



MEMORANDUM

Date: May 9, 2016

To: Mr. Leo Bartolini, Jr., Chairman

Organization: Town of Southborough Zoning Board of Appeals

From: Heather Georgallas, EIT

Jason DeGray, PE, PTOE

Project: 6064 – Southborough Park Central Review Services

Re: Flagg Road/Deerfoot Road Roadway Safety Study -

Southborough, Massachusetts

Toole Design Group (TDG), on behalf of the Town of Southborough, has conducted a Roadway Safety Study along Flagg Road and Deerfoot Road in Southborough, Massachusetts. This memorandum provides a summary of existing traffic conditions along these roadways and quantifies the need for countermeasures to address safety concerns.

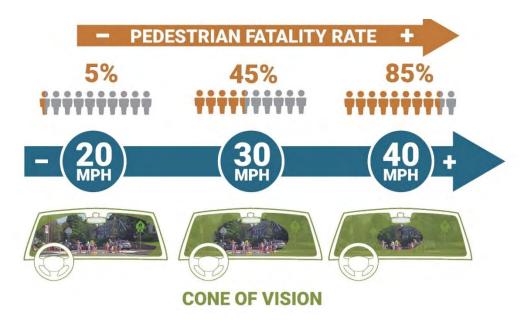
Safety conditions along Flagg Road and Deerfoot Road have been raised as a concern by residents. Primary issues that have been raised include, excessive vehicles speeds, cut-through traffic, the presence of school-aged children, and lack of pedestrian accommodations along the corridors. These concerns have recently been heightened as a result of the prospect of additional traffic generated by the proposed mixed-use Park Central development. In response to these concerns the Town has initiated this Roadway Safety Study of Flagg Road and Deerfoot Road to identify potential roadway improvements to address these concerns.

The subsequent portions of this memorandum summarize TDG's findings of the Road Safety Study.

Executive Summary

Based on our investigation, roadway improvements are justified along the corridors to address excessive vehicle speeds and pedestrian safety issues. The traffic data documented herein indicates vehicles are traveling at excessive rates of speed beyond the legally enforceable posted speed limits. Additionally, the use the study area roadways as a commuting corridor is apparent. Recommended improvements include the addition of sidewalks, intersection reconfigurations and the implementation of strategic traffic calming measures.

Of primary concern is the safety of vulnerable, non-motorized roadway users. There is a direct correlation with vehicle speed and pedestrian safety; as speeds increase, fatalities and serious injuries increase.



Pedestrian Fatality Rate vs. Speed vs. Driver Cone of Vision. Source: NACTO

Given the lack of sidewalks, and in some segments a roadside clear zone, any pedestrian activity typically takes place directly within the travel way. As the vehicle speeds recorded along the corridor average approximately 30 mph, with operational speeds (85th percentile) upwards of 38 mph, vehicle traffic is often a constant threat to vulnerable roadway users. As a result pedestrian activity along these roadways feels unsafe, requires constant vigilance and generally disincentives walking. This is particularly concerning given the presence of school age children.

Enforcement efforts alone are not a sustainable solution to address roadway safety related to vehicle speed; physical geometric changes are necessary to self-enforce slow speeds and desired behaviors for when police are not present. Traffic calming is often required to mitigate safety concerns related to vehicle speed. Traffic calming is the combination of mainly physical measures that alter driver behavior to improve conditions for vulnerable users. Traffic calming does not necessarily mean restricting access for motorists; it means altering behaviors to reduce the intrusion of speeding and aggressive driving can have for the most vulnerable road users walking and biking.

Countermeasures to address roadway safety include constructing sidewalks along Deerfoot Road, north of Flagg Road to accommodate pedestrian activity destined for the P. Brent Trottier Middle School. Sidewalks along Flagg Road could also be explored, however given the current roadway width, presumably restrictive right-of-way, old growth trees, stone walls and designation as a scenic road this would require a more detailed engineering feasibility analysis prior to advancing as a viable means to address safety concerns. As an alternative the application of speed humps along Flagg Road south of Blackthorn Drive is also recommended as a means to slow traffic along this key corridor. These speed

humps will address safety not only for pedestrian and bicyclists but also motorists as this stretch of roadway clearly exhibits a crash pattern related to speed related vehicle departures. Speed humps have the added benefit to allow for the preservation of key roadside features, including historic trees and stonewalls and will serve as a gateway treatment further reinforcing the residential nature of these roadways as vehicles depart the high speed Route 9 corridor. Additional improvements to address sight distance restrictions and interim measures are also identified herein.

It is important to note that the design of the traffic calming measures suggested as part of the conceptual traffic calming plan presented herein will require some additional engineering study to establish final design elements and details.

As an interim condition the Town could consider applying a center line marking along the corridor and the deployment of dynamic speed feedback signs as measures to address safety concerns.

Study Location

The study area consists of the full length of Flagg Road, as well as Deerfoot Road between Flagg Road and Main Street (Route 30). Flagg Road and Deerfoot Road are both under the jurisdiction of the Town of Southborough. The roadways are categorized by their general lack of roadside shoulders, clear zones or pedestrian refuge areas. No sidewalks and curbing are present throughout the study area. Utility poles are primarily located on the southeast side of the roadway, directly abutting the travel way in numerous locations. Some roadway segments have notable grades, roadside features, and tight horizontal curves. At many locations larger trees and rock walls directly abut the travel way. Safety concerns along Flagg Road and Deerfoot Road are a result of the combination of vehicle speeds, narrow roadway widths, lack of sufficient roadside clear zones and the presence of a variety of roadside features (utility poles, mailboxes, trees, etc.).

Flagg Road

Flagg Road is classified by the Massachusetts Department of Transportation (MassDOT) as an urban collector, running generally in a northeast-southwest direction. The character of the approximately 1.1-mile roadway is rural in nature, lined with single-family residential homes. The southern end of Flagg Road intersects Route 9 (Boston Worcester Turnpike Road) under stop control. Flagg Road terminates to the north at its intersection with Deerfoot Road. Deerfoot Road intersects Flagg Road under stop control from the south and continues as Deerfoot Road to the north.

The weekday average daily traffic (ADT) along Flagg Road is approximately 985 vehicles per day with a posted speed limit of 25 miles per hour (mph). Flagg Road ranges from 15 to 22.5 feet in width. The travel way consists of one travel lane in each direction, however the travel lanes are not formalized by any centerline or shoulder pavement markings.

Deerfoot Road

Deerfoot Road is also classified by MassDOT as an urban collector, running in a generally north-south direction between Main Street (Route 30) and Route 9. For the purposes of this study, the study area encompasses the length of Deerfoot Road between Flagg Road and Main Street (Route 30). Deerfoot

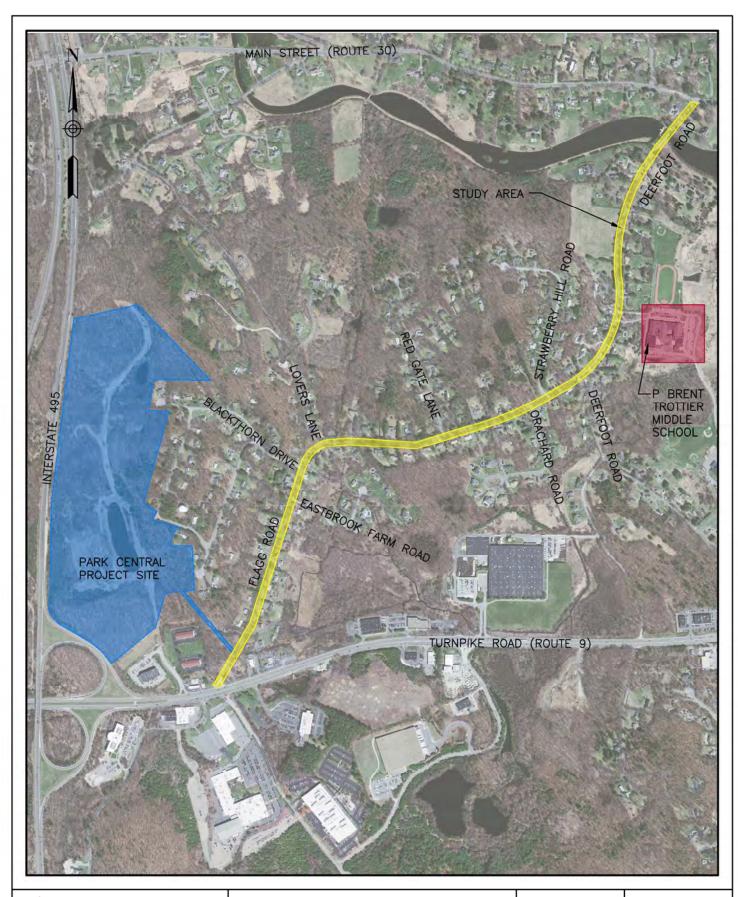
Road intersects Main Street from the south and is under stop control. The character of the approximately 0.6-mile segment of roadway within the study area is rural in nature and is lined by single-family residential homes, as well as the P. Brent Trottier Middle School. The majority of Deerfoot Road within the study area is a School Zone, enforced with school zone signage and school speed limit assemblies that display 20 mph speed limit when flashing. The Sudbury Reservoir Trail crosses Deerfoot Road approximately 600 feet south of the intersection with Main Street, with a crosswalk provided across Deerfoot Road for pedestrians utilizing the trail.

The weekday ADT along Deerfoot Road, north of Flagg Road, is approximately 1,442 vehicles per day with a posted speed limit of 25 mph. Deerfoot Road roadway width ranges from 23 to 25 feet. The travel way consists of one travel lane in each direction, however the travel lanes are not formalized by any centerline or shoulder pavement markings.

Flagg Road and Deerfoot Road are both designated as a **Scenic Road** by the Town of Southborough under the Scenic Road Act¹.

The site location in relation to the surrounding roadways is shown in **Figure 1**.

¹ Massachusetts General Laws. Ch. 40, s. 15C





FLAGG ROAD/DEERFOOT ROAD ROADWAY SAFETY STUDY

TOWN OF SOUTHBOROUGH SOUTHBOROUGH, MA

FIGURE 1

LOCATION MAP

Volume and Speed Data

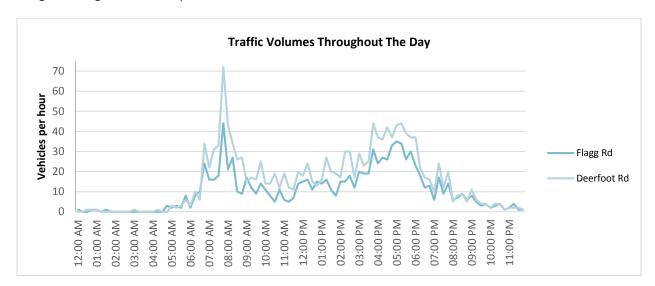
Traffic volume and speed data along Flagg Road and Deerfoot Road have been previously collected as part of the Park Central development Traffic Impact and Access Study. Automatic Traffic Recorder (ATR) counts were collected for a concurrent 48 hours on Tuesday, February 5th and Wednesday, February 6th, 2013 at the following two locations:

- Deerfoot Road, approximately 1,600 feet south of Main Street; and
- Flagg Road, approximately 1,200 feet north of Route 9.

Additional ATR counts were collected as part of this study for a concurrent 48 hours on Tuesday, March 8th and Wednesday, March 9th, 2016 at the following two locations:

- Deerfoot Road adjacent to the P. Brent Trottier Middle School, south if the Middle School driveway; and
- Flagg Road in the vicinity of 35-37 Flagg Road.

The graph below depicts the hourly fluctuation of traffic along the study area corridors throughout the day, demonstrating the cut-through nature of the corridors during commuter periods to avoid the congested regional roadway network.



To varying degrees vehicle speeds are consistently higher than the posted speed limits. The 85th percentile speed, or operational speed, ranges from 8 mph to 13 mph higher than the posted speed limit. Vehicle speeds are particularly concerning given the geometrics of the roadway, lack of pedestrian refuge and presence of school-aged children.

Table 1 below summarizes this data and **Figure 2** illustrate the traffic data collected along the study area. All traffic count data are provided in the Attachments.

Table 1: Existing Traffic Data Summary

	Morning Peak Hour				<u>E</u>	vening Peak	: Hour			85 th	
	Daily							Percent	Speed	Average	Percentile
	Volume	Volume	K Factor	Directional	Volume	K Factor	Directional	Heavy	Limit	Speed	Speed ^e
Location	(vpd) a	(vph) ^b	(%) ^c	Distribution ^d	(vph)	(%)	Distribution	Vehicles	(mph)	(mph)	(mph)
				20	13 ATR Dat	:a					
Deerfoot Road 1,600 feet											
south of Main Street:											
Weekday Daily	1,751	252	14.4	57% SB	175	10.0	51% NB	3.1%	25		
Northbound	894	108			90					32	37
Southbound	857	144			85					32	37
Flagg Road 1,200 feet											
north of Route 9:											
Weekday Daily	963	96	10.0	81% SB	86	8.9	51% NB	3.7%	25		
Northbound	395	18			44					29	34
Southbound	568	78			42					32	38
				201	6 ATR Data						
Deerfoot Road Adjacent											
to Middle School:											
Weekday Daily	1,464	182	12.4	55% NB	166	11.3	63% SB	3.2%	25		
Northbound	690	101			61					28	33
Southbound	774	81			105					29	33
Flagg Road Adjacent											
to 35 Flagg Road:											
Weekday Daily	1,014	110	10.8	55% SB	128	12.6	73% SB	5.2%	25		
Northbound	395	49			34					29	34
Southbound	619	61			94					30	34

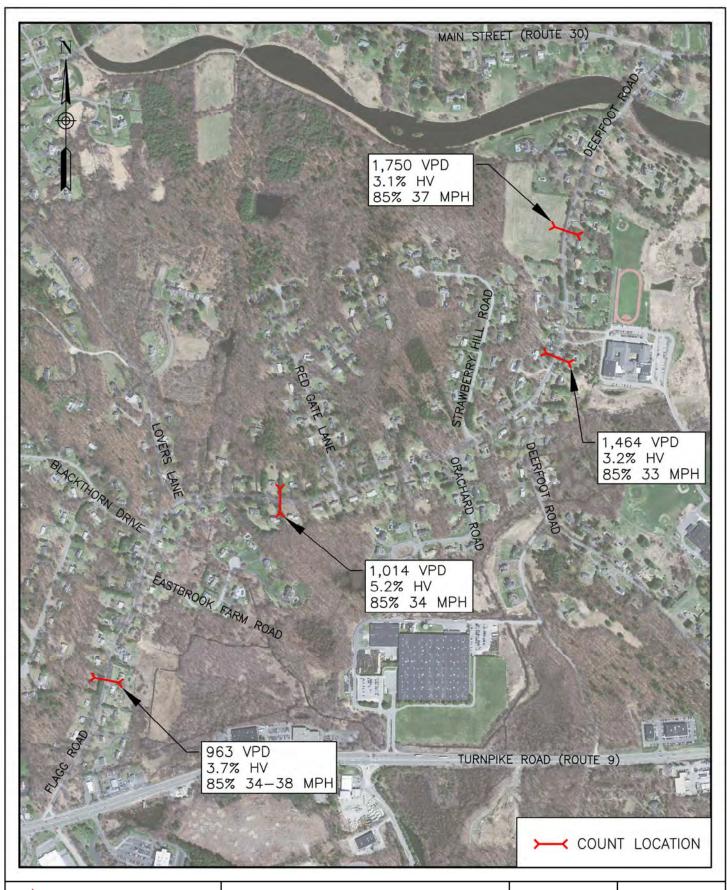
^a Vehicles per Day

^b Vehicles per Hour.

