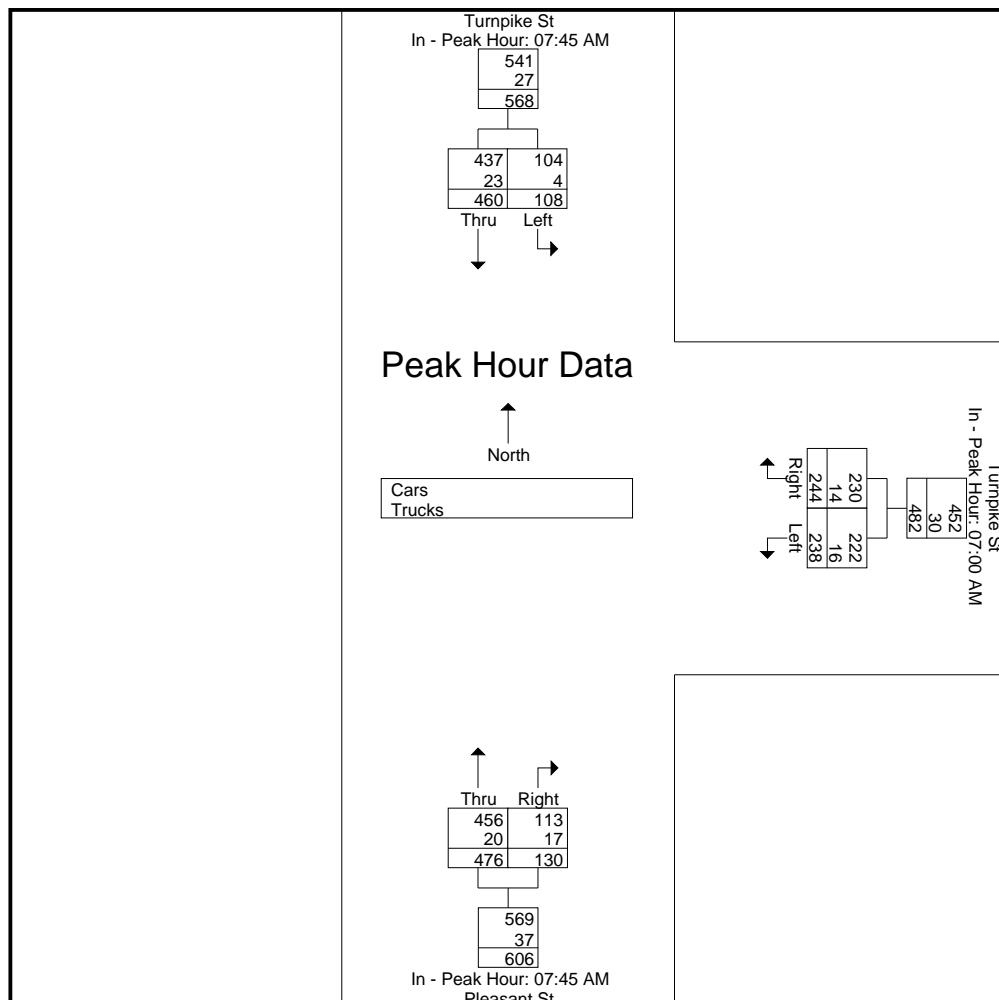
Peak Hour for Each Approach Begins at:

	07:45 AM		07:00 AM		07:45 AM	
+0 mins.	18	141	159	63	83	146
+15 mins.	27	118	145	66	64	130
+30 mins.	30	85	115	53	50	103
+45 mins.	33	116	149	56	47	103
Total Volume	108	460	568	238	244	482
% App. Total	19	81		49.4	50.6	
PHF	.818	.816	.893	.902	.735	.825
Cars	104	437	541	222	230	452
% Cars	96.3	95	95.2	93.3	94.3	93.8
Trucks	4	23	27	16	14	30
% Trucks	3.7	5	4.8	6.7	5.7	6.2

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 3



Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
 E/W Street : Turnpike Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

File Name : 10399003
 Site Code : 10399003
 Start Date : 6/10/2025
 Page No : 4

Groups Printed- Cars

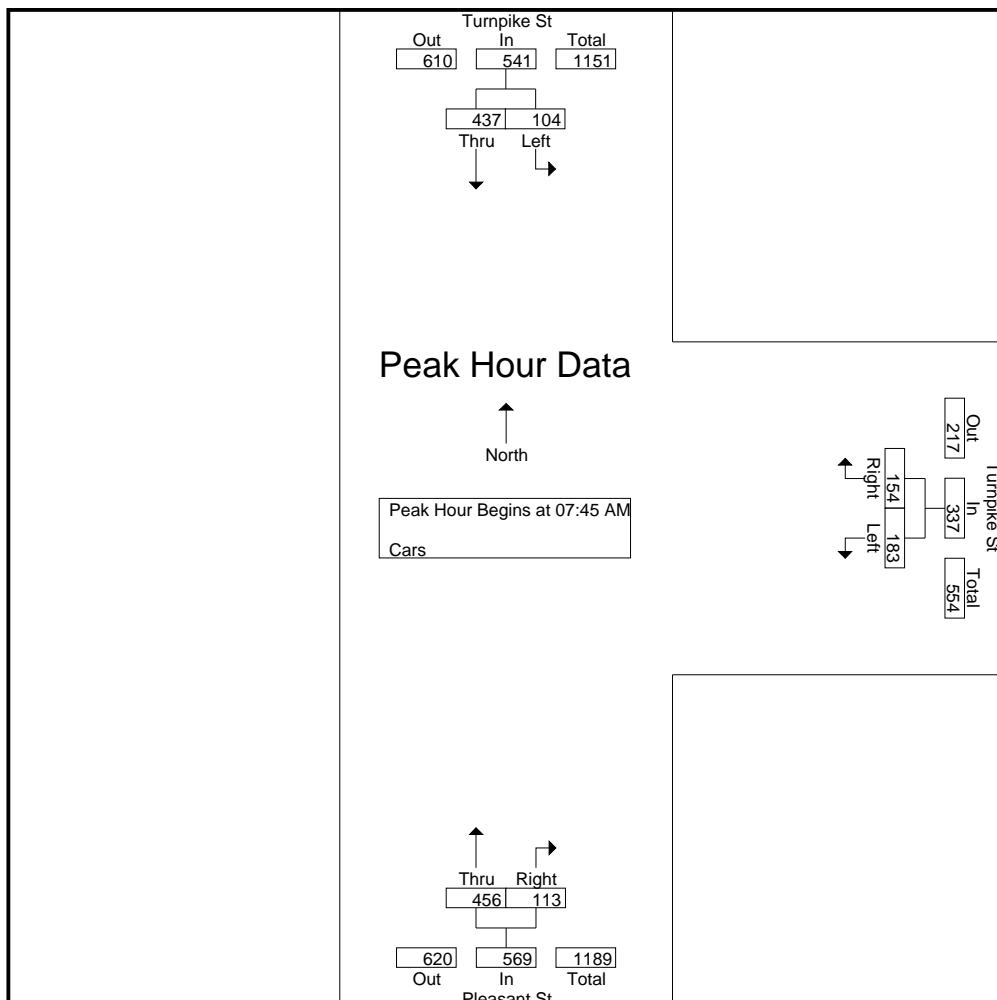
		Turnpike St From North		Turnpike St From East		Pleasant St From South		
Start Time		Left	Thru	Left	Right	Thru	Right	Int. Total
07:00 AM		21	82	58	77	102	14	354
07:15 AM		18	89	61	61	97	23	349
07:30 AM		19	104	48	49	107	19	346
07:45 AM		16	135	55	43	112	24	385
Total		74	410	222	230	418	80	1434
08:00 AM		26	108	48	42	113	25	362
08:15 AM		30	83	36	31	117	42	339
08:30 AM		32	111	44	38	114	22	361
08:45 AM		24	117	35	31	92	28	327
Total		112	419	163	142	436	117	1389
Grand Total		186	829	385	372	854	197	2823
Apprch %		18.3	81.7	50.9	49.1	81.3	18.7	
Total %		6.6	29.4	13.6	13.2	30.3	7	

	Turnpike St From North			Turnpike St From East			Pleasant St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	16	135	151	55	43	98	112	24	136	385
08:00 AM	26	108	134	48	42	90	113	25	138	362
08:15 AM	30	83	113	36	31	67	117	42	159	339
08:30 AM	32	111	143	44	38	82	114	22	136	361
Total Volume	104	437	541	183	154	337	456	113	569	1447
% App. Total	19.2	80.8		54.3	45.7		80.1	19.9		
PHF	.813	.809	.896	.832	.895	.860	.974	.673	.895	.940

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

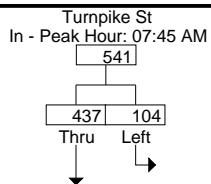
Peak Hour for Each Approach Begins at:

	07:45 AM	07:00 AM	07:45 AM
+0 mins.	16 135 151	58 77 135	112 24 136
+15 mins.	26 108 134	61 61 122	113 25 138
+30 mins.	30 83 113	48 49 97	117 42 159
+45 mins.	32 111 143	55 43 98	114 22 136
Total Volume	104 437 541	222 230 452	456 113 569
% App. Total	19.2 80.8	49.1 50.9	80.1 19.9
PHF	.813 .809 .896	.910 .747 .837	.974 .673 .895

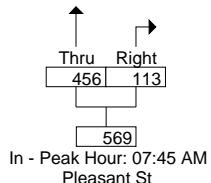
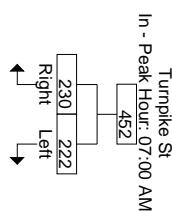
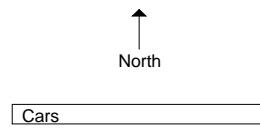
Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
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Peak Hour Data



Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 7

Groups Printed- Trucks

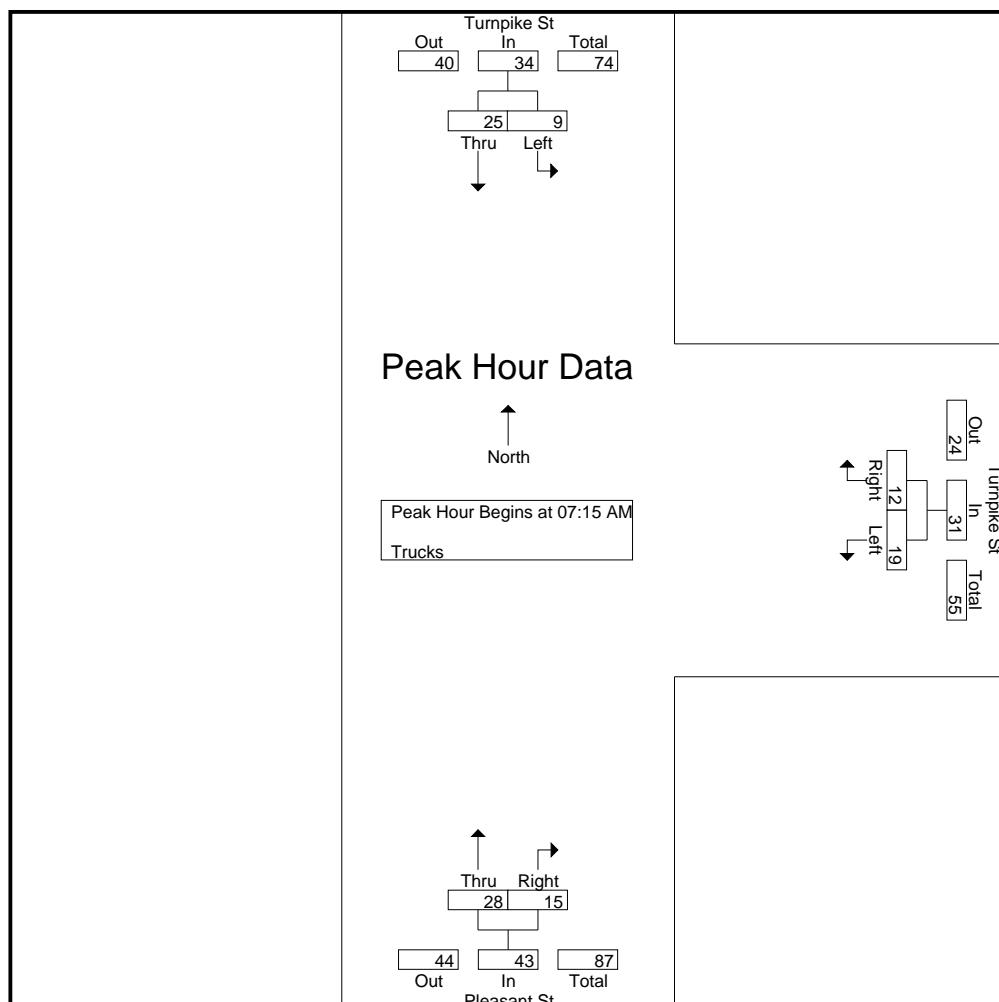
		Turnpike St From North		Turnpike St From East		Pleasant St From South		Int. Total
Start Time		Left	Thru	Left	Right	Thru	Right	
07:00 AM		1	8	5	6	7	3	30
07:15 AM		3	3	5	3	6	3	23
07:30 AM		3	6	5	1	10	4	29
07:45 AM		2	6	1	4	3	4	20
Total		9	23	16	14	26	14	102
08:00 AM		1	10	8	4	9	4	36
08:15 AM		0	2	4	1	4	5	16
08:30 AM		1	5	5	3	4	4	22
08:45 AM		4	6	6	3	7	6	32
Total		6	23	23	11	24	19	106
Grand Total		15	46	39	25	50	33	208
Apprch %		24.6	75.4	60.9	39.1	60.2	39.8	
Total %		7.2	22.1	18.8	12	24	15.9	

		Turnpike St From North			Turnpike St From East			Pleasant St From South			Int. Total	
Start Time		Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	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		3	3	6	5	3	8	6	3	9	23	
07:30 AM		3	6	9	5	1	6	10	4	14	29	
07:45 AM		2	6	8	1	4	5	3	4	7	20	
08:00 AM		1	10	11	8	4	12	9	4	13	36	
Total Volume		9	25	34	19	12	31	28	15	43	108	
% App. Total		26.5	73.5		61.3	38.7		65.1	34.9			
PHF		.750	.625	.773	.594	.750	.646	.700	.938	.768	.750	

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 8



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

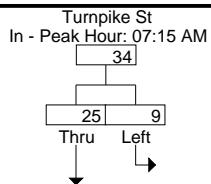
Peak Hour for Each Approach Begins at:

	07:15 AM	08:00 AM	07:15 AM
+0 mins.	3	8	12
+15 mins.	3	4	5
+30 mins.	2	5	8
+45 mins.	1	6	9
Total Volume	9	23	34
% App. Total	26.5	67.6	32.4
PHF	.750	.719	.708
	.625	.688	.700
	.773		.938
			.768

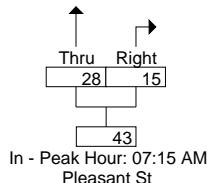
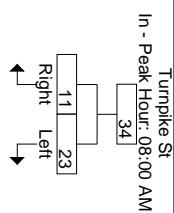
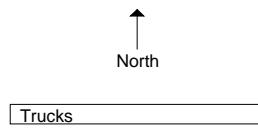
Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 9



Peak Hour Data



Accurate Counts

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 10

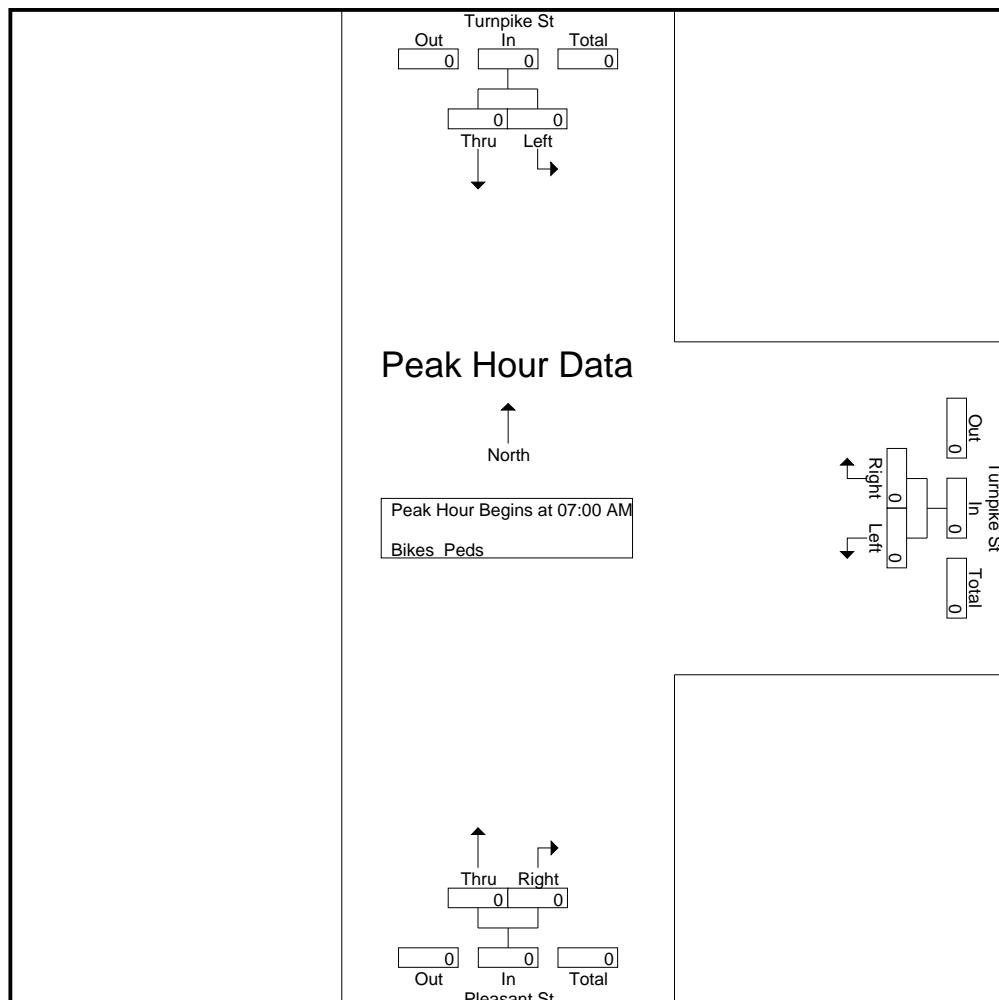
Groups Printed- Bikes Peds

	Turnpike St From North			Turnpike St From East			Pleasant St From South			Grand Total		
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Excl. Total	Incl. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	0	0	1	0	1
Apprch %	0	0		0	0		0	0				
Total %										100	0	

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 11



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

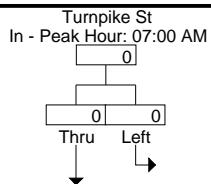
Peak Hour for Each Approach Begins at:

	07:00 AM	07:00 AM	07:00 AM
+0 mins.	0	0	0
+15 mins.	0	0	0
+30 mins.	0	0	0
+45 mins.	0	0	0
Total Volume	0	0	0
% App. Total	0	0	0
PHF	.000	.000	.000

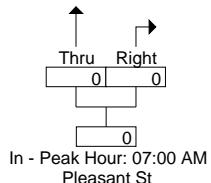
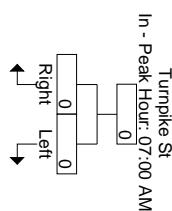
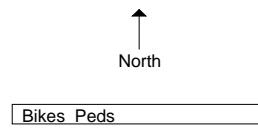
Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 12



Peak Hour Data



Accurate Counts

978-664-2565

N/S Street : Turnpike St / Pleasant St
 E/W Street : Turnpike Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

File Name : 10399003
 Site Code : 10399003
 Start Date : 6/10/2025
 Page No : 1

Groups Printed- Cars - Trucks

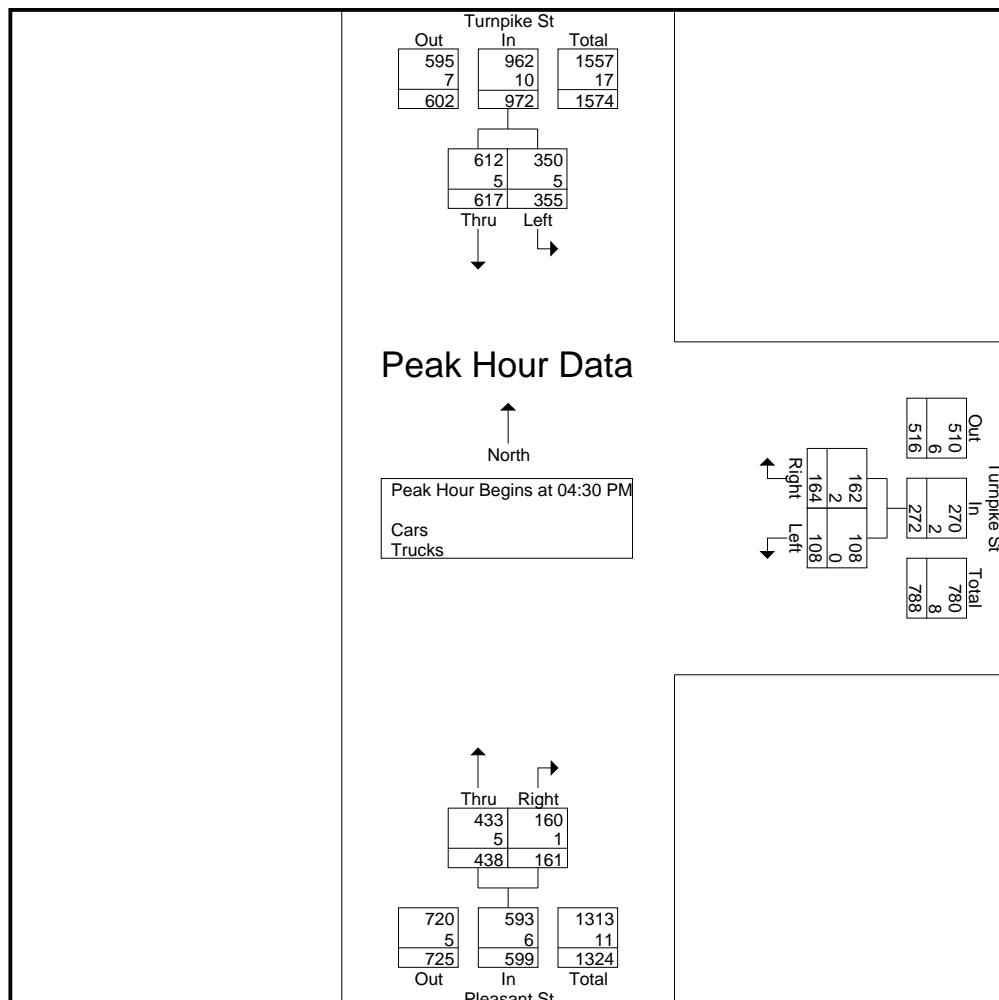
		Turnpike St From North		Turnpike St From East		Pleasant St From South		
Start Time		Left	Thru	Left	Right	Thru	Right	Int. Total
03:00 PM		54	99	27	44	96	32	352
03:15 PM		47	105	24	42	103	34	355
03:30 PM		54	104	36	36	103	43	376
03:45 PM		69	124	35	48	115	30	421
Total		224	432	122	170	417	139	1504
04:00 PM		94	110	44	47	116	41	452
04:15 PM		75	126	34	54	111	30	430
04:30 PM		75	167	34	44	109	32	461
04:45 PM		76	157	22	40	121	51	467
Total		320	560	134	185	457	154	1810
05:00 PM		106	147	35	41	101	42	472
05:15 PM		98	146	17	39	107	36	443
05:30 PM		55	135	30	46	107	34	407
05:45 PM		42	131	30	35	105	24	367
Total		301	559	112	161	420	136	1689
Grand Total		845	1551	368	516	1294	429	5003
Apprch %		35.3	64.7	41.6	58.4	75.1	24.9	
Total %		16.9	31	7.4	10.3	25.9	8.6	
Cars		824	1533	363	510	1274	420	4924
% Cars		97.5	98.8	98.6	98.8	98.5	97.9	98.4
Trucks		21	18	5	6	20	9	79
% Trucks		2.5	1.2	1.4	1.2	1.5	2.1	1.6

		Turnpike St From North			Turnpike St From East			Pleasant St From South			
Start Time		Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM		75	167	242	34	44	78	109	32	141	461
04:45 PM		76	157	233	22	40	62	121	51	172	467
05:00 PM		106	147	253	35	41	76	101	42	143	472
05:15 PM		98	146	244	17	39	56	107	36	143	443
Total Volume		355	617	972	108	164	272	438	161	599	1843
% App. Total		36.5	63.5		39.7	60.3		73.1	26.9		
PHF		.837	.924	.960	.771	.932	.872	.905	.789	.871	.976
Cars		350	612	962	108	162	270	433	160	593	1825
% Cars		98.6	99.2	99.0	100	98.8	99.3	98.9	99.4	99.0	99.0
Trucks		5	5	10	0	2	2	5	1	6	18
% Trucks		1.4	0.8	1.0	0	1.2	0.7	1.1	0.6	1.0	1.0

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

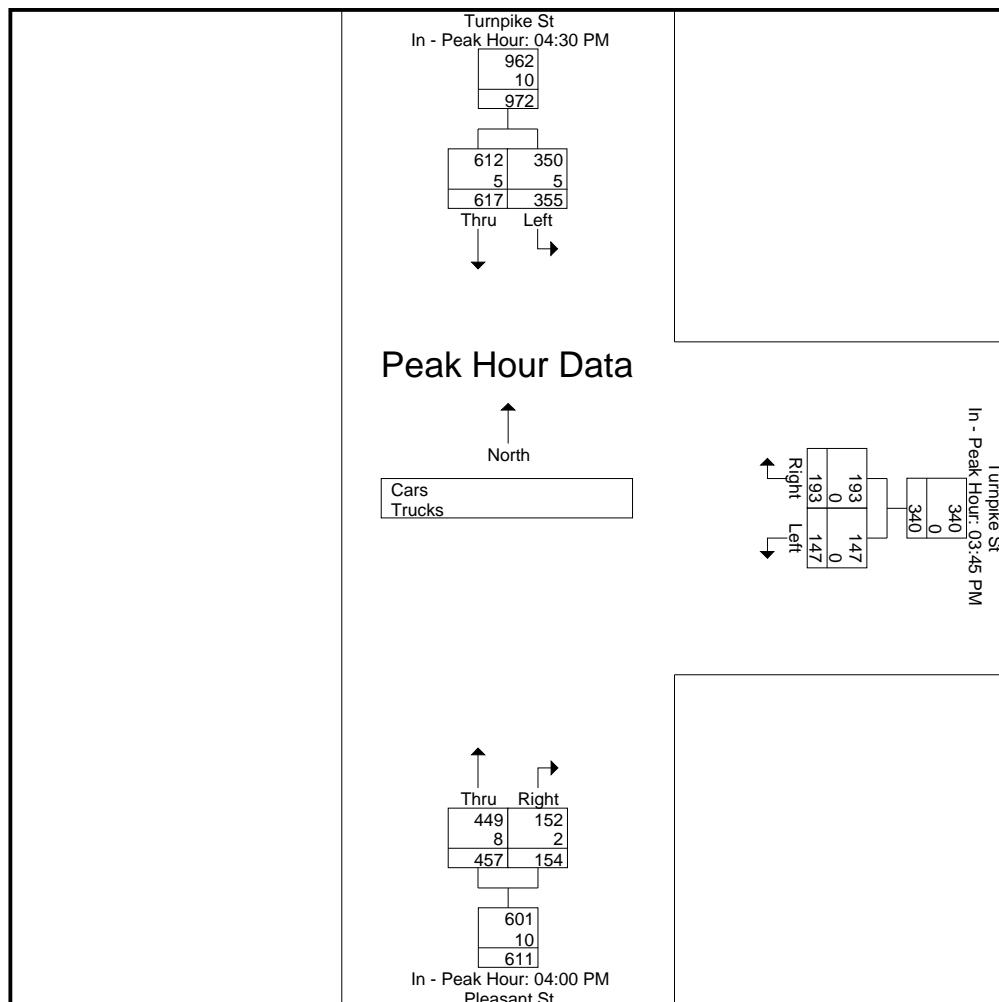
Peak Hour for Each Approach Begins at:

	04:30 PM		03:45 PM		04:00 PM	
+0 mins.	75	167	242	35	48	83
+15 mins.	76	157	233	44	47	91
+30 mins.	106	147	253	34	54	88
+45 mins.	98	146	244	34	44	78
Total Volume	355	617	972	147	193	340
% App. Total	36.5	63.5		43.2	56.8	
PHF	.837	.924	.960	.835	.894	.934
Cars	350	612	962	147	193	340
% Cars	98.6	99.2	99	100	100	100
Trucks	5	5	10	0	0	0
% Trucks	1.4	0.8	1	0	0	0

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Turnpike St / Pleasant St
 E/W Street : Turnpike Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

File Name : 10399003
 Site Code : 10399003
 Start Date : 6/10/2025
 Page No : 4

Groups Printed- Cars

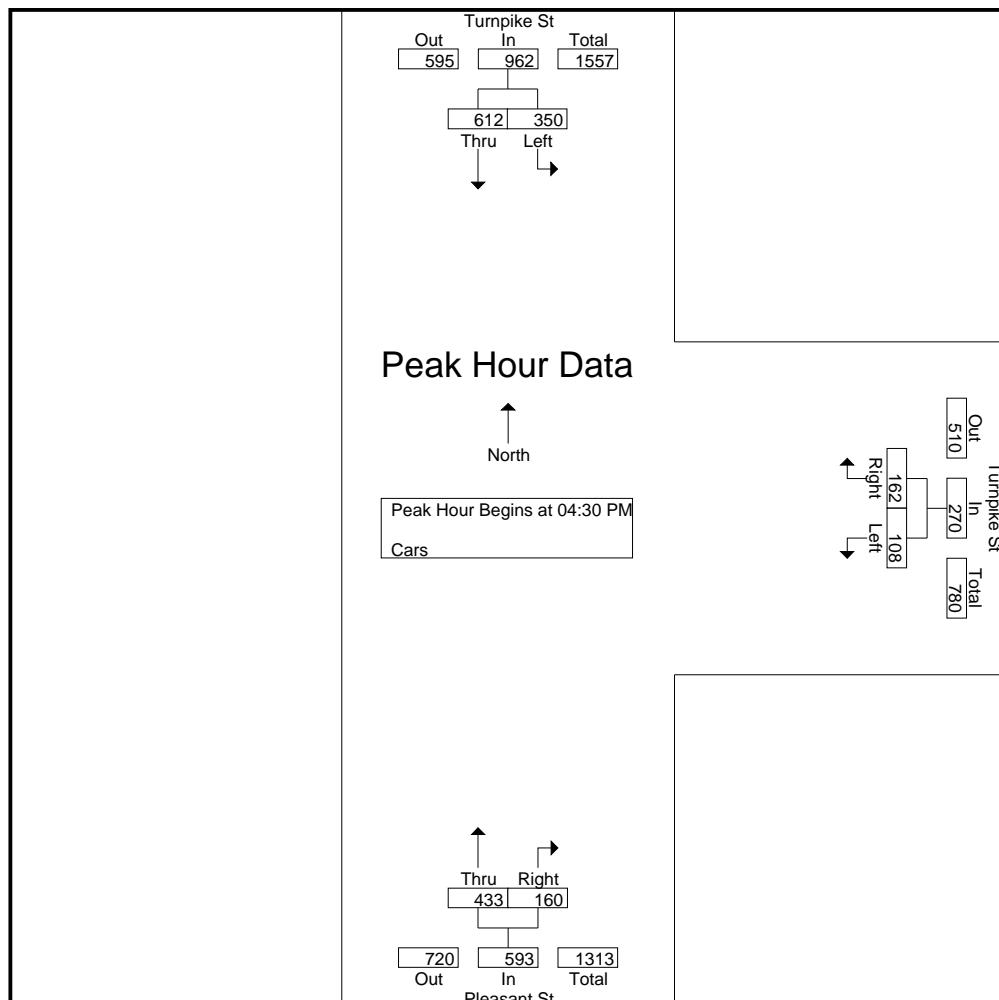
	Turnpike St From North		Turnpike St From East		Pleasant St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
03:00 PM	52	95	25	42	95	30	339
03:15 PM	43	100	23	42	98	34	340
03:30 PM	51	103	35	34	102	41	366
03:45 PM	69	124	35	48	114	29	419
Total	215	422	118	166	409	134	1464
04:00 PM	92	109	44	47	114	41	447
04:15 PM	71	124	34	54	109	29	421
04:30 PM	75	164	34	44	107	31	455
04:45 PM	76	156	22	39	119	51	463
Total	314	553	134	184	449	152	1786
05:00 PM	103	147	35	41	100	42	468
05:15 PM	96	145	17	38	107	36	439
05:30 PM	54	135	30	46	105	32	402
05:45 PM	42	131	29	35	104	24	365
Total	295	558	111	160	416	134	1674
Grand Total	824	1533	363	510	1274	420	4924
Apprch %	35	65	41.6	58.4	75.2	24.8	
Total %	16.7	31.1	7.4	10.4	25.9	8.5	

