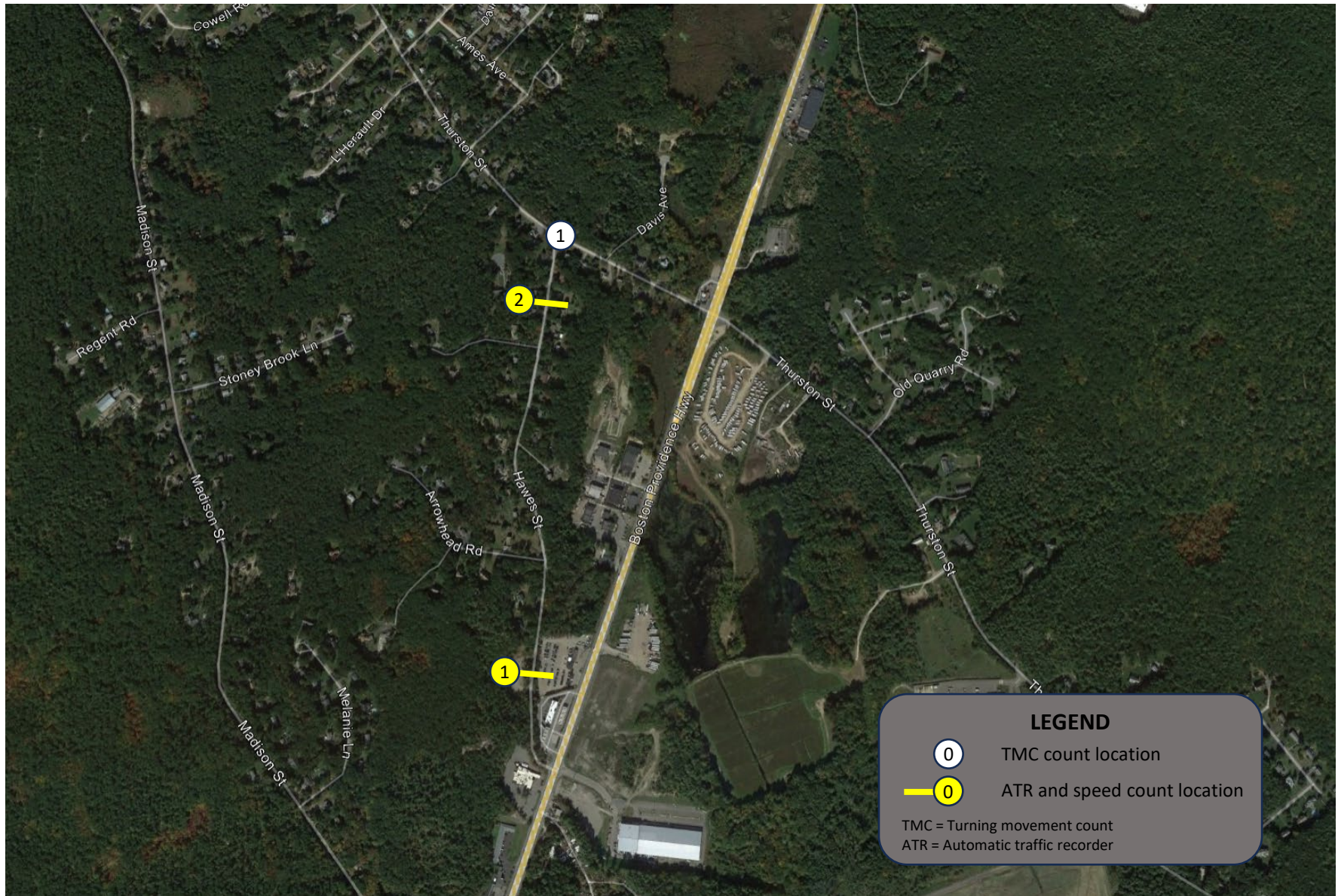


Appendix A
Requested Automatic Traffic Recorder and Turning Movement Count
Locations

Wrentham ATR and TMC Count Locations



List of Turning Movement Count Locations

Location ID	Intersection	Weekday Morning Period	Weekday Afternoon Period	Traffic Control
1	Hawes Street at Thurston Street	6 AM - 9 AM	3 PM - 6 PM	Unsignalized

List of Automatic Traffic Recorder, Classification, and Spot Speed Count Locations

Location ID	Location	Count Type
1	Hawes Street south of Thurston Street	ATR, classification, and speed
2	Hawes Street south of Arrowhead Road	ATR classification, and speed

Appendix B
Automatic Traffic Recorder Data

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 1/30/2024

Page: 1

Station #: 240010000136
Site ID: 000000000101
Location: Hawes St. NB, south of Arrowhead Rd.
Direction: NORTH

STA. 1 NB

File: D0130007.prn
City: Wrentham
County: class

TIME	MON	TUE	WED	THU	FRI	WKDAY	SAT	SUN	WEEK	TOTAL
		30	31	1	2	AVG			AVG	
01:00			8	8	4	7			7	20
02:00			0	1	2	1			1	3
03:00			2	2	0	1			1	4
04:00			3	2	0	2			2	5
05:00			1	1	0	1			1	2
06:00			8	9	7	8			8	24
07:00			14	13	13	13			13	40
08:00			30	29	25	28			28	84
09:00			31	33	30	31			31	94
10:00			19	39	24	27			27	82
11:00		17	24	21	18	20			20	80
12:00		13	15	15		14			14	43
13:00		19	21	21		20			20	61
14:00		17	15	16		16			16	48
15:00		23	24	27		25			25	74
16:00		30	33	35		33			33	98
17:00		35	36	35		35			35	106
18:00		35	16	41		31			31	92
19:00		28	21	35		28			28	84
20:00		21	28	27		25			25	76
21:00		30	17	17		21			21	64
22:00		14	15	22		17			17	51
23:00		13	10	16		13			13	39
24:00		10	6	9		8			8	25
TOTALS		305	397	474	123	425			425	1299
% AVG WKDY		71.8	93.4	111.5	28.9					
% AVG WEEK		71.8	93.4	111.5	28.9					
AM Times		11:00	09:00	10:00	09:00	09:00		09:00		
AM Peaks		17	31	39	30	31		31		
PM Times		17:00	17:00	18:00		17:00		17:00		
PM Peaks		35	36	41		35		35		

U7

Tph = 7%

Tad = 3%

NB 425

SB 473

COMB AND 898

FAC 1.00

COMB ADT 900

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 1/30/2024

Page: 1

Station #: 240010000076
Site ID: 000000000102
Location: Hawes St. SB, south of Arrowhead Rd.
Direction: SOUTH

STA. 1 SB

File: D0130011.prn
City: Wrentham
County: speed

TIME	MON	TUE	WED	THU	FRI	WKDAY	SAT	SUN	WEEK	TOTAL
		30	31	1	2	AVG			AVG	
01:00			0	1	2	1			1	3
02:00			2	2	0	1			1	4
03:00			3	2	0	2			2	5
04:00			1	1	0	1			1	2
05:00			9	9	7	8			8	25
06:00			13	13	12	13			13	38
07:00			34	31	27	31			31	92
08:00			36	34	39	36			36	109
09:00			21	42	28	30			30	91
10:00		19	27	24		23			23	70
11:00		14	15	16		15			15	45
12:00		21	24	21		22			22	66
13:00		20	20	22		21			21	62
14:00		26	25	30		27			27	81
15:00		36	41	41		39			39	118
16:00		42	42	36		40			40	120
17:00		40	17	40		32			32	97
18:00		30	24	40		31			31	94
19:00		23	29	32		28			28	84
20:00		29	20	19		23			23	68
21:00		15	14	24		18			18	53
22:00		13	12	19		15			15	44
23:00		12	8	10		10			10	30
24:00		7	7	3		6			6	17
TOTALS		347	444	512	115	473			473	1418
% AVG WKDY		73.4	93.9	108.2	24.3					
% AVG WEEK		73.4	93.9	108.2	24.3					
AM Times		12:00	08:00	09:00	08:00	08:00		08:00		
AM Peaks		21	36	42	39	36		36		
PM Times		16:00	16:00	15:00		16:00		16:00		
PM Peaks		42	42	41		40		40		

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 1/30/2024

Page: 1

Station #: 240010000029
Site ID: 000000000201
Location: Hawes St. NB, south of Thurston St.
Direction: NORTH

STA. 2 NB

File: D0130001.prn
City: Wrentham
County: class

TIME	MON	TUE	WED	THU	FRI	WKDAY	SAT	SUN	WEEK	TOTAL
		30	31	1	2	AVG			AVG	
01:00			2	1	1	1			1	4
02:00			0	1	0	0			0	1
03:00			1	2	0	1			1	3
04:00			3	1	1	2			2	5
05:00			9	10	8	9			9	27
06:00			13	12	11	12			12	36
07:00			42	40	37	40			40	119
08:00			41	32	38	37			37	111
09:00			22	34	29	28			28	85
10:00		25	29	21		25			25	75
11:00		19	20	18		19			19	57
12:00		24	24	18		22			22	66
13:00		27	23	20		23			23	70
14:00		26	28	36		30			30	90
15:00		38	36	29		34			34	103
16:00		32	37	32		34			34	101
17:00		27	26	43		32			32	96
18:00		26	33	33		31			31	92
19:00		20	32	24		25			25	76
20:00		20	16	18		18			18	54
21:00		12	13	16		14			14	41
22:00		12	12	15		13			13	39
23:00		12	7	9		9			9	28
24:00		5	6	1		4			4	12