^c Percentage of daily traffic occurring during the peak hour.

d NB = northbound, SB = southbound

^e Speed at which 85% of vehicles are at or below.





FLAGG ROAD/DEERFOOT ROAD ROADWAY SAFETY STUDY

TOWN OF SOUTHBOROUGH SOUTHBOROUGH, MA

FIGURE 2

EXISTING TRAFFIC COUNT DATA

Crash History

Collision (crash) data for the roadways were obtained from the Town of Southborough for the most recent three-year period available (2012 through 2014). A summary of the collision data along the study roadways is provided in **Table 2**.

Table 2: Crash History Summary

	<u>Numbe</u>	r of Crashes		Severity Manner of Collision						
Location	Total	Average per Year	Property Damage	Personal Iniury	Fatality	Head On	Single Vehicle	Bicvclist	Commuter Peak ^a	Wet Roadway ^b
		P 5		n of Southbo	orough Poli			=10,0		,
Flagg Road / Deerfoot Road	11	3.7	8	3	0	1	8	1	9%	45%

Source: Town of Southborough Police Department Crash Records (2012 to 2014).

In addition to the crash summary, collision occurrence is compared to the volume of traffic along a particular roadway to determine any significance. Accordingly, corridor crash rates were calculated for the length of Flagg Road and the segment of Deerfoot Road and compared with the statewide crash rate averages.

A corridor crash rate is a measure of the total number of located crashes and the vehicle miles traveled for each roadway. The crash rate and is presented in collisions per million vehicle miles traveled (c/mvmt). For rural minor collectors, the average statewide crash rate is 3.55 c/mev². A comparison of the calculated crash rates for Flagg Road and Deerfoot Road to the statewide averages can be used to establish the significance of collision occurrence and whether or not potential safety problems exist.

During the three years of data from the Town of Southborough that were analyzed, Flagg Road and Deerfoot Road in the 1.7-mile study area experienced 11 reported crashes. This equates to a calculated crash rate of 4.55, higher than the statewide average for rural collector streets of 3.55. Three reported crashes occurred in 2012, six occurred in 2013 and two occurred in 2014. Of the reported 11 crashes, eight resulted in property damage only, while the remaining three involved non-fatal injuries. The majority (8) of the reported crashes were single vehicle crashes that hit roadside features. Operating under the influence was a noted factor in many of these crashes. Speed is also generally a contributing factor. The following roadside features were hit:

- Fire hydrant on Flagg Road just north of Route 9
- Stone wall at #40 Flagg Road twice
- Mailbox at #47 Flagg Road
- Stone wall adjacent to #58 Flagg Road
- Guy-wire adjacent to #67 Flagg Road

^a Percent of crashes that occurred during the weekday AM and weekday PM commuter peak periods.

^b Percent of crashes that were reported during wet pavement conditions.

² Statewide average crash rate for urban minor collectors is unavailable, therefore the crash rate for rural minor collectors is provided.

Stone wall at #84 Flagg Road

It was also reported that a vehicle traveling westbound on Main Street, attempted to turn left onto Deerfoot Road and collided with a cyclist on Deerfoot Road. **Figure 3** depicts crash locations for the 11 reported crashes from the Town of Southborough Police Department between 2012 and 2014. As shown, the majority of the reported crashes are concentrated in the southern half of Flagg Road where the roadway is notably narrower and roadside features encroach closer to the travel way.

The Segment Crash Rate Worksheet and detailed crash data are included in the Attachments.

Geometric Limitations

At various locations along Flagg Road and Deerfoot Road the geometrics (curvature, width, etc.) of the roadway present conditions which may contribute to safety concerns. The majority, but not all, of these conditions are related to the lack of defined clear zone adjacent to the travel way. The term clear zone is used to designate the unobstructed, traversable area provided beyond the edge of the traveled way for the recovery of errant vehicles. The clear zone includes shoulders, bicycle lanes, and auxiliary lanes. Along curves, clear zones play a particularly important role as they minimize roadside obstructions which may limit line of sight along the inside of a curve.

Roadway widths along Flagg Road and Deerfoot Road range from 15 to 22.5 feet and 23 to 25 feet, respectively. With no shoulders present, the clear zones at many locations along the study area roadways are functionally non-existent.

Flagg Road

Along Flagg Road, there are several mature trees located directly against the roadway edge. It should be noted that Flagg Road narrows to 15 feet in width south of the existing culvert between a tree on the western side of the road and a utility pole on the eastern side.





Flagg Road Narrowed To 15'

33 Flagg Road





FLAGG ROAD/DEERFOOT ROAD ROADWAY SAFETY STUDY

TOWN OF SOUTHBOROUGH SOUTHBOROUGH, MA

FIGURE 3

EXISTING TRAFFIC COUNT DATA A review of the collision locations reveals that all but one of the reported crashes between 2012 and 2014 were grouped to the segment of Flagg Road south of Lovers Lane. It can reasonably be concluded that roadway geometric conditions and speed are contributing factors along this length of the study area.

The lack of roadside clear zones is a significant contributing factor to safety concerns along Flagg Road.

Flagg Road at Deerfoot Road

The Flagg Road at Deerfoot Road intersection is a skewed three-legged intersection with atypical traffic control. Flagg Road approaches Deerfoot Road from the southwest. The Flagg Road and Deerfoot Road southbound approaches are free flowing, while the Deerfoot Road northbound approach is under stop control. There is a landscaped island in the middle of the intersection along with a separated bidirectional turn lane. There is also a notable grade change within the intersection. A pedestrian path is provided just east of the intersection for students accessing the P. Brent Trottier Middle School and Margaret A. Neary Elementary School to the east. Crosswalks are provided across the Flagg Road approach and the Deerfoot Road northbound approach. The pictures below present the various aspects of the Flagg Road at Deerfoot Road intersection.





Flagg Road at Deerfoot Road

Downward Grade from Flagg Road to Deerfoot Road



Pedestrian Path to Schools



Crosswalks to Pedestrian Path

Flagg Road at Blackthorn Drive

Flagg Road at the intersection of Blackthorn Drive, running generally in the north-south direction while Blackthorn Drive intersects from the west to form a three-legged unsignalized intersection. There is no sign control provided, however Blackthorn Drive operates as stop control while Flagg Road is free. All intersection approaches consist of one general purpose travel lane with no pavement markings provided.

Sight distances have been evaluated to identify safety concerns associated with the lack of visibility around horizontal curves. Sight distance is the length of roadway ahead that is visible to the driver. The Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely stop before reaching a stationary object in its path. The Intersection Sight Distance (ISD) is provided on minor street approaches to allow the drivers of stopped vehicles a sufficient view of the major roadway to decide when to enter the major roadway.



Flagg Road at Blackthorn Drive



Blackthorn Drive at Flagg Road Looking North

Immediately north of the intersection Flagg Road curves to the east. This horizontal curve, combined with roadside vegetation and the stone wall along the east side of Flagg Road, impedes on the necessary sight distance when traveling northbound on Flagg Road. In addition vehicle operating speeds are consistently higher than the design speed, requiring additional sight distance for safe operating conditions. Vegetation and a stone wall located on the southwest corner of the intersection impedes sight distance for vehicles egressing Blackthorn Drive. Sight distance is also restricted exiting Lovers Lane to the west due to existing vegetation. The pictures below note sight distance restrictions:





Blackthorn Drive at Flagg Road Looking South

Roadside Features on East Side of Flagg Road

Deerfoot Road

Deerfoot Road roadway width ranges from 23 to 25 feet. The travel way consists of one travel lane in each direction, however the travel lanes are not formalized by a centerline or shoulder pavement markings. Deerfoot Road presents adequate space to consider a sidewalk along the west side of the roadway between Main Street and Flagg Road. The installation of a sidewalk would provide dedicated space for pedestrians, significantly improving pedestrian safety and comfort.



General Roadway Width of Deerfoot Road

Two prevailing safety deficiencies have been identified along Flagg Road and Deerfoot Road as part of this assessment:

- 1. Elevated Vehicle Speeds
- 2. Lack of Roadside Clear Zones

The use of traffic calming measures to address elevated vehicle speeds is should be considered, however it must be recognized that these measures will not address the lack of roadside clear zones. The construction of sidewalks where feasible should be considered to provide pedestrian refuge areas.

Typical Traffic Calming Measures

Common speed control traffic calming measures are described below. In some cases the initial engineering feasibility study indicates some devices should not be considered due to existing constraints.

Pavement Markings

Pavement markings can be used as traffic calming measures that regulate traffic movements in lieu of, or in combination with, other physical changes to the roadway. The addition of striping a defined centerline and shoulder have been shown to have a calming effect on traffic particularly in locations where pavement markings had previously not existed.

The marking of a yellow center line should be considered.

Curb Extensions

These are physical devices which reduce the roadway width from curb to curb. When placed at intersections these devices are referred to as "neckdowns" and when applied at midblock locations, curb extensions are referred to as "chokers". Chokers force vehicles to slow while maneuvering through narrow points along the roadway while neckdowns at an intersection lead to tighter turning radii, forcing vehicles to slow. Both devices offer additional safety benefits to pedestrians by reducing crossing width and creating refuge areas.



Due to the relatively narrow existing width of Flagg Road and Deerfoot Road, the use of curb-extensions is not preferable.

Chicanes

Chicanes are S-shaped curve realignments of a normally straight roadway, which encourage slower speeds.

Due to the relatively narrow existing width of Flagg Road and Deerfoot Road the use of chicanes is not preferable.



Center Island

Center islands are raised medians along the roadway centerline. They typically narrow the travel lanes,

separate opposing traffic movements and may introduce a slight travel path deflection. When landscaped, they can improve the aesthetics of the corridor. They are feasible without major roadway changes when the right-of-way is available within the existing pavement width. Center islands may also be painted, but these are less effective than raised center islands, since vehicles can traverse a painted island.



Due to the relatively narrow existing width of

Flagg Road and Deerfoot Road the use and construction of center islands is not preferable.

Gateway Features

Gateway features can be used to identify a change in the roadway environment for vehicles entering the traffic calming management area. Monuments or other landscaping devices can be used to signify a change in the area type. Gateways are often combined with other traffic calming elements.

The use of gateway treatments was explored, however due to the lack of a clear zone along Flagg Road there appears to be insufficient right-of-way to install roadside gateway treatments.



Roundabouts/Neighborhood Traffic Circles

Roundabouts/neighborhood traffic circles consist of placing raised islands within an intersection around which traffic circulates in a counterclockwise direction. These devices have been shown to reduce vehicle speeds and improve safety. Neighborhood, or mini traffic circles, usually have 4-way stop control. Roundabouts (which have additional design characteristics) are often deployed at higher volume intersections.



Due to the relatively narrow existing width of Flagg Road and Deerfoot Road the use of roundabouts/neighborhood traffic circles is not feasible.

Speed Bumps

Speed bumps are often the devices which come to mind when discussing traffic calming devices. Speed bumps were used in previous generations of traffic calming, however they are narrow and often abrupt and have since been phased out of current traffic calming measures. Today they are found along private roadways and within parking lots.

Speed bumps are not being considered as part of this effort.



Speed humps are asphalt or rubber mounds that cover the full width of the roadway. Speed humps are typically 3 to 3.5 inches in height and 12 to 14 feet long. They have been shown to slow vehicles to a travel speed of **20-23** mph to traverse.

Speed humps were considered along Flagg Road.





Speed Tables

Speed tables are essentially speed humps that have been modified to incorporate a flat top. Speed tables are also typically 3 to 3.5 inches in height but are generally 22 feet long (10 foot plateau and two

6 foot ramps). They have been shown to slow vehicles to a travel speed of 25-30 mph to traverse. The flat top is typically long enough for the entire wheelbase of a passenger car to rest on and the ramps are sloped gently for a more gradual slowing of vehicles than speed humps. The flat top allows a higher design speed and smoother ride than humps. Speed tables are more desirable to emergency vehicles than speed humps as they are less jarring. When used in conjunction with a crosswalk speed tables are referred to as raised crosswalks.



Speed tables could be considered as part of this effort but should be coupled with an existing desire line for pedestrian crossings.

Speed Lumps/Cushions

Speed lumps/cushions are speed humps with the wheel base of an emergency vehicle removed so these vehicles can proceed unimpeded. While these devices introduce the possibility of calming traffic without introducing additional delay to emergency response times, these devices are a relatively new form of traffic calming and the industry knowledge is still forming as to their effectiveness.