	Turnpike St From North			Turnpike St From East			Pleasant St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	75	164	239	34	44	78	107	31	138	455
04:45 PM	76	156	232	22	39	61	119	51	170	463
05:00 PM	103	147	250	35	41	76	100	42	142	468
05:15 PM	96	145	241	17	38	55	107	36	143	439
Total Volume	350	612	962	108	162	270	433	160	593	1825
% App. Total	36.4	63.6		40	60		73	27		
PHF	.850	.933	.962	.771	.920	.865	.910	.784	.872	.975

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 5



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

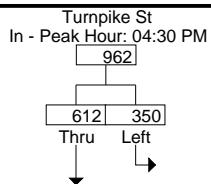
Peak Hour for Each Approach Begins at:

	04:30 PM		03:45 PM		04:00 PM	
+0 mins.	75	164	239	35	48	83
+15 mins.	76	156	232	44	47	91
+30 mins.	103	147	250	34	54	88
+45 mins.	96	145	241	34	44	78
Total Volume	350	612	962	147	193	340
% App. Total	36.4	63.6		43.2	56.8	74.7
PHF	.850	.933	.962	.835	.894	.934
						.943
						.745
						.884

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

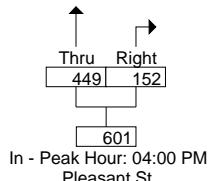
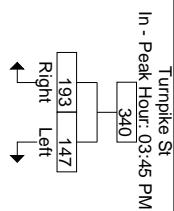
File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 6



Peak Hour Data

↑
North

Cars



Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
 E/W Street : Turnpike Street
 City/State : Stoughton, MA
 Weather : Cloudy / Rain

File Name : 10399003
 Site Code : 10399003
 Start Date : 6/10/2025
 Page No : 7

Groups Printed- Trucks

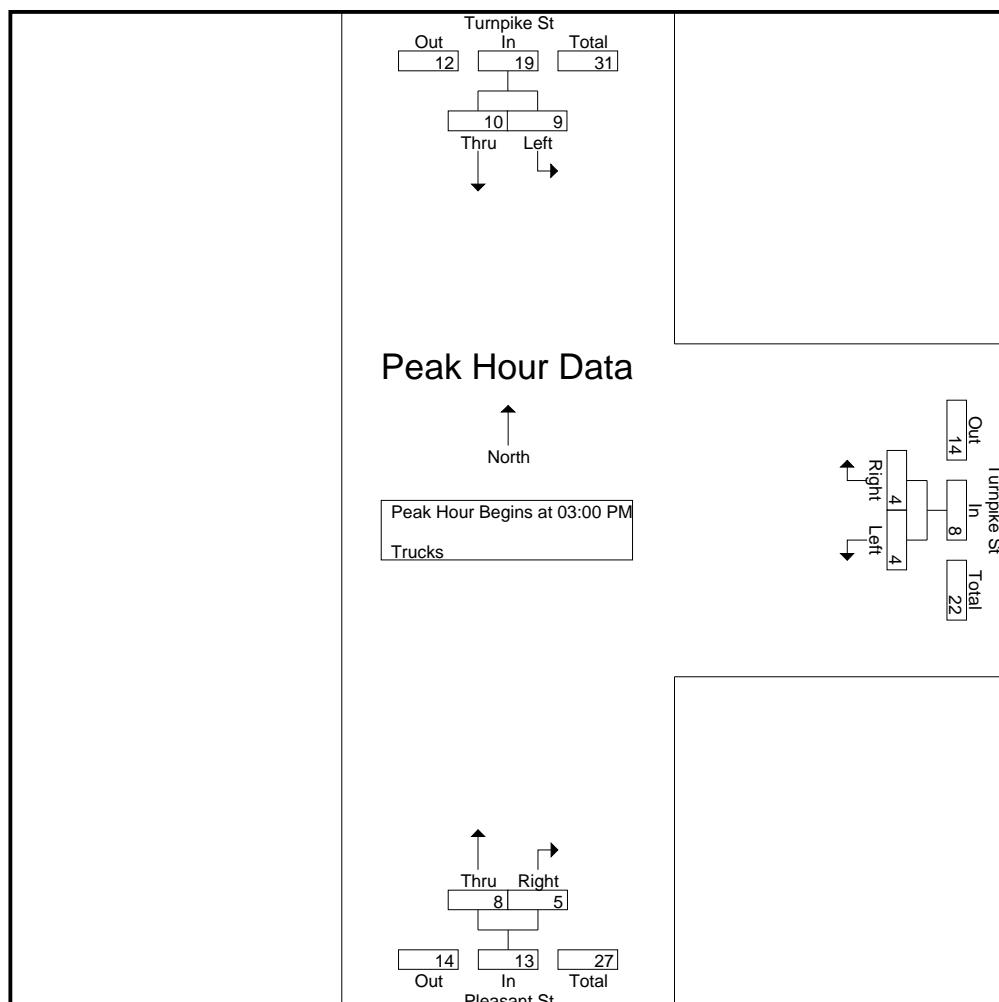
	Turnpike St From North		Turnpike St From East		Pleasant St From South		Int. Total	
	Start Time	Left	Thru	Left	Right	Thru	Right	
03:00 PM	2	4		2	2	1	2	13
03:15 PM	4	5		1	0	5	0	15
03:30 PM	3	1		1	2	1	2	10
03:45 PM	0	0		0	0	1	1	2
Total	9	10		4	4	8	5	40
04:00 PM	2	1		0	0	2	0	5
04:15 PM	4	2		0	0	2	1	9
04:30 PM	0	3		0	0	2	1	6
04:45 PM	0	1		0	1	2	0	4
Total	6	7		0	1	8	2	24
05:00 PM	3	0		0	0	1	0	4
05:15 PM	2	1		0	1	0	0	4
05:30 PM	1	0		0	0	2	2	5
05:45 PM	0	0		1	0	1	0	2
Total	6	1		1	1	4	2	15
Grand Total	21	18		5	6	20	9	79
Apprch %	53.8	46.2		45.5	54.5	69	31	
Total %	26.6	22.8		6.3	7.6	25.3	11.4	

	Turnpike St From North			Turnpike St From East			Pleasant St From South			Int. Total	
	Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:00 PM											
03:00 PM	2	4	6		2	2	4	1	2	3	13
03:15 PM	4	5	9		1	0	1	5	0	5	15
03:30 PM	3	1	4		1	2	3	1	2	3	10
03:45 PM	0	0	0		0	0	0	1	1	2	2
Total Volume	9	10	19		4	4	8	8	5	13	40
% App. Total	47.4	52.6			50	50		61.5	38.5		
PHF	.563	.500	.528		.500	.500	.500	.400	.625	.650	.667

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 8



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

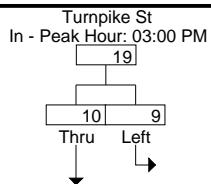
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	2	4	6	2	2	4	1	2	3
+15 mins.	4	5	9	1	0	1	5	0	5
+30 mins.	3	1	4	1	2	3	1	2	3
+45 mins.	0	0	0	0	0	0	1	1	2
Total Volume	9	10	19	4	4	8	8	5	13
% App. Total	47.4	52.6		50	50		61.5	38.5	
PHF	.563	.500	.528	.500	.500	.500	.400	.625	.650

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

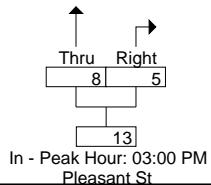
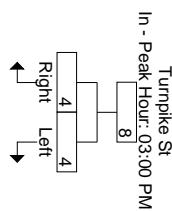
File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 9



Peak Hour Data

↑
North

Trucks



Accurate Counts

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 10

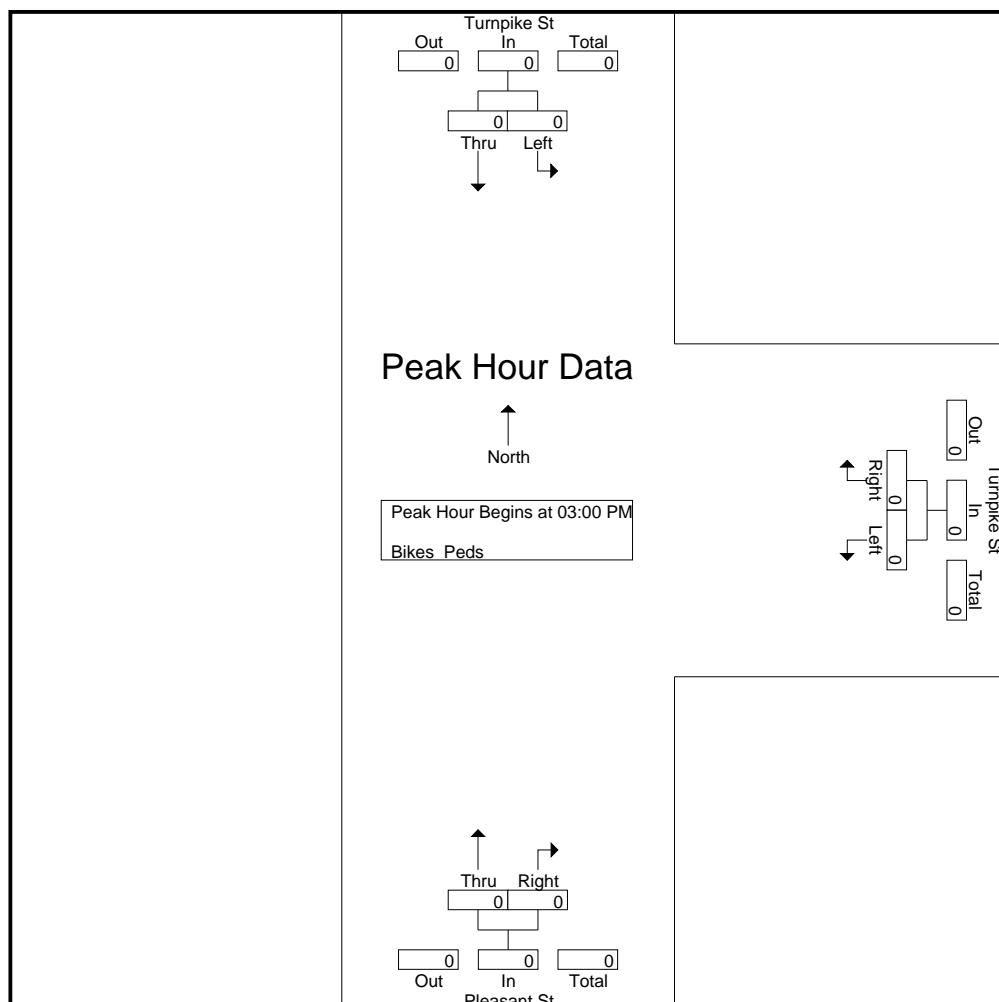
Groups Printed- Bikes Peds

	Turnpike St From North			Turnpike St From East			Pleasant St From South			Grand Total		
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Excl. Total	Incl. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		0	0	
Total %										0	0	

Accurate Counts

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 11



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

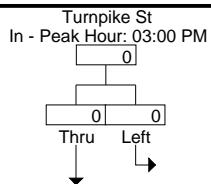
Peak Hour Analysis From 03:00 PM to 05:00 PM

Peak Hour for Each Approach Begins at:

Accurate Counts
978-664-2565

N/S Street : Turnpike St / Pleasant St
E/W Street : Turnpike Street
City/State : Stoughton, MA
Weather : Cloudy / Rain

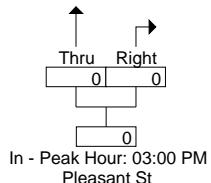
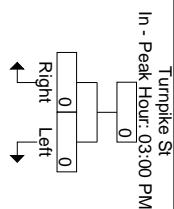
File Name : 10399003
Site Code : 10399003
Start Date : 6/10/2025
Page No : 12



Peak Hour Data

↑
North

Bikes Peds



SEASONAL ADJUSTMENT DATA

Massachusetts Highway Department
 Statewide Traffic Data Collection
 2024 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.17	1.12	1.11	1.06	1.00	0.96	0.94	0.92	1.00	0.98	1.06	1.07	0.78
R3	1.10	1.04	1.04	1.02	0.91	0.88	0.88	0.87	0.92	0.92	0.99	1.01	0.98
R4-R7	1.16	1.12	1.08	1.03	0.92	0.89	0.88	0.89	0.92	0.94	1.04	1.10	0.98
U1-Boston	1.07	1.03	0.98	0.97	0.94	0.91	0.94	0.91	0.94	0.94	0.98	1.02	0.94
U1-Essex	1.13	1.09	1.06	1.04	0.95	0.89	0.88	0.87	0.95	0.95	1.03	1.05	0.96
U1-Southeast	1.14	1.10	1.04	0.99	0.93	0.86	0.87	0.85	0.91	0.93	0.99	1.02	0.96
U1-West	1.10	1.02	0.98	0.96	0.95	0.92	0.94	0.91	0.91	0.91	0.96	1.00	0.83
U1-Worcester	1.08	1.03	0.99	0.98	0.94	0.91	0.93	0.91	0.92	0.91	0.95	1.00	0.93
U3	1.06	1.02	0.98	0.96	0.93	0.91	0.95	0.94	0.93	0.93	0.96	1.00	0.98
U4-U7	1.04	1.02	0.96	0.95	0.91	0.90	0.94	0.94	0.93	0.94	0.98	1.02	0.99
UR2	1.08	1.02	0.98	0.97	0.93	0.90	0.93	0.90	0.92	0.92	0.97	1.01	0.98
Rec - East	1.21	1.20	1.09	1.01	0.91	0.81	0.77	0.79	0.91	0.95	1.05	1.13	0.99
Rec - West	1.46	1.38	1.32	1.06	0.94	0.79	0.59	0.69	0.97	0.99	1.18	1.28	0.99

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

UR2 Group - Combination of Urban Freeways and Expressways and Rural Freeways and Expressways.

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014, 7079, 7080, 7090, 7091, 7092, 7093, 7094, 7095, 7096, 7097, 7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations

1066, 1067, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1113, 1114, 1116, 2196, 2197 and 2198.

PUBLIC TRANSPORTATION INFORMATION

Transportation Services

Medical Transportation Service

Monday, Tuesday, Wednesday and Thursday, 7 am to 3:30 pm, with the last ride home at 2:45 pm and Fridays 8 am to Noon with the last ride home at 11 am.

Stoughton senior citizens 60 and over and people with disabilities are encouraged to use our Medical Transportation Service. Medical Transportation including wheelchair transport is available to Avon, Brockton, Canton, Easton, Randolph, Sharon and Stoughton. The fee for transportation is \$2.50 or one punch on the card, each way. The Senior Center Transportation and Activities Pass is sold 12 punches for \$25 and 10 punches for \$15. All passengers must have a ticket when boarding our vehicles. If the fee for a ticket is a financial hardship, please call Robin at the COA. Transportation to the senior center daily for lunch is free.



Transportation for Grocery Shopping & Errands

Transportation for Grocery Shopping is now offered Tuesday at 7:30 am and 10:30 am for \$2.50 or one punch on the card each way. We alternate between Stop and Shop in Stoughton and Market Basket in Brockton. Seating is limited so please call early to make your reservations. Call 781-344-8882 and ask for Transportation.

Transportation for Errands is available as our schedule permits. Please call in advance to make your transportation arrangements.

Food Pantry Delivery

Stoughton COA Drivers and Volunteers will deliver food from the St. Anthony's Free Market on Park Avenue. This service is available on the second Thursday of each month for Stoughton senior citizens and adults with disabilities that **do not drive**. Please call in advance to make delivery arrangements.

Weather Reminders

In the event of inclement weather, we may have to cancel or delay transportation. We will send a robocall to your phone number on file and leave a detailed message on our answering service. We will do everything possible to keep you informed.

Transportation to the Senior Center for Exercise

Free transportation is now available for any of our exercise classes.

VEHICLE TRAVEL SPEED DATA

Accurate Counts
978-664-2565

Location : Pleasant Street
Location : West o Robert Rd/Pleasant Ave
City/State: Stoug ton, MA
Direction: EB,

Site Code: 10399001

6/10/2025 Time	0 - 15 MP	15 - 20 MP	20 - 25 MP	25 - 30 MP	30 - 35 MP	35 - 40 MP	40 - 45 MP	45 - 50 MP	50 - 55 MP	55 - 60 MP	60 - 65 MP	65 - 70 MP	70 MP	Total
12:00 AM	0	0	2	4	15	8	2	3	0	0	0	0	0	34
1:00	0	0	0	6	7	2	1	0	0	0	0	0	0	16
2:00	0	0	1	4	7	3	1	0	0	0	0	0	0	16
3:00	0	0	0	2	10	10	2	1	0	0	0	0	0	25
4:00	0	0	0	9	26	37	12	3	0	0	0	0	0	87
5:00	0	1	2	13	66	88	15	2	0	1	0	0	0	188
6:00	0	3	4	41	176	117	22	1	0	0	0	0	0	364
7:00	7	9	24	100	232	97	20	0	0	1	0	0	0	490
8:00	2	1	17	99	242	104	17	2	0	0	0	0	0	484
9:00	5	7	33	108	168	79	9	0	0	0	0	0	0	409
10:00	0	0	15	95	179	90	14	0	0	0	0	0	0	393
11:00	0	7	11	88	182	98	10	0	0	0	0	0	0	396
12:00 PM	0	0	15	79	197	80	14	0	0	0	0	0	0	385
1:00	0	0	8	67	184	112	14	0	0	0	0	0	0	385
2:00	6	4	23	74	171	75	14	1	0	0	0	0	0	368
3:00	0	0	4	64	235	105	13	1	0	0	0	0	0	422
4:00	2	6	6	105	240	103	10	1	1	0	0	0	0	474
5:00	0	0	12	84	191	107	15	2	0	0	0	0	0	411
6:00	1	4	6	55	190	109	18	0	0	0	0	0	0	383
7:00	0	2	5	59	158	70	8	2	0	0	0	0	0	304
8:00	0	3	5	38	117	84	10	0	0	0	0	0	0	257
9:00	0	0	4	28	93	48	8	0	0	0	0	0	0	181
10:00	0	0	1	15	62	33	0	0	0	0	0	0	0	111
11:00	1	0	5	11	27	15	5	0	0	0	0	0	0	64
Total	24	47	203	1248	3175	1674	254	19	1	2	0	0	0	6647
	Percentile Speed	15t 28	50t 32	85t 36	95t 39									
Mean Speed	Average Pace Speed	33.3 31-40												
10 MP	Pace Speed													
	umber in Pace	4849												
	Percent in Pace	73.0												
	umber 30 MP	5125												
	Percent 30 MP	77.1												

Accurate Counts
978-664-2565

Location : Pleasant Street
Location : West o Robert Rd/Pleasant Ave
City/State: Stoug ton, MA
Direction: EB,

Site Code: 10399001

6/11/2025 Time	0 - 15 MP	15 - 20 MP	20 - 25 MP	25 - 30 MP	30 - 35 MP	35 - 40 MP	40 - 45 MP	45 - 50 MP	50 - 55 MP	55 - 60 MP	60 - 65 MP	65 - 70 MP	70 MP	Total
12:00 AM	0	0	3	10	14	12	3	1	0	0	0	0	0	43
1:00	0	0	1	6	8	7	4	1	0	0	0	0	0	27
2:00	0	0	0	7	6	6	3	0	1	1	0	0	0	24
3:00	0	0	1	3	7	12	6	0	0	0	0	0	0	29
4:00	0	0	0	6	42	35	5	6	2	0	0	0	0	96
5:00	0	1	5	12	80	97	23	2	0	0	0	0	0	220
6:00	4	4	8	45	194	139	21	1	1	1	0	0	0	418
7:00	3	13	12	69	203	138	20	1	0	0	0	0	0	459
8:00	0	0	15	79	218	113	15	3	0	0	0	0	0	443
9:00	1	0	4	91	223	121	18	2	2	0	0	0	0	462
10:00	1	0	12	67	206	102	14	0	0	0	0	0	0	402
11:00	0	0	5	71	205	120	14	0	2	0	0	0	0	417
12:00 PM	0	2	3	46	182	129	27	4	0	0	0	0	0	393
1:00	0	1	8	70	196	113	10	3	0	0	0	0	0	401
2:00	5	4	16	41	182	132	26	5	0	0	0	0	0	411
3:00	0	0	0	38	206	157	25	4	0	0	0	0	0	430
4:00	0	4	4	64	227	122	33	4	1	1	1	0	0	461
5:00	0	6	11	90	246	109	15	3	0	1	0	0	0	481
6:00	0	4	8	28	192	153	28	1	1	1	1	0	0	417
7:00	0	0	0	30	141	142	20	4	2	0	0	1	0	340
8:00	0	0	5	52	154	90	14	1	0	0	1	0	0	317
9:00	0	0	6	30	77	92	20	3	0	0	0	0	0	228
10:00	0	1	2	12	51	52	17	2	0	0	0	0	0	137
11:00	0	0	1	7	30	27	7	1	0	0	0	0	0	73
Total	14	40	130	974	3290	2220	388	52	12	5	3	1	0	7129
Mean Speed		Percentile	15t	50t	85t	95t								
10 MP		Speed	29	33	37	40								
Percent in Pace		Average	34.3											
umber in Pace		Pace Speed	31-40											
Percent in Pace		umber in Pace	5350											
umber in Pace		Percent in Pace	77.0											
Percent in Pace		umber 30 MP	5971											
Percent in Pace		30 MP	83.8											
Grand Total	38	87	333	2222	6465	3894	642	71	13	7	3	1	0	13776
Stats		Percentile	15t	50t	85t	95t								
Mean Speed		Speed	28	33	36	39								
10 MP		Average	33.8											
Percent in Pace		Pace Speed	31-40											
umber in Pace		umber in Pace	10302											
Percent in Pace		75.0												
umber in Pace		umber 30 MP	11096											
Percent in Pace		30 MP	80.5											

Accurate Counts
978-664-2565

Location : Pleasant Street
Location : West o Robert Rd/Pleasant Ave
City/State: Stoug ton, MA
Direction: WB,

Site Code: 10399001

6/10/2025 Time	0 - 15 MP	15 - 20 MP	20 - 25 MP	25 - 30 MP	30 - 35 MP	35 - 40 MP	40 - 45 MP	45 - 50 MP	50 - 55 MP	55 - 60 MP	60 - 65 MP	65 - 70 MP	70 MP	Total
12:00 AM	0	0	1	9	17	32	5	1	0	0	0	0	0	65
1:00	0	0	1	3	9	21	8	4	0	0	0	0	0	46
2:00	0	0	1	4	9	6	6	0	1	0	0	0	1	28
3:00	0	0	2	4	11	7	5	0	2	0	0	0	0	31
4:00	0	0	0	1	7	10	10	4	1	0	0	1	0	34
5:00	0	0	1	3	15	46	18	9	1	0	0	0	0	93
6:00	2	0	12	12	113	79	33	2	0	0	0	1	4	258
7:00	5	4	7	59	176	119	45	4	1	0	1	2	4	427
8:00	81	12	50	86	163	107	18	3	0	0	1	0	1	522
9:00	0	0	17	75	161	81	22	1	0	0	0	0	3	360
10:00	1	4	16	68	142	105	36	7	0	1	1	0	7	388
11:00	11	2	15	48	173	138	18	2	0	0	1	3	1	412
12:00 PM	2	0	14	57	165	123	16	5	1	1	0	0	1	385
1:00	6	1	3	59	124	172	32	2	1	0	0	0	2	402
2:00	2	6	32	89	210	127	22	2	0	0	0	0	2	492
3:00	3	7	5	67	214	158	37	1	1	1	1	0	1	496
4:00	234	48	19	51	130	118	22	3	0	0	0	0	0	625
5:00	54	14	17	75	206	171	33	2	0	0	0	0	0	572
6:00	0	0	12	54	216	214	35	6	0	0	0	0	0	537
7:00	0	0	6	57	169	136	39	4	0	0	0	1	0	412
8:00	0	0	2	25	117	109	20	2	1	1	0	0	0	277
9:00	0	2	0	44	120	85	16	3	0	0	0	0	0	270
10:00	0	0	6	36	78	55	9	2	1	0	0	0	0	187
11:00	0	1	1	14	39	50	22	6	0	0	0	0	0	133
Total	401	101	240	1000	2784	2269	527	75	11	4	5	8	27	7452
Percentile Speed		15t 27	50t 33	85t 38	95t 41									
Mean Speed	Average	33.1												
10 MP	Pace Speed	31-40												
umber in Pace		5053												
Percent in Pace	68.0													
umber 30 MP		5710												
Percent 30 MP		76.6												

Accurate Counts
978-664-2565

Location : Pleasant Street
Location : West o Robert Rd/Pleasant Ave
City/State: Stoug ton, MA
Direction: WB,

Site Code: 10399001

6/11/2025 Time	0 - 15 MP	15 - 20 MP	20 - 25 MP	25 - 30 MP	30 - 35 MP	35 - 40 MP	40 - 45 MP	45 - 50 MP	50 - 55 MP	55 - 60 MP	60 - 65 MP	65 - 70 MP	70 MP	Total
12:00 AM	0	0	4	9	18	28	9	1	3	0	1	0	0	73
1:00	0	0	1	2	16	11	3	2	0	1	1	0	0	37
2:00	0	0	0	0	12	16	2	1	0	0	0	0	0	31
3:00	0	0	0	2	2	7	9	3	2	0	0	0	0	25
4:00	0	0	0	0	11	12	7	4	0	0	0	0	0	34
5:00	0	0	0	2	22	49	24	1	1	0	0	0	0	99
6:00	5	6	4	42	69	125	24	5	0	0	1	0	4	285
7:00	0	3	5	35	159	170	32	2	2	0	0	3	4	415
8:00	0	2	12	60	246	178	37	1	0	1	1	1	3	542
9:00	4	0	3	24	162	145	31	5	0	0	0	0	1	375
10:00	3	4	14	51	162	128	24	0	0	0	0	0	2	388
11:00	2	2	2	37	195	124	25	6	1	0	0	0	1	395
12:00 PM	0	8	9	29	181	156	33	4	0	1	0	3	2	426
1:00	0	0	8	62	162	164	32	2	0	0	0	0	2	432
2:00	2	8	14	81	197	161	21	2	1	0	0	0	1	488
3:00	1	0	9	67	221	160	27	2	1	0	0	0	0	488
4:00	131	40	57	118	123	106	21	0	1	0	0	0	1	598
5:00	185	42	34	66	125	75	22	1	0	1	0	1	0	552
6:00	0	4	16	48	210	189	47	4	0	0	0	0	0	518
7:00	1	0	3	40	192	190	42	6	0	0	0	0	0	474
8:00	0	1	11	59	164	118	28	1	2	0	0	0	0	384
9:00	0	3	10	68	121	91	13	0	0	0	0	0	0	306
10:00	5	5	7	17	114	55	18	2	2	0	0	0	1	226
11:00	0	0	4	9	55	51	22	3	1	0	0	0	0	145
Total	339	128	227	928	2939	2509	553	58	17	4	4	8	22	7736
Mean Speed		Percentile	15t	50t	85t	95t								
10 MP		Speed	28	33	38	41								
Percentile in Pace		Average	33.4											
10 MP		Pace Speed	31-40											
Percentile in Pace		umber in Pace	5173											
Percentile in Pace		Average	70.0											
10 MP		umber 30 MP	6114											
Percentile in Pace		Percent 30 MP	79.0											
Grand Total	740	229	467	1928	5723	4778	1080	133	28	8	9	16	49	15188
Stats		Percentile	15t	50t	85t	95t								
Mean Speed		Speed	27	33	38	41								
10 MP		Pace Speed	33.3											
Percentile in Pace		Average	31-40											
10 MP		umber in Pace	10395											
Percentile in Pace		Average	69.0											
10 MP		umber 30 MP	11824											
Percentile in Pace		Percent 30 MP	77.9											

Accurate Counts
978-664-2565

Location : Pleasant Street
Location : West o Robert Rd/Pleasant Ave
City/State: Stoug ton, MA
Direction: Combined