TOTALS		325	475	466	125	463			463	1391

% AVG WKDY		70.2	102.6	100.6	27.0					
% AVG WEEK		70.2	102.6	100.6	27.0					

AM Times		10:00	07:00	07:00	08:00	07:00		07:00		
AM Peaks		25	42	40	38	40		40		

PM Times		15:00	16:00	17:00		15:00		15:00		
PM Peaks		38	37	43		34		34		

U7

NB 463
SB 525

COMB AWD 988
FAC 1.00
COMB ADT 990

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 1/30/2024

Page: 1

Station #: 240010000135
Site ID: 000000000202
Location: Hawes St. SB, south of Thurston St.
Direction: SOUTH

STA. 2 SB

File: D0130003.prn
City: Wrentham
County: class

TIME	MON	TUE	WED	THU	FRI	WKDAY	SAT	SUN	WEEK	TOTAL
		30	31	1	2	AVG			AVG	
01:00			2	3	2	2			2	7
02:00			0	0	0	0			0	0
03:00			1	2	0	1			1	3
04:00			3	1	1	2			2	5
05:00			11	11	9	10			10	31
06:00			17	15	11	14			14	43
07:00			45	46	28	40			40	119
08:00			44	41	29	38			38	114
09:00			26	43	26	32			32	95
10:00		26	32	29		29			29	87
11:00		20	22	20		21			21	62
12:00		30	25	20		25			25	75
13:00		27	26	14		22			22	67
14:00		34	33	32		33			33	99
15:00		40	49	35		41			41	124
16:00		38	50	44		44			44	132
17:00		43	33	37		38			38	113
18:00		36	38	33		36			36	107
19:00		27	35	19		27			27	81
20:00		30	26	18		25			25	74
21:00		15	18	11		15			15	44
22:00		13	12	15		13			13	40
23:00		13	8	13		11			11	34
24:00		7	8	4		6			6	19
TOTALS		399	564	506	106	525			525	1575
% AVG WKDY		76.0	107.4	96.4	20.2					
% AVG WEEK		76.0	107.4	96.4	20.2					
AM Times		12:00	07:00	07:00	08:00	07:00		07:00		
AM Peaks		30	45	46	29	40		40		
PM Times		17:00	16:00	16:00		16:00		16:00		
PM Peaks		43	50	44		44		44		

Appendix C
Turning Movement Counts: Hawes Street at Thurston Street

249819-A (Hawes Street at Thurston Street) T... - TMC

Wed Jan 31, 2024

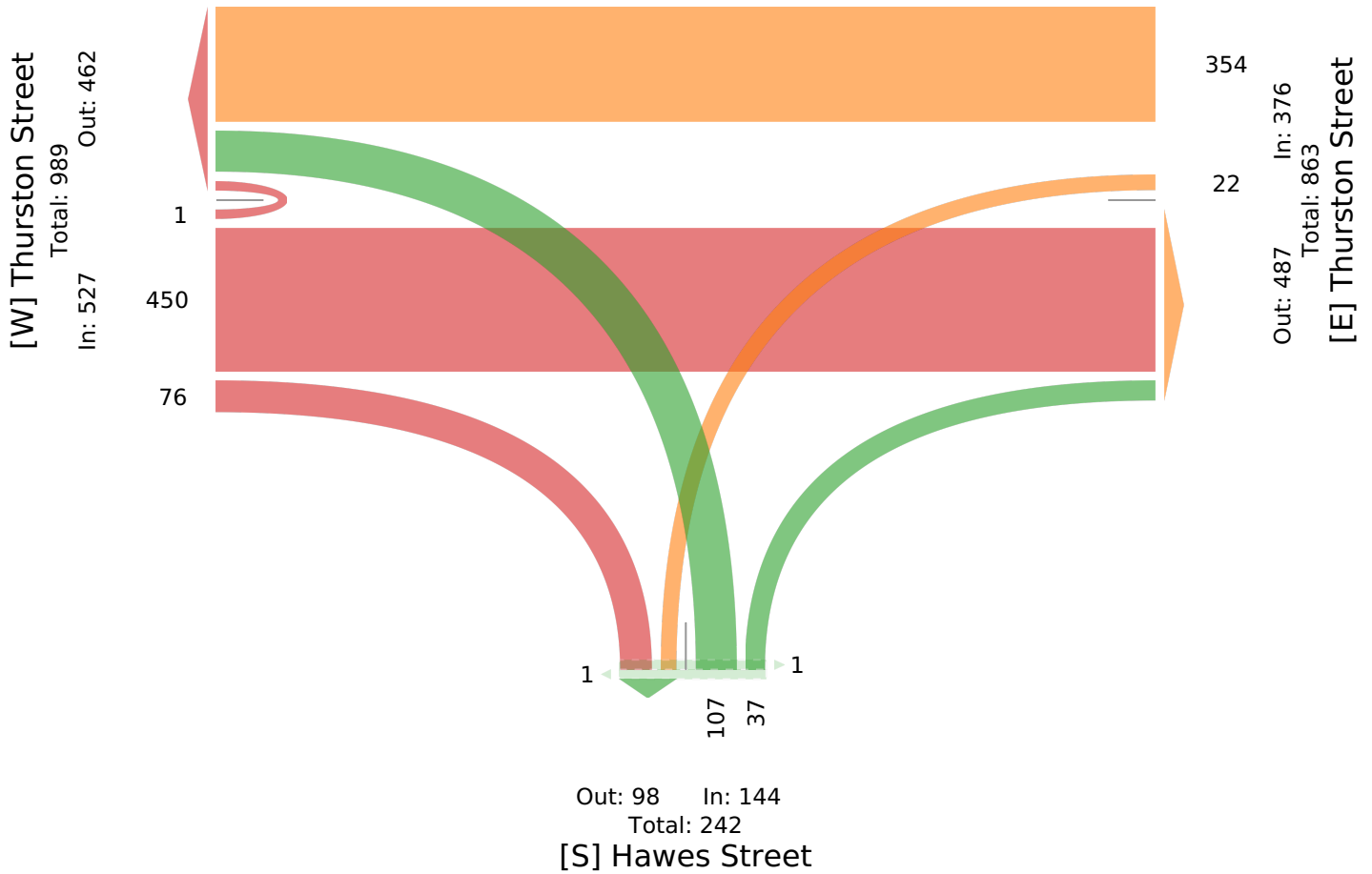
Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

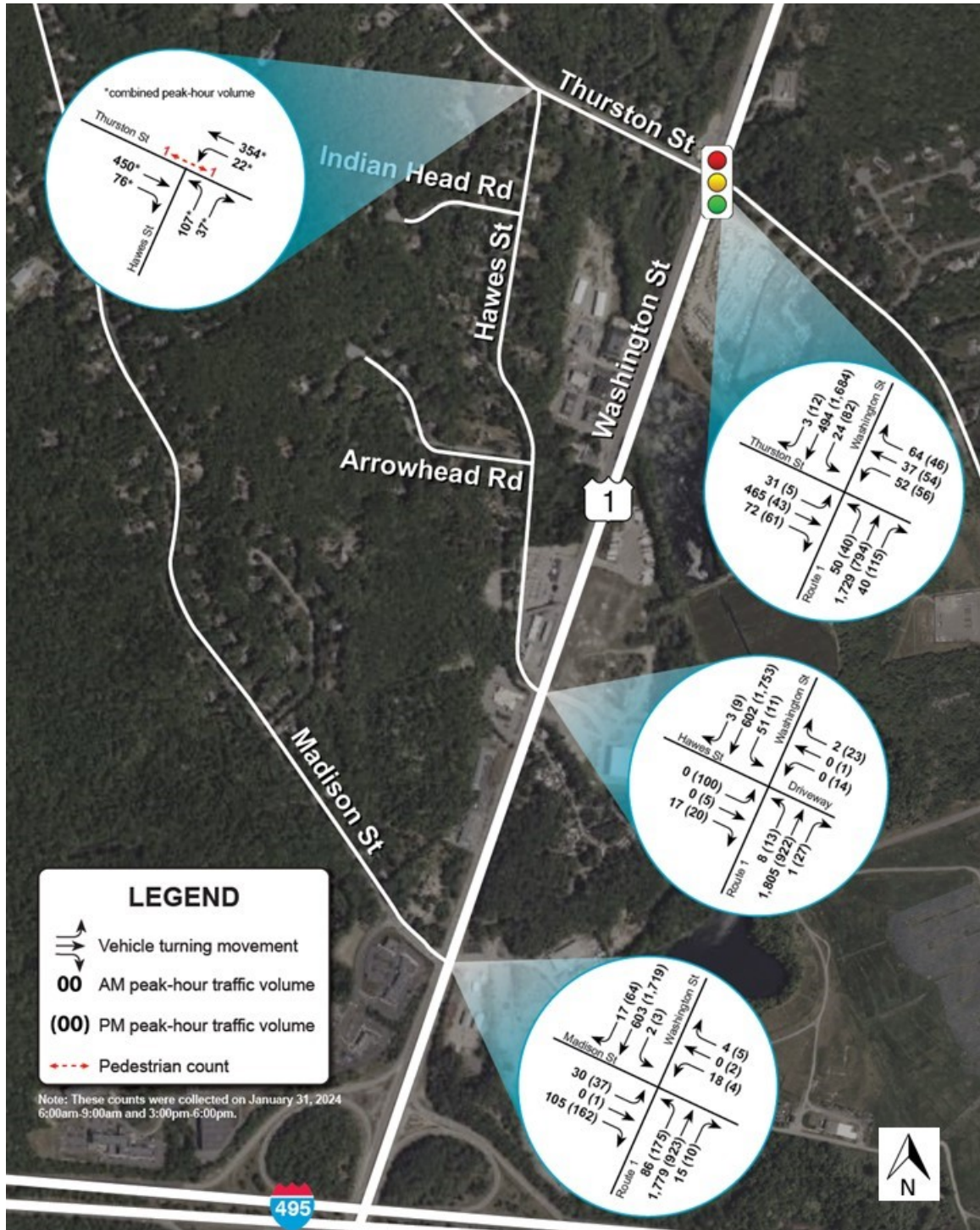
All Movements

ID: 1148439, Location: 42.056056, -71.302783

Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2,
Hudson, MA, 01749, US



Appendix D Turning Movement Counts: Hawes Street at Thurston Street and Adjacent Intersections



Note: Boston Region MPO staff collected the TMCs for Hawes Street at Thurston Street. TMCs for other locations are from another 2022 report by McMahon Associates. Both of these counts are combined in this figure for comparison.