The application of speed lumps/cushions could be considered along Flagg Road and Deerfoot Road, however due to the lack of industry knowledge available with these devices the Town should advance cautiously with their construction.

Raised Intersections

A raised intersection is a raised plateau implemented throughout an entire intersection with ramps along all approaches. While considered to be the most expensive of traffic calming options, these devices have the benefit of calming two roadways at one location. These devices also increase pedestrian safety throughout the entire intersection.



Due to the geometrics of the intersections along Flagg Road and Deerfoot Road, raised intersections are not suitable for construction.

Dynamic Speed Feedback Signs

Dynamic Speed Feedback Signs are radar activated signs that dynamically display approaching speeds for individual vehicles or display messages such as "SLOW DOWN" or "REDUCE SPEED" when a vehicle exceeds a certain speed. They alert drivers that they are speeding and create a sense of being monitored. They can be portable or permanent.

Dynamic Speed Feedback Signs should be considered along Flagg Road and Deerfoot Road.



Measures Summary

It should be noted that advanced warning signs are advisable to warn drivers of many of the proposed traffic calming devices. In addition to advanced warning signs the use of reflectorized object markers and/or bollards may be necessary to facilitate plowing operations.

Finally it is important to note that while individual traffic calming devices will slow vehicles in the general vicinity of the device, the achievement of corridor-wide speed reductions will require proper spacing of devices. If spaced too far apart vehicles will accelerate back to preferred speeds between devices. Design guidance indicates a preference of **500 feet between devices** to achieve adequate speed control.

Key Considerations

Traffic calming is a proven technique for addressing vehicle speed safety issues. The introduction of traffic calming does however raise a number of associated concerns which must be carefully considered prior to implementation. These concerns are related to increases to emergency response time, noise, impacts to property values, decreased service levels, and increased costs for removal of snow and ice.

Emergency Response

A major obstacle to traffic calming implementation is often opposition from fire-rescue services. These are justified concerns which will require careful planning and coordination with emergency response personnel to ensure that response times remain within acceptable bounds. This challenge will require striking a balance between public policies, traffic calming needs and emergency response strategies which address the desire for slower and safer traffic conditions and the want for prompt emergency response.

Various evaluations have been conducted to quantify the delay incurred by emergency vehicles based on a variety of standard traffic calming designs. The most conservative findings indicated a delay of 10 seconds incurred on emergency vehicles per device. These evaluations also find that those traffic calming devices where the entire wheelbase of an emergency vehicle can rest upon a flat section, such

as speed tables and raised intersections, reduce the jarring impact and associated delay imposed on these vehicles. As previously mentioned, Speed Lumps/Cushions have the potential to be very advantageous for emergency response vehicles, however industry knowledge of these devices is still forming and any use of their use should be carefully vetted.

School Bus Routes

School bus routes should be considered prior to the application of traffic calming measures. Beyond the potential delay incurred to buses, some devices may create a jarring affect to students as the buses traverse the traffic calming elements. Similar to emergency response vehicles, those traffic calming devices where the entire wheelbase of a school bus can rest upon a flat section, such as speed tables and raised intersections, reduce this jarring impact. Speed Lumps/Cushions could have a similar advantage for school buses as they do emergency response vehicles, however industry knowledge of these devices is still forming and any use of their use should be carefully.

Environmental and Property Value Impacts

A common concern of residents, particularly those who would directly abut proposed traffic calming devices, are often concerned about potential environmental and property value impacts. Studies conducted have found that traffic calming devices actually reduce overall noise levels by 3 to 11 decibels (3 dB is the minimum noise differential perceptible to the human ear) through the reduction of operating speeds. This overall reduction may be periodically offset by the noise of braking and accelerating at some devices. Construction materials can also influence noise levels.

Finally, although some residents may be concerned that property values would be negatively affected by the installation of traffic calming devices, no studies have found this to be the case³.

Snow and Ice Removal

Snow and ice removal is also a concern which is routinely associated with traffic calming endeavors in communities which experience weather conditions similar to Southborough. Surveys of these communities reveal that traffic calming devices have not been reported to prevent snow removal, leave streets unsafe due to residual snow and ice, damage snowplows, or suffer serious damage themselves. But they may add to workload and expense.⁴ To ensure traffic calming devices are visible during winter weather conditions they are typically delineated by bollards or other reflectorized object markers. Snow plow blades may need to be outfitted with rubber tips, rollers or metal extensions to ensure that damage is not incurred on the traffic calming device or plow blade during snow and ice removal.

Conceptual Safety Improvements

TDG's observations and data collection support the consideration of targeted safety improvements to improve conditions for vulnerable (pedestrians and bicyclists) roadway users related to elevated vehicle speeds. Opportunities to add sidewalks throughout the study area should be explored, particularly in

³ Guidelines for the Design and Application of Speed Humps and Speed Tables, A Recommended Practice of the Institute of Transportation Engineers, ITE, 2011

⁴ Traffic Calming State of the Practice, Reid Ewing, ITE 1999

light of the nearby schools and presence of school age children. Sidewalks appear most feasible along Deerfoot Road north of Flagg Road. Sidewalks could be explored along Flagg Road as well, however given the current roadway width, presumably restrictive right-of-way, old growth trees, stone walls and designation as a scenic road this would require a more detailed engineering feasibility analysis prior to advancing as a viable means to address safety concerns. As an alternative the application of speed humps along Flagg Road south of Blackthorn Drive is also recommended as a means to slow traffic along this key corridor. The recommendations presented below are measures that TDG asserts will successfully address the issues identified in this assessment.

Flagg Road

Of particular note along Flagg Road is the transition of the land use and roadway type from Route 9 to Flagg Road. Route 9 consists of three travel lanes in each direction separated by a guardrail median with immediate land use comprising of commercial, retail and industrial, while Flagg Road provides one travel lane in each direction and is entirely residential in nature. These land use types present distinct differences in the activity they generate in terms of vehicle, pedestrian and bicycle use. In these circumstances it is important to provide the appropriate indicators to motorists to alert them to this transition so that they intuitively adjust their driving behaviors. This can be done through traffic calming features.

To achieve uniform speed control, vertical devices should be spaced no more than 500 feet apart. The study area is 1.7 miles long, equating to approximately 11 devices. Based on our review of the data and concerns, it is TDG's recommendation that the use of speed control traffic calming measures be strategically located at sensitive locations and where speed concerns are demonstrably justified and crash incidents are clustered.

Speed humps are recommended at the following locations:

- South of 72 Flagg Road and the existing culvert;
- Between 73 and 75 Flagg Road;
- Between 58 and 60 Flagg Road;
- Between 61 and 63 Flagg Road; and
- Between Eastbrook Farm Road and 48 Flagg Road.

Speed humps were also considered along the northern portion of Flagg Road and Deerfoot Road, however due to the horizontal roadway alignment in this area, speed humps may not be appropriate. Alternative roadway treatments, such as the installation of a sidewalk, were considered along the Deerfoot Road portion of the study area.

Figure 4 presents the proposed speed hump locations under this conceptual plan. The proposed speed hump locations enables the existing culvert to remain unmodified. Additionally, a painted center line should be installed throughout the entire length of the study area to further define the travel lanes, the use of dynamic speed feedback display signs should be considered and obstructions adjacent to the roadway should be demarked with object markers consistent with section 2C.65 of the 2009 MUTCD.





ROADWAY SAFETY AND TRAFFIC CALMING PLAN

TOWN OF SOUTHBOROUGH FLAGG ROAD AND DEERFOOT ROAD, SOUTHBOROUGH, MA FIGURE 4

PROPOSED SPEED HUMP LOCATIONS ALONG FLAGG ROAD

Flagg Road at Blackthorn Road

The intersection of Flagg Road at Blackthorn Drive is currently a three-legged unsignalized/unsigned intersection. Blackthorn Drive operates as stop control while Flagg Road is free, however there is no stop sign provided. The horizontal curve combined with roadside vegetation and the stone wall along the east side of Flagg Road impedes on the necessary sight distance when traveling northbound on Flagg Road. Vegetation and a stone wall located on the southwest corner of the intersection impedes sight distance for vehicles egressing Blackthorn Drive. TDG recommends the Town work with the property owners to relocate the stonewalls and trimming vegetation which are limiting sight distance.

The recommended proposed improvements to the intersection of Flagg Road at Blackthorn Drive as well as additional trimming of vegetation to maintain sight distance are depicted in **Figure 5** under this conceptual plan.

Flagg Road at Deerfoot Road

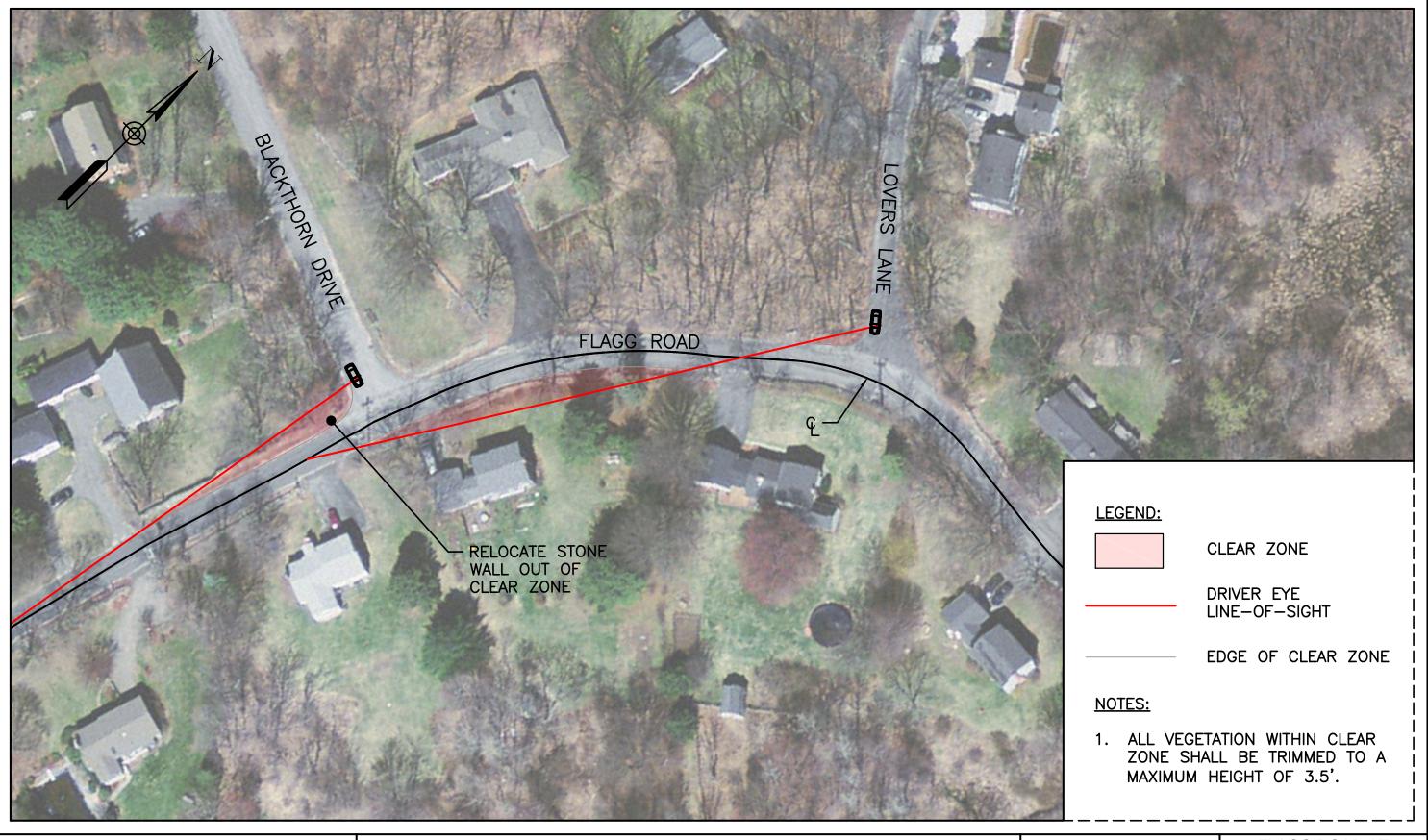
The intersection of Flagg Road at Deerfoot Road is a three-legged intersection with atypical traffic control. Flagg Road intersections Deerfoot Road from the southwest at an approximate 45 degree angle, yet the Flagg Road approach is free moving while the Deerfoot Road northbound approach is stop controlled. There is a notable downward slope of approximately 13 percent from the study area roadway to the Deerfoot Road northbound approach. The existing awkward alignment of the intersection is recommended to be realigned in order to create an angle closer to 90 degrees between the roadways. The resulting tightening of the intersection corners will slow turning vehicles.

TDG recommends realigning the intersection with Flagg Road intersection Deerfoot Road from the west at an approximate 90 degree angle. The Flagg Road approach is recommended to operate as stop-controlled. Sidewalk is recommended along both sides of Flagg Road at the intersection and the west side of the Deerfoot Road southbound approach. Given the proximity to the P. Brent Trottier Middle School and pedestrian path provided just east of the intersection, it is recommended that the existing crosswalks across Flagg Road and Deerfoot Road also be realigned. In addition the installation of ADA-compliant ramps, detectible warning strips and advanced warning signage are recommended. Consideration should be given to the installation of Rectangular Rapid Flashing Beacons to further enhance the visibility of these crossings. The recommended proposed improvements to the intersection of Flagg Road at Deerfoot Road are depicted in **Figure 6** under this conceptual plan.

Deerfoot Road

Deerfoot Road roadway width ranges from 23 to 25 feet. Due to the wider roadway widths and sporadic roadside clear zones, Deerfoot Road has adequate space to provide a sidewalk. TDG recommends installing a 6 foot wide sidewalk along the west side of Deerfoot Road from Main Street to Flagg Road. The installation of a sidewalk would provide dedicated space for pedestrians, increasing pedestrian safety and comfort. The recommended sidewalk along Deerfoot Road is shown in **Figure 7** under this conceptual plan.