Site Code: 10399001

6/10/2025 Time	0 - 15 MP	15 - 20 MP	20 - 25 MP	25 - 30 MP	30 - 35 MP	35 - 40 MP	40 - 45 MP	45 - 50 MP	50 - 55 MP	55 - 60 MP	60 - 65 MP	65 - 70 MP	70 MP	Total
12:00 AM	0	0	3	13	32	40	7	4	0	0	0	0	0	99
1:00	0	0	1	9	16	23	9	4	0	0	0	0	0	62
2:00	0	0	2	8	16	9	7	0	1	0	0	0	1	44
3:00	0	0	2	6	21	17	7	1	2	0	0	0	0	56
4:00	0	0	0	10	33	47	22	7	1	0	0	1	0	121
5:00	0	1	3	16	81	134	33	11	1	1	0	0	0	281
6:00	2	3	16	53	289	196	55	3	0	0	0	1	4	622
7:00	12	13	31	159	408	216	65	4	1	1	1	2	4	917
8:00	83	13	67	185	405	211	35	5	0	0	1	0	1	1006
9:00	5	7	50	183	329	160	31	1	0	0	0	0	3	769
10:00	1	4	31	163	321	195	50	7	0	1	1	0	7	781
11:00	11	9	26	136	355	236	28	2	0	0	1	3	1	808
12:00 PM	2	0	29	136	362	203	30	5	1	1	0	0	1	770
1:00	6	1	11	126	308	284	46	2	1	0	0	0	2	787
2:00	8	10	55	163	381	202	36	3	0	0	0	0	2	860
3:00	3	7	9	131	449	263	50	2	1	1	1	0	1	918
4:00	236	54	25	156	370	221	32	4	1	0	0	0	0	1099
5:00	54	14	29	159	397	278	48	4	0	0	0	0	0	983
6:00	1	4	18	109	406	323	53	6	0	0	0	0	0	920
7:00	0	2	11	116	327	206	47	6	0	0	0	1	0	716
8:00	0	3	7	63	234	193	30	2	1	1	0	0	0	534
9:00	0	2	4	72	213	133	24	3	0	0	0	0	0	451
10:00	0	0	7	51	140	88	9	2	1	0	0	0	0	298
11:00	1	1	6	25	66	65	27	6	0	0	0	0	0	197
Total	425	148	443	2248	5959	3943	781	94	12	6	5	8	27	14099
Percentile Speed		Percentile Speed	15t 28	50t 33	85t 37	95t 40								
Mean Speed		Average Speed		33.2										
10 MP		Pace Speed	31-40											
umber in Pace		umber in Pace	9902											
Percent in Pace		Percent in Pace	70.0											
umber 30 MP		umber 30 MP	10835											
Percent 30 MP		Percent 30 MP	76.8											

Accurate Counts
978-664-2565

Location : Pleasant Street
Location : West o Robert Rd/Pleasant Ave
City/State: Stoug ton, MA
Direction: Combined

Site Code: 10399001

6/11/2025	0 - 15	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70	
Time	MP	20 MP	25 MP	30 MP	35 MP	40 MP	45 MP	50 MP	55 MP	60 MP	65 MP	70 MP	MP	Total
12:00 AM	0	0	7	19	32	40	12	2	3	0	1	0	0	116
1:00	0	0	2	8	24	18	7	3	0	1	1	0	0	64
2:00	0	0	0	7	18	22	5	1	1	1	0	0	0	55
3:00	0	0	1	5	9	19	15	3	2	0	0	0	0	54
4:00	0	0	0	6	53	47	12	10	2	0	0	0	0	130
5:00	0	1	5	14	102	146	47	3	1	0	0	0	0	319
6:00	9	10	12	87	263	264	45	6	1	1	1	0	4	703
7:00	3	16	17	104	362	308	52	3	2	0	0	3	4	874
8:00	0	2	27	139	464	291	52	4	0	1	1	1	3	985
9:00	5	0	7	115	385	266	49	7	2	0	0	0	1	837
10:00	4	4	26	118	368	230	38	0	0	0	0	0	2	790
11:00	2	2	7	108	400	244	39	6	3	0	0	0	1	812
12:00 PM	0	10	12	75	363	285	60	8	0	1	0	3	2	819
1:00	0	1	16	132	358	277	42	5	0	0	0	0	2	833
2:00	7	12	30	122	379	293	47	7	1	0	0	0	1	899
3:00	1	0	9	105	427	317	52	6	1	0	0	0	0	918
4:00	131	44	61	182	350	228	54	4	2	1	1	0	1	1059
5:00	185	48	45	156	371	184	37	4	0	2	0	1	0	1033
6:00	0	8	24	76	402	342	75	5	1	1	1	0	0	935
7:00	1	0	3	70	333	332	62	10	2	0	0	1	0	814
8:00	0	1	16	111	318	208	42	2	2	0	1	0	0	701
9:00	0	3	16	98	198	183	33	3	0	0	0	0	0	534
10:00	5	6	9	29	165	107	35	4	2	0	0	0	1	363
11:00	0	0	5	16	85	78	29	4	1	0	0	0	0	218
Total	353	168	357	1902	6229	4729	941	110	29	9	7	9	22	14865
	Percentile		15t		50t	85t	95t							
	Speed		28		33	37	40							
	Mean Speed	Average												
	10 MP	Pace Speed	33.8											
	umber in Pace		31-40											
	Percent in Pace		10523											
	Percent in Pace		74.0											
	umber 30 MP		12085											
	Percent 30 MP		81.3											
Grand Total	778	316	800	4150	12188	8672	1722	204	41	15	12	17	49	28964
Stats	Percentile		15t		50t	85t	95t							
	Speed		28		33	37	40							
	Mean Speed	Average												
	10 MP	Pace Speed	33.5											
	umber in Pace		31-40											
	Percent in Pace		20697											
	umber 30 MP		72.0											
	Percent 30 MP		22920											
	Percent 30 MP		79.1											

MASSDOT CRASH DATA

Pleasant Street at Central Street

Crash Number	City/Town Name	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event
4393365	STOUGHTON	01/09/2017	Mon	Property damage only (none injured)	7:56 AM	2017	D1: (No improper driving) / D2: (Disregarded traffic signs, signals, road markings),(Visibility obstructed)	Collision with motor vehicle in traffic
4393564	STOUGHTON	01/22/2017	Sun	Property damage only (none injured)	12:50 AM	2017	D1: (No improper driving) / D2: (Made an improper turn)	Collision with motor vehicle in traffic
4393567	STOUGHTON	01/24/2017	Tue	Property damage only (none injured)	9:16 AM	2017	D1: (Failed to yield right of way),(Visibility obstructed) / D2: (No improper driving)	Collision with motor vehicle in traffic
4393635	STOUGHTON	01/25/2017	Wed	Property damage only (none injured)	5:55 PM	2017	D1: (No improper driving) / D2: (Followed too closely)	Collision with motor vehicle in traffic
4393645	STOUGHTON	02/01/2017	Wed	Property damage only (none injured)	1:18 PM	2017	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4393580	STOUGHTON	02/04/2017	Sat	Property damage only (none injured)	11:39 AM	2017	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic
4404370	STOUGHTON	07/01/2017	Sat	Non-fatal injury	10:15 AM	2017	D1: (Failed to yield right of way) / D2: (No improper driving)	Collision with motor vehicle in traffic
4422487	STOUGHTON	07/18/2017	Tue	Non-fatal injury	1:42 PM	2017	D1: (No improper driving) / D2: (No improper driving) / D3: (Distracted)	Collision with motor vehicle in traffic
4459447	STOUGHTON	11/10/2017	Fri	Property damage only (none injured)	1:00 PM	2017	D1: (No improper driving) / D2: (Unknown)	Collision with motor vehicle in traffic
4459686	STOUGHTON	11/24/2017	Fri	Property damage only (none injured)	8:42 AM	2017	D1: (Other improper action) / D2: (No improper driving)	Collision with parked motor vehicle
4459559	STOUGHTON	11/25/2017	Sat	Property damage only (none injured)	9:24 PM	2017	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic
4491194	STOUGHTON	12/26/2017	Tue	Property damage only (none injured)	7:42 AM	2017	D1: (Glare) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic
4521940	STOUGHTON	03/02/2018	Fri	Property damage only (none injured)	9:40 AM	2018	D1: (No improper driving) / D2: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner),(Wrong side or wrong way)	Collision with utility pole
4511728	STOUGHTON	03/03/2018	Sat	Unknown	10:02 PM	2018	D1: (Unknown) / D2: (Unknown)	Collision with motor vehicle in traffic
4521669	STOUGHTON	03/04/2018	Sun	Property damage only (none injured)	8:29 AM	2018	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4521474	STOUGHTON	03/05/2018	Mon	Property damage only (none injured)	10:46 PM	2018	D1: (Other improper action) / D2: (No improper driving)	Collision with motor vehicle in traffic
4533524	STOUGHTON	04/09/2018	Mon	Non-fatal injury	8:02 PM	2018	D1: (Other improper action) / D2: (Other improper action)	Collision with motor vehicle in traffic
4533619	STOUGHTON	04/17/2018	Tue	Property damage only (none injured)	7:39 PM	2018	D1: (Other improper action) / D2: (No improper driving)	Collision with motor vehicle in traffic
4575495	STOUGHTON	07/03/2018	Tue	Property damage only (none injured)	1:47 PM	2018	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4575635	STOUGHTON	07/13/2018	Fri	Property damage only (none injured)	9:21 AM	2018	D1: (Distracted),(Followed too closely) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic
4683021	STOUGHTON	02/06/2019	Wed	Property damage only (none injured)	11:59 PM	2019	D1: (No improper driving)	Collision with motor vehicle in traffic
4721441	STOUGHTON	05/07/2019	Tue	Property damage only (none injured)	8:35 AM	2019	D1: (No improper driving)	Collision with motor vehicle in traffic
4734696	STOUGHTON	06/10/2019	Mon	Property damage only (none injured)	3:10 PM	2019	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic
4738650	STOUGHTON	07/17/2019	Wed	Property damage only (none injured)	6:10 PM	2019	D1: (Distracted) / D2: (No improper driving)	Collision with motor vehicle in traffic
4756044	STOUGHTON	08/20/2019	Tue	Non-fatal injury	12:31 PM	2019	D1: (Illness) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic
4756020	STOUGHTON	08/20/2019	Tue	Property damage only (none injured)	11:07 AM	2019	D1: (Other improper action)	Collision with other light pole or other post/support
4756055	STOUGHTON	09/03/2019	Tue	Property damage only (none injured)	12:51 PM	2019	D1: (No improper driving)	Collision with other light pole or other post/support
4755995	STOUGHTON	09/13/2019	Fri	Property damage only (none injured)	1:09 PM	2019	D1: (No improper driving) / D2: (Glare)	Collision with motor vehicle in traffic
4778199	STOUGHTON	10/10/2019	Thu	Property damage only (none injured)	1:48 PM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4778198	STOUGHTON	10/10/2019	Thu	Non-fatal injury	11:19 AM	2019	D1: (Exceeded authorized speed limit),(Followed too closely)	Collision with unknown fixed object
4778075	STOUGHTON	10/18/2019	Fri	Property damage only (none injured)	1:53 PM	2019	D1: (No improper driving) / D2: (Unknown)	Collision with parked motor vehicle
4778083	STOUGHTON	10/30/2019	Wed	Property damage only (none injured)	9:06 AM	2019	D1: (Operating defective equipment) / D2: (No improper driving)	Collision with motor vehicle in traffic
4799978	STOUGHTON	12/01/2019	Sun	Property damage only (none injured)	6:18 PM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4799980	STOUGHTON	12/02/2019	Mon	Property damage only (none injured)	12:29 AM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4810626	STOUGHTON	01/08/2020	Wed	Non-fatal injury	9:37 AM	2020	D1: (No improper driving) / D2: (Followed too closely)	Collision with motor vehicle in traffic
4847811	STOUGHTON	03/21/2020	Sat	Property damage only (none injured)	5:09 PM	2020	D1: (Illness),(Failed to yield right of way) / D2: (No improper driving)	Collision with motor vehicle in traffic
4847874	STOUGHTON	05/08/2020	Fri	Property damage only (none injured)	3:41 PM	2020	D1: (Over-correcting/over-steering)	Collision with other light pole or other post/support
4884476	STOUGHTON	08/20/2020	Thu	Property damage only (none injured)	3:03 PM	2020	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4884322	STOUGHTON	08/27/2020	Thu	Property damage only (none injured)	1:39 PM	2020	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4903793	STOUGHTON	10/20/2020	Tue	Property damage only (none injured)	2:44 PM	2020	D1: (No improper driving)	Collision with motor vehicle in traffic
4915336	STOUGHTON	11/09/2020	Mon	Property damage only (none injured)	9:01 AM	2020	D1: (Unknown) / D2: (No improper driving)	Collision with motor vehicle in traffic
4937961	STOUGHTON	01/05/2021	Tue	Property damage only (none injured)	10:05 AM	2021	D1: (No improper driving)	Collision with motor vehicle in traffic
4976863	STOUGHTON	04/03/2021	Sat	Property damage only (none injured)	10:45 PM	2021	D1: (No improper driving)	Collision with motor vehicle in traffic
4976884	STOUGHTON	04/16/2021	Fri	Property damage only (none injured)	12:52 PM	2021	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
5002161	STOUGHTON	07/11/2021	Sun	Non-fatal injury	2:52 AM	2021	D1: (Unknown) / D2: (Unknown)	Collision with motor vehicle in traffic
5015373	STOUGHTON	08/26/2021	Thu	Property damage only (none injured)	3:07 PM	2021	D1: (No improper driving)	Collision with other light pole or other post/support
5002213	STOUGHTON	08/26/2021	Thu	Property damage only (none injured)	3:32 PM	2021	D1: (Glare) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic
5015136	STOUGHTON	09/11/2021	Sat	Property damage only (none injured)	12:54 AM	2021	D1: (No improper driving) / D2: (No improper driving) / D3: (Distracted)	Collision with motor vehicle in traffic
5015281	STOUGHTON	09/18/2021	Sat	Property damage only (none injured)	8:31 AM	2021	D1: (No improper driving) / D2: (Failed to yield right of way),(Disregarded traffic signs, signals, road markings)	Collision with motor vehicle in traffic
5084807	STOUGHTON	10/14/2021	Thu	Property damage only (none injured)	4:03 PM	2021	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic
5084860	STOUGHTON	10/18/2021	Mon	Property damage only (none injured)	5:32 PM	2021	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic
5084824	STOUGHTON	10/27/2021	Wed	Property damage only (none injured)	1:27 PM	2021	D1: (Disregarded traffic signs, signals, road markings) / D2: (Disregarded traffic signs, signals, road markings)	Collision with motor vehicle in traffic

Pleasant Street at Central Street

Crash Number	City/Town Name	Crash Date	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Travel Directions (All Vehicles)
439365 STOUGHTON		01/09/2017	Daylight	Angle	Ice	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: N / V2: E
439364 STOUGHTON		01/22/2017	Dark - lighted roadway	Angle	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Turning left	V1: W / V2: E
439367 STOUGHTON		01/24/2017	Daylight	Sideswipe, same direction	Wet	Not at junction	No controls	V1: Turning left / V2: Travelling straight ahead	V1: W / V2: W
439363 STOUGHTON		01/25/2017	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	Traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: E / V2: E
439365 STOUGHTON		02/01/2017	Daylight	Angle	Dry	Four-way intersection	Traffic control signal	V1: Turning left / V2: Travelling straight ahead	V1: E / V2: N
439380 STOUGHTON		02/04/2017	Daylight	Rear-end	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: S / V2: S
440437 STOUGHTON		07/01/2017	Daylight	Angle	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: S / V2: N
4422487 STOUGHTON		07/18/2017	Daylight	Rear-end	Dry	Four-way intersection	Traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead / V3: Travelling straight ahead	V1: S / V2: S / V3: S
4459447 STOUGHTON		11/10/2017	Daylight	Rear-end	Dry	Not at junction	Traffic control signal	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: N / V2: N
4459684 STOUGHTON		11/24/2017	Daylight	Unknown	Dry	Four-way intersection	Traffic control signal	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: N / V2: N
4459559 STOUGHTON		11/25/2017	Dark - lighted roadway	Rear-end	Dry	Not at junction	Traffic control signal	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: S / V2: S
4491194 STOUGHTON		12/26/2017	Daylight	Angle	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Turning right	V1: E / V2: N / V3: S
4521940 STOUGHTON		03/02/2018	Daylight	Single vehicle crash	Wet	Four-way intersection	Stop signs	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: W / V2: E
4511728 STOUGHTON		03/03/2018	Dark - roadway not lighted	Sideswipe, opposite direction	Dry	Four-way intersection	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: N / V2: E
4521669 STOUGHTON		03/04/2018	Daylight	Unknown	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: S / V2: W
4521474 STOUGHTON		03/05/2018	Dark - lighted roadway	Angle	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: S / V2: W
4533524 STOUGHTON		04/09/2018	Dawn	Angle	Dry	Four-way intersection	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: W / V2: S
4533619 STOUGHTON		04/17/2018	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: W / V2: W
4575495 STOUGHTON		07/03/2018	Daylight	Rear-end	Dry	Not at junction	No controls	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: W / V2: W
4575635 STOUGHTON		07/13/2018	Daylight	Rear-end	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1: N / V2: N / V3: N
4683021 STOUGHTON		02/06/2019	Dark - lighted roadway	Rear-end	Wet	Not at junction	Traffic control signal	V1: Slowing or stopped in traffic	V1: S
4721441 STOUGHTON		05/07/2019	Unknown	Unknown	Unknown	Unknown	Unknown	V1: Unknown	V1: N
4734696 STOUGHTON		06/10/2019	Daylight	Rear-end	Dry	Not at junction	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: E / V2: E
4738654 STOUGHTON		07/17/2019	Daylight	Rear-end	Wet	Four-way intersection	Stop signs	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: E / V2: E
4756044 STOUGHTON		08/20/2019	Daylight	Sideswipe, opposite direction	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Travelling straight ahead	V1: W / V2: E / V3: E
4756020 STOUGHTON		08/20/2019	Daylight	Single vehicle crash	Dry	Four-way intersection	Traffic control signal	V1: Turning right	V1: N
4756055 STOUGHTON		09/03/2019	Daylight	Single vehicle crash	Dry	Four-way intersection	Traffic control signal	V1: Turning right	V1: N
4755995 STOUGHTON		09/13/2019	Daylight	Angle	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: E / V2: S
4778199 STOUGHTON		10/10/2019	Daylight	Sideswipe, opposite direction	Wet	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: S / V2: W
4778198 STOUGHTON		10/10/2019	Daylight	Single vehicle crash	Wet	Four-way intersection	Traffic control signal	V1: Travelling straight ahead	V1: S
4778075 STOUGHTON		10/18/2019	Daylight	Rear-end	Dry	Four-way intersection	Traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: E / V2: E
4778083 STOUGHTON		10/30/2019	Daylight	Rear-end	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: E / V2: E
4799978 STOUGHTON		12/01/2019	Dark - lighted roadway	Single vehicle crash	Snow	Four-way intersection	Traffic control signal	V1: Slowing or stopped in traffic / V2: Turning right	V1: N / V2: S
4799984 STOUGHTON		12/02/2019	Dark - lighted roadway	Angle	Snow	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: W / V2: S
4810626 STOUGHTON		01/08/2020	Daylight	Rear-end	Ice	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: S / V2: S
4847811 STOUGHTON		03/21/2020	Daylight	Angle	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: E / V2: S
4847874 STOUGHTON		05/08/2020	Daylight	Single vehicle crash	Dry	Four-way intersection	Traffic control signal	V1: Turning left	V1: S
4884476 STOUGHTON		08/20/2020	Daylight	Rear-end	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: W / V2: W
4884322 STOUGHTON		08/27/2020	Daylight	Angle	Wet	Four-way intersection	Traffic control signal	V1: Turning right / V2: Turning left	V1: E / V2: E
4903793 STOUGHTON		10/20/2020	Daylight	Rear-end	Dry	Four-way intersection	Flashing traffic control signal	V1: Slowing or stopped in traffic	V1: N
4915336 STOUGHTON		11/09/2020	Daylight	Rear-end	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: Not Reported / V2: W
4937961 STOUGHTON		01/05/2021	Daylight	Rear-end	Dry	Four-way intersection	Traffic control signal	V1: Slowing or stopped in traffic	V1: N
4976863 STOUGHTON		04/03/2021	Dark - lighted roadway	Angle	Dry	Four-way intersection	No controls	V1: Travelling straight ahead	V1: E
4976884 STOUGHTON		04/16/2021	Daylight	Rear-end	Wet	Not at junction	Traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: S / V2: S
5002161 STOUGHTON		07/11/2021	Dark - lighted roadway	Angle	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Turning left	V1: S / V2: S
5015373 STOUGHTON		08/26/2021	Daylight	Single vehicle crash	Dry	Four-way intersection	Traffic control signal	V2: Turning right / V1: Turning right	V2: E / V1: E
5002213 STOUGHTON		08/26/2021	Daylight	Rear-end	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Travelling straight ahead	V1: W / V2: E / V3: E
5015136 STOUGHTON		09/11/2021	Dark - lighted roadway	Rear-end	Dry	Not at junction	Traffic control signal	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1: S / V2: S / V3: S
5015281 STOUGHTON		09/18/2021	Daylight	Rear-end	Dry	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: N / V2: N
5084807 STOUGHTON		10/14/2021	Daylight	Angle	Dry	Four-way intersection	Traffic control signal	V2: Travelling straight ahead / V1: Travelling straight ahead	V2: S / V1: E
5084860 STOUGHTON		10/18/2021	Daylight	Rear-end	Dry	Not at junction	No controls	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: W / V2: W
5084824 STOUGHTON		10/27/2021	Daylight	Angle	Wet	Four-way intersection	Traffic control signal	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: W / V2: S

Pleasant Street at Central Street

Crash Number	City/Town Name	Crash Date	Weather Conditions	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection/Roadway
4393365	STOUGHTON	01/09/2017	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PLEASANT ST / CENTRAL ST	
4393564	STOUGHTON	01/22/2017	Clear/Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL ST / PLEASANT ST	
4393567	STOUGHTON	01/24/2017	Cloudy/Rain	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	719	CENTRAL ST	
4393635	STOUGHTON	01/25/2017	Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PLEASANT ST / CENTRAL ST	
4393645	STOUGHTON	02/01/2017	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	719	CENTRAL ST	
4393580	STOUGHTON	02/04/2017	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PLEASANT ST / CENTRAL ST	
4404370	STOUGHTON	07/01/2017	Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	719	CENTRAL ST	
4422487	STOUGHTON	07/18/2017	Clear/Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	716	CENTRAL ST	
4459447	STOUGHTON	11/10/2017	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	399	PLEASANT ST	
4459686	STOUGHTON	11/24/2017	Clear	V1:(Collision with parked motor vehicle) / V2:(Collision with motor vehicle in traffic)		PLEASANT ST	
4459559	STOUGHTON	11/25/2017	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	419	PLEASANT ST / CENTRAL ST	
4491194	STOUGHTON	12/26/2017	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CENTRAL ST / PLEASANT ST	
4521940	STOUGHTON	03/02/2018	Rain/Severe crosswinds	V1:(Collision with utility pole) / V2:(Collision with light pole or other post/support)	705	CENTRAL STREET	PLEASANT STREET
4511728	STOUGHTON	03/03/2018	Clear/Other	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL ST / PLEASANT ST	
4521669	STOUGHTON	03/04/2018	Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	716	CENTRAL ST	PLEASANT ST
4521474	STOUGHTON	03/05/2018	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL ST / PLEASANT ST	
4533524	STOUGHTON	04/09/2018	Clear/Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL ST / PLEASANT ST	
4533619	STOUGHTON	04/17/2018	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PLEASANT ST / CENTRAL ST	
4575495	STOUGHTON	07/03/2018	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	419	PLEASANT ST	CENTRAL ST
4575633	STOUGHTON	07/13/2018	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		PLEASANT ST / CENTRAL ST	
4683021	STOUGHTON	02/06/2019	Cloudy/Rain	V1:(Collision with motor vehicle in traffic)	434	PLEASANT ST	
4721441	STOUGHTON	05/07/2019	Clear/Cloudy	V1:(Collision with motor vehicle in traffic)	412	PLEASANT ST	
4734696	STOUGHTON	06/10/2019	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL STREET / PLEASANT STREET	
4738650	STOUGHTON	07/17/2019	Rain/Other	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PLEASANT STREET / CENTRAL STREET	
4756044	STOUGHTON	08/20/2019	Clear/Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	716	CENTRAL ST	
4756020	STOUGHTON	08/20/2019	Clear/Other	V1:(Collision with utility pole)		CENTRAL ST / PLEASANT ST	
4756055	STOUGHTON	09/03/2019	Clear	V1:(Collision with light pole or other post/support)	716	CENTRAL ST	
4755995	STOUGHTON	09/13/2019	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL ST / PLEASANT ST	
4778199	STOUGHTON	10/10/2019	Cloudy/Rain	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	719	CENTRAL ST	
4778190	STOUGHTON	10/10/2019	Cloudy/Rain	V1:(Collision with fence)	434	PLEASANT ST	
4778075	STOUGHTON	10/18/2019	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL ST / PLEASANT ST	
4778083	STOUGHTON	10/30/2019	Clear/Unknown	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	693	CENTRAL ST	
4799978	STOUGHTON	12/01/2019	Snow/Unknown	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL ST / PLEASANT ST	
4799980	STOUGHTON	12/02/2019	Snow/Sleet, hail (freezing rain or drizzle)	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	419	PLEASANT ST	CENTRAL ST
4810626	STOUGHTON	01/08/2020	Blowing sand, snow	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	412	PLEASANT ST	
4847811	STOUGHTON	03/21/2020	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	419	PLEASANT ST	CENTRAL ST
4847874	STOUGHTON	05/08/2020	Cloudy	V1:(Collision with light pole or other post/support)		PLEASANT STREET / CENTRAL STREET	
4884476	STOUGHTON	08/20/2020	Clear/Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	716	CENTRAL ST	
4884322	STOUGHTON	08/27/2020	Rain/Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	719	CENTRAL ST	
4903793	STOUGHTON	10/20/2020	Clear	V1:(Collision with motor vehicle in traffic)		PLEASANT ST / CENTRAL ST	
4915336	STOUGHTON	11/09/2020	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	693	CENTRAL ST	
4937961	STOUGHTON	01/05/2021	Cloudy	V1:(Collision with motor vehicle in traffic)		CENTRAL ST / PLEASANT ST	
4976863	STOUGHTON	04/03/2021	Clear	V1:(Collision with motor vehicle in traffic)	719	CENTRAL ST	
4976884	STOUGHTON	04/16/2021	Cloudy/Snow	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	419	PLEASANT ST	
5002161	STOUGHTON	07/11/2021	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL ST / PLEASANT ST	
5015373	STOUGHTON	08/26/2021	Clear	V2:(Collision with light pole or other post/support) / V1:(Collision with light pole or other post/support)	716	CENTRAL STREET	
5002213	STOUGHTON	08/26/2021	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	716	CENTRAL ST	
5015136	STOUGHTON	09/11/2021	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	419	PLEASANT ST	
5015281	STOUGHTON	09/18/2021	Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CENTRAL STREET / PLEASANT STREET	
5084807	STOUGHTON	10/14/2021	Clear	V2:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)		CENTRAL ST / PLEASANT ST	
5084860	STOUGHTON	10/18/2021	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	702	CENTRAL ST	
5084824	STOUGHTON	10/27/2021	Rain	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	716	CENTRAL ST	

Pleasant Street at Pine Street

Crash Number	City/Town Name	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event
4393563	STOUGHTON	01/01/2017	Sun	Property damage only (none injured)	9:03 AM	2017	D1: (Unknown)	Collision with utility pole
4393523	STOUGHTON	05/31/2017	Wed	Non-fatal injury	12:24 PM	2017	D1: (Other improper action) / D2: (No improper driving)	Collision with motor vehicle in traffic
4424732	STOUGHTON	09/01/2017	Fri	Property damage only (none injured)	5:07 PM	2017	D1: (No improper driving)	Collision with motor vehicle in traffic
4424751	STOUGHTON	09/13/2017	Wed	Property damage only (none injured)	12:46 PM	2017	D1: (No improper driving) / D2: (Unknown)	Collision with motor vehicle in traffic
4441651	STOUGHTON	09/27/2017	Wed	Non-fatal injury	4:13 PM	2017	D1: (Failed to yield right of way) / D2: (No improper driving)	Collision with motor vehicle in traffic
4511574	STOUGHTON	02/18/2018	Sun	Non-fatal injury	7:08 AM	2018	D1: (Exceeded authorized speed limit),(Failure to keep in proper lane or running off road)	Collision with tree
4521706	STOUGHTON	03/25/2018	Sun	Property damage only (none injured)	10:34 PM	2018	D1: (No improper driving)	Collision with motor vehicle in traffic
4548714	STOUGHTON	05/29/2018	Tue	Property damage only (none injured)	5:28 PM	2018	D1: (Unknown)	Collision with motor vehicle in traffic
4602947	STOUGHTON	09/06/2018	Thu	Unknown	2:34 PM	2018	D1: (Unknown)	Collision with utility pole
4686543	STOUGHTON	11/02/2018	Fri	Unknown	12:42 PM	2018	D1: (No improper driving) / D2: (No improper driving) / D3: (No improper driving) / D4: (No improper driving)	Collision with motor vehicle in traffic
4645350	STOUGHTON	11/13/2018	Tue	Property damage only (none injured)	4:25 PM	2018	D1: (Failure to keep in proper lane or running off road)	Collision with utility pole
4645403	STOUGHTON	12/11/2018	Tue	Non-fatal injury	6:52 PM	2018	D1: (No improper driving) / D2: (Failed to yield right of way),(Inattention)	Collision with motor vehicle in traffic
4645419	STOUGHTON	12/24/2018	Mon	Property damage only (none injured)	2:22 PM	2018	D1: (No improper driving)	Collision with motor vehicle in traffic
4659166	STOUGHTON	01/21/2019	Mon	Property damage only (none injured)	3:25 PM	2019	D1: (No improper driving)	Collision with embankment
4659167	STOUGHTON	01/21/2019	Mon	Property damage only (none injured)	1:55 PM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4682946	STOUGHTON	02/25/2019	Mon	Unknown	5:59 AM	2019	D1: (Unknown)	Collision with utility pole
4682987	STOUGHTON	03/11/2019	Mon	Property damage only (none injured)	7:21 AM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4778257	STOUGHTON	11/21/2019	Thu	Property damage only (none injured)	6:24 AM	2019	D1: (Driving too fast for conditions)	Collision with curb
4799968	STOUGHTON	11/27/2019	Wed	Property damage only (none injured)	9:36 AM	2019	D1: (No improper driving) / D2: (Distracted)	Collision with motor vehicle in traffic
4799977	STOUGHTON	12/01/2019	Sun	Non-fatal injury	5:51 PM	2019	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4810638	STOUGHTON	01/13/2020	Mon	Property damage only (none injured)	6:53 PM	2020	D1: (No improper driving)	Collision with animal - other
4937736	STOUGHTON	02/01/2021	Mon	Property damage only (none injured)	7:10 PM	2021	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic
4989222	STOUGHTON	06/27/2021	Sun	Non-fatal injury	5:09 AM	2021	D1: (Unknown)	Collision with utility pole
5001994	STOUGHTON	07/26/2021	Mon	Non-fatal injury	4:40 PM	2021	D1: (Exceeded authorized speed limit) / D2: (No improper driving)	Collision with motor vehicle in traffic
5015282	STOUGHTON	08/25/2021	Wed	Property damage only (none injured)	9:41 PM	2021	D1: (Unknown) / D2: (No improper driving)	Collision with motor vehicle in traffic
5084355	STOUGHTON	10/01/2021	Fri	Property damage only (none injured)	6:52 AM	2021	D1: (No improper driving) / D2: (Followed too closely)	Collision with motor vehicle in traffic