Source: Boston Region MPO staff and McMahon Associates. Edited by MPO staff.

Appendix E Speed Data

Mass Highway Department

SPEED SUMMARY
Tue 1/30/2024

Page: 1

STA. 1NB

Station #: 240010000136
Site ID: 000000000101
Location: Hawes St. NB, south of Arrowhead Rd.
Direction: NORTH
Lane: 1

File: D0130008.prn
City: Wrentham
County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
11:00	0	0	3	6	2	4	2	0	0	0	0	0	0	0	17
12:00	0	0	2	4	6	1	0	0	0	0	0	0	0	0	13
13:00	0	1	4	6	4	3	1	0	0	0	0	0	0	0	19
14:00	0	0	1	2	11	1	1	1	0	0	0	0	0	0	17
15:00	1	1	1	5	12	3	0	0	0	0	0	0	0	0	23
16:00	0	0	4	11	6	5	3	1	0	0	0	0	0	0	30
17:00	0	0	6	10	13	4	2	0	0	0	0	0	0	0	35
18:00	4	1	1	5	10	13	1	0	0	0	0	0	0	0	35
19:00	0	0	1	4	13	8	2	0	0	0	0	0	0	0	28
20:00	0	0	2	5	5	8	1	0	0	0	0	0	0	0	21
21:00	0	3	3	4	12	7	1	0	0	0	0	0	0	0	30
22:00	0	0	1	5	6	2	0	0	0	0	0	0	0	0	14
23:00	0	0	0	1	9	1	1	0	1	0	0	0	0	0	13
24:00	0	0	1	1	5	2	1	0	0	0	0	0	0	0	10
DAY TOTAL	5	6	30	69	114	62	16	2	1	0	0	0	0	0	305
PERCENTS	1.6%	2.0%	9.8%	22.6%	37.4%	20.3%	5.2%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
20.7 mph

85th Percentile Speed
32.9 mph

Median Speed
27.0 mph

Average Speed
26.8 mph

10 MPH Pace Speed
20 mph to 30 mph
183 vehicles in pace
Representing 61.0% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
Wed 1/31/2024

Station #: 240010000136
Site ID: 000000000101
Location: Hawes St. NB, south of Arrowhead Rd.
Direction: NORTH
Lane: 1

File: D0130008.prn
City: Wrentham
County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
01:00	0	0	0	1	2	3	2	0	0	0	0	0	0	0	8
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	0	2	1	4	1	0	0	0	0	0	0	0	8
07:00	0	0	0	0	6	5	3	0	0	0	0	0	0	0	14
08:00	1	0	3	4	11	7	4	0	0	0	0	0	0	0	30
09:00	2	1	0	5	10	13	0	0	0	0	0	0	0	0	31
10:00	0	0	4	2	6	5	1	1	0	0	0	0	0	0	19
11:00	0	1	1	6	10	4	1	1	0	0	0	0	0	0	24
12:00	0	0	2	5	5	3	0	0	0	0	0	0	0	0	15
13:00	0	0	2	5	2	9	3	0	0	0	0	0	0	0	21
14:00	0	0	0	2	6	5	2	0	0	0	0	0	0	0	15
15:00	1	0	4	6	7	5	1	0	0	0	0	0	0	0	24
16:00	0	0	0	7	9	9	4	2	0	0	0	2	0	0	33
17:00	3	0	1	6	16	8	2	0	0	0	0	0	0	0	36
18:00	0	1	0	3	6	4	2	0	0	0	0	0	0	0	16
19:00	2	1	0	0	16	1	1	0	0	0	0	0	0	0	21
20:00	1	0	1	5	11	9	1	0	0	0	0	0	0	0	28
21:00	0	0	0	3	7	6	1	0	0	0	0	0	0	0	17
22:00	0	0	0	2	11	2	0	0	0	0	0	0	0	0	15
23:00	0	0	0	1	6	1	2	0	0	0	0	0	0	0	10
24:00	0	0	0	1	2	1	2	0	0	0	0	0	0	0	6
DAY TOTAL	10	4	18	66	153	107	33	4	0	0	0	2	0	0	397
PERCENTS	2.5%	1.0%	4.5%	16.6%	38.5%	27.0%	8.3%	1.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
22.7 mph

85th Percentile Speed
34.1 mph

Median Speed
28.5 mph

Average Speed
28.6 mph

10 MPH Pace Speed
25 mph to 35 mph
260 vehicles in pace
Representing 67.2% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
Thu 2/1/2024

Station #: 240010000136
Site ID: 000000000101
Location: Hawes St. NB, south of Arrowhead Rd.
Direction: NORTH
Lane: 1

File: D0130008.prn
City: Wrentham
County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
01:00	0	0	1	0	2	3	0	0	0	2	0	0	0	0	8
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	1	1	2	4	1	0	0	0	0	0	0	0	9
07:00	0	0	0	1	6	4	2	0	0	0	0	0	0	0	13
08:00	0	0	3	5	11	9	1	0	0	0	0	0	0	0	29
09:00	0	0	3	4	7	11	5	2	0	1	0	0	0	0	33
10:00	0	0	4	7	15	7	6	0	0	0	0	0	0	0	39
11:00	0	1	2	5	2	4	7	0	0	0	0	0	0	0	21
12:00	0	2	1	1	7	3	1	0	0	0	0	0	0	0	15
13:00	1	2	3	5	6	4	0	0	0	0	0	0	0	0	21
14:00	0	0	2	4	5	3	1	1	0	0	0	0	0	0	16
15:00	0	1	5	9	7	5	0	0	0	0	0	0	0	0	27
16:00	0	0	3	9	9	10	4	0	0	0	0	0	0	0	35
17:00	0	0	5	8	11	8	1	1	1	0	0	0	0	0	35
18:00	0	0	1	6	20	11	1	0	0	2	0	0	0	0	41
19:00	0	6	6	4	13	5	1	0	0	0	0	0	0	0	35
20:00	0	1	5	1	15	4	1	0	0	0	0	0	0	0	27
21:00	0	0	1	2	7	7	0	0	0	0	0	0	0	0	17
22:00	0	0	4	3	10	4	1	0	0	0	0	0	0	0	22
23:00	0	1	1	3	8	2	1	0	0	0	0	0	0	0	16
24:00	0	0	2	1	2	1	3	0	0	0	0	0	0	0	9
DAY TOTAL	1	14	53	81	165	112	38	4	1	5	0	0	0	0	474
PERCENTS	0.2%	3.0%	11.2%	17.1%	34.8%	23.6%	8.0%	0.8%	0.2%	1.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
20.3 mph

85th Percentile Speed
34.0 mph

Median Speed
27.7 mph

Average Speed
27.5 mph

10 MPH Pace Speed
25 mph to 35 mph
277 vehicles in pace
Representing 58.6% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
 Fri 2/2/2024

Station #: 240010000136
 Site ID: 000000000101
 Location: Hawes St. NB, south of Arrowhead Rd.
 Direction: NORTH
 Lane: 1

File: D0130008.prn
 City: Wrentham
 County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
01:00	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	3	2	2	0	0	0	0	0	0	0	7
07:00	0	0	0	0	8	3	1	1	0	0	0	0	0	0	13
08:00	0	0	0	4	9	8	3	1	0	0	0	0	0	0	25
09:00	3	0	0	6	7	10	3	1	0	0	0	0	0	0	30
10:00	0	0	1	4	9	9	1	0	0	0	0	0	0	0	24
11:00	4	1	2	1	4	1	0	0	0	0	0	0	0	5	18
DAY TOTAL	7	1	3	15	41	37	11	3	0	0	0	0	0	5	123
PERCENTS	5.7%	0.8%	2.4%	12.2%	33.3%	30.1%	8.9%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	100.0%

Statistical Information...