Additionally, a painted center line should be installed throughout the entire length of the study area to further define the travel lanes. The use of dynamic speed feedback signs should also be considered and obstructions adjacent to the roadway should be demarked with object markers consistent with section 2C.65 of the 2009 MUTCD.



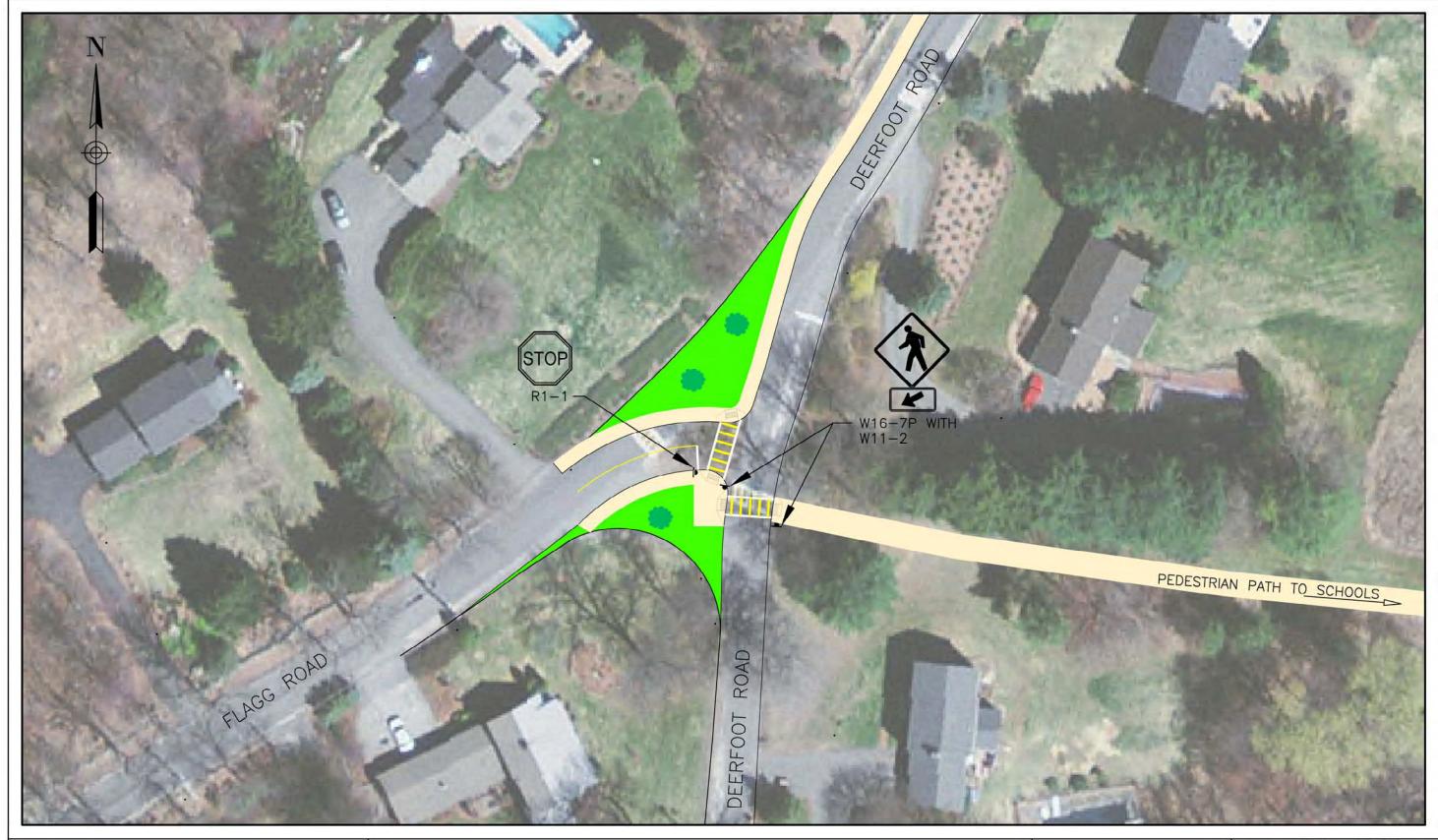


ROADWAY SAFETY AND TRAFFIC CALMING PLAN

TOWN OF SOUTHBOROUGH FLAGG ROAD AND DEERFOOT ROAD, SOUTHBOROUGH, MA

FIGURE 5

FLAGG ROAD AT BLACKTHORN ROAD PROPOSED IMPROVEMENTS

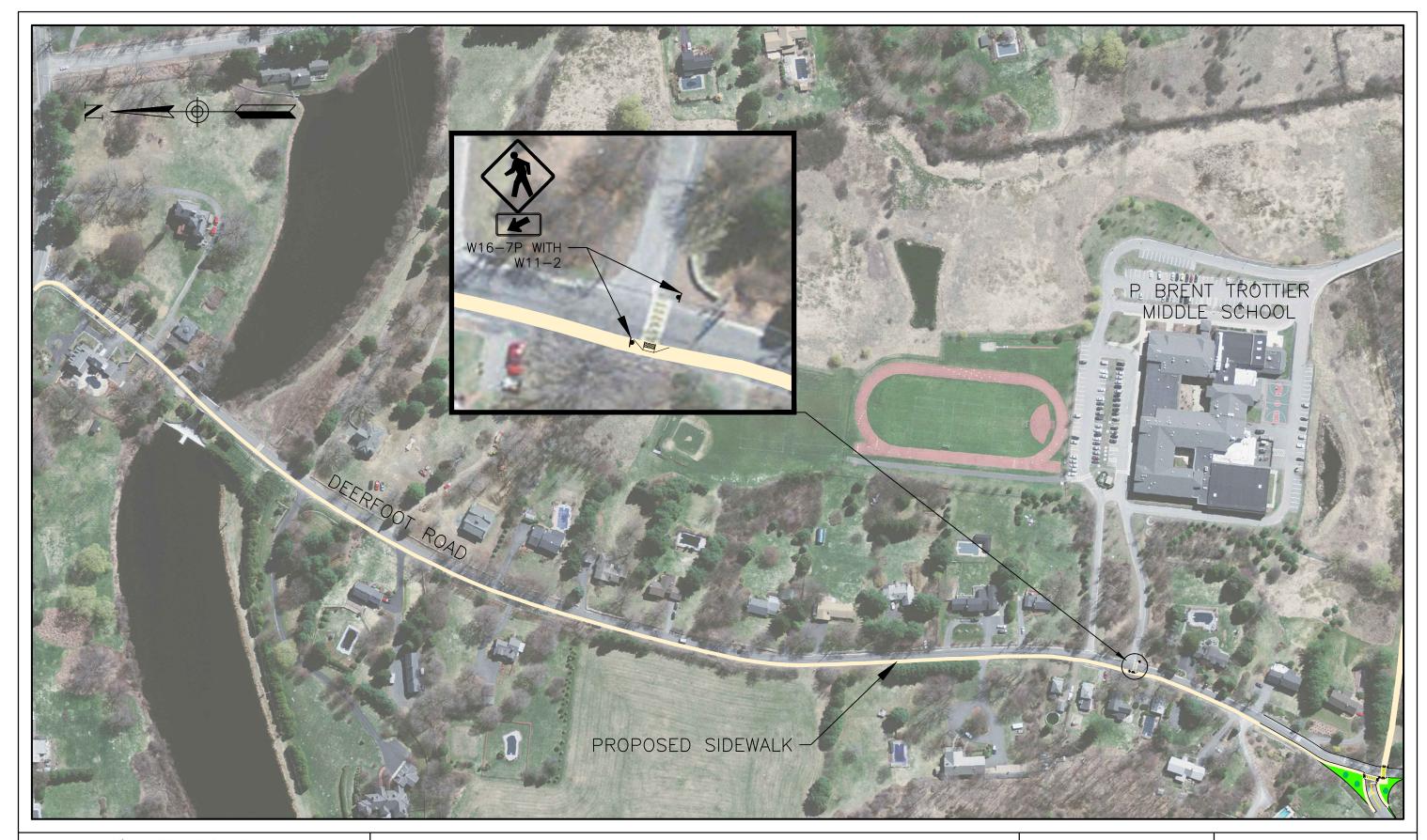




ROADWAY SAFETY AND TRAFFIC CALMING PLAN

TOWN OF SOUTHBOROUGH FLAGG ROAD AND DEERFOOT ROAD, SOUTHBOROUGH, MA FIGURE 6

FLAGG ROAD AT DEERFOOT ROAD PROPOSED IMPROVEMENTS





ROADWAY SAFETY AND TRAFFIC CALMING PLAN

TOWN OF SOUTHBOROUGH FLAGG ROAD AND DEERFOOT ROAD, SOUTHBOROUGH, MA FIGURE 7

PROPOSED SIDEWALK ALONG DEERFOOT ROAD

Attachments

Traffic Count and Speed Data

Crash Records



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

133207 A volume Site Code: TBA

Start	05-Fe	eb-13	06-F	-eb-13	07-Fel		08-Fe		09-Fe		10-Fe	b-13	11-Fe		Week Av	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
01:00	0	1	2	0	*	*	*	*	*	*	*	*	*	*	1	0
02:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
03:00	1	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
04:00	1	1	0	0	*	*	*	*	*	*	*	*	*	*	0	0
05:00	2	10	2	15	*	*	*	*	*	*	*	*	*	*	2	12
06:00	4	35	9	34	*	*	*	*	*	*	*	*	*	*	6	34
07:00	12	81	11	63	*	*	*	*	*	*	*	*	*	*	12	72
08:00	15	87	12	68	*	*	*	*	*	*	*	*	*	*	14	78
09:00	20	32	14	33	*	*	*	*	*	*	*	*	*	*	17	32
10:00	16	29	20	22	*	*	*	*	*	*	*	*	*	*	18	26
11:00	17	25	20	26	*	*	*	*	*	*	*	*	*	*	18	26
12:00 PM	31	37	27	26	*	*	*	*	*	*	*	*	*	*	29	32
01:00	14	21	29	33	*	*	*	*	*	*	*	*	*	*	22	27
02:00	24	30	29	54	*	*	*	*	*	*	*	*	*	*	26	42
03:00	37	49	37	31	*	*	*	*	*	*	*	*	*	*	37	40
04:00	29	33	29	36	*	*	*	*	*	*	*	*	*	*	29	34
05:00	42	38	45	45	*	*	*	*	*	*	*	*	*	*	44	42
06:00	35	20	41	39	*	*	*	*	*	*	*	*	*	*	38	30
07:00	32	22	36	18	*	*	*	*	*	*	*	*	*	*	34	20
08:00	15	7	20	9	*	*	*	*	*	*	*	*	*	*	18	8
09:00	19	5	17	6	*	*	*	*	*	*	*	*	*	*	18	6
10:00	5	3	10	3	*	*	*	*	*	*	*	*	*	*	8	3
11:00	5	2	2	5	*	*	*	*	*	*	*	*	*	*	4	4
Total	376	568	412	566	0	0	0	0	0	0	0	0	0	0	395	568
Day_		44	97		0		0		0		0		0		963	
AM Peak	09:00	08:00	10:00	08:00											10:00	08:00
Vol.	20	87	20	68											18	78
PM Peak	17:00	15:00	17:00	14:00											17:00	14:00
Vol.	42	49	45	54											44	42
Comb. Total		944		978		0		0		0		0		0		963
ADT		AD	T 961		AADT 961											



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										•			
Start Time	A.M.	NB	P.M.		A.M.	SB	P.M.		A.M.	Combined	P.M.		05-Feb-13 Tue
12:00	0		12		0		8		0		20		Tue
12:15	0		10		0		15		0		25		
12:30	0		6		0		7		0		13		
12:45	0	0	3	31	0	0	7	37	0	0	10	68	
01:00	0	U	5	31	0	U	8	31	0	U	13	00	
01:00	0		0		0		4		0		4		
01:13	0		4		1		5		1		9		
		0		4.4		4		04	0	4		25	
01:45	0	0	5	14	0	1	4	21	0	1	9	35	
02:00	0		6		0		4		0		10		
02:15	0		4		0		5		0		9		
02:30	0	0	4	0.4	0	0	10	00	0	0	14	5 4	
02:45	0	0	10	24	0	0	11	30	0	0	21	54	
03:00	0		11		0		18		0		29		
03:15	1		8		0		8		1		16		
03:30	0		9		0		7	4.0	0		16		
03:45	0	1	9	37	0	0	16	49	0	1	25	86	
04:00	0		11		0		12		0		23		
04:15	0		8		0		5		0		13		
04:30	1		5 5		0		11		1		16		
04:45	0	1	5	29	1	1	5	33	1	2	10	62	
05:00	1		7		2		9		3		16		
05:15	0		9		1		12		1		21		
05:30	1		18		2		8		3		26		
05:45	0	2	8	42	5	10	9	38	5	12	17	80	
06:00	1		9		4		2		5		11		
06:15	1		6		4		4		5		10		
06:30	0		13		13		6		13		19		
06:45	2	4	7	35	14	35	8	20	16	39	15	55	
07:00	1		10		16		9		17		19		
07:15	2		6		20		5		22		11		
07:30	2		8		20		6		22		14		
07:45	7	12	8	32	25	81	2	22	32	93	10	54	
08:00	3		3		16		1		19		4		
08:15	4		8		18		3		22		11		
08:30	2		4		24		2		26		6		
08:45	6	15	0	15	29	87	1	7	35	102	1	22	
09:00	3		9		6		2	-	9		11		
09:15	4		2		7		2		11		4		
09:30	8		5		10		1		18		6		
09:45	5	20	3	19	9	32	0	5	14	52	3	24	
10:00	6		1		9		1		15		2		
10:15	2		0		10		1		12		1		
10:30	2		1		4		0		6		1		
10:45	6	16	3	5	6	29	1	3	12	45	4	8	
11:00	3		3	· ·	5		2	· ·	8	.0	5	· ·	
11:15	6		1		5		0		11		1		
11:30	4		1		7		Ö		11		1		
11:45	4	17	0	5	8	25	0	2	12	42	0	7	
Total	88		288		301	20	267		389	72	555		
Percent	22.6%		51.9%		77.4%		48.1%		000		000		
1 Groom	22.070		01.070		77.470		40.170						
Day Total		376				568				944			
Day Total		570				300				544			
Dook	00:15		05:15		08.00		03.00		08.00		03:00		
Peak Vol.	09:15 23		05:15 44		08:00 87		03:00 49		08:00 102		86		
voi. P.H.F.					0 <i>1</i> 0.750				0.729				
г.п.г.	0.719		0.611		0.750		0.681		0.729		0.741		