Pleasant Street at Pine Street

Crash Number	City/Town Name	Crash Date	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Travel Directions (All Vehicles)
4393563	STOUGHTON	01/01/2017	Daylight	Single vehicle crash	Ice	T-intersection	No controls	V1: Turning right	V1: S
4393523	STOUGHTON	05/31/2017	Daylight	Rear-end	Dry	T-intersection	No controls	V1: Overtaking/passing / V2: Slowing or stopped in traffic	V1: E / V2: E
4424732	STOUGHTON	09/01/2017	Daylight	Angle	Dry	T-intersection	Stop signs	V1: Slowing or stopped in traffic	V1: S
4424751	STOUGHTON	09/13/2017	Daylight	Angle	Dry	T-intersection	Stop signs	V1: Travelling straight ahead / V2: Turning left	V1: S / V2: E
4441651	STOUGHTON	09/27/2017	Daylight	Angle	Dry	T-intersection	No controls	V1: Turning left / V2: Travelling straight ahead	V1: N / V2: S
4511574	STOUGHTON	02/18/2018	Daylight	Single vehicle crash	Slush	T-intersection	No controls	V1: Turning right	V1: S
4521706	STOUGHTON	03/25/2018	Dark - lighted roadway	Angle	Dry	Not at junction	No controls	V1: Travelling straight ahead	V1: E
4548714	STOUGHTON	05/29/2018	Daylight	Sideswipe, same direction	Dry	T-intersection	Stop signs	V1: Slowing or stopped in traffic	V1: S
4602947	STOUGHTON	09/06/2018	Daylight	Single vehicle crash	Dry	Not at junction	No controls	V1: Travelling straight ahead	V1: S
4686543	STOUGHTON	11/02/2018	Daylight	Angle	Wet	Not at junction	No controls	V1: Turning left / V2: Slowing or stopped in traffic / V3: Travelling straight ahead / V4: Travelling straight ahead	V1: N / V2: N / V3: N / V4: S
4645350	STOUGHTON	11/13/2018	Dark - lighted roadway	Single vehicle crash	Dry	Not at junction	No controls	V1: Travelling straight ahead	V1: E
4645403	STOUGHTON	12/11/2018	Dark - lighted roadway	Angle	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Turning left	V1: E / V2: E
4645419	STOUGHTON	12/24/2018	Daylight	Single vehicle crash	Dry	Not at junction	No controls	V1: Travelling straight ahead	V1: N
4659166	STOUGHTON	01/21/2019	Daylight	Head-on	Ice	Y-intersection	No controls	V1: Turning right	V1: W
4659167	STOUGHTON	01/21/2019	Daylight	Angle	Ice	Y-intersection	Stop signs	V1: Turning right / V2: Slowing or stopped in traffic	V1: W / V2: N
4682946	STOUGHTON	02/25/2019	Daylight	Single vehicle crash	Ice	Not at junction	No controls	V1: Travelling straight ahead	V1: N
4682987	STOUGHTON	03/11/2019	Dawn	Angle	Ice	Y-intersection	No controls	V1: Turning right / V2: Travelling straight ahead	V1: W / V2: E
4778257	STOUGHTON	11/21/2019	Daylight	Single vehicle crash	Ice	Not at junction	No controls	V1: Travelling straight ahead	V1: E
4799968	STOUGHTON	11/27/2019	Daylight	Sideswipe, opposite direction	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: E / V2: W
4799977	STOUGHTON	12/01/2019	Dark - roadway not lighted	Head-on	Snow	Y-intersection	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: N / V2: S
4810638	STOUGHTON	01/13/2020	Dark - lighted roadway	Single vehicle crash	Wet	Not at junction	No controls	V1: Travelling straight ahead	V1: S
4937736	STOUGHTON	02/01/2021	Dark - lighted roadway	Head-on	Snow	Y-intersection	No controls	V1: Turning right / V2: Travelling straight ahead	V1: N / V2: S
4989222	STOUGHTON	06/27/2021	Dawn	Single vehicle crash	Dry	Not at junction	No controls	V1: Travelling straight ahead	V1: E
5001994	STOUGHTON	07/26/2021	Daylight	Angle	Dry	T-intersection	Stop signs	V1: Travelling straight ahead / V2: Turning left	V1: W / V2: E
5015282	STOUGHTON	08/25/2021	Dark - lighted roadway	Sideswipe, opposite direction	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: W / V2: W
5084355	STOUGHTON	10/01/2021	Daylight	Rear-end	Dry	Not at junction	No controls	V2: Travelling straight ahead / V1: Travelling straight ahead	V2: N / V1: N

Pleasant Street at Pine Street

Crash Number	City/Town Name	Crash Date	Weather Conditions	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
4393563	STOUGHTON	01/01/2017	Clear	V1:(Collision with utility pole)		PLEASANT STREET Rte SR139 W / PINE STREET	
4393523	STOUGHTON	05/31/2017	Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PINE ST / PLEASANT ST	
4424732	STOUGHTON	09/01/2017	Clear	V1:(Collision with motor vehicle in traffic)		PINE ST / PLEASANT ST	
4424751	STOUGHTON	09/13/2017	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PLEASANT STREET / PINE STREET	
4441651	STOUGHTON	09/27/2017	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PINE ST / PLEASANT ST	
4511574	STOUGHTON	02/18/2018	Clear	V1:(Collision with tree)		PLEASANT ST Rte 139 S / PINE ST	
4521706	STOUGHTON	03/25/2018	Clear	V1:(Collision with motor vehicle in traffic)		PLEASANT ST / PINE ST	
4548714	STOUGHTON	05/29/2018	Clear	V1:(Collision with motor vehicle in traffic)		PLEASANT ST / PINE ST	
4602947	STOUGHTON	09/06/2018	Clear	V1:(Collision with utility pole)		PLEASANT ST / PINE ST	
4686543	STOUGHTON	11/02/2018	Rain	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic) / V4:(Collision with motor vehicle in traffic)		PLEASANT STREET / PINE STREET	
4645350	STOUGHTON	11/13/2018	Clear	V1:(Collision with utility pole)		PLEASANT ST / PINE ST	
4645403	STOUGHTON	12/11/2018	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	757	PLEASANT ST	
4645419	STOUGHTON	12/24/2018	Clear	V1:(Collision with motor vehicle in traffic)		PINE STREET	PLEASANT STREET Rte SR139
4659166	STOUGHTON	01/21/2019	Cloudy	V1:(Collision with embankment)		PINE ST / PLEASANT ST	
4659167	STOUGHTON	01/21/2019	Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PINE ST / PLEASANT ST	
4682946	STOUGHTON	02/25/2019	Cloudy	V1:(Collision with utility pole)	771	PLEASANT ST	
4682987	STOUGHTON	03/11/2019	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PINE ST / PLEASANT ST	
4778257	STOUGHTON	11/21/2019	Clear	V1:(Collision with curb)	757	PLEASANT ST	
4799968	STOUGHTON	11/27/2019	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PLEASANT ST / PINE ST	
4799977	STOUGHTON	12/01/2019	Snow	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PLEASANT STREET Rte SR139 W / PINE STREET	
4810638	STOUGHTON	01/13/2020	Cloudy	V1:(Collision with animal - other)		PLEASANT ST / PINE ST	
4937736	STOUGHTON	02/01/2021	Snow/Blowing sand, snow	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PINE ST / PLEASANT ST	
4989222	STOUGHTON	06/27/2021	Clear	V1:(Collision with utility pole)		PINE ST / PLEASANT ST	
5001994	STOUGHTON	07/26/2021	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		PLEASANT ST / PINE ST	
5015282	STOUGHTON	08/25/2021	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	757	PLEASANT STREET Rte	
5084355	STOUGHTON	10/01/2021	Clear	V2:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)		PLEASANT STREET Rte SR139 E	PINE STREET Rte SR139

Pleasant Street at Turnpike Street

Crash Number	City/Town Name	Crash Date	Day	Crash Severity	Crash Time	Crash Year	Driver Contributing Circumstances (All Drivers)	First Harmful Event
4422520 STOUGHTON	03/14/2017 Tue	Property damage only (none injured)	10:48 AM	2017	D1: (No improper driving) / D2: (Unknown)	Collision with motor vehicle in traffic		
4393413 STOUGHTON	06/20/2017 Tue	Property damage only (none injured)	7:05 AM	2017	D1: (No improper driving) / D2: (Failed to yield right of way)	Collision with motor vehicle in traffic		
4424743 STOUGHTON	09/08/2017 Fri	Non-fatal injury	2:49 AM	2017	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic		
4459440 STOUGHTON	11/04/2017 Sat	Non-fatal injury	1:18 PM	2017	D1: (No improper driving) / D2: (No improper driving) / D3: (Followed too closely)	Collision with motor vehicle in traffic		
4575624 STOUGHTON	07/05/2018 Thu	Property damage only (none injured)	1:53 PM	2018	D1: (No improper driving) / D2: (Other improper action)	Collision with motor vehicle in traffic		
4721337 STOUGHTON	04/24/2019 Wed	Property damage only (none injured)	10:46 PM	2019	D1: (No improper driving)	Collision with curb		
4734799 STOUGHTON	05/28/2019 Tue	Property damage only (none injured)	2:40 PM	2019	D1: (Fatigued/asleep) / D2: (No improper driving) / D3: (No improper driving)	Collision with motor vehicle in traffic		
4778180 STOUGHTON	09/28/2019 Sat	Property damage only (none injured)	4:53 PM	2019	D1: (Glare) / D2: (No improper driving) / D3: (No improper driving) / D4: (No improper driving)	Collision with motor vehicle in traffic		
4847774 STOUGHTON	03/05/2020 Thu	Property damage only (none injured)	1:39 PM	2020	D1: (Unknown) / D2: (Unknown)	Collision with motor vehicle in traffic		
4884484 STOUGHTON	08/31/2020 Mon	Property damage only (none injured)	9:28 AM	2020	D1: (No improper driving) / D2: (No improper driving)	Collision with motor vehicle in traffic		
4915341 STOUGHTON	12/10/2020 Thu	Non-fatal injury	8:43 AM	2020	D1: (No improper driving) / D2: (Inattention)	Collision with motor vehicle in traffic		
4915471 STOUGHTON	12/15/2020 Tue	Property damage only (none injured)	3:51 PM	2020	D1: (No improper driving) / D2: (Glare)	Collision with motor vehicle in traffic		
4989209 STOUGHTON	06/21/2021 Mon	Non-fatal injury	9:43 PM	2021	D1: (Followed too closely) / D2: (No improper driving)	Collision with motor vehicle in traffic		
5002019 STOUGHTON	08/13/2021 Fri	Property damage only (none injured)	3:47 PM	2021	D1: (Inattention) / D2: (No improper driving)	Collision with motor vehicle in traffic		
5084726 STOUGHTON	11/27/2021 Sat	Property damage only (none injured)	7:26 AM	2021	D1: (Unknown)	Collision with median barrier		

Pleasant Street at Turnpike Street

Crash Number	City/Town Name	Crash Date	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Traffic Control Device Type	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Travel Directions (All Vehicles)
4422520	STOUGHTON	03/14/2017	Daylight	Angle	Snow	T-intersection	Traffic control signal	V1: Travelling straight ahead / V2: Turning right	V1: S / V2: N
4393413	STOUGHTON	06/20/2017	Daylight	Sideswipe, same direction	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead	V1: N / V2: N
4424743	STOUGHTON	09/08/2017	Dark - lighted roadway	Rear-end	Dry	T-intersection	Traffic control signal	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1: S / V2: N
4459440	STOUGHTON	11/04/2017	Daylight	Rear-end	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Travelling straight ahead	V1: S / V2: S / V3: S
4575624	STOUGHTON	07/05/2018	Daylight	Angle	Dry	T-intersection	Traffic control signal	V1: Turning left / V2: Travelling straight ahead	V1: E / V2: W
4721337	STOUGHTON	04/24/2019	Dark - lighted roadway	Single vehicle crash	Dry	Y-intersection	Traffic control signal	V1: Travelling straight ahead	V1: N
4734799	STOUGHTON	05/28/2019	Daylight	Rear-end	Wet	Not at junction	No controls	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Travelling straight ahead	V1: S / V2: S / V3: S
4778180	STOUGHTON	09/28/2019	Daylight	Rear-end	Dry	Not at junction	No controls	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic / V4: Slowing or stopped in traffic	V1: W / V2: W / V3: W / V4: W
4847774	STOUGHTON	03/05/2020	Daylight	Rear-end	Dry	Not at junction	No controls	V2: Travelling straight ahead / V1: Travelling straight ahead	V2: S / V1: S
4884484	STOUGHTON	08/31/2020	Daylight	Angle	Dry	T-intersection	Traffic control signal	V1: Slowing or stopped in traffic / V2: Turning right	V1: W / V2: W
4915341	STOUGHTON	12/10/2020	Daylight	Rear-end	Dry	T-intersection	Traffic control signal	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1: S / V2: S
4915471	STOUGHTON	12/15/2020	Daylight	Angle	Dry	T-intersection	Traffic control signal	V1: Travelling straight ahead / V2: Turning left	V1: E / V2: S
4989209	STOUGHTON	06/21/2021	Dark - lighted roadway	Rear-end	Dry	Y-intersection	Traffic control signal	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: N / V2: N
5002019	STOUGHTON	08/13/2021	Daylight	Angle	Dry	T-intersection	Traffic control signal	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1: S / V2: N
5084726	STOUGHTON	11/27/2021	Dark - lighted roadway	Single vehicle crash	Wet	Not at junction	No controls	V1: Travelling straight ahead	V1: N

Pleasant Street at Turnpike Street

Crash Number	City/Town Name	Crash Date	Weather Conditions	Most Harmful Event (All Vehicles)	Roadway	Near Intersection Roadway
4422520	STOUGHTON	03/14/2017	Snow	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	PLEASANT ST / TURNPIKE ST	
4393413	STOUGHTON	06/20/2017	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	TURNPIKE ST Rte 139 / PLEASANT ST Rte 139	
4424743	STOUGHTON	09/08/2017	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	PLEASANT ST / TURNPIKE ST	
4459440	STOUGHTON	11/04/2017	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	PLEASANT ST / TURNPIKE ST	
4575624	STOUGHTON	07/05/2018	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	TURNPIKE ST / PLEASANT ST	
4721337	STOUGHTON	04/24/2019	Clear	V1:(Collision with curb)	PLEASANT ST / TURNPIKE ST	
4734799	STOUGHTON	05/28/2019	Cloudy/Rain	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	TURNPIKE ST / PLEASANT ST	
4778180	STOUGHTON	09/28/2019	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic) / V4:(Collision with motor vehicle in traffic)	PLEASANT ST / TURNPIKE ST	
4847774	STOUGHTON	03/05/2020	Clear	V2:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)	PLEASANT STREET / TURNPIKE STREET	
4884484	STOUGHTON	08/31/2020	Clear/Cloudy	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	TURNPIKE STREET / PLEASANT STREET Rte SR139	
4915341	STOUGHTON	12/10/2020	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	PLEASANT ST / TURNPIKE ST	
4915471	STOUGHTON	12/15/2020	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	PLEASANT ST / TURNPIKE ST	
4989209	STOUGHTON	06/21/2021	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	TURNPIKE ST / PLEASANT ST	
5002019	STOUGHTON	08/13/2021	Clear	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	PLEASANT STREET Rte SR139	TURNPIKE STREET
5084726	STOUGHTON	11/27/2021	Rain	V1:(Collision with median barrier)	TURNPIKE STREET	PLEASANT STREET

MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAPPING

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton COUNT DATE : 6/10/2025

DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : **X**

~ INTERSECTION DATA ~

MAJOR STREET : Pleasant Street (Route 139)

MINOR STREET(S) : Central Street

**INTERSECTION
DIAGRAM
(Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	286	649	403	696		2,034

"K" FACTOR : **0.090** INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME : **22,600**

TOTAL # OF CRASHES : **52** # OF YEARS : **5** AVERAGE # OF CRASHES PER YEAR (A) : **10.40**

CRASH RATE CALCULATION : **1.26** RATE =
$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : Above Statewide and District Crash Rates

Project Title & Date: 10399 - Proposed Mixed-Use Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton COUNT DATE : 6/10/2025

DISTRICT : 5 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Pleasant Street (Route 139)

MINOR STREET(S) : Pine Street

**INTERSECTION
DIAGRAM
(Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB			
PEAK HOURLY VOLUMES (PM) :	476	691	244			1,411

" K " FACTOR : INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES : # OF YEARS : AVERAGE # OF CRASHES PER YEAR (A) :

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

Comments : Above Statewide and District Crash Rates

Project Title & Date: 10399 - Proposed Mixed-Use Development

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Stoughton COUNT DATE : 6/10/2025

DISTRICT : 5 UNSIGNALIZED : SIGNALIZED : **X**

~ INTERSECTION DATA ~

MAJOR STREET : Pleasant Street (Route 139)

MINOR STREET(S) : Turnpike Street (Route 139)

**INTERSECTION
DIAGRAM
(Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB			
PEAK HOURLY VOLUMES (PM) :	599	972	272			1,843

"K" FACTOR : **0.090** INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME : **20,478**

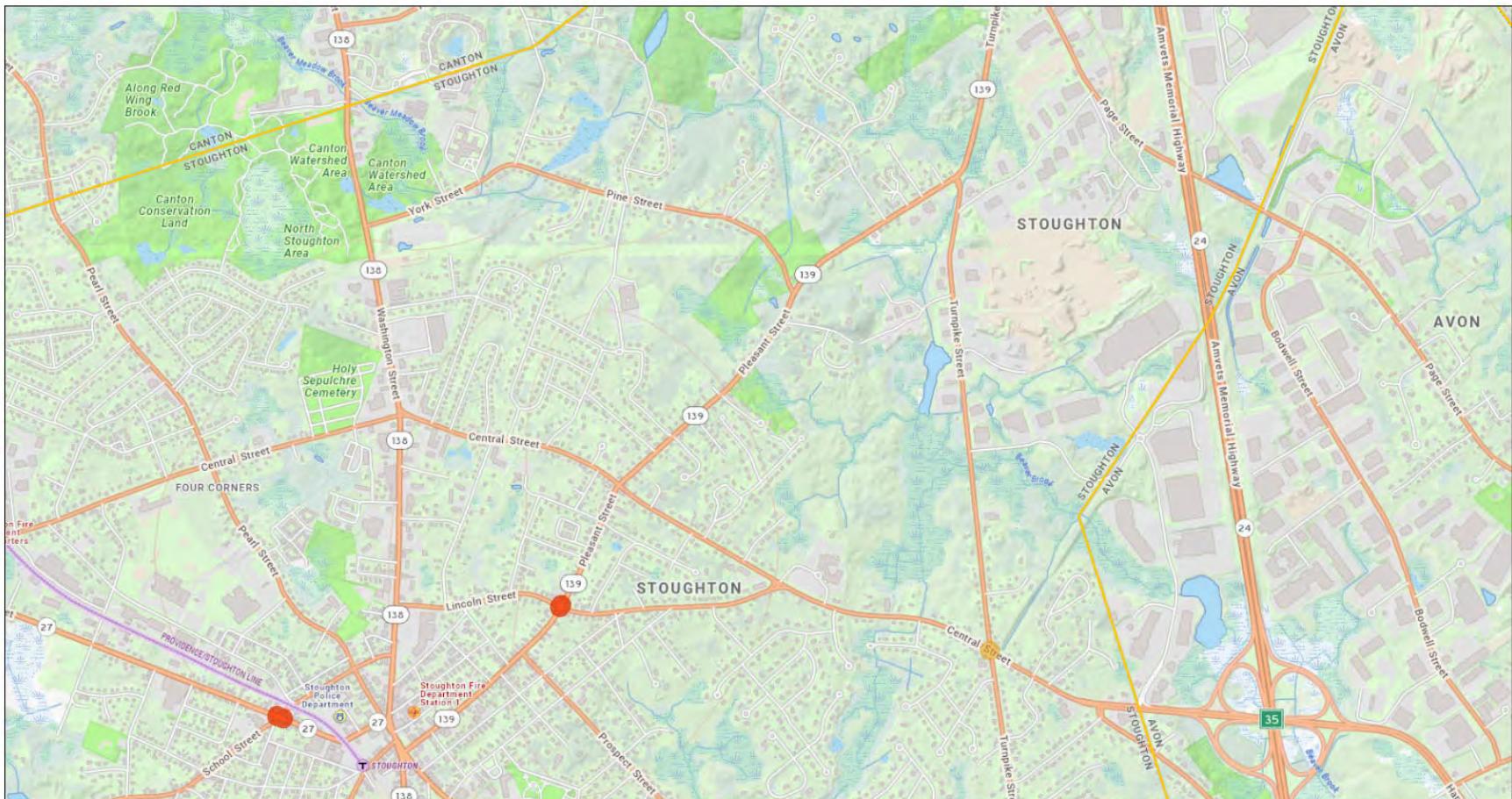
TOTAL # OF CRASHES : **15** # OF YEARS : **5** AVERAGE # OF CRASHES PER YEAR (A) : **3.00**

CRASH RATE CALCULATION : **0.40** RATE =
$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : Below Statewide and District Crash Rates

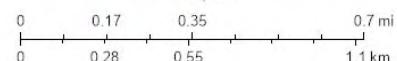
Project Title & Date: 10399 - Proposed Mixed-Use Development

HSIP Map



June 16, 2025

1:18,979



MassGIS

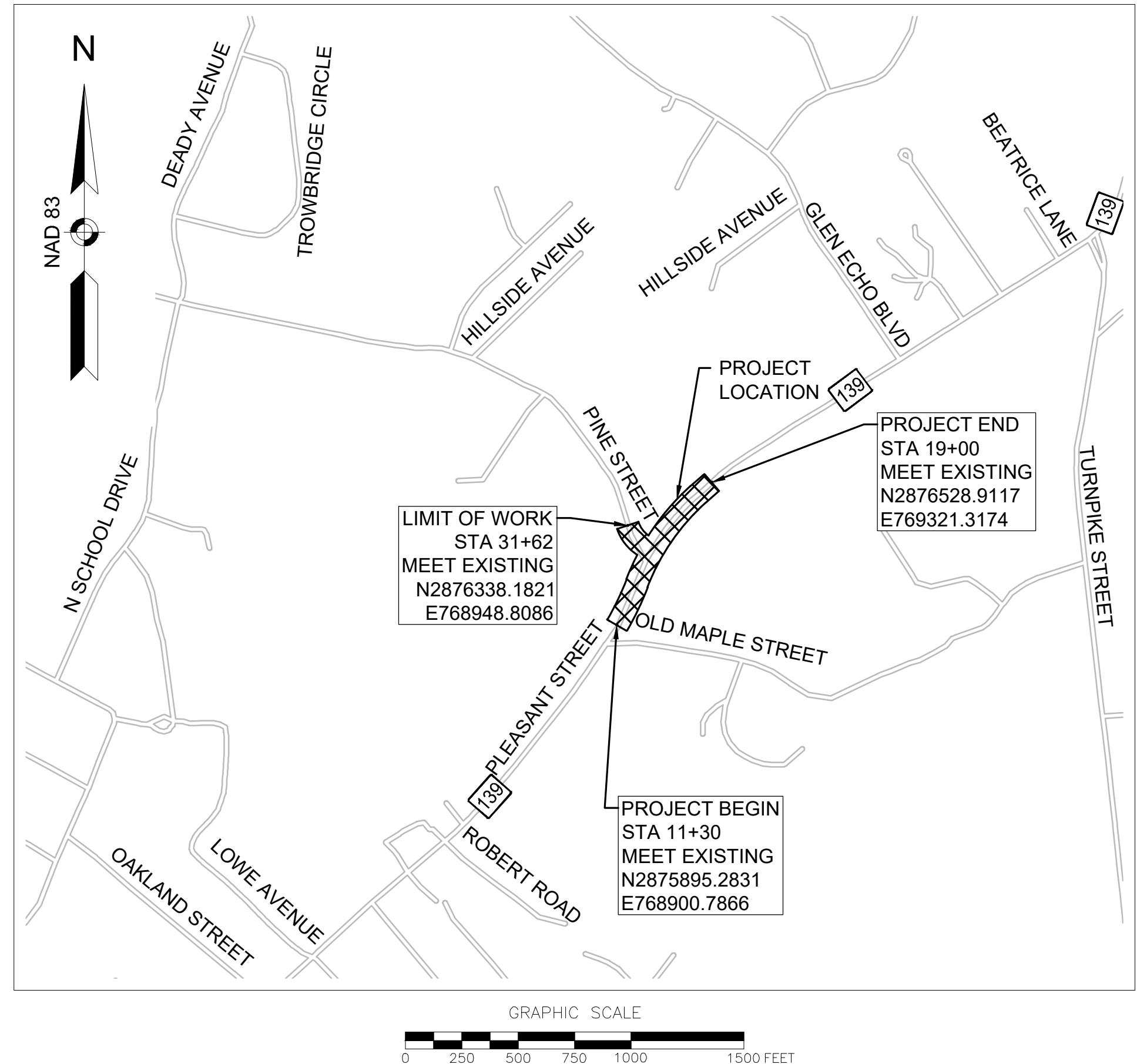
ROADWAY IMPROVEMENT PROJECTS

INTERSECTION IMPROVEMENTS

AT PLEASANT STREET (ROUTE 139) AND PINE STREET

IN THE TOWN OF STOUGHTON NORFOLK COUNTY COMMONWEALTH OF MASSACHUSETTS

INDEX	
SHEET NO.	DESCRIPTION
1	TITLE SHEET & INDEX
2	LEGEND & ABBREVIATIONS
3 - 4	Typical Sections
5	CONSTRUCTION PLAN
6 - 8	CONSTRUCTION PROFILES
9	CURB TIE & GRADING PLAN
10	DRAINAGE & UTILITY PLAN
11	TRAFFIC SIGN & PAVEMENT MARKING PLAN
12	TRAFFIC SIGN SUMMARY SHEET
13 - 14	TEMPORARY TRAFFIC CONTROL PLANS
15 - 16	CONSTRUCTION DETAILS
17	PEDESTRIAN CURB RAMP DETAILS



PS&E SUBMISSION

IN CONFORMANCE WITH THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGES DATED 2024, AS AMENDED, THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK.

NOTES:

ALL CONTRACTORS PERFORMING WORK SHOWN ON THESE PLANS SHALL BE PREQUALIFIED IN ACCORDANCE WITH 720 CMR 5.00, "PREQUALIFICATION OF CONTRACTORS."



TOWN MANAGER
THOMAS J. CALTER

SELECT BOARD
DEBRA ROBERTS
STEPHEN M. CAVEY
SCOTT CARRARA
LOU GITTO
JOSEPH M. MOKRISKY

TOWN ENGINEER
MARC J. TISDELLE

DIRECTOR OF PUBLIC WORKS
PAUL GIFFUNE

INTERSECTION IMPROVEMENTS
AT PLEASANT STREET (ROUTE 139) AND
PINE STREET
STOUGHTON, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE
		09/11/2024
DRAWN/DESIGN BY	CHECKED BY	DMB ZEW

TITLE SHEET & INDEX	
SCALE:	AS NOTED
	NEX-2300173.05

1 OF 17

INTERSECTION IMPROVEMENTS AT PLEASANT STREET (ROUTE 139) AND PINE STREET STOUGHTON, MASSACHUSETTS

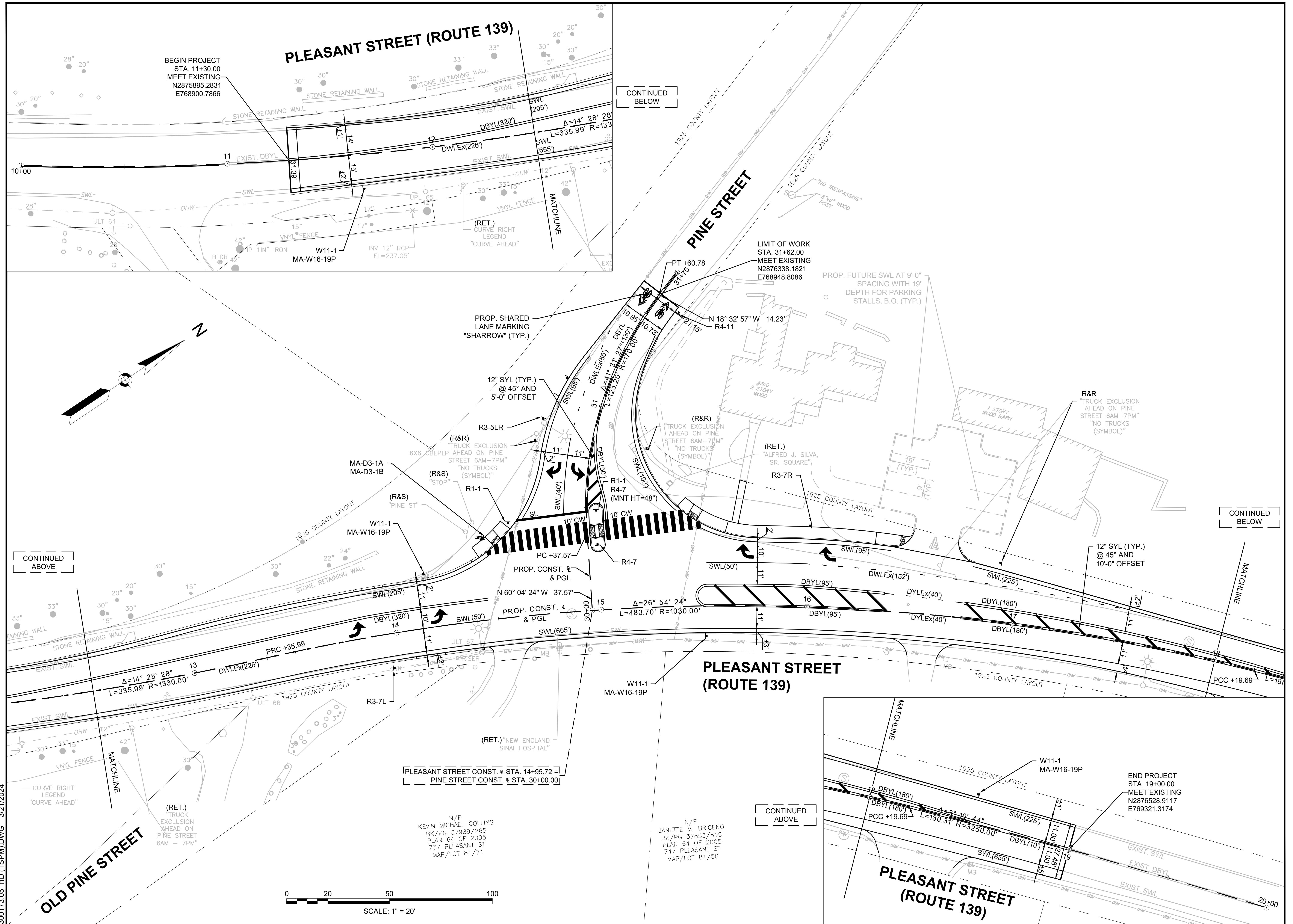
REVISIONS		
NO.	REVISION	DATE
	09/11/2024	

TRAFFIC SIGN & PAVEMENT MARKING PLAN

CALE:
1"=20'