15th Percentile Speed
 24.2 mph

85th Percentile Speed
 34.7 mph

Median Speed
 29.5 mph

Average Speed
 29.5 mph

10 MPH Pace Speed
 25 mph to 35 mph
 78 vehicles in pace
 Representing 70.3% of the total vehicles

Vehicles > 65 MPH
 0
 0.0%

Mass Highway Department

SPEED SUMMARY
Tue 1/30/2024

Page: 1

STA. 1 SB

Station #: 240010000076
Site ID: 000000000102
Location: Hawes St. SB, south of Arrowhead Rd.
Direction: SOUTH
Lane: 1

File: D0130012.prn
City: Wrentham
County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
10:00	0	0	2	8	3	5	1	0	0	0	0	0	0	0	19
11:00	0	1	4	3	6	0	0	0	0	0	0	0	0	0	14
12:00	0	1	4	7	5	0	3	1	0	0	0	0	0	0	21
13:00	0	0	1	4	12	1	2	0	0	0	0	0	0	0	20
14:00	1	1	1	7	12	4	0	0	0	0	0	0	0	0	26
15:00	0	1	3	12	7	8	5	0	0	0	0	0	0	0	36
16:00	0	2	6	11	13	9	1	0	0	0	0	0	0	0	42
17:00	4	0	1	8	18	6	3	0	0	0	0	0	0	0	40
18:00	0	0	2	6	11	9	2	0	0	0	0	0	0	0	30
19:00	0	0	3	5	7	7	1	0	0	0	0	0	0	0	23
20:00	0	3	2	6	7	10	1	0	0	0	0	0	0	0	29
21:00	0	0	1	5	6	1	2	0	0	0	0	0	0	0	15
22:00	0	0	0	1	6	4	0	2	0	0	0	0	0	0	13
23:00	0	0	1	2	2	4	3	0	0	0	0	0	0	0	12
24:00	0	0	0	0	3	4	0	0	0	0	0	0	0	0	7
DAY TOTAL	5	9	31	85	118	72	24	3	0	0	0	0	0	0	347
PERCENTS	1.4%	2.6%	8.9%	24.5%	34.0%	20.7%	6.9%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
20.7 mph

85th Percentile Speed
33.3 mph

Median Speed
27.0 mph

Average Speed
26.9 mph

10 MPH Pace Speed
20 mph to 30 mph
203 vehicles in pace
Representing 59.4% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
Wed 1/31/2024

Station #: 240010000076
Site ID: 000000000102
Location: Hawes St. SB, south of Arrowhead Rd.
Direction: SOUTH
Lane: 1

File: D0130012.prn
City: Wrentham
County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	3	2	2	1	1	0	0	0	0	0	0	9
06:00	0	0	0	0	5	4	4	0	0	0	0	0	0	0	13
07:00	1	0	3	4	11	11	2	2	0	0	0	0	0	0	34
08:00	3	0	1	6	17	7	2	0	0	0	0	0	0	0	36
09:00	0	0	2	4	10	2	2	1	0	0	0	0	0	0	21
10:00	2	1	1	7	14	1	1	0	0	0	0	0	0	0	27
11:00	0	0	1	3	8	2	1	0	0	0	0	0	0	0	15
12:00	1	0	2	4	9	6	2	0	0	0	0	0	0	0	24
13:00	0	0	1	1	10	6	0	2	0	0	0	0	0	0	20
14:00	1	0	3	6	9	3	2	0	1	0	0	0	0	0	25
15:00	0	0	6	3	11	14	5	1	1	0	0	0	0	0	41
16:00	5	1	0	8	13	15	0	0	0	0	0	0	0	0	42
17:00	0	1	0	4	5	7	0	0	0	0	0	0	0	0	17
18:00	2	1	0	4	12	4	0	1	0	0	0	0	0	0	24
19:00	0	0	2	7	10	9	1	0	0	0	0	0	0	0	29
20:00	0	0	0	5	6	9	0	0	0	0	0	0	0	0	20
21:00	0	0	1	2	6	4	1	0	0	0	0	0	0	0	14
22:00	0	0	0	0	7	4	1	0	0	0	0	0	0	0	12
23:00	0	0	0	1	2	1	2	2	0	0	0	0	0	0	8
24:00	0	0	1	0	1	5	0	0	0	0	0	0	0	0	7
DAY TOTAL	15	4	24	72	171	118	28	10	2	0	0	0	0	0	444
PERCENTS	3.4%	0.9%	5.4%	16.2%	38.5%	26.6%	6.3%	2.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
22.5 mph

85th Percentile Speed
34.0 mph

Median Speed
28.4 mph

Average Speed
28.4 mph

10 MPH Pace Speed
25 mph to 35 mph
289 vehicles in pace
Representing 67.4% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
Thu 2/1/2024

Station #: 240010000076
Site ID: 000000000102
Location: Hawes St. SB, south of Arrowhead Rd.
Direction: SOUTH
Lane: 1

File: D0130012.prn
City: Wrentham
County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	4	1	3	0	0	0	0	0	0	0	9
06:00	0	0	0	5	3	3	2	0	0	0	0	0	0	0	13
07:00	0	0	2	5	10	11	3	0	0	0	0	0	0	0	31
08:00	0	1	2	6	11	8	3	2	0	0	1	0	0	0	34
09:00	0	0	4	12	14	10	2	0	0	0	0	0	0	0	42
10:00	0	1	1	7	6	5	2	2	0	0	0	0	0	0	24
11:00	0	1	2	1	9	3	0	0	0	0	0	0	0	0	16
12:00	1	2	5	1	8	2	2	0	0	0	0	0	0	0	21
13:00	0	1	2	6	6	6	1	0	0	0	0	0	0	0	22
14:00	0	0	6	10	10	4	0	0	0	0	0	0	0	0	30
15:00	0	1	3	8	16	6	6	1	0	0	0	0	0	0	41
16:00	0	0	6	8	15	5	1	1	0	0	0	0	0	0	36
17:00	0	0	0	13	14	10	3	0	0	0	0	0	0	0	40
18:00	0	3	9	7	8	11	2	0	0	0	0	0	0	0	40
19:00	2	2	4	3	10	9	2	0	0	0	0	0	0	0	32
20:00	0	0	2	3	7	6	1	0	0	0	0	0	0	0	19
21:00	0	0	6	2	7	9	0	0	0	0	0	0	0	0	24
22:00	2	1	1	5	7	2	1	0	0	0	0	0	0	0	19
23:00	0	0	2	1	2	1	4	0	0	0	0	0	0	0	10
24:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
DAY TOTAL	5	13	58	104	171	115	39	6	0	0	1	0	0	0	512
PERCENTS	1.0%	2.5%	11.3%	20.3%	33.4%	22.5%	7.6%	1.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
20.3 mph

85th Percentile Speed
33.7 mph

Median Speed
27.3 mph

Average Speed
27.1 mph

10 MPH Pace Speed
25 mph to 35 mph
286 vehicles in pace
Representing 56.4% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
 Fri 2/2/2024

Station #: 240010000076
 Site ID: 000000000102
 Location: Hawes St. SB, south of Arrowhead Rd.
 Direction: SOUTH
 Lane: 1

File: D0130012.prn
 City: Wrentham
 County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	3	1	2	1	0	0	0	0	0	0	7
06:00	0	0	0	1	5	3	3	0	0	0	0	0	0	0	12
07:00	0	0	0	3	9	6	8	1	0	0	0	0	0	0	27
08:00	2	0	1	5	11	16	2	2	0	0	0	0	0	0	39
09:00	0	0	2	3	20	2	1	0	0	0	0	0	0	0	28
DAY TOTAL	2	0	3	12	49	28	17	4	0	0	0	0	0	0	115
PERCENTS	1.7%	0.0%	2.6%	10.4%	42.6%	24.3%	14.8%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
 25.2 mph

85th Percentile Speed
 36.2 mph

Median Speed
 29.2 mph

Average Speed
 30.0 mph

10 MPH Pace Speed
 25 mph to 35 mph
 77 vehicles in pace
 Representing 68.1% of the total vehicles

Vehicles > 65 MPH
 0
 0.0%

Mass Highway Department

SPEED SUMMARY
Tue 1/30/2024

Page: 1

STA. 2 NB

Station #: 240010000029
Site ID: 000000000201
Location: Hawes St. NB, south of Thurston St.
Direction: NORTH
Lane: 1

File: D0130002.prn
City: Wrentham
County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
10:00	2	1	1	1	8	4	5	1	2	0	0	0	0	0	25
11:00	0	1	3	3	7	4	1	0	0	0	0	0	0	0	19
12:00	1	3	3	2	6	7	2	0	0	0	0	0	0	0	24
13:00	1	2	3	8	1	6	2	3	0	1	0	0	0	0	27
14:00	2	1	0	5	10	6	1	1	0	0	0	0	0	0	26
15:00	4	0	1	3	10	10	7	2	1	0	0	0	0	0	38
16:00	1	0	4	9	4	10	3	1	0	0	0	0	0	0	32
17:00	0	0	2	3	13	5	4	0	0	0	0	0	0	0	27
18:00	0	0	0	6	3	12	4	1	0	0	0	0	0	0	26
19:00	3	0	1	0	5	10	1	0	0	0	0	0	0	0	20
20:00	1	0	2	1	9	3	3	1	0	0	0	0	0	0	20
21:00	2	0	1	1	1	6	0	1	0	0	0	0	0	0	12
22:00	0	0	0	1	3	7	1	0	0	0	0	0	0	0	12
23:00	0	0	0	0	1	5	3	3	0	0	0	0	0	0	12
24:00	0	0	0	0	1	1	3	0	0	0	0	0	0	0	5
DAY TOTAL	17	8	21	43	82	96	40	14	3	1	0	0	0	0	325
PERCENTS	5.2%	2.5%	6.5%	13.2%	25.2%	29.5%	12.3%	4.3%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
22.0 mph

85th Percentile Speed
36.5 mph

Median Speed
30.0 mph

Average Speed
29.6 mph

10 MPH Pace Speed
25 mph to 35 mph
178 vehicles in pace
Representing 57.8% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
Wed 1/31/2024

Station #: 240010000029
Site ID: 000000000201
Location: Hawes St. NB, south of Thurston St.
Direction: NORTH
Lane: 1