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133207 A volume Site Code: TBA

		N/D				65				0			00 5-1-40
Start Time	A.M.	NB	P.M.		A.M.	SB	P.M.		A.M.	Combined	P.M.		06-Feb-13 Wed
12:00	0		3		0		6		0		9		1100
12:15	0		4		0		5		0		9		
12:30	0		7		0		9		0		16		
12:45	0	0	13	27	0	0	6	26	0	0	19	53	
01:00	1		3		0		7		1		10		
01:15	1		9		0		11		1		20		
01:30	0		8		0		6		0		14		
01:45	0	2	9	29	0	0	9	33	0	2	18	62	
02:00	0		6		0		10		0		16		
02:15	0		9		0		12		0		21		
02:30	0		6		0		17		0		23		
02:45	0	0	8	29	0	0	15	54	0	0	23	83	
03:00	0		11		0		6		0		17		
03:15	0		11		0		9		0		20		
03:30	0		8		0		5		0		13		
03:45	0	0	7	37	0	0	11	31	0	0	18	68	
04:00	0		5		0		6		0		11		
04:15	0		7		0		12		0		19		
04:30	0		11		0		10		0		21		
04:45	0	0	6	29	0	0	8	36	0	0	14	65	
05:00	1		11		3		11		4		22		
05:15	0		10		8		14		8		24		
05:30	1	_	9		3		15		4		24		
05:45	0	2	15	45	1	15	5	45	1_	17	20	90	
06:00	3		11		4		12		7		23		
06:15	1		11		3		13		4		24		
06:30	3	•	9	4.4	12	0.4	9	00	15	40	18	00	
06:45	2	9	10	41	15	34	5	39	17	43	15	80	
07:00	1		3		15		7		16		10		
07:15	2		12		7		4		9		16		
07:30	3	4.4	11	00	22	00	4	40	25	7.4	15	- 4	
07:45	5	11	10	36	19	63	3	18	24	74	13	54	
08:00	3		5		15		1		18		6		
08:15	3		6		19		1		22		7		
08:30	3	40	5	20	17	CO	4	0	20	00	9	20	
08:45	3	12	4	20	17	68	3	9	20	80	7	29	
09:00 09:15	0		4		11 5		2 1		11 13		6 7		
09:13	8 2		6 2		5		2		7		4		
09:45	4	14	5	17	12	33	1	6	16	47	6	23	
10:00	3	14	5 5	17	8	33	2	O	11	47	7	23	
10:15	2		3		2		1		4		1		
10:30	6		1		3		Ó		9		1		
10:45	9	20	1	10	9	22	0	3	18	42	1	13	
11:00	5	20	Ö	10	8	22	1	3	13	72	1	10	
11:15	6		Ö		5		2		11		2		
11:30	4		2		4		1		8		3		
11:45	5	20	0	2	9	26	1	5	14	46	1	7	
Total	90		322		261		305		351		627	· ·	
Percent	25.6%		51.4%		74.4%		48.6%		001		02.		
. 3.00			/ •				/-						
Day Total		412				566				978			
24, 1014						000				0.0			
Peak	10:30		05:30		07:30		02:00		07:30		05:15		
Vol.	26		46		75		54		89		91		
P.H.F.	0.722		0.767		0.852		0.794		0.890		0.948		



34

13

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133207 A class Site Code: TBA

42

NB						Ellidii: Udla	arequests@pu	IIIC.COIII					Site Co	ode: IBA
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
02/05/1														
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
07:00	0	8	1	1	2	0	0	0	0	0	0	0	0	12
08:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
09:00	0	16	2	0	2	0	0	0	0	0	0	0	0	20
10:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
11:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
12 PM	0	25	5	0	0	1	0	0	0	0	0	0	0	31
13:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
14:00	0	21	2	0	1	0	0	0	0	0	0	0	0	24
15:00	0	22	13	1	1	0	0	0	0	0	0	0	0	37
16:00	0	23	5	0	1	0	0	0	0	0	0	0	0	29
17:00	0	34	8	0	0	0	0	0	0	0	0	0	0	42
18:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35
19:00	0	27	5	0	0	0	0	0	0	0	0	0	0	32
20:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
21:00	0	15	3	0	1	0	0	0	0	0	0	0	0	19
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5_
Total	0	300	63	2	10	1	0	0	0	0	0	0	0	376
Percent	0.0%	79.8%	16.8%	0.5%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM		09:00	08:00	07:00	07:00									09:00
Peak														
Vol.		16	3	1_	2									20_
Midday		12:00	12:00		13:00	12:00								12:00
Peak														
Vol.		25	5		1_	1_								31
PM		17:00	15:00	15:00	15:00									17:00
Peak		0.4	40											40

Vol.



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45

NB													One of	ouc. ID/
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
02/06/1			-			-	_							
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	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
03:00	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
05:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
06:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	9	1	1	0	0	0	0	0	0	0	0	0	11
08:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
09:00	0	8	4	0	2	0	0	0	0	0	0	0	0	14
10:00	1	14	3	0	1	1	0	0	0	0	0	0	0	20
11:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
12 PM	1	22	3	0	1	0	0	0	0	0	0	0	0	27
13:00	0	19	8	1	1	0	0	0	0	0	0	0	0	29
14:00	0	21	7	0	1	0	0	0	0	0	0	0	0	29
15:00	0	27	8	1	1	0	0	0	0	0	0	0	0	37
16:00	0	18	9	0	2	0	0	0	0	0	0	0	0	29
17:00	1	36	8	0	0	0	0	0	0	0	0	0	0	45
18:00	0	33	7	0	1	0	0	0	0	0	0	0	0	41
19:00	0	31	5	0	0	0	0	0	0	0	0	0	0	36
20:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
21:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
22:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
23:00	0	1_	1_	0	0	0	0	0	0	0	0	0	0	2
Total	3	315	79	3	11	1	0	0	0	0	0	0	0	412
Percent	0.7%	76.5%	19.2%	0.7%	2.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM		08:00	09:00	07:00	09:00									09:00
Peak				4										
Vol.		11	4	11	2									14_
Midday	12:00	12:00	13:00	13:00	12:00									13:00
Peak Vol.	4	22	8	4	4									
PM	I			<u> </u>	I	-							-	29
Pivi Peak	17:00	17:00	16:00	15:00	16:00									17:00

Vol.

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133207 A class Site Code: TBA

S	В	

Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
02/05/1														
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
06:00	0	28	6	0	1	0	0	0	0	0	0	0	0	35
07:00	0	61	20	0	0	0	0	0	0	0	0	0	0	81
08:00	0	61	21	0	4	0	0	1	0	0	0	0	0	87
09:00	0	25	7	0	0	0	0	0	0	0	0	0	0	32
10:00	0	20	6	0	3	0	0	0	0	0	0	0	0	29
11:00	0	16	8	0	1	0	0	0	0	0	0	0	0	25
12 PM	0	31	6	0	0	0	0	0	0	0	0	0	0	37
13:00	0	13	5	1	2	0	0	0	0	0	0	0	0	21
14:00	0	20	5	1	2	1	0	0	1	0	0	0	0	30
15:00	0	30	18	0	1	0	0	0	0	0	0	0	0	49
16:00	0	22	11	0	0	0	0	0	0	0	0	0	0	33
17:00	0	30	8	0	0	0	0	0	0	0	0	0	0	38
18:00	0	13	5	0	2	0	0	0	0	0	0	0	0	20
19:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	408	139	2	16	1	0	1	1	0	0	0	0	568
Percent	0.0%	71.8%	24.5%	0.4%	2.8%	0.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM		07:00	08:00		08:00			08:00						08:00
Peak								00.00						
Vol.		61	21		4			1_						87
Midday		12:00	11:00	13:00	13:00	14:00			14:00					12:00
Peak						14.00			14.00					
Vol.		31	8	1_	2	1_			1_					37
PM		15:00	15:00		18:00									15:00
Peak														
Vol.		30	18		2									49



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133207 A class Site Code: TBA

SB

Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
02/06/1			<u>-</u>			-	-							
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
06:00	0	25	7	0	2	0	0	0	0	0	0	0	0	34
07:00	0	48	14	0	1	0	0	0	0	0	0	0	0	63
08:00	0	53	14	0	1	0	0	0	0	0	0	0	0	68
09:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
10:00	0	15	4	0	2	0	0	0	1	0	0	0	0	22
11:00	0	15	6	2	3	0	0	0	0	0	0	0	0	26
12 PM	0	16	10	0	0	0	0	0	0	0	0	0	0	26
13:00	0	23	9	0	1	0	0	0	0	0	0	0	0	33
14:00	0	35	16	2	1	0	0	0	0	0	0	0	0	54
15:00	0	22	9	0	0	0	0	0	0	0	0	0	0	31
16:00	0	29	3	0	3	0	0	0	1	0	0	0	0	36
17:00	0	34	9	0	1	1	0	0	0	0	0	0	0	45
18:00	0	31	8	0	0	0	0	0	0	0	0	0	0	39
19:00	0	13	4	0	1	0	0	0	0	0	0	0	0	18
20:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5_
Total	0	416	127	4	16	1	0	0	2	0	0	0	0	566
Percent	0.0%	73.5%	22.4%	0.7%	2.8%	0.2%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM		08:00	07:00		06:00									08:00
Peak			07.00		00.00									00.00
Vol		53	14		2									68
Midday		14:00	14:00	11:00	11:00									14:00
Peak				11.00	11.00									
Vol.		35	16	2	3									54_
PM		17:00	15:00		16:00	17:00			16:00					17:00
Peak						17.00								
Vol.		34	9		3	1			1					45



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133207 A speed Site Code: TBA

NB							Lillall. Gate	irequests@pui	iic.com						Site Co	ode: TBA
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		% ile	Speed
02/05/1																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	32
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	32
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2		29
06:00	0	0	0	1	3	0	0	0	0	0	0	0	0	4	31	31
07:00	0	0	3	4	4	1	0	0	0	0	0	0	0	12	32	28
08:00	0	0	3	5	7	0	0	0	0	0	0	0	0	15	32	28
09:00	0	1	5	4	6	3	1	0	0	0	0	0	0	20	35	29
10:00	0	0	2	8	3	3	0	0	0	0	0	0	0	16	34	29
11:00	1	1	1	7	5	2	0	0	0	0	0	0	0	17	33	26
12 PM	0	1	5	8	13	4	0	0	0	0	0	0	0	31	33	29
13:00	1	0	4	4	3	2	0	0	0	0	0	0	0	14	31	26
14:00	0	2	1	6	12	3	0	0	0	0	0	0	0	24	34	29
15:00	0	3	6	14	13	1	0	0	0	0	0	0	0	37	32	27
16:00	0	0	1	6	16	6	0	0	0	0	0	0	0	29	35	32
17:00	0	0	3	16	19	3	1	0	0	0	0	0	0	42	33	30
18:00	0	1	1	12	14	7	0	0	0	0	0	0	0	35	35	30
19:00	0	1	8	12	7	3	1	0	0	0	0	0	0	32	33	28
20:00	0	0	0	5	7	2	1	0	0	0	0	0	0	15	34	32
21:00	0	1	1	8	8	1	0	0	0	0	0	0	0	19	32	28
22:00	0	0	0	1	3	1	0	0	0	0	0	0	0	5	32	32
23:00 Total	0 2	0 11	45	123	<u>3</u> 149	0 42	<u>0</u> 4	0 0	0	0	0	0	0	5 376	31	29_
Total %	0.5%	2.9%	45 12.0%	32.7%	39.6%	42 11.2%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3/0		
AM	0.576							0.076	0.076	0.076	0.076	0.0 /6	0.0 /6			
Peak		09:00	09:00	08:00	08:00	09:00	09:00							09:00		
Vol.		1	5	5	7	3	1							20		
Midday		-														
Peak	11:00	14:00	12:00	12:00	12:00	12:00								12:00		
Vol.	1	2	5	8	13	4								31		
PM		45.00	40.00			40.00	47.00							47.00		
Peak		15:00	19:00	17:00	17:00	18:00	17:00							17:00		
Vol.		3	8	16	19	7	1							42		
% iles			15th P	ercentile :		22 MPH										

15th Percentile: 22 MPH 50th Percentile: 29 MPH 85th Percentile: 34 MPH 95th Percentile: 37 MPH

Stats 10 MPH Pace Speed: 25-34 MPH

Number in Pace : 245
Percent in Pace : 65.2%
Number of Vehicles > 30 MPH : 161

Percent of Vehicles > 30 MPH: 42.9% Mean Speed(Average): 29 MPH



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133207 A speed Site Code: TBA