NEX-2300173.05

11 OF 17



GENERAL BACKGROUND TRAFFIC GROWTH

General Background Traffic Growth - Daily Traffic Volumes

CITY/TOWN	ROUTE/STREET	LOCATION	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Annual Growth
Stoughton	Central Street (Route 27)	West of Canton Street						20,107	20,328	20,592	20,819	21,110	21,194	1.06%
Stoughton	Central Street (Route 27)	East of West Street						19,399	19,612	19,867	20,086	20,367	20,448	1.06%
Stoughton	Central Street (Route 27)	West of West Street						18,014	18,212	18,449	18,652	18,913	19,989	2.12%
Stoughton	Washington Street	North of Central Street	18,455	19,600			19,324	19,923	20,381	25,115	25,391	25,746	26,028	5.49%
Stoughton	Station Street	North of Central Street										1,562	1,556	-0.38%
Stoughton	Island Street	North of Central Street (Route 27)						2,863	2,929		3,402	3,412	3,398	0.73%
Stoughton	West Street	South of Central Street (Route 27)						4,565	4,670	4,960	5,044	5,059	5,039	2.02%
Stoughton	Mill Street	South of Island Street									1,677	1,682	1,675	-0.06%
Stoughton	Park Street (Route 27)	North of Walnut Street	16,037	16,214	16,213	16,379	16,498	15,683	15,856	16,062	16,239	16,466	16,532	0.32%
Stoughton	Pleasant Street (Route 139)	South of Union Street	5,080	5,136	5,802	5,883	5,925	5,668	5,730	5,804	5,294	5,368	5,389	0.72%
Stoughton	Canton Street (Route 27)	East of School Street										8,965	9,001	0.40%
Stoughton	School Street	North of Canton Street (Route 27)										6,081	6,057	-0.39%
Stoughton	School Street	South of Canton Street (Route 27)										3,779	3,764	-0.40%
Stoughton	Summer Street	South of School Street										1,166	1,161	-0.43%
Stoughton	Canton Street (Route 27)	West of School Street										9,817	9,856	0.40%
Stoughton	Station Street	West of Pearl Street										1,387	1,381	-0.43%
														0.76%

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS

TRAFFIC IMPACT ASSESSMENT

for

25 Maple Street Warehouse Development Stoughton, Massachusetts

Prepared for:

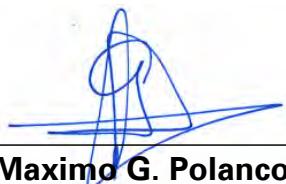
Town of Stoughton

On Behalf of:

**Brookfield Properties
East Rutherford, NJ**

Prepared by:

**Langan Engineering & Environmental Services, Inc.
100 Cambridge Street, Suite 1310
Boston, MA 02114**



Maximo G. Polanco

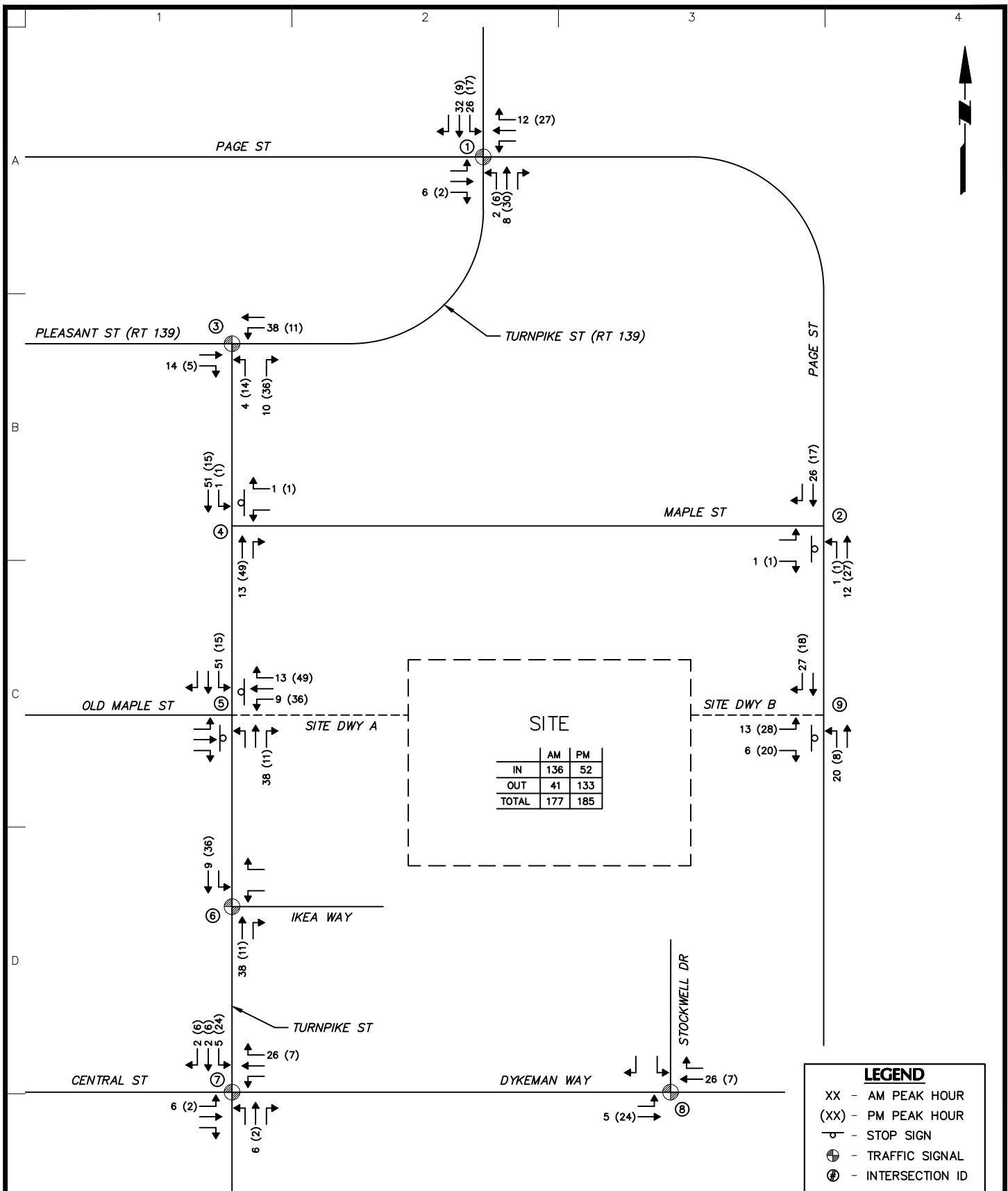


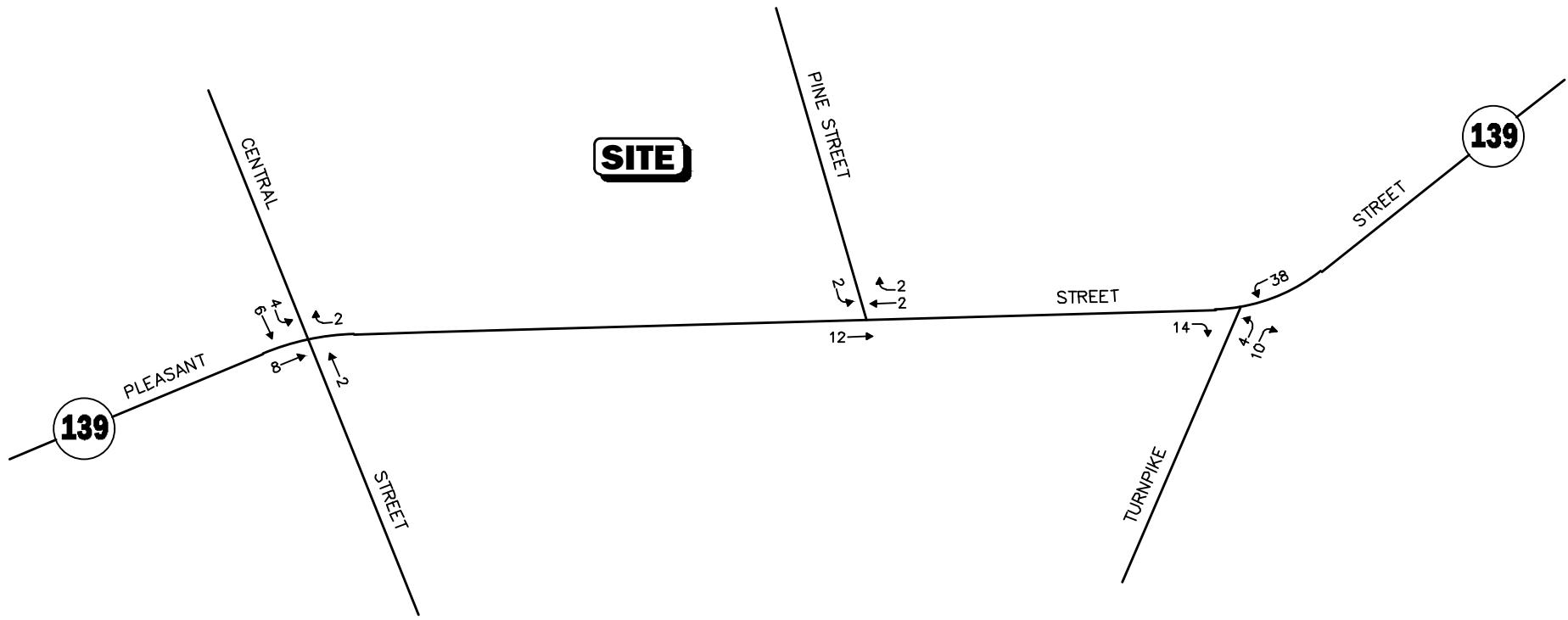
John D. Plante, P.E.
Massachusetts Licensed Professional Engineer No. 38118

August 2022;
December 2022;
Revised: January 2023

LANGAN

Langan Project No. 151022801

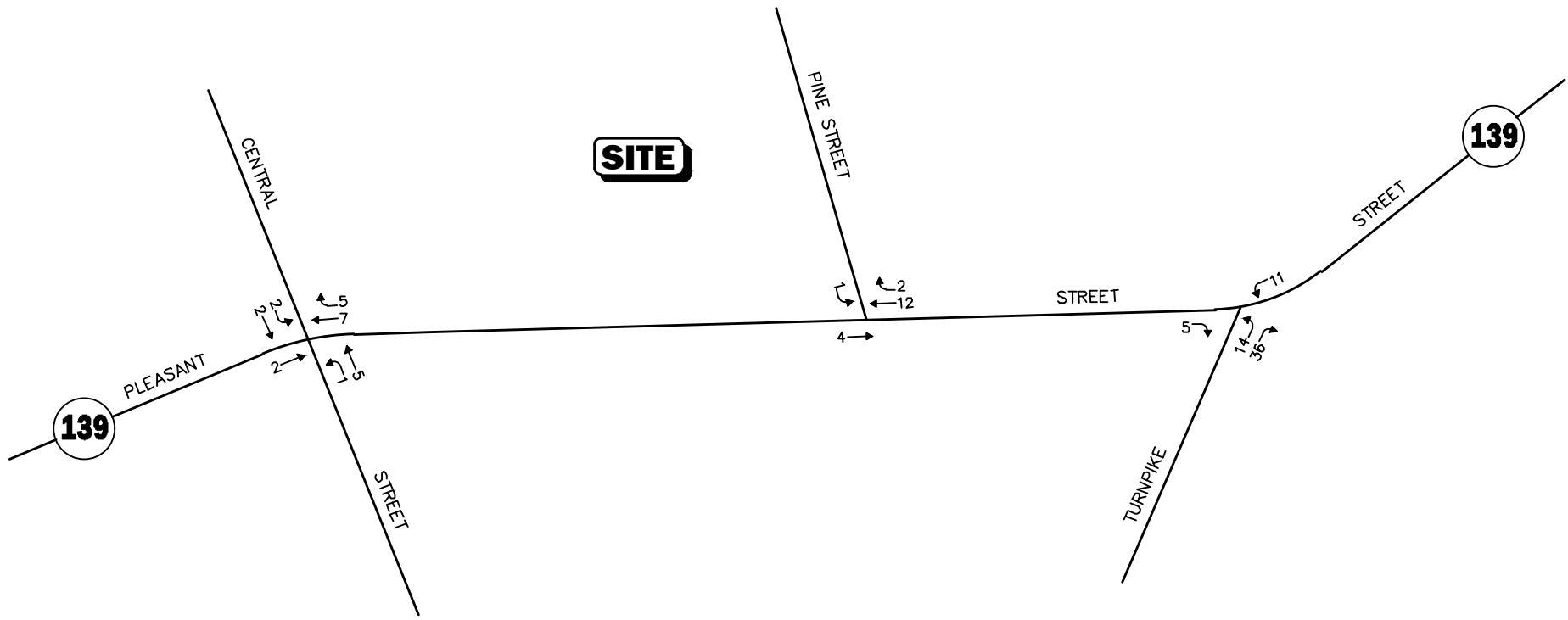




Not To Scale

Figure A-1

V Vanasse &
Associates inc



Not To Scale

V Vanasse &
Associates inc

Figure A-2

Warehouse Development
25 Maple Street
Weekday Evening
Peak-Hour Traffic Volumes



30 Independence Boulevard, Suite 110
Warren, New Jersey 07059
908-769-5588
www.atlantictraffic.com

TRAFFIC IMPACT ANALYSIS for COSTCO WHOLESALE

Proposed Costco Members-Only Fuel Facility

**120 Stockwell Drive
Towns of Stoughton & Avon
Norfolk County, MA**



JOHN R. HARTER
Professional Engineer
Mass. License No. 55850



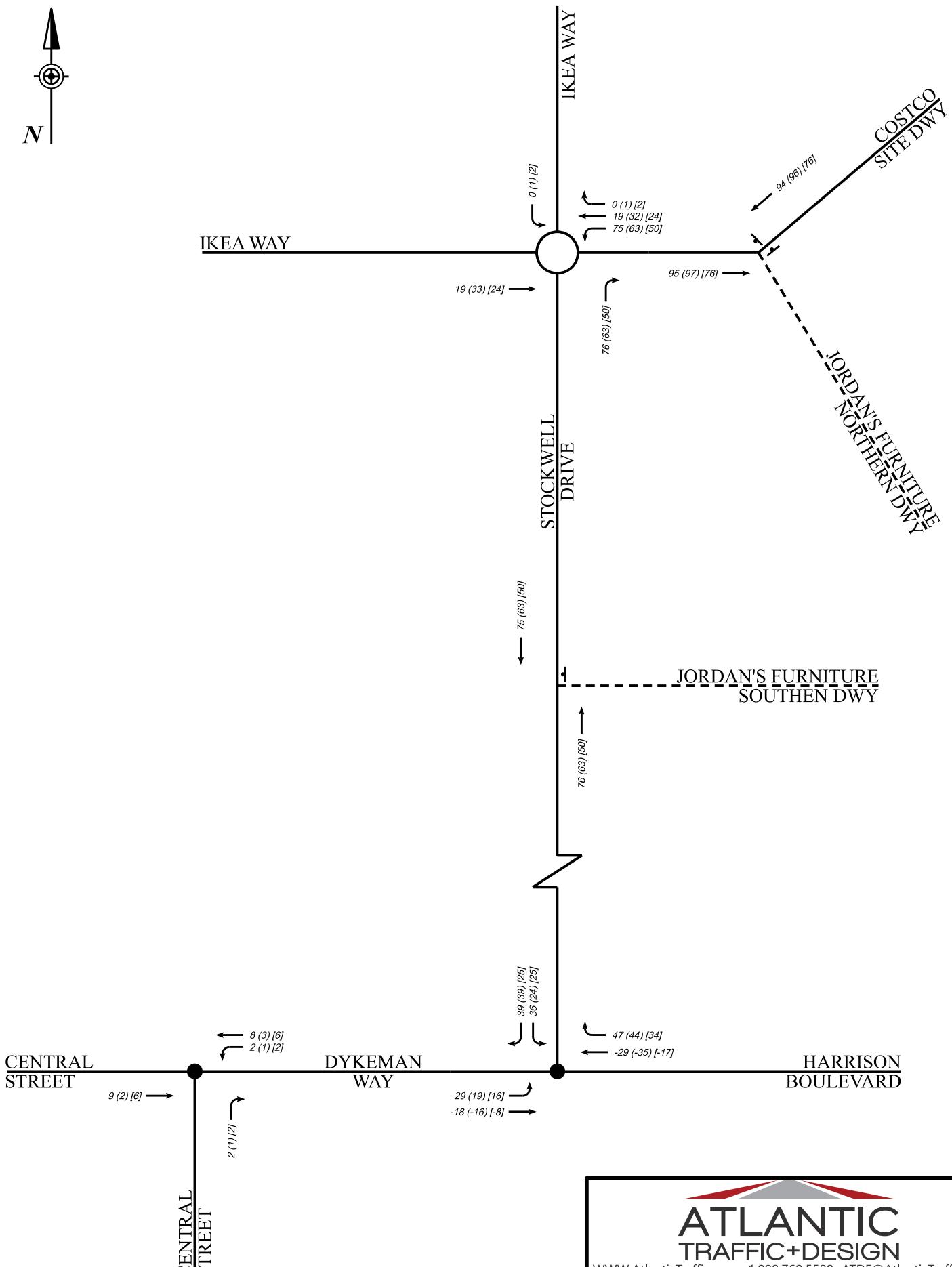
DAVID W. FAHIM
Project Manager

Mass. Business Registration No. 1388870

**Revised: June 13, 2024
February 21, 2024**

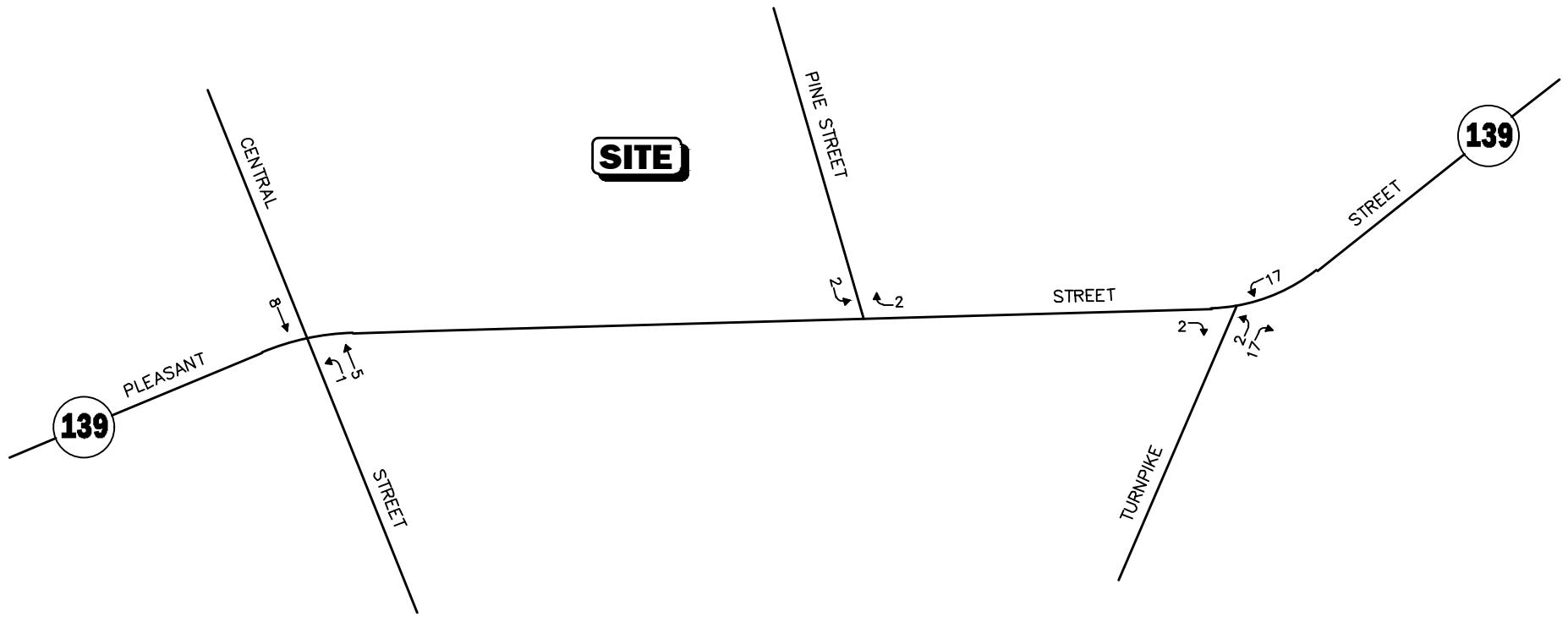
C:\pwworking\projectwise\tpd-c3d\d2191437\COWH00013 - TIA - 2024-06-13.docx//h]

N
↑



KEY:

- STOP CONTROLLED
- SIGNALIZED INTERSECTION



 Not To Scale

 **Vanasse & Associates inc**

Figure A-3

**Proposed Costco Members-Only
Fuel Facility
120 Stockwell Drive, Avon
Weekday Morning
Peak-Hour Traffic Volumes**

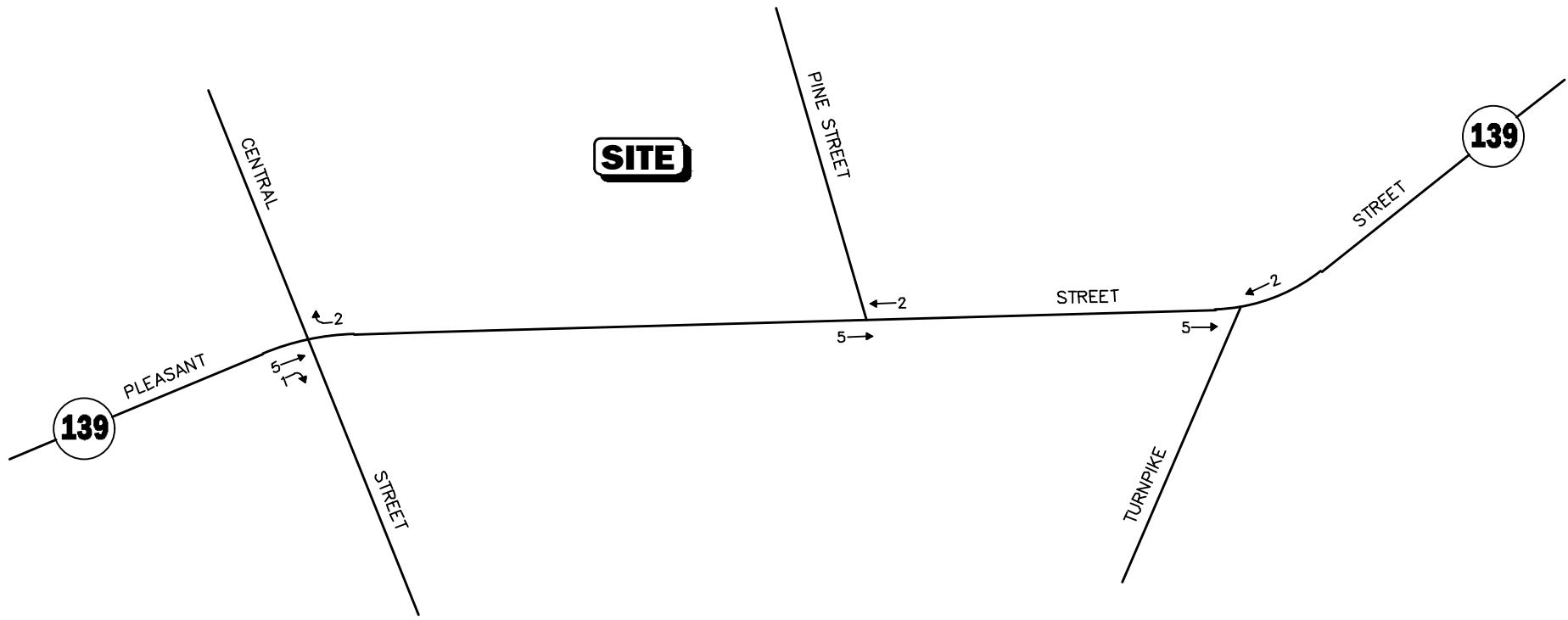


Not To Scale

V Vanasse & Associates inc

Figure A-4

**Proposed Costco Members-Only Fuel Facility
120 Stockwell Drive, Avon
Weekday Evening
Peak-Hour Traffic Volumes**



Not To Scale

V Vanasse & Associates inc

Figure A-5

**Proposed Multifamily Residential Development
810 Washington Street
Weekday Morning Peak-Hour Traffic Volumes**

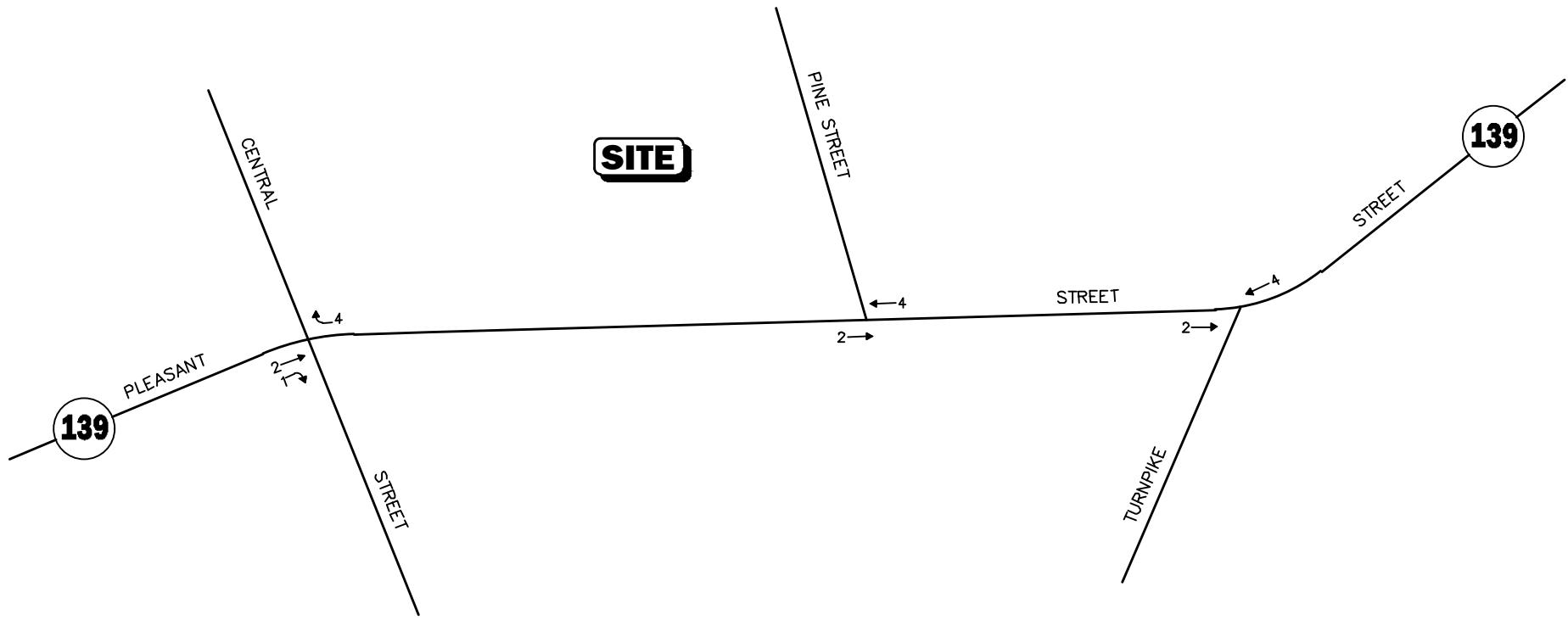
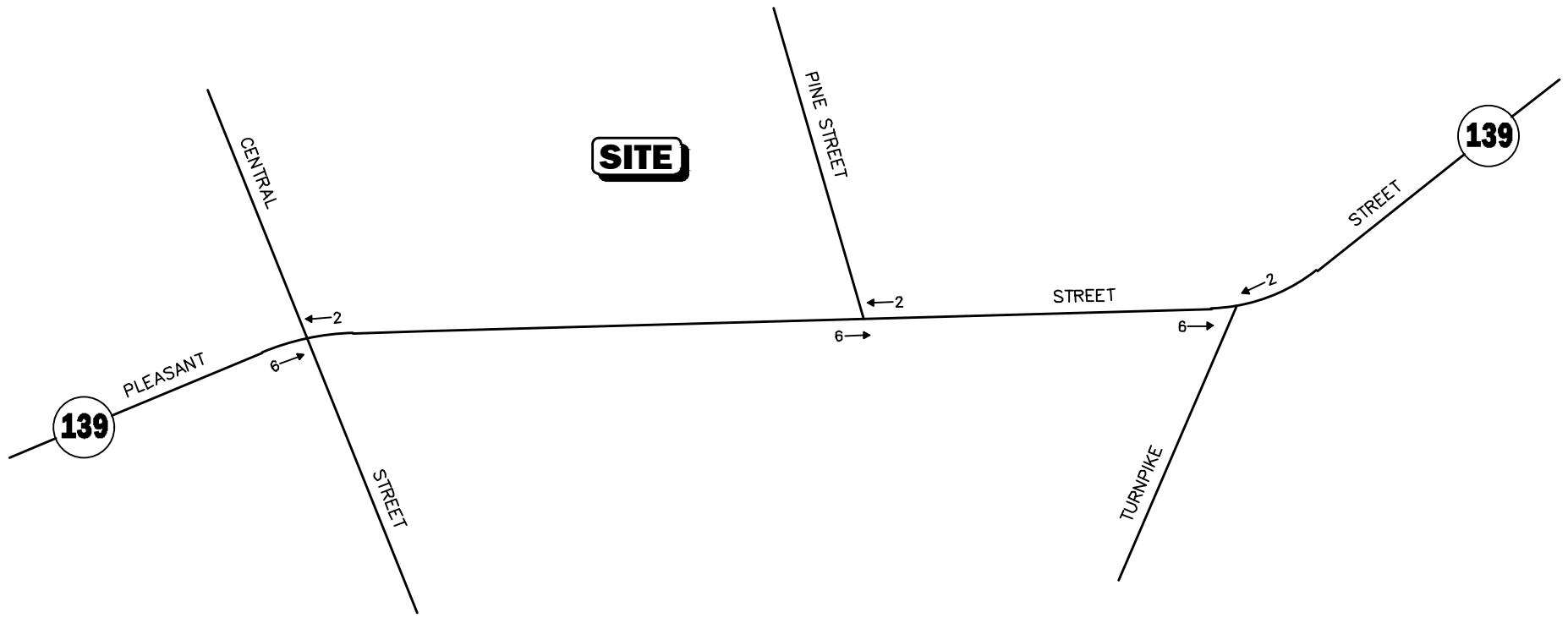