File: D0130002.prn
City: Wrentham
County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
01:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
05:00	1	0	0	0	1	4	2	1	0	0	0	0	0	0	9
06:00	0	0	1	1	2	5	2	2	0	0	0	0	0	0	13
07:00	0	0	1	9	10	13	9	0	0	0	0	0	0	0	42
08:00	2	2	5	4	13	7	8	0	0	0	0	0	0	0	41
09:00	0	0	0	2	11	7	2	0	0	0	0	0	0	0	22
10:00	0	3	1	8	9	5	2	1	0	0	0	0	0	0	29
11:00	0	0	2	6	5	5	2	0	0	0	0	0	0	0	20
12:00	1	1	1	2	9	6	2	2	0	0	0	0	0	0	24
13:00	1	1	1	1	6	9	2	2	0	0	0	0	0	0	23
14:00	1	1	2	2	11	6	3	2	0	0	0	0	0	0	28
15:00	0	1	2	2	12	12	7	0	0	0	0	0	0	0	36
16:00	4	0	1	5	10	10	6	1	0	0	0	0	0	0	37
17:00	3	1	0	4	7	7	3	1	0	0	0	0	0	0	26
18:00	3	3	1	3	15	3	5	0	0	0	0	0	0	0	33
19:00	3	0	2	2	10	9	5	1	0	0	0	0	0	0	32
20:00	2	0	1	1	4	7	1	0	0	0	0	0	0	0	16
21:00	0	0	0	0	4	5	4	0	0	0	0	0	0	0	13
22:00	0	0	0	2	4	4	2	0	0	0	0	0	0	0	12
23:00	0	0	0	0	0	4	1	1	1	0	0	0	0	0	7
24:00	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6
DAY TOTAL	21	13	22	56	146	132	70	14	1	0	0	0	0	0	475
PERCENTS	4.4%	2.7%	4.6%	11.8%	30.7%	27.8%	14.7%	2.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
23.0 mph

85th Percentile Speed
36.2 mph

Median Speed
29.7 mph

Average Speed
29.5 mph

10 MPH Pace Speed
25 mph to 35 mph
278 vehicles in pace
Representing 61.2% of the total vehicles

Vehicles > 65 MPH
0
0.0%

Mass Highway Department

SPEED SUMMARY
Thu 2/1/2024

Station #: 240010000029
Site ID: 000000000201
Location: Hawes St. NB, south of Thurston St.
Direction: NORTH
Lane: 1

File: D0130002.prn
City: Wrentham
County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	1	4	1	4	0	0	0	0	0	0	10
06:00	0	0	0	2	2	4	4	0	0	0	0	0	0	0	12
07:00	0	0	0	5	12	15	6	2	0	0	0	0	0	0	40
08:00	2	0	3	5	10	6	4	2	0	0	0	0	0	0	32
09:00	0	0	1	8	9	11	4	1	0	0	0	0	0	0	34
10:00	0	1	3	5	4	4	3	1	0	0	0	0	0	0	21
11:00	0	0	0	6	2	7	3	0	0	0	0	0	0	0	18
12:00	3	2	0	2	6	3	2	0	0	0	0	0	0	0	18
13:00	1	0	2	1	9	3	4	0	0	0	0	0	0	0	20
14:00	6	2	6	8	5	4	3	0	0	0	0	2	0	0	36
15:00	2	0	0	2	10	7	3	1	0	0	2	2	0	0	29
16:00	4	3	2	5	5	8	5	0	0	0	0	0	0	0	32
17:00	3	1	7	7	10	7	2	0	0	0	0	6	0	0	43
18:00	0	0	5	5	11	4	5	0	0	0	0	0	3	0	33
19:00	0	3	1	1	6	8	4	1	0	0	0	0	0	0	24
20:00	2	1	2	0	2	7	4	0	0	0	0	0	0	0	18
21:00	1	0	0	2	4	7	2	0	0	0	0	0	0	0	16
22:00	1	0	1	3	6	4	0	0	0	0	0	0	0	0	15
23:00	0	0	2	0	2	2	1	2	0	0	0	0	0	0	9
24:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
DAY TOTAL	26	13	35	67	117	117	60	16	0	0	2	10	3	0	466
PERCENTS	5.6%	2.8%	7.5%	14.4%	25.1%	25.1%	12.9%	3.4%	0.0%	0.0%	0.4%	2.1%	0.6%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
21.4 mph

85th Percentile Speed
37.1 mph

Median Speed
29.5 mph

Average Speed
30.0 mph

10 MPH Pace Speed
25 mph to 35 mph
234 vehicles in pace
Representing 53.2% of the total vehicles

Vehicles > 65 MPH
3
0.7%

Mass Highway Department

SPEED SUMMARY
 Fri 2/2/2024

Station #: 240010000029
 Site ID: 000000000201
 Location: Hawes St. NB, south of Thurston St.
 Direction: NORTH
 Lane: 1

File: D0130002.prn
 City: Wrentham
 County: speed

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	250	Total
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	3	2	0	1	0	0	0	0	0	8
06:00	0	0	0	2	2	3	2	2	0	0	0	0	0	0	11
07:00	0	0	0	3	13	12	8	0	0	0	0	0	1	0	37
08:00	0	1	2	5	15	9	4	2	0	0	0	0	0	0	38
09:00	1	0	2	6	8	8	2	0	0	0	0	2	0	0	29
DAY TOTAL	1	3	4	17	38	36	18	4	1	0	0	2	1	0	125
PERCENTS	0.8%	2.4%	3.2%	13.6%	30.4%	28.8%	14.4%	3.2%	0.8%	0.0%	0.0%	1.6%	0.8%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
 23.4 mph

85th Percentile Speed
 37.1 mph

Median Speed
 30.0 mph

Average Speed
 30.6 mph

10 MPH Pace Speed
 25 mph to 35 mph
 74 vehicles in pace
 Representing 59.7% of the total vehicles

Vehicles > 65 MPH
 1
 0.8%

Mass Highway Department

SPEED SUMMARY
Tue 1/30/2024

STA. 2 SB

Station #: 240010000135
Site ID: 000000000202
Location: Hawes St. SB, south of Thurston St.
Direction: SOUTH
Lane: 1

File: D0130004.prn
City: Wrentham
County: speed

TIME	* 30	35	40	45	50	55	60	65	70	75	80	85	90	250	Total
10:00	20	3	1	1	1	0	0	0	0	0	0	0	0	0	26
11:00	18	0	2	0	0	0	0	0	0	0	0	0	0	0	20
12:00	21	9	0	0	0	0	0	0	0	0	0	0	0	0	30
13:00	12	4	10	0	1	0	0	0	0	0	0	0	0	0	27
14:00	29	5	0	0	0	0	0	0	0	0	0	0	0	0	34
15:00	27	7	1	5	0	0	0	0	0	0	0	0	0	0	40
16:00	17	18	0	0	0	0	3	0	0	0	0	0	0	0	38
17:00	29	8	6	0	0	0	0	0	0	0	0	0	0	0	43
18:00	13	21	2	0	0	0	0	0	0	0	0	0	0	0	36
19:00	20	4	3	0	0	0	0	0	0	0	0	0	0	0	27
20:00	15	9	5	1	0	0	0	0	0	0	0	0	0	0	30
21:00	11	3	1	0	0	0	0	0	0	0	0	0	0	0	15
22:00	0	5	8	0	0	0	0	0	0	0	0	0	0	0	13
23:00	1	6	2	4	0	0	0	0	0	0	0	0	0	0	13
24:00	1	2	3	1	0	0	0	0	0	0	0	0	0	0	7
DAY TOTAL	234	104	44	12	2	0	3	0	0	0	0	0	0	0	399
PERCENTS	58.6%	26.1%	11.0%	3.0%	0.5%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
31.2 mph

85th Percentile Speed
39.1 mph

Median Speed
34.0 mph

Average Speed
35.2 mph

10 MPH Pace Speed
30 mph to 40 mph
148 vehicles in pace
Representing 89.7% of the total vehicles

Vehicles > 65 MPH
0
0.0%

* PROGRAM ERROR
STARTED @ 30 MPH

Mass Highway Department

SPEED SUMMARY
Wed 1/31/2024

Station #: 240010000135
Site ID: 00000000202
Location: Hawes St. SB, south of Thurston St.
Direction: SOUTH
Lane: 1

File: D0130004.prn
City: Wrentham
County: speed

TIME	30	35	40	45	50	55	60	65	70	75	80	85	90	250	Total
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:00	6	2	2	0	1	0	0	0	0	0	0	0	0	0	11
06:00	2	9	5	1	0	0	0	0	0	0	0	0	0	0	17
07:00	16	15	14	0	0	0	0	0	0	0	0	0	0	0	45
08:00	30	1	9	0	0	0	4	0	0	0	0	0	0	0	44
09:00	21	2	3	0	0	0	0	0	0	0	0	0	0	0	26
10:00	24	6	1	1	0	0	0	0	0	0	0	0	0	0	32
11:00	13	8	1	0	0	0	0	0	0	0	0	0	0	0	22
12:00	17	7	1	0	0	0	0	0	0	0	0	0	0	0	25
13:00	15	10	1	0	0	0	0	0	0	0	0	0	0	0	26
14:00	20	11	2	0	0	0	0	0	0	0	0	0	0	0	33
15:00	29	8	6	4	0	0	0	2	0	0	0	0	0	0	49
16:00	17	17	10	3	0	0	3	0	0	0	0	0	0	0	50
17:00	24	3	1	2	0	0	3	0	0	0	0	0	0	0	33
18:00	23	10	5	0	0	0	0	0	0	0	0	0	0	0	38
19:00	23	3	7	0	0	0	0	0	2	0	0	0	0	0	35
20:00	13	9	2	0	0	0	0	0	2	0	0	0	0	0	26
21:00	9	4	3	0	0	0	0	2	0	0	0	0	0	0	18
22:00	7	3	2	0	0	0	0	0	0	0	0	0	0	0	12
23:00	3	2	1	0	2	0	0	0	0	0	0	0	0	0	8
24:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8
DAY TOTAL	320	134	77	12	3	0	10	4	4	0	0	0	0	0	564
PERCENTS	56.7%	23.8%	13.7%	2.1%	0.5%	0.0%	1.8%	0.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
31.4 mph

85th Percentile Speed
39.8 mph

Median Speed
34.6 mph

Average Speed
36.9 mph

10 MPH Pace Speed
30 mph to 40 mph
211 vehicles in pace
Representing 86.5% of the total vehicles

Vehicles > 65 MPH
4
1.6%

Mass Highway Department

SPEED SUMMARY
Thu 2/1/2024

Station #: 240010000135
Site ID: 000000000202
Location: Hawes St. SB, south of Thurston St.
Direction: SOUTH
Lane: 1