NB							Ziriaiii data								Sile Ci	oue. TDA
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		% ile	Speed
02/06/1																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2	*	27
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2	*	24
06:00	0	0	0	6	1	2	0	0	0	0	0	0	0	9	29	30
07:00	0	0	3	4	3	1	0	0	0	0	0	0	0	11	31	28
08:00	0	0	0	4	6	2	0	0	0	0	0	0	0	12	34	31
09:00	0	0	2	8	3	1	0	0	0	0	0	0	0	14	31	28
10:00	2	0	1	6	10	1	0	0	0	0	0	0	0	20	33	27
11:00	0	1	2	8	8	0	1	0	0	0	0	0	0	20	32	28
12 PM	2	1	6	7	6	4	1	0	0	0	0	0	0	27	35	26
13:00	0	0	5	5	14	4	1	0	0	0	0	0	0	29	34	30
14:00	0	1	2	10	12	4	0	0	0	0	0	0	0	29	34	29
15:00	0	0	6	11	17	1	2	0	0	0	0	0	0	37	32	30
16:00	0	0	3	10	12	4	0	0	0	0	0	0	0	29	34	30
17:00	0	2	6	13	20	4	0	0	0	0	0	0	0	45	33	29
18:00	1	2	3	18	11	4	2	0	0	0	0	0	0	41	34	28
19:00	0	1	1	14	16	4	0	0	0	0	0	0	0	36	33	30
20:00	0	0	2	5	9	3	0	1	0	0	0	0	0	20	34	31
21:00	0	1	0	4	10	2	0	0	0	0	0	0	0	17	33	30
22:00	0	0	0	4	5	1	0	0	0	0	0	0	0	10	33	30
23:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2		27
Total	5	9	43	142	163	42	7	1	0	0	0	0	0	412		
	1.2%	2.2%	10.4%	34.5%	39.6%	10.2%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
			07:00	09:00	08:00	06:00								09:00		
Peak Vol.			3	8	6	2								14		
Midday																
Peak	12:00	11:00	12:00	14:00	13:00	12:00	11:00							13:00		
Vol.	2	1	6	10	14	4	1							29		
PM		•								-						
Peak	18:00	17:00	15:00	18:00	17:00	16:00	15:00	20:00						17:00		
Vol.	1	2	6	18	20	4	2	1						45		
% iles	· ·			ercentile :		23 MPH		· ·								

50th Percentile : 28 MPH 85th Percentile : 34 MPH 95th Percentile : 37 MPH

Stats 10 MPH Pace Speed: 25-34 MPH

 Number in Pace :
 273

 Percent in Pace :
 66.3%

 Vehicles > 30 MPH :
 176

Number of Vehicles > 30 MPH: 176
Percent of Vehicles > 30 MPH: 42.8%
Mean Speed(Average): 29 MPH



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133207 A speed Site Code: TBA

SB							Lillan, date	arequestse par	iic.com						Site C	oue. TDA
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		% ile	Speed
02/05/1																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	27
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	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	1	*	27
05:00	0	0	0	3	4	3	0	0	0	0	0	0	0	10	35	32
06:00	0	0	1	6	18	8	2	0	0	0	0	0	0	35	36	33
07:00	0	0	4	10	35	20	10	2	0	0	0	0	0	81	39	34
08:00	1	0	3	14	31	29	9	0	0	0	0	0	0	87	38	33
09:00	0	0	3	5	13	9	2	0	0	0	0	0	0	32	37	32
10:00	1	1	2	6	9	10	0	0	0	0	0	0	0	29	37	30
11:00	0	1	1	4	11	5	2	0	1	0	0	0	0	25	37	32
12 PM	0	0	1	8	15	10	0	1	2	0	0	0	0	37	36	33
13:00	0	0	2	3	6	7	3	0	0	0	0	0	0	21	39	33
14:00	0	1	1	11	7	5	4	1	0	0	0	0	0	30	39	32
15:00	0	1	3	7	22	13	2	1	0	0	0	0	0	49	36	32
16:00	0	0	0	6	13	10	4	0	0	0	0	0	0	33	38	34
17:00	0	3	2	6	13	12	2	0	0	0	0	0	0	38	37	31
18:00	0	0	1	5	8	4	2	0	0	0	0	0	0	20	37	32
19:00	1	1	1	5	10	4	0	0	0	0	0	0	0	22	35	29
20:00	1	1	0	2	3	0	0	0	0	0	0	0	0	7	31	23
21:00	0	0	1	0	3	1	0	0	0	0	0	0	0	5	32	31
22:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3	*	34
23:00	0	0	0_	0	2	0	0	0	0	0	0	0	0	2	*	32
Total	4	9	26	103	225	151	42	5	3	0	0	0	0	568		
%	0.7%	1.6%	4.6%	18.1%	39.6%	26.6%	7.4%	0.9%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM	08:00		07:00	08:00	07:00	08:00	07:00	07:00						08:00		
Peak				4.4	25	20	40	•								
Vol.	1		4	14	35	29	10	2						87	-	
Midday		11:00	13:00	14:00	12:00	12:00	14:00	12:00	12:00					12:00		
Peak Vol.		1	2	11	15	10	4	1	2					37		
PM		•						•								
Peak	19:00	17:00	15:00	15:00	15:00	15:00	16:00	15:00						15:00		
Vol.	1	3	3	7	22	13	4	1						49		
% iles				ercentile :		26 MPH				-					-	
/0 IIO3						20 MDII										

50th Percentile: 32 MPH 85th Percentile: 37 MPH 95th Percentile: 41 MPH

Stats 10 MPH Pace Speed: 29-38 MPH

 Number in Pace :
 353

 Percent in Pace :
 62.1%

 Number of Vehicles > 30 MPH :
 371

Percent of Vehicles > 30 MPH: 65.4% Mean Speed(Average): 32 MPH



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133207 A speed Site Code: TBA

SB															Site Ci	oue. IDA
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		% ile	Speed
02/06/1																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	9	5	0	0	0	0	0	0	0	0	15	31	28
06:00	1	0	0	11	12	10	0	0	0	0	0	0	0	34	36	31
07:00	0	0	0	8	25	22	8	0	0	0	0	0	0	63	39	34
08:00	2	0	1	9	27	21	8	0	0	0	0	0	0	68	39	33
09:00	1	0	0	3	8	17	3	1	0	0	0	0	0	33	39	34
10:00	0	1	1	2	6	10	2	0	0	0	0	0	0	22	38	33
11:00	0	0	1	4	8	11	2	0	0	0	0	0	0	26	37	34
12 PM	0	1	3	3	5	11	3	0	0	0	0	0	0	26	38	33
13:00	0	1	1	7	8	9	5	1	1	0	0	0	0	33	40	34
14:00	0	0	3	17	16	16	2	0	0	0	0	0	0	54	37	32
15:00	0	0	1	8	8	11	2	1	0	0	0	0	0	31	37	33
16:00	0	1	3	2	16	14	0	0	0	0	0	0	0	36	37	32
17:00	0	1	0	11	19	9	3	2	0	0	0	0	0	45	37	33
18:00	0	3	2	9	17	6	2	0	0	0	0	0	0	39	35	30
19:00	1	0	2	6	4	3	2	0	0	0	0	0	0	18	36	29
20:00	0	0	0	3	5	1	0	0	0	0	0	0	0	9	33	31
21:00	0	0	0	1	2	3	0	0	0	0	0	0 0	0	6	36	34
22:00 23:00	0 0	0 0	0	0	2	2	0	0	0 0	0 0	0 0	0	0 0	3 5	33	34 34
23.00 Total	<u>0</u> 5	8	19	113	<u>3</u> 196	<u>∠</u> 177	42	<u>0</u> 5	1	0	0	0	0	<u>5</u> 566		34
10tai %	0.9%	1.4%	3.4%	20.0%	34.6%	31.3%	7.4%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	300		
AM		1.470							0.270	0.070	0.070	0.070	0.070	00.00		
Peak	08:00		05:00	06:00	08:00	07:00	07:00	09:00						08:00		
Vol.	2		1	11	27	22	8	1						68		
Midday Peak		12:00	12:00	14:00	14:00	14:00	13:00	13:00	13:00					14:00		
Vol.		1	3	17	16	16	5	1	1					54		
PM	40.00	40.00						47.00								
Peak	19:00	18:00	16:00	17:00	17:00	16:00	17:00	17:00						17:00		
Vol.	1_	3	3	11_	19	14	3	2						45		
% iles			15th P	ercentile :	2	26 MPH										

50th Percentile : 32 MPH 85th Percentile : 38 MPH 95th Percentile : 41 MPH

Stats 10 MPH Pace Speed: 29-38 MPH

 Number in Pace :
 347

 Percent in Pace :
 61.3%

 Number of Vehicles > 30 MPH :
 374

 Percent of Vehicles > 30 MPH :
 66.0%

Mean Speed(Average): 32 MPH



Deerfoot Road approx 1600' south of Main Street (Route 30) City, State: Southborough, MA Client: Green International/ S. Musto

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

133207 B volume Site Code: TBA

Start	05-F	eb-13	06-F	eb-13	07-Fe	b-13	08-Fe	b-13	09-Fe	eb-13	10-Fe	eb-13	11-Fe	b-13	Week A	verage
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	0	0	0	1	*	*	*	*	*	*	*	*	*	*	0	0
01:00	1	1	1	0	*	*	*	*	*	*	*	*	*	*	1	0
02:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
03:00	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
04:00	2	1	3	1	*	*	*	*	*	*	*	*	*	*	2	1
05:00	9	1	12	7	*	*	*	*	*	*	*	*	*	*	10	4
06:00	31	21	38	24	*	*	*	*	*	*	*	*	*	*	34	22
07:00	102	149	113	138	*	*	*	*	*	*	*	*	*	*	108	144
08:00	73	81	73	67	*	*	*	*	*	*	*	*	*	*	73	74
09:00	38	48	49	36	*	*	*	*	*	*	*	*	*	*	44	42
10:00	36	24	36	22	*	*	*	*	*	*	*	*	*	*	36	23
11:00	37	32	44	31	*	*	*	*	*	*	*	*	*	*	40	32
12:00 PM	39	26	45	36	*	*	*	*	*	*	*	*	*	*	42	31
01:00	32	31	47	45	*	*	*	*	*	*	*	*	*	*	40	38
02:00	84	52	95	66	*	*	*	*	*	*	*	*	*	*	90	59
03:00	63	76	76	70	*	*	*	*	*	*	*	*	*	*	70	73
04:00	71	82	60	67	*	*	*	*	*	*	*	*	*	*	66	74
05:00	83	77	86	93	*	*	*	*	*	*	*	*	*	*	84	85
06:00	42	38	52	78	*	*	*	*	*	*	*	*	*	*	47	58
07:00	43	33	75	65	*	*	*	*	*	*	*	*	*	*	59	49
08:00	11	15	25	35	*	*	*	*	*	*	*	*	*	*	18	25
09:00	15	9	30	22	*	*	*	*	*	*	*	*	*	*	22	16
10:00	2	5	9	4	*	*	*	*	*	*	*	*	*	*	6	4
11:00	2	2	11	4	*	*	*	*	*	*	*	*	*	*	2	3
Total	816	804	970	912	0	0	0	0	0	0	0	0	0	0	894	857
Day		520	18		0		0		0		0		0		175	
AM Peak	07:00	07:00	07:00	07:00											07:00	07:00
Vol.	102	149	113	138											108	144
PM Peak	14:00	16:00	14:00	17:00											14:00	17:00
Vol.	84	82	95	93											90	85
Comb. Total		1620		1882		0		0		0		0		0		1751
ADT		ADT	1,751	A	ADT 1,751											



Deerfoot Road approx 1600' south of Main Street (Route 30) City, State: Southborough, MA Client: Green International/ S. Musto

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

133207 B volume Site Code: TBA

		NID				CD				Complete			05 Feb 42
Start Time	A.M.	NB	P.M.		A.M.	SB	P.M.		A.M.	Combined	P.M.		05-Feb-13 Tue
12:00	0	-	8		0		8		0	-	16		Tue
12:15	0		12		Ő		12		Ö		24		
12:30	Ö		5		Ő		1		Ö		6		
12:45	Ö	0	14	39	Ő	0	5	26	0	0	19	65	
01:00	0	ŭ	11	00	Ő	Ŭ	8	_0	0	Ŭ	19	00	
01:15	0		6		0		7		0		13		
01:30	1		7		1		6		2		13		
01:45	0	1	8	32	0	1	10	31	0	2	18	63	
02:00	Ö	•	7	02	Ő	•	10	0.	0	_	17	00	
02:15	Ö		10		Ö		20		Ö		30		
02:30	0		43		0		15		0		58		
02:45	0	0	24	84	Ō	0	7	52	Ö	0	31	136	
03:00	0		13		0		15		Ö		28		
03:15	0		12		0		21		0		33		
03:30	Ö		18		Ö		19		Ö		37		
03:45	0	0	20	63	0	0	21	76	0	0	41	139	
04:00	0		25		0		15		0		40		
04:15	0		15		0		13		0		28		
04:30	2		16		1		18		3		34		
04:45	0	2	15	71	0	1	36	82	0	3	51	153	
05:00	1		28		0		22		1		50		
05:15	0		25		1		17		1		42		
05:30	3		17		0		16		3		33		
05:45	5	9	13	83	0	1	22	77	5	10	35	160	
06:00	2		12		3		16		5		28		
06:15	8		15		1		7		9		22		
06:30	8		6		6		6		14		12		
06:45	13	31	9	42	11	21	9	38	24	52	18	80	
07:00	13		18		16		11		29		29		
07:15	17		6		27		14		44		20		
07:30	29		13		28		6		57		19		
07:45	43	102	6	43	78	149	2	33	121	251	8	76	
08:00	31		4		29		1		60		5		
08:15	17		3		19		8		36		11		
08:30	13		1		14		4		27		5		
08:45	12	73	3	11	19	81	2	15	31	154	5	26	
09:00	10		7		17		5		27		12		
09:15	12		4		13		1		25		5		
09:30	9		3		12		2		21		5		
09:45	7	38	1	15	6	48	1	9	13	86	2	24	
10:00	10		0		7		1		17		1		
10:15	5		1		4		0		9		1		
10:30	10	00	1	0	6	0.4	1	_	16	00	2	-	
10:45	11	36	0	2	7	24	3	5	18	60	3	7	
11:00	9		0		8		0		17		0		
11:15	15		0		8		1		23		1		
11:30	8	27	2	2	8	22	0	2	16	60	2	1	
11:45	5	37	0 487	2	8 358	32	1/6	2	13 687	69	022	4	
Total Percent	329 47.9%		52.2%		52.1%		446 47.8%		007		933		
reiceill	47.9%		32.270		32.170		47.070						
Day Total		816				804				1620			
Day Total		010				004				1020			
Dools	07.45		02:20		07:45		04:20		07:15		04:20		
Peak Vol.	07:15 120		02:30 92		07:15 162		04:30 93		07:15 282		04:30 177		
voi. P.H.F.	0.698		92 0.535		0.519		0.646		0.583		0.868		
F.11.1.	0.030		0.555		0.515		0.040		0.505		0.000		