Figure A-6

**Proposed Multifamily Residential Development
810 Washington Street
Weekday Evening Peak-Hour Traffic Volumes**

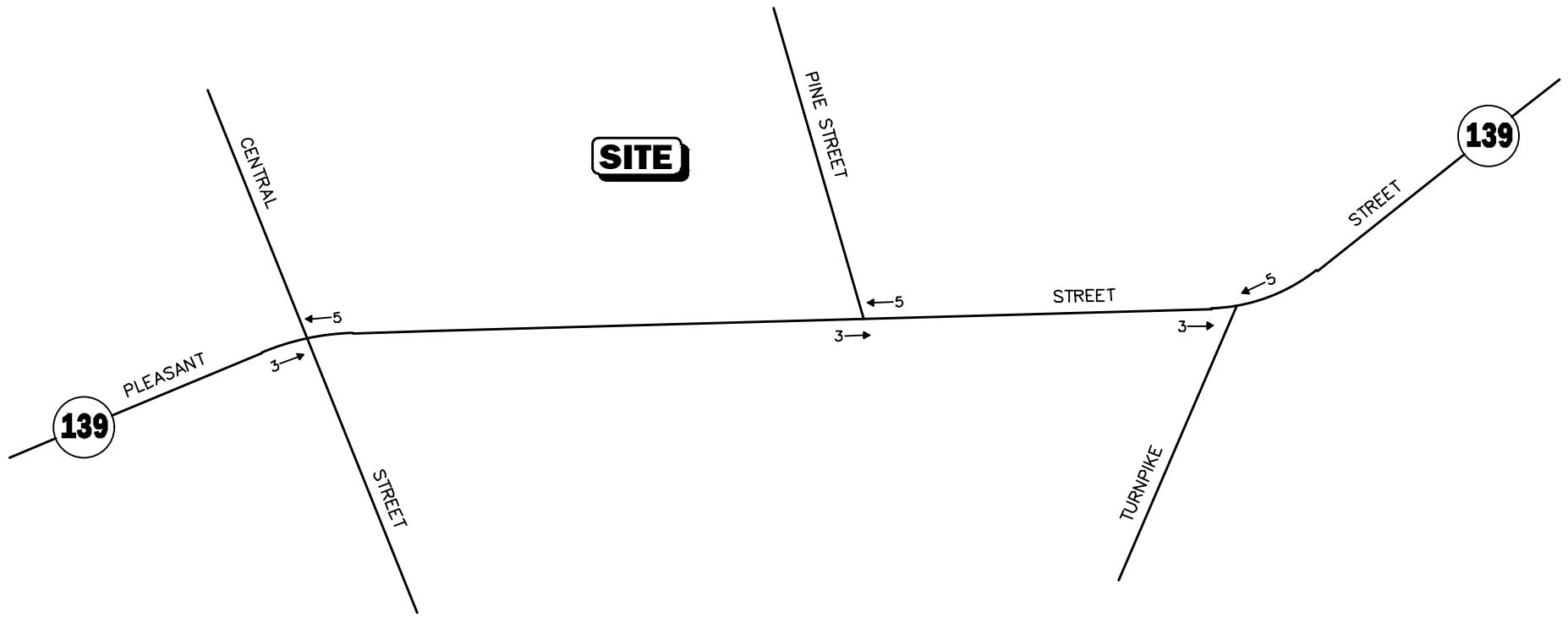


Not To Scale

V Vanasse & Associates inc

Figure A-7

**Proposed Multifamily Residential Development
3 & 23 Morton Street
Weekday Morning Peak-Hour Traffic Volumes**



Not To Scale

V Vanasse & Associates inc

Figure A-8

**Proposed Multifamily Residential Development
3 & 23 Morton Street
Weekday Evening Peak-Hour Traffic Volumes**

TRIP DISTRIBUTION DATA

Proposed Mixed-Use Development

Stoughton, MA

Residence	Workplace	Number	Turnpike Street (East)		Pleasant Street (West)		Central Street (North)		Pine Street (North)		Central Street (South)		Turnpike Street (South)	
Stoughton	Boston	3,974	100%	3974		0		0		0		0		0
Stoughton	Stoughton	1,589	10%	159	20%	318	50%	795		0	10%	159	10%	159
Stoughton	Brockton	831		0	50%	416		0		0	50%	416		0
Stoughton	Canton	737		0		0	30%	221	70%	516		0		0
Stoughton	Quincy	487	100%	487		0		0		0		0		0
Stoughton	Cambridge	485	100%	485		0		0		0		0		0
Stoughton	Braintree	388	100%	388		0		0		0		0		0
Stoughton	Newton	326	100%	326		0		0		0		0		0
Stoughton	Norwood	325	40%	130		0	60%	195		0		0		0
Stoughton	Easton	295		0	50%	148		0		0	50%	148		0
Stoughton	Waltham	248	100%	248		0		0		0		0		0
Stoughton	Randolph	229	100%	229		0		0		0		0		0
Stoughton	Dedham	221	100%	221		0		0		0		0		0
Stoughton	Sharon	193		0	50%	97	50%	97		0		0		0
Stoughton	Weymouth	190	100%	190		0		0		0		0		0
Stoughton	Hingham	185	100%	185		0		0		0		0		0
Stoughton	Needham	160	100%	160		0		0		0		0		0
Stoughton	Avon	153		0		0		0		0	50%	77	50%	77
Stoughton	Westwood	152	100%	152		0		0		0		0		0
Stoughton	Brookline	149	100%	149		0		0		0		0		0
Stoughton	Foxborough	136		0	60%	82	40%	54		0		0		0
Stoughton	Walpole	129		0		0	100%	129		0		0		0
Stoughton	Framingham	119	100%	119		0		0		0		0		0
Stoughton	Watertown	115	100%	115		0		0		0		0		0
Stoughton	Natick	113	100%	113		0		0		0		0		0
Stoughton	Somerville	113	100%	113		0		0		0		0		0
Stoughton	Taunton	113		0		0		0		0	100%	113		0
Stoughton	West Bridgewater	102		0		0		0		0	100%	102		0
Stoughton	Woburn	99	100%	99		0		0		0		0		0
Stoughton	Worcester	98	60%	59		0	40%	39		0		0		0
Stoughton	Mansfield	97	25%	24	25%	24	50%	49		0		0		0
Stoughton	Wellesley	97	100%	97		0		0		0		0		0
Stoughton	Milton	95	100%	95		0		0		0		0		0
Stoughton	Rockland	90		0		0		0		0	50%	45	50%	45
Stoughton	Burlington	84	100%	84		0		0		0		0		0
Stoughton	Bridgewater	76		0		0		0		0	100%	76		0
Stoughton	Plymouth	68	60%	41		0		0		0	40%	27		0
Stoughton	Marlborough	65	60%	39		0	40%	26		0		0		0
Stoughton	Raynham	65		0		0		0		0	100%	65		0
Stoughton	Norwell	62	70%	43		0		0		0		0	30%	19
Stoughton	Hanover	61	70%	43		0		0		0		0	30%	18

13,314

8,481

1,083

1,604

516

1,227

280

63.7%

65%

8.1%

8%

12.0%

12%

3.9%

4%

9.2%

9%

2.1%

2%

SAY

TRIP-GENERATION CALCULATIONS

Graph Look Up

ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Query Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 220 

LAND USE GROUP: (200-299) Residential

LAND USE: 220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

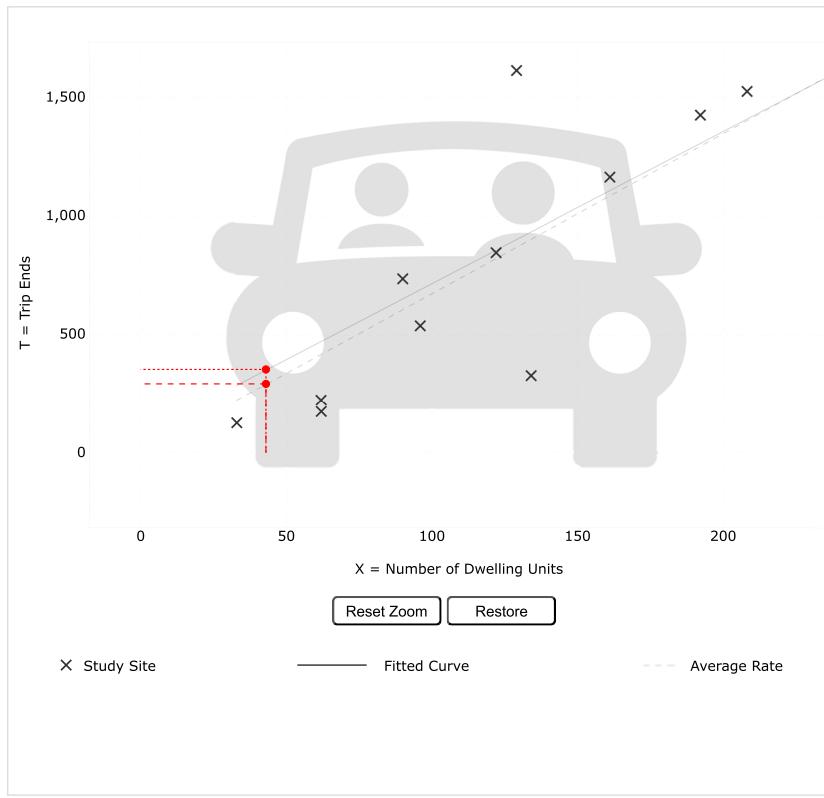
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 43

Data Plot and Equation



DATA STATISTICS

Land Use: Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) [Click for Description and Data Plots](#)

Independent Variable: Dwelling Units

Time Period: Weekday

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 22

Avg. Num. of Dwelling Units: 229

Average Rate: 6.74

Range of Rates: 2.46 - 12.50

Standard Deviation: 1.79

Fitted Curve Equation: $T = 6.41(X) + 75.31$

R²:
0.86

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 290 (Total), 145 (Entry), 145 (Exit)
Fitted Curve: 351 (Total), 175 (Entry), 176 (Exit)

Add-ons to do more

Try OTISS Pro

 Graph Look Up

ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

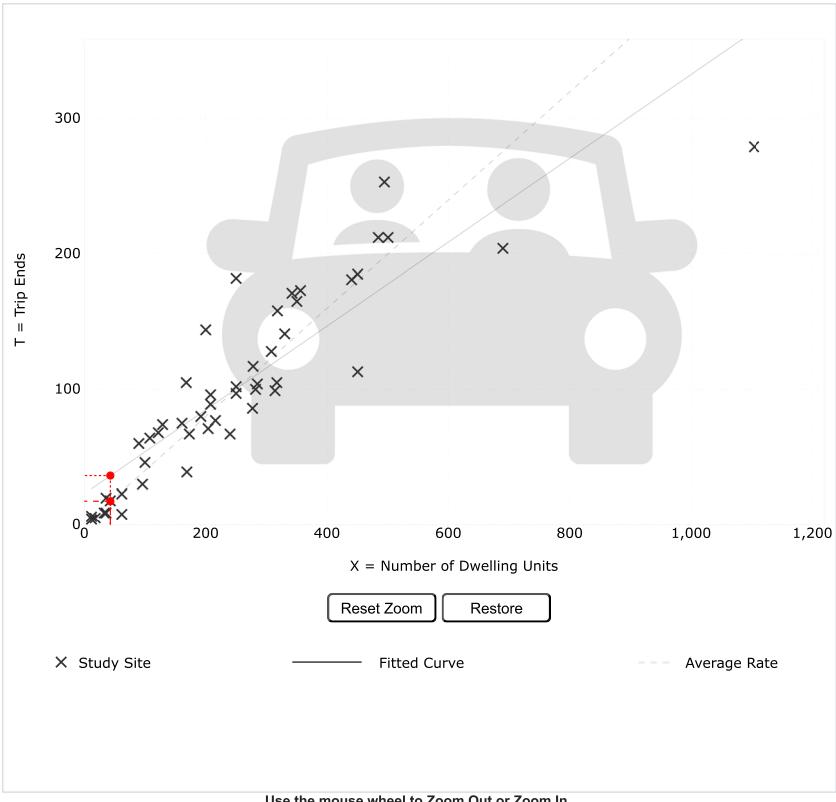
Support Documents

Add Users

Comments

DATA SOURCE:
SEARCH BY LAND USE CODE: 
LAND USE GROUP:
LAND USE :
LAND USE SUBCATEGORY:
SETTING/LOCATION:
INDEPENDENT VARIABLE (IV):
TIME PERIOD:
TRIP TYPE:
ENTER IV VALUE TO CALCULATE TRIPS:

Data Plot and Equation



DATA STATISTICS

Land Use: Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) [Click for Description and Data Plots](#)
Independent Variable: Dwelling Units

Time Period: Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 49

Avg. Num. of Dwelling Units: 249

Average Rate: 0.40

Range of Rates: 0.13 - 0.73

Standard Deviation: 0.12

Fitted Curve Equation: $T = 0.31(X) + 22.85$
R²: 0.79

Directional Distribution: 24% entering, 76% exiting

Calculated Trip Ends:
Average Rate: 17 (Total), 4 (Entry), 13 (Exit)
Fitted Curve: 36 (Total), 9 (Entry), 27 (Exit)

Add-ons to do more

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Graph Look Up

ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Query Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 220 

LAND USE GROUP: (200-299) Residential

LAND USE: 220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY: Not Close to Rail Transit

SETTING/LOCATION: General Urban/Suburban

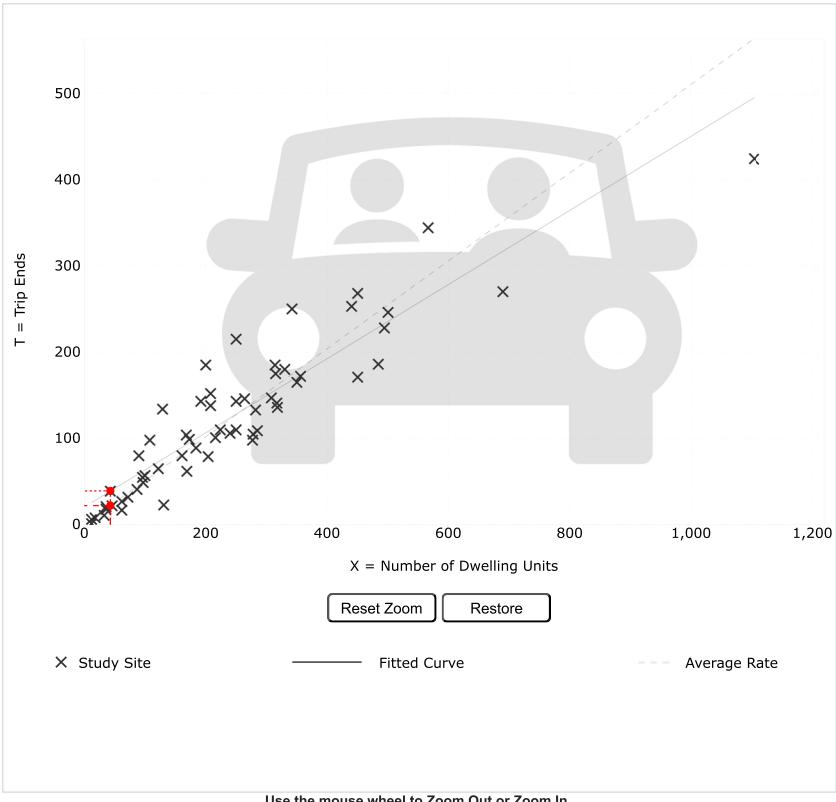
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, Peak Hour of Adjacent Street

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 43

Data Plot and Equation



DATA STATISTICS

Land Use: Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) [Click for Description and Data Plots](#)

Independent Variable: Dwelling Units

Time Period: Weekday

Peak Hour of Adjacent Street Traffic

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 59

Avg. Num. of Dwelling Units: 241

Average Rate: 0.51

Range of Rates: 0.08 - 1.04

Standard Deviation: 0.15

Fitted Curve Equation: $T = 0.43(X) + 20.55$

R²: 0.84

Directional Distribution: 63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 22 (Total), 14 (Entry), 8 (Exit)
Fitted Curve: 39 (Total), 25 (Entry), 14 (Exit)

Add-ons to do more

Try OTISS Pro



Graph Look Up

ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Query
Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 822 

LAND USE GROUP: (800-899) Retail

LAND USE : 822 - Strip Retail Plaza (<40k)

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): 1000 Sq. Ft. GLA

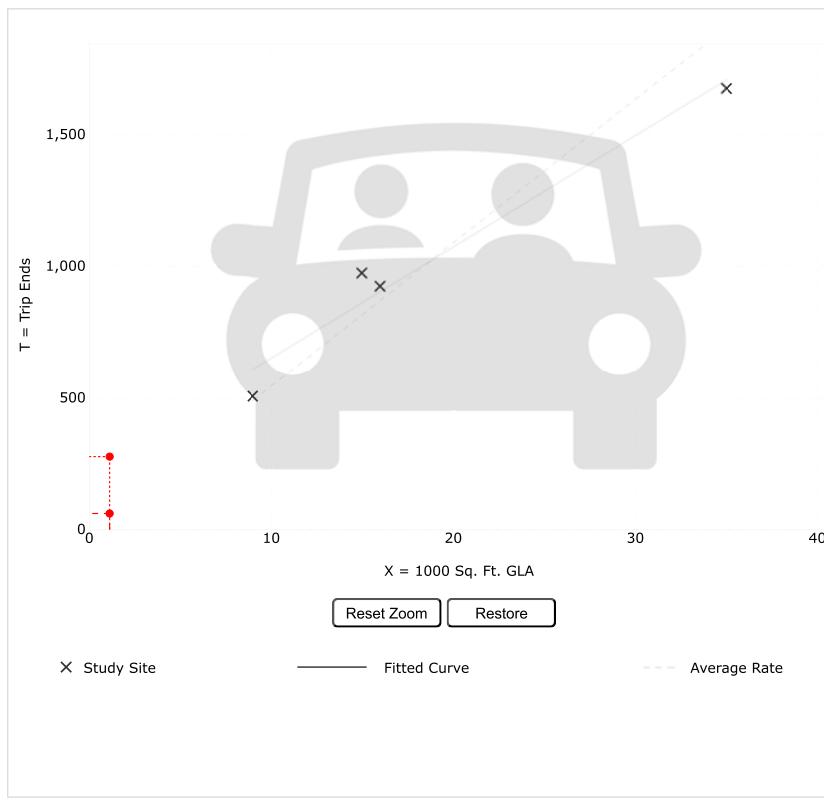
TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 1.12 Calculate

Data Plot and Equation

Caution – Small Sample Size



DATA STATISTICS

Land Use: Strip Retail Plaza (<40k) (822) [Click for Description and Data Plots](#)

Independent Variable:
1000 Sq. Ft. GLA

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
4

Avg. 1000 Sq. Ft. GLA:
19

Average Rate:
54.45

Range of Rates:
47.86 - 65.07

Standard Deviation:
7.81

Fitted Curve Equation:
 $T = 42.20(X) + 229.68$

R²:
0.96

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 61 (Total), 30 (Entry), 31 (Exit)
Fitted Curve: 277 (Total), 138 (Entry), 139 (Exit)

Add-ons to do more

Try OTISS Pro

 Graph Look Up

ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Query

DATA SOURCE:

SEARCH BY LAND USE CODE: 

LAND USE GROUP:

LAND USE:

LAND USE SUBCATEGORY:

SETTING/LOCATION:

INDEPENDENT VARIABLE (IV):

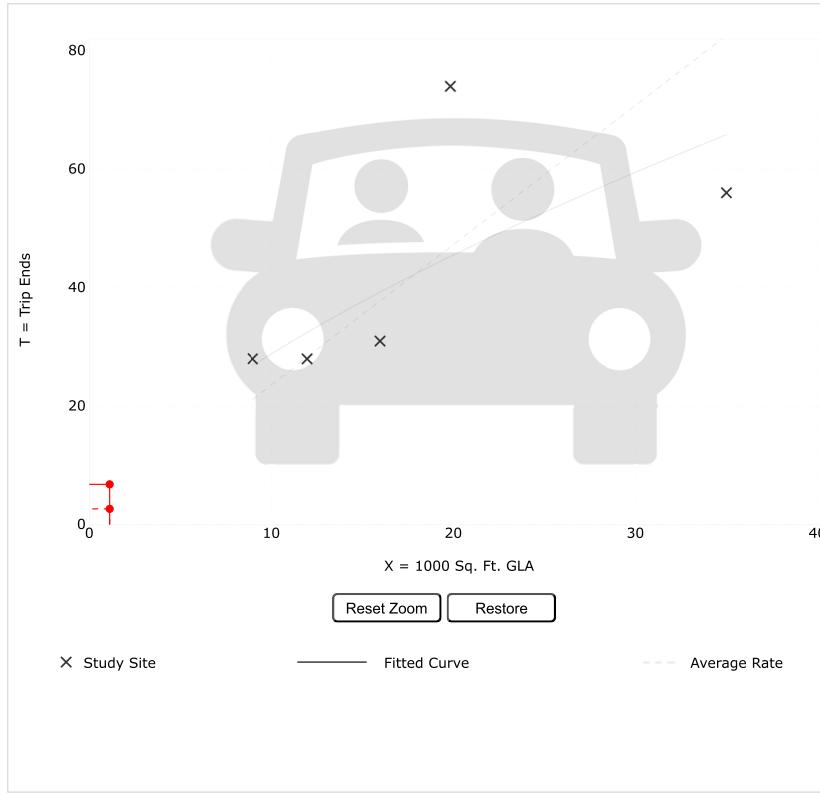
TIME PERIOD:

TRIP TYPE:

ENTER IV VALUE TO CALCULATE TRIPS:

Data Plot and Equation

Caution – Small Sample Size



DATA STATISTICS

Land Use: Strip Retail Plaza (<40k) (822) [Click for Description and Data Plots](#)

Independent Variable: 1000 Sq. Ft. GLA

Time Period: Weekday

Peak Hour of Adjacent Street Traffic: One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 5

Avg. 1000 Sq. Ft. GLA: 18

Average Rate: 2.36

Range of Rates: 1.60 - 3.73

Standard Deviation: 0.94

Fitted Curve Equation: $\ln(T) = 0.66 \ln(X) + 1.84$

R²: 0.57

Directional Distribution: 60% entering, 40% exiting

Calculated Trip Ends:
Average Rate: 3 (Total), 2 (Entry), 1 (Exit)
Fitted Curve: 7 (Total), 4 (Entry), 3 (Exit)

Add-ons to do more

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Comments

Query

DATA SOURCE:

SEARCH BY LAND USE CODE: 

LAND USE GROUP:

LAND USE:

LAND USE SUBCATEGORY:

SETTING/LOCATION:

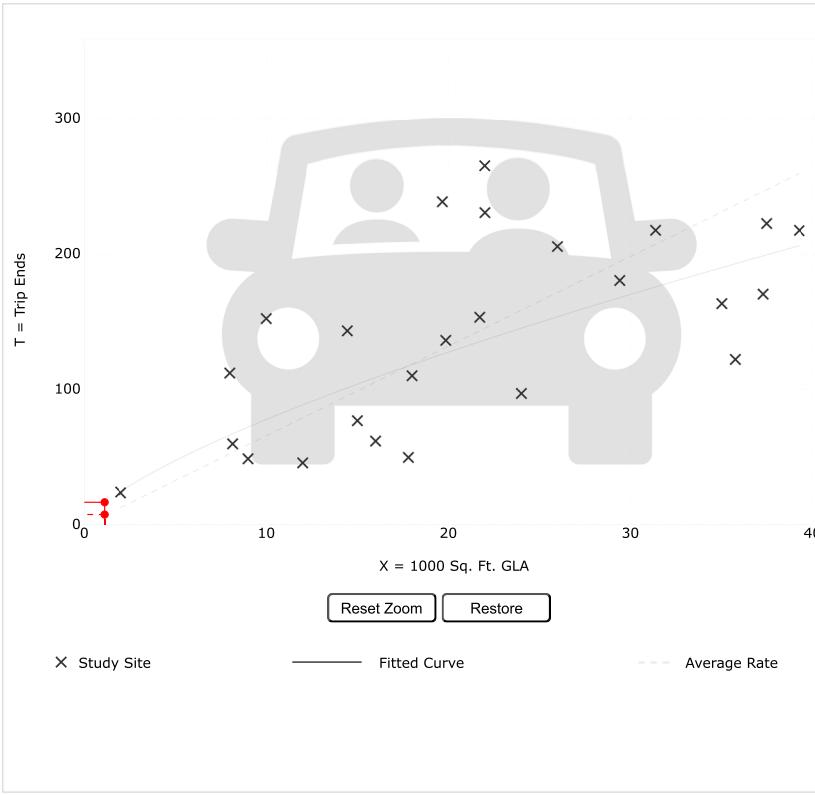
INDEPENDENT VARIABLE (IV):

TIME PERIOD:

TRIP TYPE:

ENTER IV VALUE TO CALCULATE TRIPS:

Data Plot and Equation



DATA STATISTICS

Land Use: Strip Retail Plaza (<40k) (822) [Click for Description and Data Plots](#)

Independent Variable: 1000 Sq. Ft. GLA

Time Period: Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 25

Avg. 1000 Sq. Ft. GLA: 21

Average Rate: 6.59

Range of Rates: 2.81 - 15.20

Standard Deviation: 2.94

Fitted Curve Equation: $\ln(T) = 0.71 \ln(X) + 2.72$

R²: 0.56

Directional Distribution: 50% entering, 50% exiting

Calculated Trip Ends: Average Rate: 7 (Total), 4 (Entry), 3 (Exit)
Fitted Curve: 16 (Total), 8 (Entry), 8 (Exit)

Add-ons to do more

Try OTISS Pro

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Proposed Mixed-Use Development	Organization: Performed By: Date: Checked By: Date:	VAI		
Project Location:	Stoughton, MA		ZAB		
Scenario Description:			6/18/2025		
Analysis Year:	2032				
Analysis Period:	AM Street Peak Hour				

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	1,120 SF		3	2	1
Restaurant				0		
Cinema/Entertainment				0		
Residential	220		43	36	9	27
Hotel				0		
All Other Land Uses ²				0		
				39	11	28

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary				Table 6-A: Internal Trip Capture Percentages by Land Use		
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips
All Person-Trips	39	11	28	Office	N/A	N/A
Internal Capture Percentage	0%	0%	0%	Retail	0%	0%
External Vehicle-Trips ⁵	39	11	28	Restaurant	N/A	N/A
External Transit-Trips ⁶	0	0	0	Cinema/Entertainment	N/A	N/A
External Non-Motorized Trips ⁶	0	0	0	Residential	0%	0%
				Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Proposed Mixed-Use Development
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	2	2	1.00	1	1
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	9	9	1.00	27	27
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	0	5	0	0	0
Hotel	0	0	0	0	0	0

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	1	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	0	2	2	2	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	9	9	9	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	0	1	1	1	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	27	27	27	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Proposed Mixed-Use Development	Organization: Performed By: Date: Checked By: Date:	VAI		
Project Location:	Stoughton, MA		ZAB		
Scenario Description:			6/18/2025		
Analysis Year:	2032				
Analysis Period:	PM Street Peak Hour				

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	1,120 SF		16	8	8
Restaurant				0		
Cinema/Entertainment				0		
Residential	220		43	39	25	14
Hotel				0		
All Other Land Uses ²				0		
				55	33	22

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary				Table 6-P: Internal Trip Capture Percentages by Land Use		
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips
All Person-Trips	55	33	22	Office	N/A	N/A
Internal Capture Percentage	11%	9%	14%	Retail	13%	25%
External Vehicle-Trips ⁵	49	30	19	Restaurant	N/A	N/A
External Transit-Trips ⁶	0	0	0	Cinema/Entertainment	N/A	N/A
External Non-Motorized Trips ⁶	0	0	0	Residential	8%	7%
				Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Proposed Mixed-Use Development
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	8	8	1.00	8	8
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	25	25	1.00	14	14
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		2	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	6	3	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	1	0
Retail	0		0	0	12	0
Restaurant	0	4		0	4	0
Cinema/Entertainment	0	0	0		1	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	7	8	7	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	23	25	23	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	2	6	8	6	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	13	14	13	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

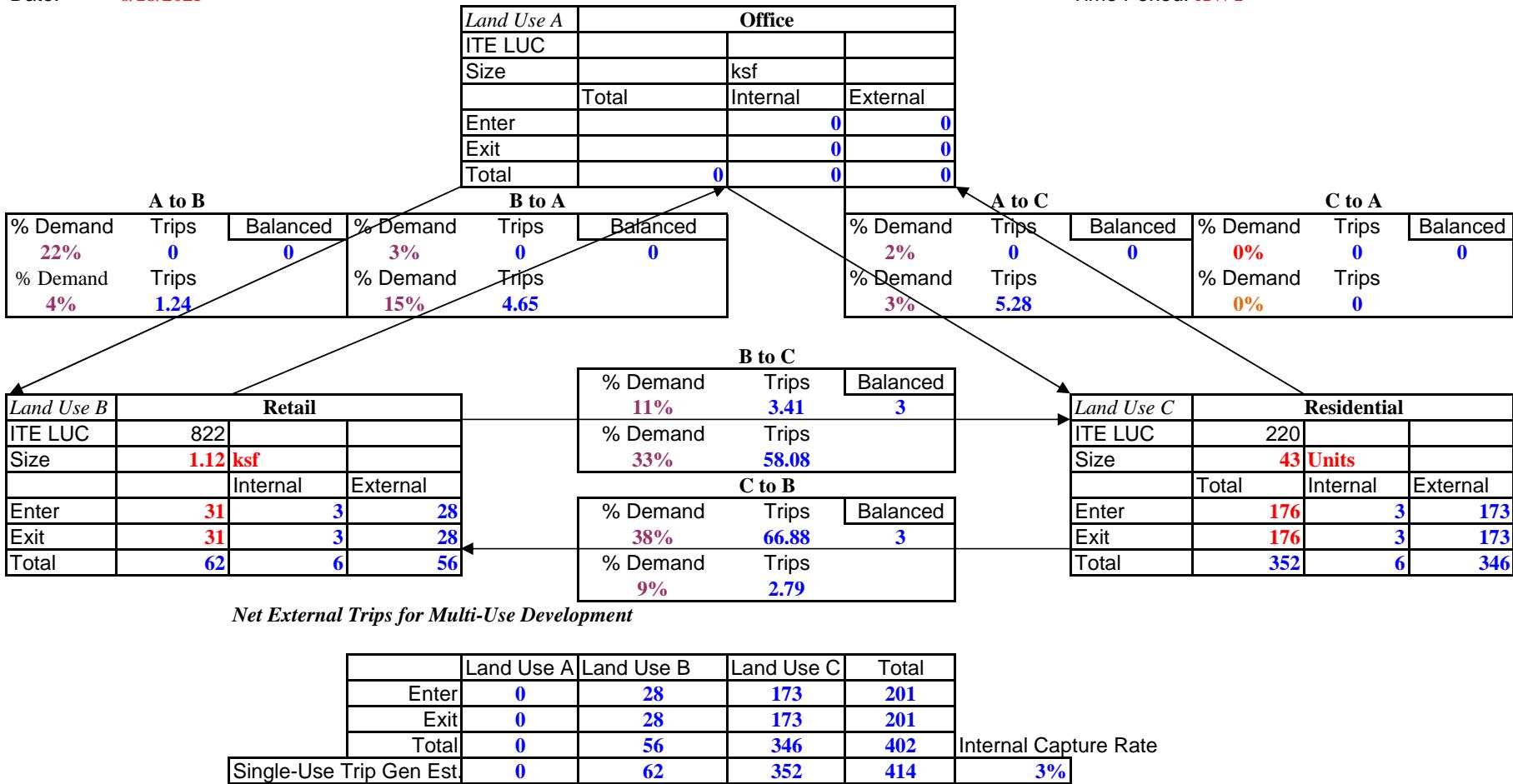
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Proposed Mixed-Use Development, Stoughton, MA

Analyst: **ZAB**
Date: **6/18/2025**

Job No. **10399**
Time Period: **AWT**



* from ITE Trip Generation Handbook, 9th Edition, 2012.