File: D0130004.prn
City: Wrentham
County: speed

TIME	30	35	40	45	50	55	60	65	70	75	80	85	90	250	Total
01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	2	5	3	1	0	0	0	0	0	0	0	0	0	0	11
06:00	4	6	5	0	0	0	0	0	0	0	0	0	0	0	15
07:00	21	23	1	1	0	0	0	0	0	0	0	0	0	0	46
08:00	20	7	11	2	1	0	0	0	0	0	0	0	0	0	41
09:00	33	4	0	1	0	0	2	3	0	0	0	0	0	0	43
10:00	14	7	2	3	0	0	0	0	0	3	0	0	0	0	29
11:00	10	9	0	1	0	0	0	0	0	0	0	0	0	0	20
12:00	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
13:00	10	2	1	1	0	0	0	0	0	0	0	0	0	0	14
14:00	22	8	2	0	0	0	0	0	0	0	0	0	0	0	32
15:00	22	4	2	4	0	0	0	3	0	0	0	0	0	0	35
16:00	26	7	5	2	0	0	0	4	0	0	0	0	0	0	44
17:00	30	2	3	0	0	0	0	0	2	0	0	0	0	0	37
18:00	24	2	5	0	0	0	2	0	0	0	0	0	0	0	33
19:00	12	7	0	0	0	0	0	0	0	0	0	0	0	0	19
20:00	11	5	2	0	0	0	0	0	0	0	0	0	0	0	18
21:00	7	2	2	0	0	0	0	0	0	0	0	0	0	0	11
22:00	11	2	0	0	0	0	0	2	0	0	0	0	0	0	15
23:00	4	3	2	2	0	0	0	0	2	0	0	0	0	0	13
24:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
DAY TOTAL	305	112	47	18	1	0	4	12	4	3	0	0	0	0	506
PERCENTS	60.3%	22.1%	9.3%	3.6%	0.2%	0.0%	0.8%	2.4%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
31.4 mph

85th Percentile Speed
43.3 mph

Median Speed
34.5 mph

Average Speed
38.2 mph

10 MPH Pace Speed
30 mph to 40 mph
159 vehicles in pace
Representing 79.1% of the total vehicles

Vehicles > 65 MPH
7
3.5%

Mass Highway Department

SPEED SUMMARY
 Fri 2/2/2024

Station #: 240010000135
 Site ID: 000000000202
 Location: Hawes St. SB, south of Thurston St.
 Direction: SOUTH
 Lane: 1

File: D0130004.prn
 City: Wrentham
 County: speed

TIME	30	35	40	45	50	55	60	65	70	75	80	85	90	250	Total
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	2	4	2	1	0	0	0	0	0	0	0	0	0	0	9
06:00	4	3	2	2	0	0	0	0	0	0	0	0	0	0	11
07:00	12	5	9	0	2	0	0	0	0	0	0	0	0	0	28
08:00	14	4	9	0	2	0	0	0	0	0	0	0	0	0	29
09:00	22	1	1	0	0	0	0	2	0	0	0	0	0	0	26
DAY TOTAL	56	18	23	3	4	0	0	2	0	0	0	0	0	0	106
PERCENTS	52.8%	17.0%	21.7%	2.8%	3.8%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
 32.1 mph

85th Percentile Speed
 42.5 mph

Median Speed
 36.5 mph

Average Speed
 37.8 mph

10 MPH Pace Speed
 30 mph to 40 mph
 41 vehicles in pace
 Representing 82.0% of the total vehicles

Vehicles > 65 MPH
 0
 0.0%

Appendix F

Summary of Crashes in Tables 2 and 3

Crashes near Hawes Street at Thurston Street (n = 1)

- In 2021, a car travelling east on Thurston Street (around 7:20 PM) hit something near the Hawes Street intersection. Based on the available evidence, it was found that the car hit a deer.

Crashes near Hawes Street at Washington Street (n = 6)

- In 2023, a crash involving two cars travelling northbound on Washington Street was reported. One vehicle stopped to execute a left turn into the parking lot of Luciano's Restaurant from the left northbound lane and was rear-ended by another vehicle behind.
- In 2022, a crash involving three cars travelling southbound on Washington Street was reported. Vehicle 1 stopped to allow a car travelling northbound into Luciano's parking lot. Vehicle 2, which was behind Vehicle 1, stopped as well. However, Vehicle 3, behind Vehicle 2, rear-ended Vehicle 2, which resulted in Vehicle 2 rear-ending Vehicle 1.
- In 2022, there was a crash involving a car and a pedestrian near Luciano's Restaurant. However, additional information about the crash was not available. It was not reported whether the crash was within the parking lot or at the intersection of Hawes Street at Washington Street.
- In 2021, a crash involving three cars, and a motorcycle was reported (around 7:09 PM). Vehicle 1 was travelling southbound on the right travel lane of Washington Street, while vehicle 2 was also travelling southbound on the left travel lane of Washington Street. A motorcycle trying to take a left lane came into conflict with the vehicles travelling southbound.
- In 2020, a crash involving two cars took place (around 7:15 PM) at the intersection of Hawes Street at Thurston Street. Vehicle 1 was stopped at the northbound left lane waiting to take a left onto Hawes Street. Vehicle 2 failed to stop and rear-ended Vehicle 1. The reported weather during the crash was light rain, which could have been a contributory factor.
- In 2020, a crash was reported near Supercharger at Washington Street (around 7:18 PM). Additional information is not available about this crash.

Appendix G
Summary of Potential Safety Enhancements

**Table G-1
Estimated Time Frame and Costs Breakdown**

Time Frame	
Short-term	Less than one year
Medium-term	One to three years
Long-term	More than three years

Costs	
Low	Less than \$10,000
Medium	\$10,000 to \$50,000
High	Greater than \$50,000

Source: Boston Region MPO staff.

**Table G-2
Potential Safety Enhancement Summary**

Safety Issue	Potential Safety Enhancement	Jurisdiction	Safety Payoff	Time Frame	Cost	Next steps for the Town
Speeding	Reduction of Posted Speed Limit on Hawes Street to 25 mph and installation of speed limit signs at suitable locations	Town of Wrentham	Low	Short-term	Low	Town staff can submit a request to MassDOT Highway's Traffic and Safety Engineering Department . MassDOT will provide an approval or denial decision after review.
Cut-through traffic	Coordination with the navigation applications	Town of Wrentham	Low	Short-term	Low	Town staff can reach out to navigation

Safety Issue	Potential Safety Enhancement	Jurisdiction	Safety Payoff	Time Frame	Cost	Next steps for the Town
	to remove Hawes Street as a route to get to Thurston Street from Washington Street					companies requesting them to remove Hawes Street as a route suggestion. Staff could seek guidance from the City of Plainville since they already have experience with this.
Sight distance issues	Clearing outgrown vegetation from the sides of road	Town of Wrentham (requires coordination with property owners)	Medium	Short-term (needs to be maintained)	Low	Identify blind spots along Hawes Street and coordinate with property owners to trim vegetation and maintenance.
Inform drivers	Signage installation: <ul style="list-style-type: none"> ○ Left T intersection 	Town of Wrentham	Low to High	Short-term	Low	Follow Town's procedure and install signage.

Safety Issue	Potential Safety Enhancement	Jurisdiction	Safety Payoff	Time Frame	Cost	Next steps for the Town
	signage in Hawes Street <ul style="list-style-type: none"> ○ School Bus Stop Ahead ○ School Bus Turn Ahead ○ Animal crossing signage on Thurston Street Eastbound ○ Left Turn Must Turn Left sign on Thurston Street Eastbound 					
Roadway visibility	Replacement of stop signs with a flashing stop sign (with an LED border)	Town of Wrentham	Medium	Short-term	Medium	Follow Town's procedure and install signage.
Driver attentiveness and visibility at night	Addition of road markings such as highly visible and retroreflective	Town of Wrentham	Medium	Short-term	Low	Follow Town's procedure and add pavement markings, rumble

Safety Issue	Potential Safety Enhancement	Jurisdiction	Safety Payoff	Time Frame	Cost	Next steps for the Town
	Re-pave edge lines, center lines, rumble strips and/or reflectors on Hawes Street					Install rumble strips and reflectors.
Safety	Assessment and repavement of Hawes Street with uniform width. Assessment of existing drains along the roadway to be considered.	Town of Wrentham	High	Long-term	High	Town's Public Works Department can assess and repave Hawes Street.
Overall safety and reduction of cut-through traffic	Conversion of Hawes Street to a dead-end	Town of Wrentham (requires coordination with property owners)	High	Long-term	High	Coordinate with MassDOT and property owners

Note: Improvements for Washington Street, although discussed in this memorandum as an inference from the analysis, were not the focus of this study.
Source: Boston Region MPO staff.

Appendix H
MassDOT Highway Division Project Development Process

**Appendix H:
MassDOT Highway Division
Project Development Process**

Overview of the Project Development Process

Transportation decision-making is complex and can be influenced by legislative mandates, environmental regulations, financial limitations, agency programmatic commitments, and partnering opportunities. Decision-makers and reviewing agencies, when consulted early and often throughout the project development process, can ensure that all participants understand the potential impact these factors can have on project implementation. Project development is the process that takes a transportation improvement from concept through construction.

The MassDOT Highway Division has developed a comprehensive project development process which is contained in Chapter 2 of the *MassDOT Highway Division's Project Development and Design Guide*. The eight-step process covers a range of activities extending from identification of a project need, through completion of a set of finished contract plans, to construction of the project. The sequence of decisions made through the project development process progressively narrows the project focus and, ultimately, leads to a project that addresses the identified needs. The descriptions provided below are focused on the process for a highway project, but the same basic process will need to be followed for non-highway projects as well.