Deerfoot Road approx 1600' south of Main Street (Route 30) City, State: Southborough, MA Client: Green International/ S. Musto

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

133207 B volume Site Code: TBA

Start		NB				SB				Combined			06-Feb-13
Time	A.M.		P.M.		A.M.	OB	P.M.		A.M.	Combined	P.M.		Wed
12:00	0		9		1		9		1		18		
12:15	0		12		0		10		0		22		
12:30	0		17		0		10		0		27		
12:45	0	0	7	45	0	1	7	36	0	1	14	81	
01:00	1		11		0		10		1		21		
01:15	0		15		0		12		0		27		
01:30	0		9		0		6		0		15		
01:45	0	1	12	47	0	0	17	45	0	1	29	92	
02:00	0	•	6		0	-	16		0	-	22		
02:15	Ö		14		Ö		24		Ö		38		
02:30	0		53		0		17		0		70		
02:45	Ö	0	22	95	Ö	0	9	66	Ö	0	31	161	
03:00	Ö	ŭ	22	00	Ő	ŭ	16	00	Ö	Ü	38		
03:15	0		15		0		16		Ö		31		
03:30	0		12		0		8		0		20		
03:45	0	0	27	76	0	0	30	70	0	0	57	146	
04:00	0	O	19	70	0	O	16	70	0	O	35	140	
04:15	0		12		0		18		0		30		
04:13	2		14		0		9		2		23		
04:30	1	3	15	60	1	1	24	67	2	4	39	127	
05:00	0	3	18	60	1	'	23	67	1	4	41	121	
					1								
05:15	1		32		•		22		2		54		
05:30	6	40	18	0.0	2	7	27	00	8	40	45	470	
05:45	5	12	18	86	3	7	21	93	8	19	39	179	
06:00	2		14		4		21		6		35		
06:15	8		12		2		13		10		25		
06:30	7		8		3		15		10		23	400	
06:45	21	38	18	52	15	24	29	78	36	62	47	130	
07:00	28		15		19		15		47		30		
07:15	13		32		18		15		31		47		
07:30	17		15		33		25		50		40		
07:45	55	113	13	75	68	138	10	65	123	251	23	140	
08:00	26		2		28		11		54		13		
08:15	14		10		11		7		25		17		
08:30	15		1		14		10		29		11		
08:45	18	73	12	25	14	67	7	35	32	140	19	60	
09:00	11		2		13		11		24		13		
09:15	12		16		8		6		20		22		
09:30	10		8		9		3		19		11		
09:45	16	49	4	30	6	36	2	22	22	85	6	52	
10:00	12		2		7		2		19		4		
10:15	9		2		8		1		17		3		
10:30	7		3		3		1		10		4		
10:45	8	36	2	9	4	22	0	4	12	58	2	13	
11:00	9		1		8		2		17		3		
11:15	18		0		7		1		25		1		
11:30	10		0		10		1		20		1		
11:45	7	44	0	11	6	31	0	4	13	75	0	5	
Total	369		601		327		585		696		1186		
Percent	53.0%		50.7%		47.0%		49.3%						
Day Total		970				912				1882			
•													
Peak	07:00		02:30		07:15		04:45		07:15		04:45		
Vol.	113		112		147		96		258		179		
P.H.F.	0.514		0.528		0.540		0.889		0.524		0.639		
r.п.г.	0.514		0.526		0.540		0.009		0.524		0.038		



approx 1600' south of Main Street (Route 30) City, State: Southborough, MA Client: Green International/ S. Musto

NB						Email: data	arequests@pdi	illc.com					Site Co	de: TBA
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
02/05/1														
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
06:00	0	26	4	0	1	0	0	0	0	0	0	0	0	31
07:00	0	87	11	1	3	0	0	0	0	0	0	0	0	102
08:00	0	52	18	0	3	0	0	0	0	0	0	0	0	73
09:00	0	31	5	0	1	1	0	0	0	0	0	0	0	38
10:00	0	23	12	0	1	0	0	0	0	0	0	0	0	36
11:00	0	26	8	0	3	0	0	0	0	0	0	0	0	37
12 PM	0	29	9	0	1	0	0	0	0	0	0	0	0	39
13:00	0	26	4	0	2	0	0	0	0	0	0	0	0	32
14:00	0	61	21	0	2	0	0	0	0	0	0	0	0	84
15:00	0	45	15	1	2	0	0	0	0	0	0	0	0	63
16:00	0	51	17	0	3	0	0	0	0	0	0	0	0	71
17:00	0	67	14	0	2	0	0	0	0	0	0	0	0	83
18:00	0	31	11	0	0	0	0	0	0	0	0	0	0	42
19:00	0	29	13	0	1	0	0	0	0	0	0	0	0	43
20:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11
21:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	610	177	2	26	1	0	0	0	0	0	0	0	816
Percent	0.0%	74.8%	21.7%	0.2%	3.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM		07:00	08:00	07:00	07:00	09:00								07:00
Peak Vol.		0.7		1		4								400
Midday		87	18	<u> </u>	3	1								102
Peak		14:00	14:00		11:00									14:00
Vol.		61	21		3									84
PM						-								
Peak		17:00	16:00	15:00	16:00									17:00
Vol.		67	17	1	3									83



approx 1600' south of Main Street (Route 30) City, State: Southborough, MA Client: Green International/ S. Musto

1

Peak

Vol.

17:00

58

26

1

4

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

133207 B class Site Code: TBA

86

NB						Liliali. dati	arequestsepu	ilic.com					Site Co	ode: TBA
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
02/06/1														
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	7	3	0	2	0	0	0	0	0	0	0	0	12
06:00	0	26	8	0	4	0	0	0	0	0	0	0	0	38
07:00	1	90	20	0	1	0	0	1	0	0	0	0	0	113
08:00	0	60	11	0	2	0	0	0	0	0	0	0	0	73
09:00	0	34	12	0	3	0	0	0	0	0	0	0	0	49
10:00	0	27	8	0	1	0	0	0	0	0	0	0	0	36
11:00	0	29	15	0	0	0	0	0	0	0	0	0	0	44
12 PM	0	29	15	0	0	1	0	0	0	0	0	0	0	45
13:00	0	38	9	0	0	0	0	0	0	0	0	0	0	47
14:00	0	74	19	0	2	0	0	0	0	0	0	0	0	95
15:00	1	52	18	1	4	0	0	0	0	0	0	0	0	76
16:00	0	41	18	0	1	0	0	0	0	0	0	0	0	60
17:00	0	58	26	0	2	0	0	0	0	0	0	0	0	86
18:00	0	40	9	0	3	0	0	0	0	0	0	0	0	52
19:00	0	54	18	0	3	0	0	0	0	0	0	0	0	75
20:00	0	18	7	0	0	0	0	0	0	0	0	0	0	25
21:00	0	19	9	0	1	0	0	1	0	0	0	0	0	30
22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
23:00	0	1_	0	0	0	0	0	0	0	0	0	0	0	1_
Total	2	706	229	1	29	1	0	2	0	0	0	0	0	970
Percent	0.2%	72.8%	23.6%	0.1%	3.0%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM	07:00	07:00	07:00		06:00			07:00						07:00
Peak														
Vol.	1_	90	20		4			1_						113
Midday		14:00	14:00		14:00	12:00								14:00
Peak														
Vol.		74	19		2	1								95
PM	15:00	17:00	17:00	15:00	15:00			21:00						17:00

1



Deerfoot Road approx 1600' south of Main Street (Route 30)

City, State: Southborough, MA Client: Green International/ S. Musto

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

133207 B class Site Code: TBA

16:00

Cars & 2 Axle 2 Axle >6 Axl Start 3 Axle 4 Axle <5 AxI 5 Axle <6 AxI 6 Axle >6 AxI Time Bikes **Trailers** Long Buses 6 Tire Single Single Double Double Double Multi Multi Multi Total 02/05/1 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12 PM 13:00 14:00 15:00 16:00 17:00 18:00 n 19:00 20:00 21:00 22:00 23:00 Total Percent 0.0% 79.7% 17.7% 0.4% 1.9% 0.2% 0.0% 0.1% 0.0% 0.0% 0.0% 0.0% AM 07:00 07:00 09:00 07:00 07:00 07:00 08:00 Peak Vol Midday 14:00 14:00 13:00 14:00 14:00

Peak Vol.

PM

Peak

Vol.

16:00

15:00

16:00

17:00



approx 1600' south of Main Street (Route 30) City, State: Southborough, MA Client: Green International/ S. Musto

Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 AxI	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
02/06/1														
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
06:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
07:00	0	114	22	1	0	0	0	1	0	0	0	0	0	138
08:00	0	55	9	1	2	0	0	0	0	0	0	0	0	67
09:00	0	24	9	0	3	0	0	0	0	0	0	0	0	36
10:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
11:00	0	21	8	1	1	0	0	0	0	0	0	0	0	31
12 PM	0	28	7	0	0	1	0	0	0	0	0	0	0	36
13:00	0	39	5	0	1	0	0	0	0	0	0	0	0	45
14:00	0	47	17	0	2	0	0	0	0	0	0	0	0	66
15:00	0	50	18	1	1	0	0	0	0	0	0	0	0	70
16:00	0	52	12	0	2	0	0	0	1	0	0	0	0	67
17:00	0	76	16	0	1	0	0	0	0	0	0	0	0	93
18:00	0	59	15	0	3	1	0	0	0	0	0	0	0	78
19:00	0	51	14	0	0	0	0	0	0	0	0	0	0	65
20:00	0	24	11	0	0	0	0	0	0	0	0	0	0	35
21:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
00 00	_	_		_	_	_	_	_	_	_	_	_	^	

22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	704	182	4	18	2	0	1	1	0	0	0	0	912
Percent	0.0%	77.2%	20.0%	0.4%	2.0%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM		07.00	07:00	07.00	09:00			07.00						07.00
Peak		07:00	07.00	07:00	09.00			07:00						07:00
Vol.		114	22	1	3			1						138
Midday		14.00	14:00	11.00	14.00	12:00								14.00
Peak		14:00	14.00	11:00	14:00	12:00								14:00
Vol.		47	17	1	2	1								66
PM		17.00	15.00	15.00	10.00	10.00			16.00					17.00
Peak		17:00	15:00	15:00	18:00	18:00			16:00					17:00
Vol.		76	18	1	3	1			1					93



approx 1600' south of Main Street (Route 30) City, State: Southborough, MA

Client: Green International/ S. Musto

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

133207 B speed Site Code: TBA

NB							Liliali. Gate	nequestsepui	iic.com						Site C	ode: IBA
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		% ile	Speed
02/05/1																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	32
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	39
05:00	0	1	1	1	4	0	1	1	0	0	0	0	0	9	32	30
06:00	0	1	3	13	7	7	0	0	0	0	0	0	0	31	35	29
07:00	0	0	4	29	45	22	2	0	0	0	0	0	0	102	35	31
08:00	0	0	7	19	30	13	4	0	0	0	0	0	0	73	36	31
09:00	0	0	0	7	19	11	1	0	0	0	0	0	0	38	36	33
10:00	0	1	4	5	12	12	2	0	0	0	0	0	0	36	37	32
11:00	1	0	0	5	11	18	1	1	0	0	0	0	0	37	37	33
12 PM	0	0	2	10	12	11	4	0	0	0	0	0	0	39	38	33
13:00	0	0	2	8	9	12	1	0	0	0	0	0	0	32	37	32
14:00	0	0	5	28	34	13	4	0	0	0	0	0	0	84	35	31
15:00	0	0	5	19	22	13	4	0	0	0	0	0	0	63	36	31
16:00	0	0	2	11	32	21	4	1	0	0	0	0	0	71	37	33
17:00	0	0	3	12	36	28	3	1	0	0	0	0	0	83	37	33
18:00	0	0	1	7	19	14	1	0	0	0	0	0	0	42	37	33
19:00	0	3	2	5	15	12	5	0	1	0	0	0	0	43	38	32
20:00	0	0	0	5	4	1	0	1	0	0	0	0	0	11	32	32
21:00	0	0	0	5	5	5	0	0	0	0	0	0	0	15	36	32
22:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	32
23:00	0	0	0_	1_	0	1_	0	0	0	0	0	0	0	2	*	32
Total	. 1	6	41	191	317	216	38	5	1	0	0	0	0	816		
%	0.1%	0.7%	5.0%	23.4%	38.8%	26.5%	4.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM		05:00	08:00	07:00	07:00	07:00	08:00	05:00						07:00		
Peak																
Vol.		1_	7	29	45	22	4	1						102		
Midday	11:00		14:00	14:00	14:00	11:00	12:00	11:00						14:00		
Peak	4			00		40										
Vol.	1		5	28	34	18	4	1						84		
PM Peak		19:00	15:00	15:00	17:00	17:00	19:00	16:00	19:00					17:00		
Peak Vol.		9	E	19	26	28	F	1	1					83		
		3	5 15th D	ercentile :	36	<u>∠8_</u> 25 MPH	5	I						03		
% iies			10011 P	ercentile :		ZO IVIPH										