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
	Pass-By Characteristics for Individual Sites								
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

CAPACITY ANALYSIS WORKSHEETS

2025 Existing
2032 No-Build
2032 Build

2025 Existing

2025 Existing Weekday Morning Peak-Hour

1: Central Street & Pleasant Street

06/23/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	368	17	32	243	215	17	446	60	185	277	31
Future Volume (vph)	50	368	17	32	243	215	17	446	60	185	277	31
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995			0.941			0.982			0.985	
Flt Protected		0.994			0.997		0.950			0.950		
Satd. Flow (prot)	0	1814	0	0	1669	0	1646	1814	0	1558	1674	0
Flt Permitted		0.846			0.953		0.561			0.152		
Satd. Flow (perm)	0	1544	0	0	1595	0	972	1814	0	249	1674	0
Satd. Flow (RTOR)		2			37			6			6	
Adj. Flow (vph)	54	400	18	33	253	224	18	469	63	199	298	33
Lane Group Flow (vph)	0	472	0	0	510	0	18	532	0	199	331	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		9.0	10.0	
Total Split (s)	48.0	48.0		48.0	48.0		41.0	41.0		16.0	57.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		34.2%	34.2%		13.3%	47.5%	
Maximum Green (s)	43.0	43.0		43.0	43.0		36.0	36.0		12.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		0.0	1.0	
Lost Time Adjust (s)		0.0			-1.0		-1.0	-1.0		0.0	-1.0	
Total Lost Time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.83			0.81		0.05	0.80		0.66	0.37	
Control Delay (s/veh)		40.8			36.0		22.5	38.8		26.3	15.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		40.8			36.0		22.5	38.8		26.3	15.2	
Queue Length 50th (ft)		263			263		7	289		63	112	
Queue Length 95th (ft)		394			398		24	#500		#161	197	
Internal Link Dist (ft)		1129			1389			1472			1208	
Turn Bay Length (ft)							190			190		
Base Capacity (vph)		715			774		387	725		302	956	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.66			0.66		0.05	0.73		0.66	0.35	
Intersection Summary												
Cycle Length: 120												

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Fr _t	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	13%
Maximum Green (s)	11.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	4.0
Pedestrian Calls (#/hr)	0
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

2025 Existing Weekday Morning Peak-Hour
1: Central Street & Pleasant Street

06/23/2025

Actuated Cycle Length: 94.6

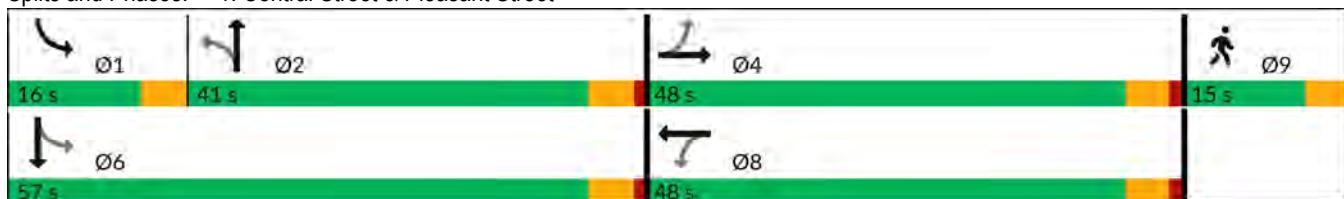
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Central Street & Pleasant Street



2025 Existing Weekday Morning Peak-Hour

1: Central Street & Pleasant Street

06/23/2025



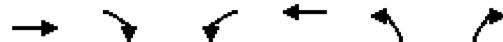
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	368	17	32	243	215	17	446	60	185	277	31
Future Volume (vph)	50	368	17	32	243	215	17	446	60	185	277	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	12	12	11	11	12
Total Lost time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Fr _t		0.99			0.94		1.00	0.98		1.00	0.99	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1814			1668		1646	1814		1558	1674	
Flt Permitted		0.85			0.95		0.56	1.00		0.15	1.00	
Satd. Flow (perm)		1543			1595		972	1814		250	1674	
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	54	400	18	33	253	224	18	469	63	199	298	33
RTOR Reduction (vph)	0	1	0	0	23	0	0	4	0	0	3	0
Lane Group Flow (vph)	0	471	0	0	487	0	18	528	0	199	328	0
Heavy Vehicles (%)	0%	4%	6%	0%	4%	11%	6%	3%	2%	12%	9%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		8			2			6			
Actuated Green, G (s)		34.8			34.8		33.4	33.4		49.6	49.6	
Effective Green, g (s)		34.8			35.8		34.4	34.4		49.6	50.6	
Actuated g/C Ratio		0.37			0.38		0.36	0.36		0.53	0.54	
Clearance Time (s)		5.0			5.0		5.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		568			604		354	661		300	897	
v/s Ratio Prot							c0.29		c0.09	0.20		
v/s Ratio Perm		0.31			c0.31		0.02			0.26		
v/c Ratio		0.83			0.81		0.05	0.80		0.66	0.37	
Uniform Delay, d1		27.1			26.2		19.4	26.9		16.7	12.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.7			7.7		0.1	6.7		5.4	0.3	
Delay (s)		36.8			33.9		19.5	33.6		22.2	12.9	
Level of Service		D			C		B	C		C	B	
Approach Delay (s/veh)		36.8			33.9			33.2			16.4	
Approach LOS		D			C			C			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		29.9			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.83										
Actuated Cycle Length (s)		94.4			Sum of lost time (s)			17.0				
Intersection Capacity Utilization		84.0%			ICU Level of Service			E				
Analysis Period (min)		15										

c Critical Lane Group

2025 Existing Weekday Morning Peak-Hour
2: Pleasant Street & Pine Street

06/23/2025

Intersection						
Int Delay, s/veh	10.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	489	405	286	104	113
Future Vol, veh/h	29	489	405	286	104	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	40	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	87	87	64	64
Heavy Vehicles, %	3	7	8	1	1	4
Mvmt Flow	32	543	466	329	163	177
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	794	0	-	0	1238	630
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.13	-	-	-	6.41	6.24
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.336
Pot Cap-1 Maneuver	823	-	-	-	195	478
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	545	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	823	-	-	-	184	478
Mov Cap-2 Maneuver	-	-	-	-	184	-
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	545	-
Approach	EB	WB	SB			
HCM Ctrl Dly, s/v	0.53	0	52.03			
HCM LOS			F			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	101	-	-	-	184	478
HCM Lane V/C Ratio	0.039	-	-	-	0.883	0.369
HCM Ctrl Dly (s/v)	9.6	0	-	-	90.2	16.9
HCM Lane LOS	A	A	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	6.6	1.7



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑		↑	↑	↑	
Traffic Volume (vph)	457	106	88	461	231	207	
Future Volume (vph)	457	106	88	461	231	207	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fr _t			0.850			0.850	
Flt Protected				0.992	0.950		
Satd. Flow (prot)	1792	1417	0	2019	1671	1524	
Flt Permitted				0.735	0.950		
Satd. Flow (perm)	1792	1417	0	1496	1671	1524	
Satd. Flow (RTOR)		85				165	
Adj. Flow (vph)	491	114	102	536	275	246	
Lane Group Flow (vph)	491	114	0	638	275	246	
Turn Type	NA	Prot	pm+pt	NA	Prot	pt+ov	
Protected Phases	2	2	1	6	8	81	9
Permitted Phases				6			
Detector Phase	2	2	1	6	8	81	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	10.0	10.0	9.0	19.0	10.0		25.0
Total Split (s)	39.0	39.0	9.0	48.0	17.0		25.0
Total Split (%)	43.3%	43.3%	10.0%	53.3%	18.9%		28%
Maximum Green (s)	34.0	34.0	5.0	43.0	12.0		21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0		0.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	Min	Min	None	Min	None		None
Walk Time (s)						5.0	
Flash Don't Walk (s)						16.0	
Pedestrian Calls (#/hr)						1	
v/c Ratio	0.54	0.15		0.64	0.87	0.44	
Control Delay (s/veh)	16.5	5.6		13.9	58.3	9.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	16.5	5.6		13.9	58.3	9.7	
Queue Length 50th (ft)	113	5		98	105	23	
Queue Length 95th (ft)	347	44		#362	#305	59	
Internal Link Dist (ft)	2350			1159	1483		
Turn Bay Length (ft)		115			70		
Base Capacity (vph)	910	762		994	315	564	
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.54	0.15		0.64	0.87	0.44	
Intersection Summary							
Cycle Length: 90							

Actuated Cycle Length: 70

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Turnpike Street & Pleasant Street





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Traffic Volume (vph)	457	106	88	461	231	207
Future Volume (vph)	457	106	88	461	231	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Fr _t	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1792	1417		2019	1671	1524
Flt Permitted	1.00	1.00		0.74	0.95	1.00
Satd. Flow (perm)	1792	1417		1496	1671	1524
Peak-hour factor, PHF	0.93	0.93	0.86	0.86	0.84	0.84
Adj. Flow (vph)	491	114	102	536	275	246
RTOR Reduction (vph)	0	44	0	0	0	126
Lane Group Flow (vph)	491	70	0	638	275	120
Heavy Vehicles (%)	6%	14%	10%	5%	8%	6%
Turn Type	NA	Prot	pm+pt	NA	Prot	pt+ov
Protected Phases	2	2	1	6	8	8 1
Permitted Phases				6		
Actuated Green, G (s)	34.6	34.6		43.7	12.2	17.3
Effective Green, g (s)	35.6	35.6		44.7	13.2	17.3
Actuated g/C Ratio	0.49	0.49		0.61	0.18	0.24
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	871	689		957	301	360
v/s Ratio Prot	0.27	0.05		c0.06	c0.16	0.08
v/s Ratio Perm				c0.35		
v/c Ratio	0.56	0.10		0.67	0.91	0.33
Uniform Delay, d ₁	13.3	10.2		9.4	29.4	23.2
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d ₂	0.8	0.1		1.8	30.4	0.5
Delay (s)	14.1	10.2		11.1	59.8	23.7
Level of Service	B	B		B	E	C
Approach Delay (s/veh)	13.4			11.1	42.8	
Approach LOS	B			B	D	
Intersection Summary						
HCM 2000 Control Delay (s/veh)	21.3			HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio	0.74					
Actuated Cycle Length (s)	73.2			Sum of lost time (s)		17.0
Intersection Capacity Utilization	76.0%			ICU Level of Service		D
Analysis Period (min)	15					

c Critical Lane Group

2025 Existing Weekday Evening Peak-Hour

1: Central Street & Pleasant Street

06/23/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	239	23	49	374	226	43	316	44	192	461	43
Future Volume (vph)	24	239	23	49	374	226	43	316	44	192	461	43
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.989			0.953			0.982			0.987	
Flt Protected		0.996			0.996		0.950			0.950		
Satd. Flow (prot)	0	1872	0	0	1784	0	1745	1834	0	1711	1780	0
Flt Permitted		0.927			0.951		0.401			0.188		
Satd. Flow (perm)	0	1742	0	0	1704	0	737	1834	0	339	1780	0
Satd. Flow (RTOR)		4			25			6			5	
Adj. Flow (vph)	27	269	26	52	394	238	47	343	48	206	496	46
Lane Group Flow (vph)	0	322	0	0	684	0	47	391	0	206	542	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		9.0	10.0	
Total Split (s)	48.0	48.0		48.0	48.0		41.0	41.0		16.0	57.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		34.2%	34.2%		13.3%	47.5%	
Maximum Green (s)	43.0	43.0		43.0	43.0		36.0	36.0		12.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		0.0	1.0	
Lost Time Adjust (s)		0.0			-1.0		-1.0	-1.0		0.0	-1.0	
Total Lost Time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.40			0.83		0.23	0.76		0.66	0.69	
Control Delay (s/veh)		19.7			33.1		28.5	40.7		26.8	25.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		19.7			33.1		28.5	40.7		26.8	25.7	
Queue Length 50th (ft)		121			331		22	210		75	246	
Queue Length 95th (ft)		224			#655		51	312		122	357	
Internal Link Dist (ft)		1129			1389			1472			1208	
Turn Bay Length (ft)							190			190		
Base Capacity (vph)		809			821		293	735		326	1018	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.40			0.83		0.16	0.53		0.63	0.53	
Intersection Summary												
Cycle Length: 120												

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Fr _t	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	13%
Maximum Green (s)	11.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	4.0
Pedestrian Calls (#/hr)	0
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Actuated Cycle Length: 93.4

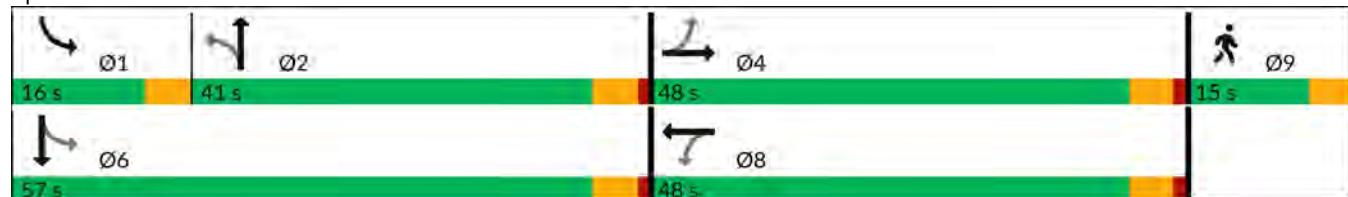
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Central Street & Pleasant Street



2025 Existing Weekday Evening Peak-Hour

1: Central Street & Pleasant Street

06/23/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	239	23	49	374	226	43	316	44	192	461	43
Future Volume (vph)	24	239	23	49	374	226	43	316	44	192	461	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	12	12	11	11	12
Total Lost time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Fr _t		0.99			0.95		1.00	0.98		1.00	0.99	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1871			1785		1745	1833		1711	1781	
Flt Permitted		0.93			0.95		0.40	1.00		0.19	1.00	
Satd. Flow (perm)		1742			1704		736	1833		339	1781	
Peak-hour factor, PHF	0.89	0.89	0.89	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	27	269	26	52	394	238	47	343	48	206	496	46
RTOR Reduction (vph)	0	2	0	0	13	0	0	4	0	0	3	0
Lane Group Flow (vph)	0	320	0	0	671	0	47	387	0	206	539	0
Heavy Vehicles (%)	0%	0%	0%	2%	1%	1%	0%	2%	0%	2%	2%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		8			2			6			
Actuated Green, G (s)	43.3			43.3		25.0	25.0		40.1	40.1		
Effective Green, g (s)	43.3			44.3		26.0	26.0		40.1	41.1		
Actuated g/C Ratio	0.46			0.47		0.28	0.28		0.43	0.44		
Clearance Time (s)	5.0			5.0		5.0	5.0		4.0	5.0		
Vehicle Extension (s)	3.0			3.0		3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	807			808		204	510		308	783		
v/s Ratio Prot							c0.21		0.08	c0.30		
v/s Ratio Perm	0.18			c0.39		0.06			0.21			
v/c Ratio	0.40			0.83		0.23	0.76		0.67	0.69		
Uniform Delay, d1	16.5			21.3		26.0	30.8		19.7	21.0		
Progression Factor	1.00			1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.3			7.2		0.6	6.4		5.4	2.5		
Delay (s)	16.8			28.5		26.6	37.2		25.1	23.5		
Level of Service	B			C		C	D		C	C		
Approach Delay (s/veh)	16.8			28.5			36.1			24.0		
Approach LOS	B			C			D			C		
Intersection Summary												
HCM 2000 Control Delay (s/veh)	26.8			HCM 2000 Level of Service			C					
HCM 2000 Volume to Capacity ratio	0.85											
Actuated Cycle Length (s)	93.4			Sum of lost time (s)			17.0					
Intersection Capacity Utilization	87.2%			ICU Level of Service			E					
Analysis Period (min)	15											

c Critical Lane Group

Intersection						
Int Delay, s/veh	18.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑	↑	↑
Traffic Vol, veh/h	25	451	570	121	174	70
Future Vol, veh/h	25	451	570	121	174	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	40	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	90	90	86	86
Heavy Vehicles, %	0	2	1	0	1	0
Mvmt Flow	26	470	633	134	202	81

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	768	0	-
Stage 1	-	-	701
Stage 2	-	-	522
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	855	-	-
Stage 1	-	-	494
Stage 2	-	-	597
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	855	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	474
Stage 2	-	-	597

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.49	0	99.16
HCM LOS			F
<hr/>			
Minor Lane/Major Mvmt	EBL	EBT	WBT
Capacity (veh/h)	95	-	-
HCM Lane V/C Ratio	0.03	-	-
HCM Ctrl Dly (s/v)	9.3	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-
SBLn1	191	442	
SBLn2	0.184	15	

Notes

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑		↑	↑	↑	
Traffic Volume (vph)	438	161	355	617	108	164	
Future Volume (vph)	438	161	355	617	108	164	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fr _t			0.850			0.850	
Flt Protected				0.982	0.950		
Satd. Flow (prot)	1881	1599	0	2094	1805	1599	
Flt Permitted				0.508	0.950		
Satd. Flow (perm)	1881	1599	0	1083	1805	1599	
Satd. Flow (RTOR)		135			189		
Adj. Flow (vph)	503	185	370	643	124	189	
Lane Group Flow (vph)	503	185	0	1013	124	189	
Turn Type	NA	Prot	pm+pt	NA	Prot	pt+ov	
Protected Phases	2	2	1	6	8	81	9
Permitted Phases				6			
Detector Phase	2	2	1	6	8	81	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	9.0	19.0	10.0	25.0	
Total Split (s)	39.0	39.0	9.0	48.0	17.0	25.0	
Total Split (%)	43.3%	43.3%	10.0%	53.3%	18.9%	28%	
Maximum Green (s)	34.0	34.0	5.0	43.0	12.0	21.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	0.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min	None	Min	None	None	
Walk Time (s)					5.0		
Flash Don't Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
v/c Ratio	0.47	0.19		1.20	0.42	0.31	
Control Delay (s/veh)	10.4	3.1		115.1	27.7	4.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	10.4	3.1		115.1	27.7	4.6	
Queue Length 50th (ft)	103	8		~268	43	0	
Queue Length 95th (ft)	177	32		#727	83	35	
Internal Link Dist (ft)	2350			1159	1483		
Turn Bay Length (ft)		115			70		
Base Capacity (vph)	1061	961		846	372	567	
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.47	0.19		1.20	0.33	0.33	
Intersection Summary							
Cycle Length: 90							

Actuated Cycle Length: 63

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

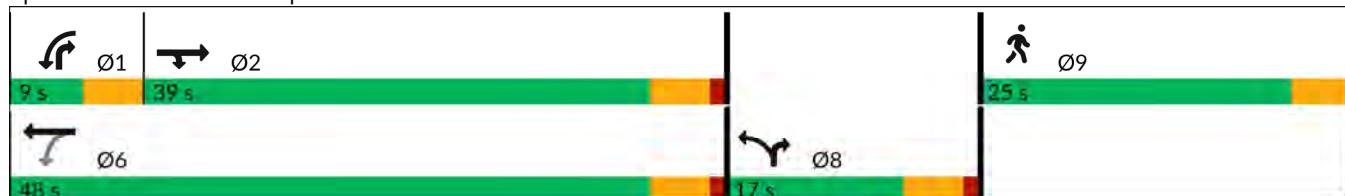
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Turnpike Street & Pleasant Street





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	438	161	355	617	108	164
Future Volume (vph)	438	161	355	617	108	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Fr _t	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.98	0.95	1.00
Satd. Flow (prot)	1881	1599		2094	1805	1599
Flt Permitted	1.00	1.00		0.51	0.95	1.00
Satd. Flow (perm)	1881	1599		1083	1805	1599
Peak-hour factor, PHF	0.87	0.87	0.96	0.96	0.87	0.87
Adj. Flow (vph)	503	185	370	643	124	189
RTOR Reduction (vph)	0	59	0	0	0	131
Lane Group Flow (vph)	503	126	0	1013	124	58
Heavy Vehicles (%)	1%	1%	1%	1%	0%	1%
Turn Type	NA	Prot	pm+pt	NA	Prot	pt+ov
Protected Phases	2	2	1	6	8	8 1
Permitted Phases				6		
Actuated Green, G (s)	34.6	34.6		43.6	9.4	19.4
Effective Green, g (s)	35.6	35.6		44.6	10.4	19.4
Actuated g/C Ratio	0.57	0.57		0.71	0.17	0.31
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1062	903		862	297	492
v/s Ratio Prot	0.27	0.08		c0.11	c0.07	0.04
v/s Ratio Perm				c0.72		
v/c Ratio	0.47	0.14		1.18	0.42	0.12
Uniform Delay, d ₁	8.1	6.5		9.2	23.6	15.7
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d ₂	0.3	0.1		91.0	1.0	0.1
Delay (s)	8.5	6.5		100.2	24.5	15.8
Level of Service	A	A		F	C	B
Approach Delay (s/veh)	8.0			100.2	19.2	
Approach LOS	A			F	B	
Intersection Summary						
HCM 2000 Control Delay (s/veh)	56.1			HCM 2000 Level of Service		E
HCM 2000 Volume to Capacity ratio	1.23					
Actuated Cycle Length (s)	63.0			Sum of lost time (s)		17.0
Intersection Capacity Utilization	91.1%			ICU Level of Service		F
Analysis Period (min)	15					

c Critical Lane Group

2032 No-Build

2032 No-Build Weekday Morning Peak-Hour

1: Central Street & Pleasant Street

06/23/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	414	19	34	263	235	19	485	64	202	311	33
Future Volume (vph)	54	414	19	34	263	235	19	485	64	202	311	33
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995			0.940			0.983			0.986	
Flt Protected		0.994			0.997		0.950			0.950		
Satd. Flow (prot)	0	1813	0	0	1667	0	1646	1815	0	1558	1675	0
Flt Permitted		0.844			0.948		0.542			0.100		
Satd. Flow (perm)	0	1540	0	0	1585	0	939	1815	0	164	1675	0
Satd. Flow (RTOR)		2			38			6			6	
Adj. Flow (vph)	59	450	21	35	274	245	20	511	67	217	334	35
Lane Group Flow (vph)	0	530	0	0	554	0	20	578	0	217	369	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		9.0	10.0	
Total Split (s)	48.0	48.0		48.0	48.0		41.0	41.0		16.0	57.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		34.2%	34.2%		13.3%	47.5%	
Maximum Green (s)	43.0	43.0		43.0	43.0		36.0	36.0		12.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		0.0	1.0	
Lost Time Adjust (s)		0.0			-1.0		-1.0	-1.0		0.0	-1.0	
Total Lost Time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.84			0.81		0.06	0.90		0.90	0.44	
Control Delay (s/veh)		41.7			35.8		23.3	50.8		62.0	18.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		41.7			35.8		23.3	50.8		62.0	18.2	
Queue Length 50th (ft)		313			301		9	361		98	148	
Queue Length 95th (ft)		#507			#489		26	#571		#239	224	
Internal Link Dist (ft)		1129			1389			1472			1208	
Turn Bay Length (ft)							190			190		
Base Capacity (vph)		631			686		330	643		242	848	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.84			0.81		0.06	0.90		0.90	0.44	
Intersection Summary												
Cycle Length: 120												

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Fr _t	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	13%
Maximum Green (s)	11.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	4.0
Pedestrian Calls (#/hr)	0
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Actuated Cycle Length: 105

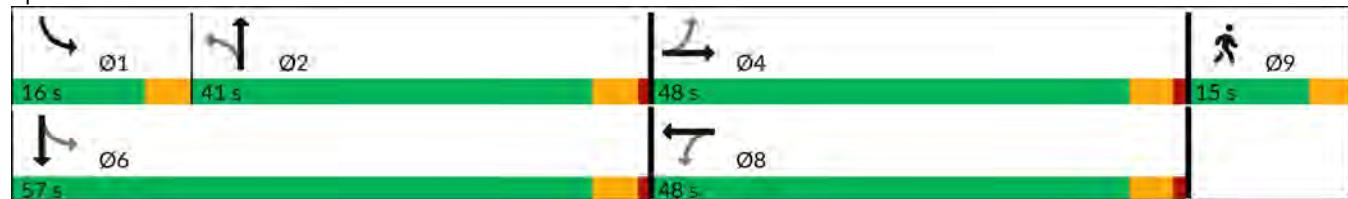
Natural Cycle: 130

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Central Street & Pleasant Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	414	19	34	263	235	19	485	64	202	311	33
Future Volume (vph)	54	414	19	34	263	235	19	485	64	202	311	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	12	12	11	11	12
Total Lost time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Fr _t		0.99			0.94		1.00	0.98		1.00	0.99	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1813			1667		1646	1815		1558	1674	
Flt Permitted		0.84			0.95		0.54	1.00		0.10	1.00	
Satd. Flow (perm)		1540			1586		939	1815		164	1674	
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	59	450	21	35	274	245	20	511	67	217	334	35
RTOR Reduction (vph)	0	1	0	0	22	0	0	4	0	0	3	0
Lane Group Flow (vph)	0	529	0	0	532	0	20	574	0	217	366	0
Heavy Vehicles (%)	0%	4%	6%	0%	4%	11%	6%	3%	2%	12%	9%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		8			2			6			
Actuated Green, G (s)		43.0			43.0		36.0	36.0		52.0	52.0	
Effective Green, g (s)		43.0			44.0		37.0	37.0		52.0	53.0	
Actuated g/C Ratio		0.41			0.42		0.35	0.35		0.50	0.50	
Clearance Time (s)		5.0			5.0		5.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		630			664		330	639		240	844	
v/s Ratio Prot								0.32		c0.10	0.22	
v/s Ratio Perm		c0.34			0.34		0.02			c0.34		
v/c Ratio		0.84			0.80		0.06	0.90		0.90	0.43	
Uniform Delay, d1		27.9			26.7		22.5	32.2		27.8	16.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.6			6.9		0.1	15.4		33.5	0.4	
Delay (s)		37.5			33.6		22.6	47.6		61.3	16.8	
Level of Service		D			C		C	D		E	B	
Approach Delay (s/veh)		37.5			33.6			46.8			33.3	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		37.9			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.93										
Actuated Cycle Length (s)		105.0			Sum of lost time (s)			17.0				
Intersection Capacity Utilization		91.1%			ICU Level of Service			F				
Analysis Period (min)		15										

c Critical Lane Group

Intersection

Int Delay, s/veh 10.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	31	547	440	311	116	121
Future Vol, veh/h	31	547	440	311	116	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	87	87	64	64
Heavy Vehicles, %	3	7	8	1	1	4
Mvmt Flow	34	608	506	357	181	189

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	863	0	-
Stage 1	-	-	506
Stage 2	-	-	677
Critical Hdwy	4.13	-	6.41 6.24
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.227	-	3.509 3.336
Pot Cap-1 Maneuver	775	-	211 563
Stage 1	-	-	608
Stage 2	-	-	507
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	775	-	201 563
Mov Cap-2 Maneuver	-	-	201
Stage 1	-	-	581
Stage 2	-	-	507

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.53	0	50.86
HCM LOS		F	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	775	-	-	-	201	563
HCM Lane V/C Ratio	0.044	-	-	-	0.901	0.336
HCM Ctrl Dly (s/v)	9.9	-	-	-	88.7	14.6
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	7.1	1.5



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑		↑	↑	↑	
Traffic Volume (vph)	501	130	149	498	254	249	
Future Volume (vph)	501	130	149	498	254	249	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fr _t		0.850			0.850		
Flt Protected				0.989	0.950		
Satd. Flow (prot)	1792	1417	0	2006	1671	1524	
Flt Permitted				0.613	0.950		
Satd. Flow (perm)	1792	1417	0	1244	1671	1524	
Satd. Flow (RTOR)		87			156		
Adj. Flow (vph)	539	140	173	579	302	296	
Lane Group Flow (vph)	539	140	0	752	302	296	
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pt+ov	
Protected Phases	2	8	1	6	8	81	9
Permitted Phases		2	6				
Detector Phase	2	8	1	6	8	81	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	9.0	19.0	10.0	25.0	
Total Split (s)	51.0	19.0	31.0	82.0	19.0	25.0	
Total Split (%)	40.5%	15.1%	24.6%	65.1%	15.1%	20%	
Maximum Green (s)	46.0	14.0	27.0	77.0	14.0	21.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	0.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	None	None	Min	None	None	
Walk Time (s)					5.0		
Flash Don't Walk (s)					16.0		
Pedestrian Calls (#/hr)					1		
v/c Ratio	0.48	0.12		0.77	1.27	0.62	
Control Delay (s/veh)	14.7	2.4		15.5	188.2	20.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	14.7	2.4		15.5	188.2	20.8	
Queue Length 50th (ft)	144	3		142	~240	78	
Queue Length 95th (ft)	454	43		434	#479	116	
Internal Link Dist (ft)	2350			1159	1483		
Turn Bay Length (ft)		115			70		
Base Capacity (vph)	1134	1169		976	238	730	
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.48	0.12		0.77	1.27	0.41	
Intersection Summary							
Cycle Length: 126							

Actuated Cycle Length: 106

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Turnpike Street & Pleasant Street





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	501	130	149	498	254	249
Future Volume (vph)	501	130	149	498	254	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Fr _t	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1792	1417		2006	1671	1524
Flt Permitted	1.00	1.00		0.61	0.95	1.00
Satd. Flow (perm)	1792	1417		1245	1671	1524
Peak-hour factor, PHF	0.93	0.93	0.86	0.86	0.84	0.84
Adj. Flow (vph)	539	140	173	579	302	296
RTOR Reduction (vph)	0	22	0	0	0	125
Lane Group Flow (vph)	539	118	0	752	302	171
Heavy Vehicles (%)	6%	14%	10%	5%	8%	6%
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pt+ov
Protected Phases	2	8	1	6	8	81
Permitted Phases		2	6			
Actuated Green, G (s)	66.1	80.2		77.6	14.1	21.6
Effective Green, g (s)	67.1	82.2		78.6	15.1	21.6
Actuated g/C Ratio	0.61	0.75		0.72	0.14	0.20
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1101	1118		955	231	301
v/s Ratio Prot	0.30	0.01	c0.06	c0.18	0.11	
v/s Ratio Perm		0.07	c0.51			
v/c Ratio	0.49	0.11		0.79	1.31	0.57
Uniform Delay, d ₁	11.6	3.6		9.9	47.1	39.6
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d ₂	0.3	0.0		4.4	165.9	2.5
Delay (s)	12.0	3.7		14.3	213.0	42.0
Level of Service	B	A		B	F	D
Approach Delay (s/veh)	10.2			14.3	128.4	
Approach LOS	B			B	F	
Intersection Summary						
HCM 2000 Control Delay (s/veh)	46.5			HCM 2000 Level of Service		D
HCM 2000 Volume to Capacity ratio	0.88					
Actuated Cycle Length (s)	109.2			Sum of lost time (s)		17.0
Intersection Capacity Utilization	84.9%			ICU Level of Service		E
Analysis Period (min)	15					

c Critical Lane Group

2032 No-Build Weekday Evening Peak-Hour

1: Central Street & Pleasant Street

06/23/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	263	26	53	413	251	47	346	47	208	497	46
Future Volume (vph)	26	263	26	53	413	251	47	346	47	208	497	46
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.989			0.953			0.982			0.987	
Flt Protected		0.996			0.996		0.950			0.950		
Satd. Flow (prot)	0	1872	0	0	1784	0	1745	1834	0	1711	1780	0
Flt Permitted		0.916			0.948		0.360			0.163		
Satd. Flow (perm)	0	1721	0	0	1698	0	661	1834	0	294	1780	0
Satd. Flow (RTOR)		4			25			6			5	
Adj. Flow (vph)	29	296	29	56	435	264	51	376	51	224	534	49
Lane Group Flow (vph)	0	354	0	0	755	0	51	427	0	224	583	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		9.0	10.0	
Total Split (s)	48.0	48.0		48.0	48.0		41.0	41.0		16.0	57.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		34.2%	34.2%		13.3%	47.5%	
Maximum Green (s)	43.0	43.0		43.0	43.0		36.0	36.0		12.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		0.0	1.0	
Lost Time Adjust (s)		0.0			-1.0		-1.0	-1.0		0.0	-1.0	
Total Lost Time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.46			0.95		0.27	0.79		0.73	0.72	
Control Delay (s/veh)	21.8			48.2		29.4	42.3		32.0	26.4		
Queue Delay	0.0			0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)	21.8			48.2		29.4	42.3		32.0	26.4		
Queue Length 50th (ft)	144			418		24	236		82	275		
Queue Length 95th (ft)	254			#774		56	346		#164	396		
Internal Link Dist (ft)	1129			1389			1472			1208		
Turn Bay Length (ft)						190			190			
Base Capacity (vph)	778			796		256	715		311	991		
Starvation Cap Reductn	0			0		0	0		0	0		
Spillback Cap Reductn	0			0		0	0		0	0		
Storage Cap Reductn	0			0		0	0		0	0		
Reduced v/c Ratio	0.46			0.95		0.20	0.60		0.72	0.59		
Intersection Summary												
Cycle Length: 120												