1. Needs Identification

For each of the locations at which an improvement is to be implemented, MassDOT leads an effort to define the problem, establishes project goals and objectives, and defines the scope of the planning needed for implementation. To that end, it has to complete a Project Need Form (PNF), which states in general terms the deficiencies or needs related to the transportation facility or location. The PNF documents the problems and explains why corrective action is needed. For this study, the information defining the need for the project will be drawn primarily, perhaps exclusively, from the present report. Also, at this point in the process, MassDOT meets with potential participants, such as the Metropolitan Planning Organization (MPO) and community members, to allow for an informal review of the project.

The PNF is reviewed by the MassDOT Highway Division district office whose jurisdiction includes the location of the proposed project. MassDOT also sends the PNF to the MPO, for informational purposes. The outcome of this step determines whether the project requires further planning, whether it is already well supported by prior planning studies, and, therefore, whether it is ready to move forward into the design phase, or whether it should be dismissed from further consideration.

2. Planning

This phase will likely not be required for the implementation of the improvements proposed in this planning study, as this planning report should constitute the outcome of this step. However, in general, the purpose of this implementation step is for the project proponent to identify issues, impacts, and approvals that may need to be obtained, so that the subsequent design and permitting processes are understood.

The level of planning needed will vary widely, based on the complexity of the project. Typical tasks include: define the existing context, confirm project need, establish goals and objectives, initiate public outreach, define the project, collect data, develop and analyze alternatives, make recommendations, and provide documentation. Likely outcomes include consensus on the project definition to enable it to move forward into environmental documentation (if needed) and design, or a recommendation to delay the project or dismiss it from further consideration.

3. Project Initiation

At this point in the process, the proponent, MassDOT Highway Division, fills out a Project Initiation Form (PIF) for each improvement, which is reviewed by its Project Review Committee (PRC) and the MPO. The PRC is composed of the Chief Engineer, each District Highway Director, and representatives of the Project Management, Environmental, Planning, Right-of-Way, Traffic, and Bridge departments, and the MassDOT Federal Aid Program Office (FAPO). The PIF documents the project type and description, summarizes the project planning process, identifies likely funding and project management responsibility, and defines a plan for interagency and public participation. First the PRC reviews and evaluates the proposed project based on the MassDOT's statewide priorities and criteria. If the result is positive, MassDOT Highway Division moves the project forward to the design phase, and to programming review by the MPO. The PRC may provide a Project Management Plan to define roles and responsibilities for subsequent steps. The MPO review includes project evaluation based on the MPO's regional priorities and criteria. The MPO may assign project evaluation criteria score, a Transportation Improvement Program (TIP) year, a tentative project category, and a tentative funding category.

4. Environmental Permitting, Design, and Right-of-Way Process

This step has four distinct but closely integrated elements: public outreach, environmental documentation and permitting (if required), design, and right-of-way acquisition (if required). The outcome of this step is a fully designed and permitted project ready for construction. However, a project does not have to be fully designed in order for the MPO to program it in the TIP. The sections below provide more detailed information on the four elements of this step of the project development process.

Public Outreach

Continued public outreach in the design and environmental process is essential to maintain public support for the project and to seek meaningful input on the design elements. The public outreach is often in the form of required public hearings, but can also include less formal dialogues with those interested in and affected by a proposed project.

Environmental Documentation and Permitting

The project proponent, in coordination with the Environmental Services section of the MassDOT Highway Division, will be responsible for identifying and complying with all applicable federal, state, and local environmental laws and requirements. This includes determining the appropriate project category for both the Massachusetts Environmental Protection Act (MEPA) and the National Environmental Protection Act (NEPA). Environmental documentation and permitting is often completed in conjunction with the **Preliminary Design** phase described below.

Design

There are three major phases of design. The first is **Preliminary Design**, which is also referred to as the 25-percent submission. The major components of this phase include full survey of the project area, preparation of base plans, development of basic geometric layout, development of preliminary cost estimates, and submission of a functional design report. Preliminary Design, although not required to, is often completed in conjunction with the Environmental Documentation and Permitting. The next phase is **Final Design**, which is also referred to as the 75-percent and 100-percent submission. The major components of this phase include preparation of a subsurface exploratory plan (if required), coordination of utility relocations, development of traffic management plans through construction zones, development of final cost estimates, and refinement and finalization of the construction plans. Once Final Design is complete, a full set of **Plans, Specifications, and Estimates (PS&E)** is developed for the project.

Right-of-Way Acquisition

A separate set of Right-of-Way plans are required for any project that requires land acquisition or easements. The plans must identify the existing and proposed layout lines, easements, property lines, names of property owners, and the dimensions and areas of estimated takings and easements.

5. Programming (Identification of Funding)

Programming, which typically begins during the design phase, can actually occur at any time during the process, from planning to design. In this step, which is distinct from project initiation, the proponent requests that the MPO place the project in the region's Transportation Improvement Program (TIP). The proponent requesting the project's listing on the TIP can be the community or it can be one of the MPO member agencies (the Regional Planning Agency, MassDOT, and the Regional Transit Authority). The MPO then considers the project in terms of state and regional needs, evaluation criteria, and compliance with the regional Transportation Plan and decides whether to place it in the draft TIP for public review and then in the final TIP.

6. Procurement

Following project design and programming of a highway project, the MassDOT Highway Division publishes a request for proposals. It then reviews the bids and awards the contract to the qualified bidder with the lowest bid.

7. Construction

After a construction contract is awarded, MassDOT Highway Division and the contractor develop a public participation plan and a management plan for the construction process.

8. Project Assessment

The purpose of this step is to receive constituents' comments on the project development process and the project's design elements. MassDOT Highway Division can apply what is learned in this process to future projects.

Project Development Schematic Timetable

Description	Schedule Influence	Typical Duration
<p>Step I: Problem/Need/Opportunity Identification The proponent completes a Project Need Form (PNF). This form is then reviewed by the MassDOT District office which provides guidance to the proponent on the subsequent steps of the process.</p>	<p>The Project Need Form has been developed so that it can be prepared quickly by the proponent, including any supporting data that is readily available. The District office shall return comments to the proponent within one month of PNF submission.</p>	<p>1 to 3 months</p>
<p>Step II: Planning Project planning can range from agreement that the problem should be addressed through a clear solution to a detailed analysis of alternatives and their impacts.</p>	<p>For some projects, no planning beyond preparation of the Project Need Form is required. Some projects require a planning study centered on specific project issues associated with the proposed solution or a narrow family of alternatives. More complex projects will likely require a detailed alternatives analysis.</p>	<p>Project Planning Report: 3 to 24+ months</p>
<p>Step III: Project Initiation The proponent prepares and submits a Project Initiation Form (PIF) and a Transportation Evaluation Criteria (TEC) form in this step. The PIF and TEC are informally reviewed by the Metropolitan Planning Organization (MPO) and MassDOT District office, and formally reviewed by the PRC.</p>	<p>The PIF includes refinement of the preliminary information contained in the PNF. Additional information summarizing the results of the planning process, such as the Project Planning Report, are included with the PIF and TEC. The schedule is determined by PRC staff review (dependent on project complexity) and meeting schedule.</p>	<p>1 to 4 months</p>
<p>Step IV: Design, Environmental, and Right of Way The proponent completes the project design. Concurrently, the proponent completes necessary environmental permitting analyses and files applications for permits. Any right of way needed for the project is identified and the acquisition process begins.</p>	<p>The schedule for this step is dependent upon the size of the project and the complexity of the design, permitting, and right-of-way issues. Design review by the MassDOT district and appropriate sections is completed in this step.</p>	<p>3 to 48+ months</p>
<p>Step V: Programming The MPO considers the project in terms of its regional priorities and determines whether or not to include the project in the draft Regional Transportation Improvement Program (TIP) which is then made available for public comment. The TIP includes a project description and funding source.</p>	<p>The schedule for this step is subject to each MPO's programming cycle and meeting schedule. It is also possible that the MPO will not include a project in its Draft TIP based on its review and approval procedures.</p>	<p>3 to 12+ months</p>
<p>Step VI: Procurement The project is advertised for construction and a contract awarded.</p>	<p>Administration of competing projects can influence the advertising schedule.</p>	<p>1 to 12 months</p>
<p>Step VII: Construction The construction process is initiated including public notification and any anticipated public involvement. Construction continues to project completion.</p>	<p>The duration for this step is entirely dependent upon project complexity and phasing.</p>	<p>3 to 60+ months</p>
<p>Step VIII: Project Assessment The construction period is complete and project elements and processes are evaluated on a voluntary basis.</p>	<p>The duration for this step is dependent upon the proponent's approach to this step and any follow-up required.</p>	<p>1 month</p>

Source: MassDOT Highway Division Project Development and Design Guide

Appendix I
MassDOT's comments on the client review draft of the memo

2024-09-05 CTPS Wrentham Memo.pdf Markup Summary

HQ Traffic - Amitai Lipton (27)

Subject: Text Box
Page Label: 1
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 12:59:58 PM
Status:
Color: ■
Layer:
Space:

Note: Most appendices are missing.

Note: Most appendices are missing.

TECHNIC



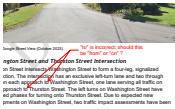
Subject: Re: Callout
Page Label: 2
Author: HQ Traffic - Amitai Lipton
Date: 9/25/2024 1:45:43 PM
Status:
Color: ■
Layer:
Space:

Can this comment be combined with the other speed limit comment? (Can use 2 leader arrows)



Subject: Re: Callout
Page Label: 4
Author: HQ Traffic - Amitai Lipton
Date: 9/25/2024 1:45:13 PM
Status:
Color: ■
Layer:
Space:

(please "Group" related comments) Yes, providing a dedicated left-turn lane allows turning traffic to wait outside the path of high-speed thru traffic. It is a known safety benefit. In the context of this analysis, I do not think we need to ask CTPS to explain further.