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Fr _t	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	13%
Maximum Green (s)	11.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	4.0
Pedestrian Calls (#/hr)	0
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Actuated Cycle Length: 95.9

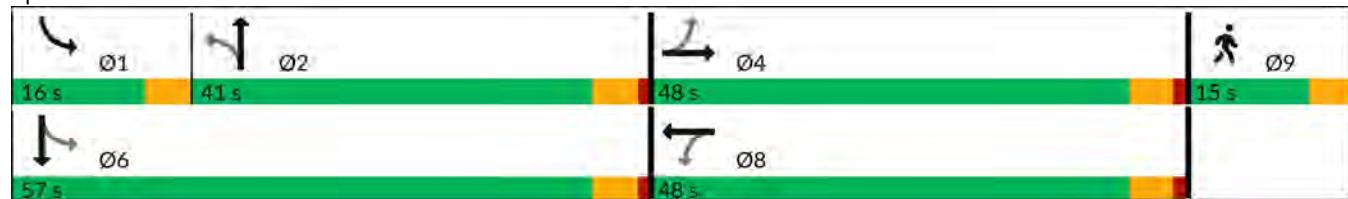
Natural Cycle: 100

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Central Street & Pleasant Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	263	26	53	413	251	47	346	47	208	497	46
Future Volume (vph)	26	263	26	53	413	251	47	346	47	208	497	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	12	12	11	11	12
Total Lost time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Fr _t		0.99			0.95		1.00	0.98		1.00	0.99	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1871			1784		1745	1834		1711	1781	
Flt Permitted		0.92			0.95		0.36	1.00		0.16	1.00	
Satd. Flow (perm)		1721			1697		661	1834		293	1781	
Peak-hour factor, PHF	0.89	0.89	0.89	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	29	296	29	56	435	264	51	376	51	224	534	49
RTOR Reduction (vph)	0	2	0	0	13	0	0	4	0	0	3	0
Lane Group Flow (vph)	0	352	0	0	742	0	51	423	0	224	580	0
Heavy Vehicles (%)	0%	0%	0%	2%	1%	1%	0%	2%	0%	2%	2%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		8			2			6			
Actuated Green, G (s)		43.2			43.2		26.9	26.9		42.6	42.6	
Effective Green, g (s)		43.2			44.2		27.9	27.9		42.6	43.6	
Actuated g/C Ratio		0.45			0.46		0.29	0.29		0.44	0.46	
Clearance Time (s)		5.0			5.0		5.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		776			782		192	534		303	810	
v/s Ratio Prot							c0.23			0.09	c0.33	
v/s Ratio Perm		0.20			c0.44		0.08			0.24		
v/c Ratio		0.45			0.95		0.27	0.79		0.74	0.72	
Uniform Delay, d1		18.2			24.7		26.1	31.3		20.1	21.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			20.3		0.7	7.9		9.1	3.0	
Delay (s)		18.6			45.1		26.8	39.1		29.2	24.1	
Level of Service		B			D		C	D		C	C	
Approach Delay (s/veh)		18.6			45.1			37.8			25.5	
Approach LOS		B			D			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		33.1			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.93										
Actuated Cycle Length (s)		95.8			Sum of lost time (s)			17.0				
Intersection Capacity Utilization		94.1%			ICU Level of Service			F				
Analysis Period (min)		15										

c Critical Lane Group

Intersection

Int Delay, s/veh 26.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	27	493	632	135	191	75
Future Vol, veh/h	27	493	632	135	191	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	90	90	86	86
Heavy Vehicles, %	0	2	1	0	1	0
Mvmt Flow	28	514	702	150	222	87

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	852	0	-
Stage 1	-	-	702
Stage 2	-	-	570
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	795	-	-
Stage 1	-	-	493
Stage 2	-	-	568
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	795	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	476
Stage 2	-	-	568

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	146
HCM LOS		F	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	795	-	-	-	179	441
HCM Lane V/C Ratio	0.035	-	-	-	1.239	0.198
HCM Ctrl Dly (s/v)	9.7	-	-	-	197.4	15.2
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	12.2	0.7

Notes

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑		↑	↑	↑	
Traffic Volume (vph)	475	181	422	671	133	241	
Future Volume (vph)	475	181	422	671	133	241	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fr _t		0.850			0.850		
Flt Protected				0.981	0.950		
Satd. Flow (prot)	1881	1599	0	2092	1805	1599	
Flt Permitted				0.533	0.950		
Satd. Flow (perm)	1881	1599	0	1136	1805	1599	
Satd. Flow (RTOR)		128			277		
Adj. Flow (vph)	546	208	440	699	153	277	
Lane Group Flow (vph)	546	208	0	1139	153	277	
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pt+ov	
Protected Phases	2	8	1	6	8	81	9
Permitted Phases			2	6			
Detector Phase	2	8	1	6	8	81	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	9.0	19.0	10.0	25.0	
Total Split (s)	51.0	19.0	31.0	82.0	19.0	25.0	
Total Split (%)	40.5%	15.1%	24.6%	65.1%	15.1%	20%	
Maximum Green (s)	46.0	14.0	27.0	77.0	14.0	21.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	0.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	None	None	Min	None	None	
Walk Time (s)					5.0		
Flash Don't Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
v/c Ratio	0.42	0.15		1.21	0.62	0.48	
Control Delay (s/veh)	8.4	0.7		118.9	52.0	7.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	8.4	0.7		118.9	52.0	7.1	
Queue Length 50th (ft)	142	4		~536	93	0	
Queue Length 95th (ft)	196	11		#1154	152	56	
Internal Link Dist (ft)	2350			1159	1483		
Turn Bay Length (ft)		115			70		
Base Capacity (vph)	1290	1417		942	271	847	
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.42	0.15		1.21	0.56	0.33	
Intersection Summary							
Cycle Length: 126							

Actuated Cycle Length: 99.7

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

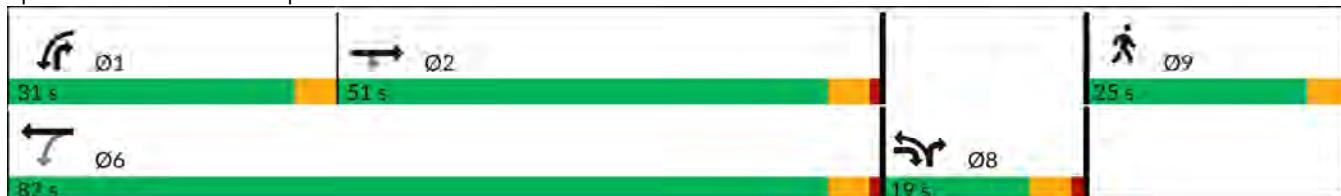
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Turnpike Street & Pleasant Street





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	475	181	422	671	133	241
Future Volume (vph)	475	181	422	671	133	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Fr _t	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.98	0.95	1.00
Satd. Flow (prot)	1881	1599		2092	1805	1599
Flt Permitted	1.00	1.00		0.53	0.95	1.00
Satd. Flow (perm)	1881	1599		1137	1805	1599
Peak-hour factor, PHF	0.87	0.87	0.96	0.96	0.87	0.87
Adj. Flow (vph)	546	208	440	699	153	277
RTOR Reduction (vph)	0	23	0	0	0	212
Lane Group Flow (vph)	546	185	0	1139	153	65
Heavy Vehicles (%)	1%	1%	1%	1%	0%	1%
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pt+ov
Protected Phases	2	8	1	6	8	8 1
Permitted Phases		2	6			
Actuated Green, G (s)	67.4	80.1		77.0	12.7	23.3
Effective Green, g (s)	68.4	82.1		78.0	13.7	23.3
Actuated g/C Ratio	0.69	0.82		0.78	0.14	0.23
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1290	1380		952	248	373
v/s Ratio Prot	0.29	0.02		c0.08	c0.08	0.04
v/s Ratio Perm		0.10		c0.86		
v/c Ratio	0.42	0.13		1.20	0.62	0.17
Uniform Delay, d ₁	6.9	1.7		10.9	40.5	30.5
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d ₂	0.2	0.0		98.7	4.5	0.2
Delay (s)	7.1	1.8		109.6	45.0	30.7
Level of Service	A	A		F	D	C
Approach Delay (s/veh)	5.7			109.6	35.8	
Approach LOS	A			F	D	
Intersection Summary						
HCM 2000 Control Delay (s/veh)	62.2			HCM 2000 Level of Service		E
HCM 2000 Volume to Capacity ratio	1.23					
Actuated Cycle Length (s)	99.7			Sum of lost time (s)		17.0
Intersection Capacity Utilization	101.0%			ICU Level of Service		G
Analysis Period (min)	15					

c Critical Lane Group

2032 Build

2032 Build Weekday Morning Peak-Hour

1: Central Street & Pleasant Street

06/23/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	415	19	37	265	239	19	485	65	204	311	33
Future Volume (vph)	54	415	19	37	265	239	19	485	65	204	311	33
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995			0.940			0.982			0.986	
Flt Protected		0.994			0.997			0.950			0.950	
Satd. Flow (prot)	0	1813	0	0	1667	0	1646	1814	0	1558	1675	0
Flt Permitted		0.842			0.940		0.542			0.100		
Satd. Flow (perm)	0	1536	0	0	1572	0	939	1814	0	164	1675	0
Satd. Flow (RTOR)		2			37			6			6	
Adj. Flow (vph)	59	451	21	39	276	249	20	511	68	219	334	35
Lane Group Flow (vph)	0	531	0	0	564	0	20	579	0	219	369	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		9.0	10.0	
Total Split (s)	48.0	48.0		48.0	48.0		41.0	41.0		16.0	57.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		34.2%	34.2%		13.3%	47.5%	
Maximum Green (s)	43.0	43.0		43.0	43.0		36.0	36.0		12.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		0.0	1.0	
Lost Time Adjust (s)		0.0			-1.0		-1.0	-1.0		0.0	-1.0	
Total Lost Time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.84			0.83		0.06	0.90		0.90	0.44	
Control Delay (s/veh)		42.0			37.6		23.3	51.1		63.6	18.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		42.0			37.6		23.3	51.1		63.6	18.2	
Queue Length 50th (ft)		314			312		9	362		100	148	
Queue Length 95th (ft)		#510			#510		26	#573		#243	224	
Internal Link Dist (ft)		1129			1389			1472			1208	
Turn Bay Length (ft)							190			190		
Base Capacity (vph)		630			680		330	643		242	848	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.84			0.83		0.06	0.90		0.90	0.44	
Intersection Summary												
Cycle Length: 120												

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Fr _t	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	13%
Maximum Green (s)	11.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	4.0
Pedestrian Calls (#/hr)	0
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Actuated Cycle Length: 105

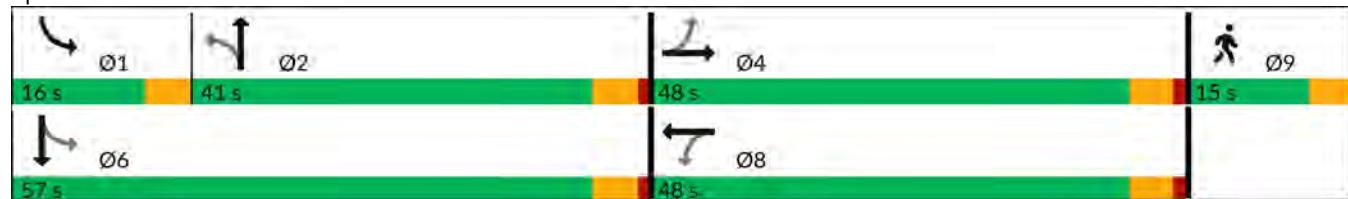
Natural Cycle: 130

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Central Street & Pleasant Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	415	19	37	265	239	19	485	65	204	311	33
Future Volume (vph)	54	415	19	37	265	239	19	485	65	204	311	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	12	12	11	11	12
Total Lost time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Fr _t		0.99			0.94		1.00	0.98		1.00	0.99	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1814			1667		1646	1814		1558	1674	
Flt Permitted		0.84			0.94		0.54	1.00		0.10	1.00	
Satd. Flow (perm)		1535			1572		939	1814		164	1674	
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	59	451	21	39	276	249	20	511	68	219	334	35
RTOR Reduction (vph)	0	1	0	0	21	0	0	4	0	0	3	0
Lane Group Flow (vph)	0	530	0	0	543	0	20	575	0	219	366	0
Heavy Vehicles (%)	0%	4%	6%	0%	4%	11%	6%	3%	2%	12%	9%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		8			2			6			
Actuated Green, G (s)		43.0			43.0		36.0	36.0		52.0	52.0	
Effective Green, g (s)		43.0			44.0		37.0	37.0		52.0	53.0	
Actuated g/C Ratio		0.41			0.42		0.35	0.35		0.50	0.50	
Clearance Time (s)		5.0			5.0		5.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		628			658		330	639		240	844	
v/s Ratio Prot								0.32		c0.10	0.22	
v/s Ratio Perm		c0.35			0.35		0.02			c0.35		
v/c Ratio		0.84			0.82		0.06	0.90		0.91	0.43	
Uniform Delay, d1		28.0			27.1		22.5	32.2		28.1	16.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		10.1			8.3		0.1	15.8		35.3	0.4	
Delay (s)		38.0			35.4		22.6	48.0		63.4	16.8	
Level of Service		D			D		C	D		E	B	
Approach Delay (s/veh)		38.0			35.4			47.2			34.2	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		38.8			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.94										
Actuated Cycle Length (s)		105.0			Sum of lost time (s)			17.0				
Intersection Capacity Utilization		90.7%			ICU Level of Service			E				
Analysis Period (min)		15										

c Critical Lane Group

Intersection						
Int Delay, s/veh	11.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	32	565	447	311	116	121
Future Vol, veh/h	32	565	447	311	116	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	87	87	64	64
Heavy Vehicles, %	3	7	8	1	1	4
Mvmt Flow	36	628	514	357	181	189
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	871	0	-	0	1213	514
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	699	-
Critical Hdwy	4.13	-	-	-	6.41	6.24
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.336
Pot Cap-1 Maneuver	770	-	-	-	202	557
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	770	-	-	-	193	557
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	495	-
Approach	EB	WB	SB			
HCM Ctrl Dly, s/v	0.53	0	56.72			
HCM LOS			F			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	770	-	-	-	193	557
HCM Lane V/C Ratio	0.046	-	-	-	0.941	0.34
HCM Ctrl Dly (s/v)	9.9	-	-	-	100.5	14.8
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	7.6	1.5



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑		↑	↑	↑	
Traffic Volume (vph)	519	130	149	505	254	249	
Future Volume (vph)	519	130	149	505	254	249	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fr _t			0.850			0.850	
Flt Protected				0.989	0.950		
Satd. Flow (prot)	1792	1417	0	2006	1671	1524	
Flt Permitted				0.601	0.950		
Satd. Flow (perm)	1792	1417	0	1219	1671	1524	
Satd. Flow (RTOR)			84			156	
Adj. Flow (vph)	558	140	173	587	302	296	
Lane Group Flow (vph)	558	140	0	760	302	296	
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pt+ov	
Protected Phases	2	8	1	6	8	81	9
Permitted Phases			2	6			
Detector Phase	2	8	1	6	8	81	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	9.0	19.0	10.0	25.0	
Total Split (s)	51.0	19.0	31.0	82.0	19.0	25.0	
Total Split (%)	40.5%	15.1%	24.6%	65.1%	15.1%	20%	
Maximum Green (s)	46.0	14.0	27.0	77.0	14.0	21.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	0.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	None	None	Min	None	None	
Walk Time (s)						5.0	
Flash Don't Walk (s)						16.0	
Pedestrian Calls (#/hr)						1	
v/c Ratio	0.49	0.12		0.79	1.27	0.62	
Control Delay (s/veh)	15.0	2.5		16.6	188.2	20.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	15.0	2.5		16.6	188.2	20.8	
Queue Length 50th (ft)	152	3		145	~240	78	
Queue Length 95th (ft)	476	44		#458	#479	116	
Internal Link Dist (ft)	2350			1159	1483		
Turn Bay Length (ft)		115				70	
Base Capacity (vph)	1134	1168		959	238	730	
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.49	0.12		0.79	1.27	0.41	
Intersection Summary							
Cycle Length: 126							

Actuated Cycle Length: 106

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Turnpike Street & Pleasant Street





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	519	130	149	505	254	249
Future Volume (vph)	519	130	149	505	254	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Fr _t	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)	1792	1417		2006	1671	1524
Flt Permitted	1.00	1.00		0.60	0.95	1.00
Satd. Flow (perm)	1792	1417		1219	1671	1524
Peak-hour factor, PHF	0.93	0.93	0.86	0.86	0.84	0.84
Adj. Flow (vph)	558	140	173	587	302	296
RTOR Reduction (vph)	0	21	0	0	0	125
Lane Group Flow (vph)	558	119	0	760	302	171
Heavy Vehicles (%)	6%	14%	10%	5%	8%	6%
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pt+ov
Protected Phases	2	8	1	6	8	81
Permitted Phases		2	6			
Actuated Green, G (s)	66.1	80.2		77.6	14.1	21.6
Effective Green, g (s)	67.1	82.2		78.6	15.1	21.6
Actuated g/C Ratio	0.61	0.75		0.72	0.14	0.20
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1101	1118		938	231	301
v/s Ratio Prot	0.31	0.01	c0.06	c0.18	0.11	
v/s Ratio Perm		0.07	c0.52			
v/c Ratio	0.51	0.11		0.81	1.31	0.57
Uniform Delay, d ₁	11.8	3.6		10.3	47.1	39.6
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d ₂	0.4	0.0		5.4	165.9	2.5
Delay (s)	12.2	3.7		15.7	213.0	42.0
Level of Service	B	A		B	F	D
Approach Delay (s/veh)	10.5			15.7	128.4	
Approach LOS	B			B	F	
Intersection Summary						
HCM 2000 Control Delay (s/veh)		46.7		HCM 2000 Level of Service		D
HCM 2000 Volume to Capacity ratio		0.90				
Actuated Cycle Length (s)		109.2		Sum of lost time (s)		17.0
Intersection Capacity Utilization		86.2%		ICU Level of Service		E
Analysis Period (min)		15				

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	578	561	7	19	9
Future Vol, veh/h	4	578	561	7	19	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	88	88	92	92
Heavy Vehicles, %	0	7	7	0	0	0
Mvmt Flow	4	649	638	8	21	10
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	645	0	-	0	1300	641
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	658	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	949	-	-	-	180	478
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	949	-	-	-	178	478
Mov Cap-2 Maneuver	-	-	-	-	178	-
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	519	-
Approach	EB	WB	SB			
HCM Ctrl Dly, s/v	0.06	0	23.64			
HCM LOS			C			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	12	-	-	-	223	-
HCM Lane V/C Ratio	0.005	-	-	-	0.136	-
HCM Ctrl Dly (s/v)	8.8	0	-	-	23.6	-
HCM Lane LOS	A	A	-	-	C	-
HCM 95th %tile Q(veh)	0	-	-	-	0.5	-

2032 Build Weekday Evening Peak-Hour

1: Central Street & Pleasant Street

06/23/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	266	26	54	415	254	47	346	50	212	497	46
Future Volume (vph)	26	266	26	54	415	254	47	346	50	212	497	46
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.989			0.953			0.981			0.987	
Flt Protected		0.996			0.996		0.950			0.950		
Satd. Flow (prot)	0	1872	0	0	1784	0	1745	1832	0	1711	1780	0
Flt Permitted		0.915			0.947		0.361			0.162		
Satd. Flow (perm)	0	1719	0	0	1696	0	663	1832	0	292	1780	0
Satd. Flow (RTOR)		4			26			6			5	
Adj. Flow (vph)	29	299	29	57	437	267	51	376	54	228	534	49
Lane Group Flow (vph)	0	357	0	0	761	0	51	430	0	228	583	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		9.0	10.0	
Total Split (s)	48.0	48.0		48.0	48.0		41.0	41.0		16.0	57.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		34.2%	34.2%		13.3%	47.5%	
Maximum Green (s)	43.0	43.0		43.0	43.0		36.0	36.0		12.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		0.0	1.0	
Lost Time Adjust (s)		0.0			-1.0		-1.0	-1.0		0.0	-1.0	
Total Lost Time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.46			0.96		0.26	0.79		0.75	0.72	
Control Delay (s/veh)	22.0			50.4		29.2	42.4		33.0	26.3		
Queue Delay	0.0			0.0		0.0	0.0		0.0	0.0		
Total Delay (s/veh)	22.0			50.4		29.2	42.4		33.0	26.3		
Queue Length 50th (ft)	146			426		24	238		84	275		
Queue Length 95th (ft)	257			#782		56	350		#172	396		
Internal Link Dist (ft)	1129			1389			1472			1208		
Turn Bay Length (ft)						190			190			
Base Capacity (vph)	774			793		256	712		311	987		
Starvation Cap Reductn	0			0		0	0		0	0		
Spillback Cap Reductn	0			0		0	0		0	0		
Storage Cap Reductn	0			0		0	0		0	0		
Reduced v/c Ratio	0.46			0.96		0.20	0.60		0.73	0.59		
Intersection Summary												
Cycle Length: 120												

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Lane Util. Factor	
Fr _t	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Satd. Flow (RTOR)	
Adj. Flow (vph)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	13%
Maximum Green (s)	11.0
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	4.0
Pedestrian Calls (#/hr)	0
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Actuated Cycle Length: 96.2

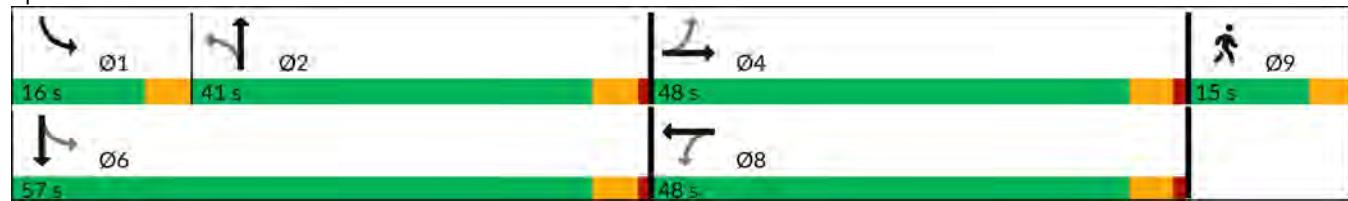
Natural Cycle: 110

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Central Street & Pleasant Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	266	26	54	415	254	47	346	50	212	497	46
Future Volume (vph)	26	266	26	54	415	254	47	346	50	212	497	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	12	12	11	11	12
Total Lost time (s)		5.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Fr _t		0.99			0.95		1.00	0.98		1.00	0.99	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1872			1784		1745	1832		1711	1781	
Flt Permitted		0.91			0.95		0.36	1.00		0.16	1.00	
Satd. Flow (perm)		1719			1695		663	1832		292	1781	
Peak-hour factor, PHF	0.89	0.89	0.89	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	29	299	29	57	437	267	51	376	54	228	534	49
RTOR Reduction (vph)	0	2	0	0	14	0	0	4	0	0	3	0
Lane Group Flow (vph)	0	355	0	0	747	0	51	426	0	228	580	0
Heavy Vehicles (%)	0%	0%	0%	2%	1%	1%	0%	2%	0%	2%	2%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		8			2			6			
Actuated Green, G (s)		43.2			43.2		27.2	27.2		42.9	42.9	
Effective Green, g (s)		43.2			44.2		28.2	28.2		42.9	43.9	
Actuated g/C Ratio		0.45			0.46		0.29	0.29		0.45	0.46	
Clearance Time (s)		5.0			5.0		5.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		772			779		194	537		303	813	
v/s Ratio Prot								0.23		0.09	c0.33	
v/s Ratio Perm		0.21			c0.44		0.08			c0.24		
v/c Ratio		0.46			0.96		0.26	0.79		0.75	0.71	
Uniform Delay, d1		18.4			25.1		26.0	31.3		20.1	21.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4			22.4		0.7	7.9		10.1	3.0	
Delay (s)		18.8			47.5		26.7	39.1		30.2	24.0	
Level of Service		B			D		C	D		C	C	
Approach Delay (s/veh)		18.8			47.5			37.8			25.8	
Approach LOS		B			D			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		34.0			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.94										
Actuated Cycle Length (s)		96.1			Sum of lost time (s)			17.0				
Intersection Capacity Utilization		94.7%			ICU Level of Service			F				
Analysis Period (min)		15										

c Critical Lane Group

Intersection

Int Delay, s/veh 29.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	28	503	649	135	191	76
Future Vol, veh/h	28	503	649	135	191	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	90	90	86	86
Heavy Vehicles, %	0	2	1	0	1	0
Mvmt Flow	29	524	721	150	222	88

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	871	0	-
Stage 1	-	-	721
Stage 2	-	-	582
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	5.41
Critical Hdwy Stg 2	-	-	5.41
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	783	-	-
Stage 1	-	-	483
Stage 2	-	-	560
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	783	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	465
Stage 2	-	-	560

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.52	0	163.21
HCM LOS		F	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	783	-	-	-	171	431
HCM Lane V/C Ratio	0.037	-	-	-	1.296	0.205
HCM Ctrl Dly (s/v)	9.8	-	-	-	222	15.5
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	12.8	0.8

Notes

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑	↑		↑	↑	↑	
Traffic Volume (vph)	484	182	422	687	134	241	
Future Volume (vph)	484	182	422	687	134	241	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fr _t			0.850			0.850	
Flt Protected				0.981	0.950		
Satd. Flow (prot)	1881	1599	0	2092	1805	1599	
Flt Permitted				0.530	0.950		
Satd. Flow (perm)	1881	1599	0	1130	1805	1599	
Satd. Flow (RTOR)		126			277		
Adj. Flow (vph)	556	209	440	716	154	277	
Lane Group Flow (vph)	556	209	0	1156	154	277	
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pt+ov	
Protected Phases	2	8	1	6	8	81	9
Permitted Phases			2	6			
Detector Phase	2	8	1	6	8	81	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	9.0	19.0	10.0	25.0	
Total Split (s)	51.0	19.0	31.0	82.0	19.0	25.0	
Total Split (%)	40.5%	15.1%	24.6%	65.1%	15.1%	20%	
Maximum Green (s)	46.0	14.0	27.0	77.0	14.0	21.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	0.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	None	None	Min	None	None	
Walk Time (s)					5.0		
Flash Don't Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
v/c Ratio	0.43	0.15		1.23	0.62	0.48	
Control Delay (s/veh)	8.5	0.7		129.4	52.1	7.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	8.5	0.7		129.4	52.1	7.1	
Queue Length 50th (ft)	145	5		~573	94	0	
Queue Length 95th (ft)	202	11		#1182	154	56	
Internal Link Dist (ft)	2350			1159	1483		
Turn Bay Length (ft)		115			70		
Base Capacity (vph)	1290	1417		938	271	846	
Starvation Cap Reductn	0	0		0	0	0	
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.43	0.15		1.23	0.57	0.33	
Intersection Summary							
Cycle Length: 126							

Actuated Cycle Length: 99.7

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Turnpike Street & Pleasant Street





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	484	182	422	687	134	241
Future Volume (vph)	484	182	422	687	134	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	16	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Fr _t	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.98	0.95	1.00
Satd. Flow (prot)	1881	1599		2092	1805	1599
Flt Permitted	1.00	1.00		0.53	0.95	1.00
Satd. Flow (perm)	1881	1599		1129	1805	1599
Peak-hour factor, PHF	0.87	0.87	0.96	0.96	0.87	0.87
Adj. Flow (vph)	556	209	440	716	154	277
RTOR Reduction (vph)	0	22	0	0	0	212
Lane Group Flow (vph)	556	187	0	1156	154	65
Heavy Vehicles (%)	1%	1%	1%	1%	0%	1%
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pt+ov
Protected Phases	2	8	1	6	8	8 1
Permitted Phases		2	6			
Actuated Green, G (s)	67.4	80.1		77.0	12.7	23.3
Effective Green, g (s)	68.4	82.1		78.0	13.7	23.3
Actuated g/C Ratio	0.69	0.82		0.78	0.14	0.23
Clearance Time (s)	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1290	1380		947	248	373
v/s Ratio Prot	0.30	0.02		c0.08	c0.09	0.04
v/s Ratio Perm		0.10		c0.87		
v/c Ratio	0.43	0.14		1.22	0.62	0.17
Uniform Delay, d ₁	7.0	1.7		10.9	40.6	30.5
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d ₂	0.2	0.0		108.9	4.8	0.2
Delay (s)	7.2	1.8		119.8	45.3	30.7
Level of Service	A	A		F	D	C
Approach Delay (s/veh)	5.7			119.8	35.9	
Approach LOS	A			F	D	
Intersection Summary						
HCM 2000 Control Delay (s/veh)	67.3			HCM 2000 Level of Service		E
HCM 2000 Volume to Capacity ratio	1.25					
Actuated Cycle Length (s)	99.7			Sum of lost time (s)		17.0
Intersection Capacity Utilization	102.4%			ICU Level of Service		G
Analysis Period (min)	15					

c Critical Lane Group

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	519	706	19	12	7
Future Vol, veh/h	11	519	706	19	12	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	87	87	92	92
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	11	530	811	22	13	8
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	833	0	-	0	1374	822
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	552	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	808	-	-	-	162	377
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	808	-	-	-	159	377
Mov Cap-2 Maneuver	-	-	-	-	159	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	581	-
Approach	EB	WB	SB			
HCM Ctrl Dly, s/v	0.2	0	24.87			
HCM LOS			C			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	37	-	-	-	202	
HCM Lane V/C Ratio	0.014	-	-	-	0.102	
HCM Ctrl Dly (s/v)	9.5	0	-	-	24.9	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	