Subject: Callout
Page Label: 6
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 8:41:24 AM
Status:
Color: ■
Layer:
Space:

"to" is incorrect; should this be "from" or "on" ?



Subject: Group
Page Label: 11
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 8:46:26 AM
Status:
Color: ■
Layer:
Space:

This inference is not explained. What data, exactly, suggested that a significant number of drivers are using Hawes as a cut-through? Did the TMCs capture license plate or other data that allowed the analysts to determine that the vehicles were not going to or from a location along the Hawes corridor?



Subject: Text Box
Page Label: 11
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 8:48:03 AM
Status:
Color: ■
Layer:
Space:

The AM and PM peak hours should not be combined, as this information is not useful for analysis purposes. Separate volume data for the two peak hours should be provided instead.



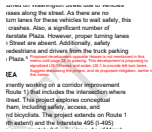
Subject: Group
Page Label: 13
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 8:50:48 AM
Status:
Color:
Layer:
Space:

One approach to counteracting this behavior could be to reduce the speed limit to 25 mph as Hawes Street is a local residential street.



Subject: Cloud+
Page Label: 18
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 8:55:29 AM
Status:
Color:
Layer:
Space:

Has a preferred alternative been identified?



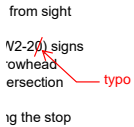
Subject: Text Box
Page Label: 18
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 1:05:12 PM
Status:
Color:
Layer:
Space:

Proposed development opposite Hawes is not mentioned in this memo until page 28, in passing. This development is proposing to signalized US-1/Hawes and widen US-1 to provide left-turn lanes. Suggest discussing the project, and its proposed mitigation, earlier in this memo.



Subject: Cloud+
Page Label: 19
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 8:55:53 AM
Status:
Color:
Layer:
Space:

Has a preferred alternative been identified?



Subject: Group
Page Label: 19
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 1:06:45 PM
Status:
Color:
Layer:
Space:

typo



Subject: Group
Page Label: 19
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 1:06:25 PM
Status:
Color:
Layer:
Space:

see comment on page 13

with some use of some caution, recommending
if there may not be any reported
if miss conflicts can stem from sight
if "Right T Intersection" (W2-20) signs
along intersections on Interstates
the presence of an intersection
- (See Figure 7.1) - that
and stop bars replacing the stop
on LED border) at both the Indian
directions to improve visibility. (See
under the "School Bus Stop Ahead"
urgently, the signage is difficult to see
use 114).

Subject: Group
Page Label: 19
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 1:06:41 PM
Status:
Color: ■
Layer:
Space:

Add road markings, such as highly visible and retroreflect
center lines, on Hawes Street to demarcate the travel lane
directions and to guide the vehicles along the street road
strips and/or reflectors can also be added for enhanced vi
improve driver attentiveness, especially during the night.
Adding pavement markings may result in
higher operating speeds. Markings would
need to be maintained by the Town in
compliance with MUTCD retroreflectivity
requirements.

Subject: Text Box
Page Label: 20
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 8:59:20 AM
Status:
Color: ■
Layer:
Space:

Adding pavement markings may result in higher operating speeds. Markings would need to be maintained by the Town in compliance with MUTCD Retroreflectivity requirements.



Subject: Group
Page Label: 26
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:03:04 AM
Status:
Color: ■
Layer:
Space:

If the Hawes St were to be severed, it should be closed (with a gate for emergency services) approximately 1000 ft north of the US-1 intersection. This would maintain access to the commercial/industrial sites from US-1, while the remaining residential parcels would be accessible from Thurston.

LED border for better
be installed on Thurston
14.) Should be discussed;
the report does not
provide justification.

Subject: Text Box
Page Label: 26
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:03:37 AM
Status:
Color: ■
Layer:
Space:

Should be discussed; the report does not provide justification.

op bar ai
op bar ai

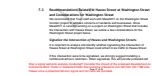
Subject: Line
Page Label: 26
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:03:41 AM
Status:
Color: ■
Layer:
Space:

Subject: Text Box
Page Label: 27
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:05:02 AM
Status:
Color: ■
Layer:
Space:

Google StreetView images from 2019 and 2023 show R3-7L signs installed on both US-1 approaches to the Thurston St intersection.

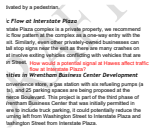
"(R3-7L) sign at the intersection of
Hawes Street and US-1. There is a
through and right lane, however there
is a stop bar. Google StreetView images from 2019 and
2023 show R3-7L signs installed on both
US-1 approaches to the Thurston St
intersection.





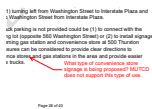
Subject: Text Box
Page Label: 27
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:06:32 AM
Status:
Color: ■
Layer:
Space:

Was a signal warrants analysis conducted?
 Consider the impact of the proposed development on Commerce Blvd. Factor in redirected traffic that would be induced to turn left from US-1 NB onto Hawes once a protected left-turn signal and turn lane are provided.



Subject: Text Box
Page Label: 28
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:07:43 AM
Status:
Color: ■
Layer:
Space:

How would a potential signal at Hawes affect traffic flow at Interstate Plaza?



Subject: Callout
Page Label: 28
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:08:56 AM
Status:
Color: ■
Layer:
Space:

What type of convenience store signage is being proposed? MUTCD does not support this type of use.



Subject: Text Box
Page Label: 29
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:09:40 AM
Status:
Color: ■
Layer:
Space:

Confirm with D5 -- there should be no vertical obstructions on US-1 ?



Subject: Callout
Page Label: 30
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:11:36 AM
Status:
Color: ■
Layer:
Space:

Replace with W1-7 (two-direction large arrow) sign. This use of OM1-1 markers is inconsistent with the MUTCD.



Subject: Callout
Page Label: 30
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:12:18 AM
Status:
Color: ■
Layer:
Space:

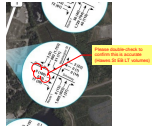
If Hawes St is cut short, it should be done here, at the transition between residential and commercial land uses.

Figure 16
Comments to Hawes Street and Adjacent Intersections
(Short- and Long-Term)



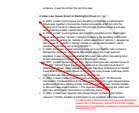
Subject: Text Box
Page Label: 30
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:13:46 AM
Status:
Color: ■
Layer:
Space:

(Short- and Long-Term)



Subject: Cloud+
Page Label: 36
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:15:34 AM
Status:
Color: ■
Layer:
Space:

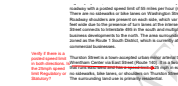
Please double-check to confirm this is accurate
(Hawes St EB LT volumes)



Subject: Text Box
Page Label: 38
Author: HQ Traffic - Amitai Lipton
Date: 9/17/2024 9:18:22 AM
Status:
Color: ■
Layer:
Space:

If a signal with protected left turns were installed at
the Hawes/US-1 intersection, would that provide a
safety improvement to potentially mitigate the
concerns that these crashes bring up?

HQ Traffic Everlyn Galloway (5)



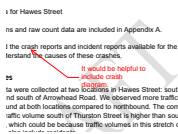
Subject: Callout
Page Label: 2
Author: HQ Traffic Everlyn Galloway
Date: 9/25/2024 2:07:59 PM
Status:
Color: ■
Layer:
Space:

Verify if there is a posted speed limit in both
directions. Is the 25mph speed limit Regulatory or
Statutory?



Subject: Group
Page Label: 6
Author: HQ Traffic Everlyn Galloway
Date: 9/25/2024 2:09:31 PM
Status:
Color: ■
Layer:
Space:

Is one lane serving all traffic on Thurston? Google
view from September 2023, shows 2 lanes on the
Thurston St. One left turn only and one serving
through and right turning traffic.



Subject: Callout
Page Label: 8
Author: HQ Traffic Everlyn Galloway
Date: 9/25/2024 2:11:09 PM
Status:
Color: ■
Layer:
Space:

It would be helpful to include crash diagram.

add exclusive left-turn
the Washington Street
in the north, including the
sub-approach along
Confusion because
google image as of
2023 shows exclusive
left turn from
Thurston St on both
approaches to Rte 1.
Please Confirm.
ves Street

Subject: Callout
Page Label: 19
Author: HQ Traffic Everlyn Galloway
Date: 9/20/2024 8:31:43 AM
Status:
Color: ■
Layer:
Space:

Confusion because google image as of 2023 shows exclusive left turn from Thurston St on both approaches to Rte 1. Please Confirm.

7
Will CTPS be
recommending any
physical changes to
reduce speeds more
long term? 7.1
Recommend
Short-term Rec
• Consider installing s

Subject: Callout
Page Label: 19
Author: HQ Traffic Everlyn Galloway
Date: 9/25/2024 2:17:57 PM
Status:
Color: ■
Layer:
Space:

Will CTPS be recommending any physical changes to reduce speeds more long term?

HQ Traffic Fangyun Xi (1)

intention. The study does not provide evidence to support this
concern. Based on the study, various and distributed data presented in the
Report, the proposed plan has been thoroughly vetted and is based on current and
existing conditions along Thurston Street.
To provide a more detailed study, we will be conducting a separate study to
provide a more detailed study on the proposed plan. The study will be
conducted in the next few weeks and will be available for public review.
Please direct any questions to the project manager at [redacted].

Subject: Callout
Page Label: 9
Author: HQ Traffic Fangyun Xi
Date: 9/25/2024 2:17:36 PM
Status:
Color: ■
Layer:
Space:

Have there been follow-on conversations with the town about the truck concern after CTPS did the study?