50th Percentile: 31 MPH 85th Percentile: 37 MPH 95th Percentile: 40 MPH

Stats 10 MPH Pace Speed: 28-37 MPH

 Number in Pace :
 521

 Percent in Pace :
 63.8%

 Number of Vehicles > 35 MPH :
 220

 Percent of Vehicles > 35 MPH :
 26.9%

Mean Speed(Average): 32 MPH



approx 1600' south of Main Street (Route 30) City, State: Southborough, MA

Client: Green International/ S. Musto

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

133207 B speed Site Code: TBA

NB															One o	odo. I D/ (
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		% ile	Speed
02/06/1																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	37
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3	31	32
05:00	0	1	1	5	3	1	1	0	0	0	0	0	0	12	30	28
06:00	0	0	3	16	10	9	0	0	0	0	0	0	0	38	35	30
07:00	0	0	2	34	54	21	2	0	0	0	0	0	0	113	35	31
08:00	0	0	1	14	31	23	4	0	0	0	0	0	0	73	37	33
09:00	0	1	0	6	20	16	6	0	0	0	0	0	0	49	39	34
10:00	0	0	1	3	17	11	4	0	0	0	0	0	0	36	38	34
11:00	0	0	5	3	10	18	8	0	0	0	0	0	0	44	40	34
12 PM	0	0 1	2	8	14	17	3	1	0	0	0	0	0	45	38	34
13:00	0	•	3	6	16	16	3	1	1	0	0	0	0	47	38	33
14:00	0	0	6	29 18	40	17	3	0	0	0	0	0	0	95	35	31
15:00	0	0	2		30	23	3	0	0	0	0	0	0	76	36	32
16:00	0	2	2	8	18	24	5	1	0	0	0	0	0	60	38	33
17:00	0 0	0 0	3 3	13 11	37 20	29 13	4 5	0	0	0 0	0 0	0 0	0 0	86 52	37 38	33
18:00	_	0		10	20 42	18	3	-	0	_	0	0	0	52 75	36	33
19:00 20:00	0 0	0	2	7	8	10	0	0	0	0 0	0	0	0	75 25	36 37	33 33
21:00	0	0	1	6	19	3	1	0	0	0	0	0	0	30	34	33 32
22:00	0	0	0	0	4	4	Ó	1	0	0	0	0	0	9	36	36
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	37_
Total	0	5	37	197	396	275	55	4	1	0	0	0	0	970		<u> </u>
%	0.0%	0.5%	3.8%	20.3%	40.8%	28.4%	5.7%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0		
AM			06:00		07:00	08:00	09:00							07:00	,	
Peak		05:00	06:00	07:00	07:00	08:00	09:00							07:00		
Vol.		1	3	34	54	23	6							113		
Midday		13:00	14:00	14:00	14:00	11:00	11:00	12:00	13:00					14:00		
Peak		13.00						12.00	13.00							
Vol.		1_	6	29	40	18	8	1_	1_					95		
PM		16:00	17:00	15:00	19:00	17:00	16:00	16:00						17:00		
Peak																
Vol.		2	3	18	42	29	5	1_						86		
% iles			15th P	ercentile :	2	26 MPH										

15th Percentile: 26 MPH 50th Percentile: 32 MPH 85th Percentile: 37 MPH 95th Percentile: 40 MPH

Stats 10 MPH Pace Speed: 28-37 MPH

 Number in Pace :
 638

 Percent in Pace :
 65.8%

 Number of Vehicles > 35
 MPH :
 284

 Percent of Vehicles > 35
 MPH :
 29.3%

Mean Speed(Average): 33 MPH



Deerfoot Road approx 1600' south of Main Street (Route 30) City, State: Southborough, MA

Client: Green International/ S. Musto

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

133207 B speed Site Code: TBA

SB							Liliali. uate	arequests@pui	iic.com						Site Co	ode: TBA
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		% ile	Speed
02/05/1																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	37
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	27
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1		27
06:00	0	0	0	9	9	3	0	0	0	0	0	0	0	21	33	31
07:00	0	0	6	36	69	34	4	0	0	0	0	0	0	149	36	32
08:00	0	0	6	17	34	22	2	0	0	0	0	0	0	81	36	32
09:00	0	1	2	6	17	17	4	1	0	0	0	0	0	48	38	33
10:00	0	1	1	5	10	7	0	0	0	0	0	0	0	24	36	31
11:00	0	1	0	10	6	10	4	1	0	0	0	0	0	32	39	33
12 PM	0	0	1	5	5	13	0	2	0	0	0	0	0	26	38	34
13:00	0	0	0	5	9	11	5	1	0	0	0	0	0	31	40	35
14:00	0	0	2	17	18	10	5	0	0	0	0	0	0	52	37	32
15:00	0	1	2	12	35	23	3	0	0	0	0	0	0	76	37	33
16:00	0	0	5	8	38	25	6	0	0	0	0	0	0	82	37	33
17:00	0	0	2	13	32	24	6	0	0	0	0	0	0	77	37	33
18:00	0 0	0 0	0	3 6	17 17	14 7	4 2	0	0	0 0	0	0 0	0	38 33	38 36	35 32
19:00 20:00	0	0	2	7	4	2	0	0	0	0	0 0	0	0	33 15	33	32 29
21:00	0	0		0	5	3	0	0	0	0	0	0	0	9	35	33
21:00	0	0	1	0	3	3 1	0	0	0	0	0	0	0	5	32	33 31
23:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	32
Total	0	4	32	162	328	228	45	5	0	0	0	0	0	804		<u> </u>
%	0.0%	0.5%	4.0%	20.1%	40.8%	28.4%	5.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	004		
AM														07.00		
Peak		09:00	07:00	07:00	07:00	07:00	07:00	09:00						07:00		
Vol.		1	6	36	69	34	4	1						149		
Midday		11.00	14.00		14.00		12.00	12.00						14.00		
Peak		11:00	14:00	14:00	14:00	12:00	13:00	12:00						14:00		
Vol.		1	2	17	18	13	5	2						52		
PM		15:00	16:00	17:00	16:00	16:00	16:00							16:00		
Peak		13.00	10.00	17.00	10.00	10.00	10.00									
Vol.		1_	5_	13	38	25	6							82		
% iles			15th P	ercentile :	-	26 MPH										

15th Percentile: 26 MPH 50th Percentile: 32 MPH 85th Percentile: 37 MPH 95th Percentile: 40 MPH

Stats 10 MPH Pace Speed: 28-37 MPH Number in Pace: 528

 Number in Pace :
 528

 Percent in Pace :
 65.7%

 Number of Vehicles > 35 MPH :
 236

 Percent of Vehicles > 35 MPH :
 29.3%

Mean Speed(Average): 33 MPH



approx 1600' south of Main Street (Route 30) City, State: Southborough, MA

Client: Green International/ S. Musto

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

133207 B speed Site Code: TBA

SB															Site C	oue. IDA
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		% ile	Speed
02/06/1																
3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	37
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	22
05:00	0	0	1	5	1	0	0	0	0	0	0	0	0	7	28	27
06:00	0	0	1	7	9	6	1_	0	0	0	0	0	0	24	36	32
07:00	0	0	6	25	68	32	7	0	0	0	0	0	0	138	36	32
08:00	0	1	9	11	14	27	5	0	0	0	0	0	0	67	38	32
09:00	0	0	2	9	11	13	1	0	0	0	0	0	0	36	37	32
10:00	0	0	0	3	8	8	3	0	0	0	0	0	0	22	38	34
11:00	0	0	1	4	12	12	2	0	0	0	0	0	0	31	37	34
12 PM	0	0	0	4	17	11	4	0	0	0	0	0	0	36	38	34
13:00	0	0	0	6	14	22	3	0	0	0	0	0	0	45	38	34
14:00	0	0	6	14	23	17	4	2	0	0	0	0	0	66	37	32
15:00	0	0	1	17	26	20	6	0	0	0	0	0	0	70	37	33
16:00	0	0	1	10	34	13	5	4	0	0	0	0	0	67	38	34
17:00	0	0	3	12	48	25	5	0	0	0	0	0	0	93	37	33
18:00	0	0	0	13	33	25	3	2	2	0	0	0	0	78	37	34
19:00	0	0	1	13	25	22	4	0	0	0	0	0	0	65	37	33
20:00	0	0	0	7	14	10	4	0	0	0	0	0	0	35	38	34
21:00	0	0	1	5	5	7	3	0	0	0	1	0	0	22	39	35
22:00 23:00	0	0 0	0	0	2	0 3	0	0	0 0	0	0	0 0	0 0	4 4	36	33
<u>23.00</u> Total	0	1	34	166	365	<u>3</u> 274	61	<u>U</u> 8	2	0	<u>U</u> 1	0	0	912		36_
10tai %	0.0%	0.1%	3.7%	18.2%	40.0%	30.0%	6.7%	0.9%	0.2%	0.0%	0.1%	0.0%	0.0%	912		
AM	0.076							0.576	0.270	0.070	0.170	0.070	0.070			
Peak		08:00	08:00	07:00	07:00	07:00	07:00							07:00		
Vol.		1	9	25	68	32	7							138		
Midday		· .						44.00								
Peak			14:00	14:00	14:00	13:00	12:00	14:00						14:00		
Vol.			6	14	23	22	4	2						66		
PM			17:00	15:00	17:00	17:00	15:00	16:00	18:00		21:00			17:00		
Peak								10.00			21.00					
Vol.			3_	17_	48_	25	6	4	2		1_			93		
% iles				ercentile :		27 MPH										

50th Percentile: 32 MPH 85th Percentile: 37 MPH 95th Percentile: 41 MPH

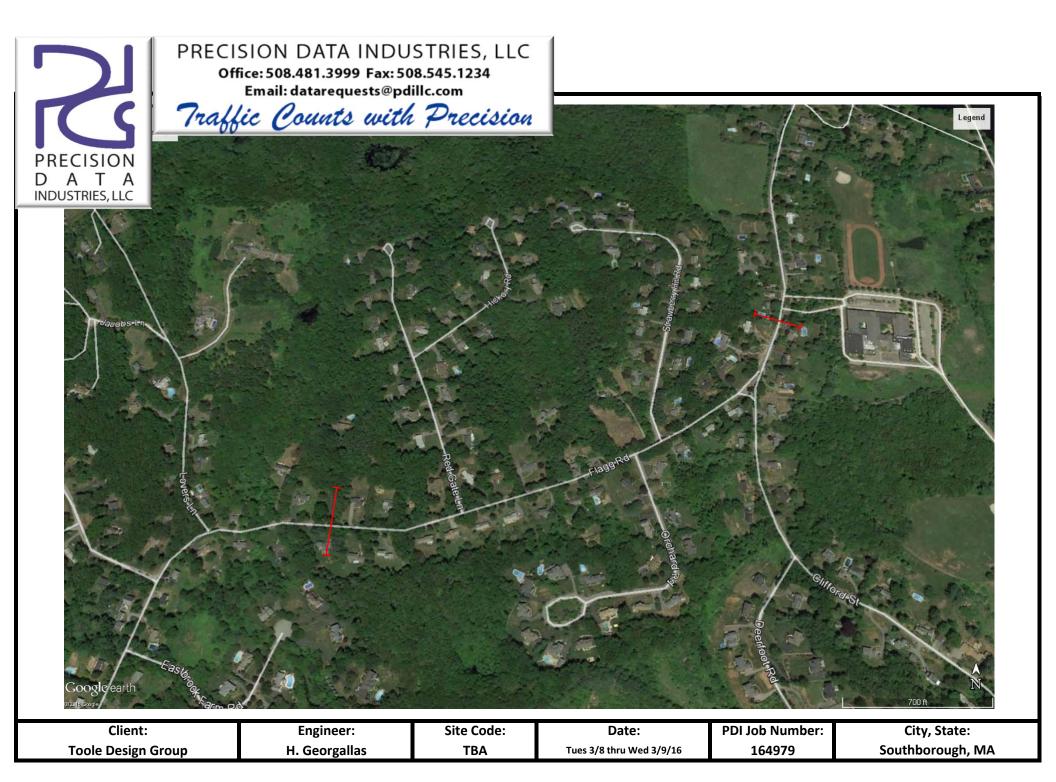
Stats 10 MPH Pace Speed: 29-38 MPH

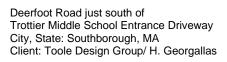
 Number in Pace :
 601

 Percent in Pace :
 65.9%

 Number of Vehicles > 35 MPH :
 295

Percent of Vehicles > 35 MPH: 32.3% Mean Speed(Average): 33 MPH

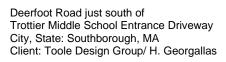






P.O.Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com 164979 A Volume Site Code: TBA

Start		NB				SB				Comb	in		08-Mar-	
Time	A.M.		P.M.		A.M.		P.M.		A.M.	ed	P.M.		16 Tue	
12:00	0		14		0		4		0		18	-	rue	
12:15	0		10		0		14		0		24			
12:30	1		5		0		10		1		15			
12:45	Ö	1	9	38	1	1	4	32	1	2	13	70		
01:00	1	1	9	30	0	Į.	7	32	1	2	16	70		
01:15	0		11		0		16		0		27			
01:30	0		11		0	•	9	4.0	0		20			
01:45	0	1	5	36	0	0	14	46	0	1	19	82		
02:00	0		10		0		7		0		17			
02:15	0		11		0		19		0		30			
02:30	0		12		0		18		0		30			
02:45	0	0	8	41	0	0	9	53	0	0	17	94		
03:00	0		10		1		19		1		29			
03:15	0		9		0		14		0		23			
03:30	0		10		0		15		0		25			
03:45	0	0	16	45	0	1	28	76	0	1	44	121		
04:00	0	· ·	15	40	0		22	, 0	0		37	121		
04:00	1		13		0		23		1		36			
04:13	0		14				23 28		0		42			
					0	^	20	00				450		
04:45	0	1	17	59	0	0	20	93	0	1	37	152		
05:00	2		18		1		25		3		43			
05:15	2		12		0		32		2		44			
05:30	2		18		1		21		3		39			
05:45	4	10	18	66	2	4	19	97	6	14	37	163		
06:00	2		12		1		25		3		37			
06:15	8		12		2		10		10		22			
06:30	2		10		4		7		6		17			
06:45	18	30	8	42	16	23	8	50	34	53	16	92		
07:00	11	00	7	72	11	20	3	00	22	00	10	02		
07:00	21		12		10		12		31		24			
07:30	23	00	3	07	10	00	9	00	33	450	12	00		
07:45	37	92	5	27	35	66	15	39	72	158	20	66		
08:00	20		1		23		4		43		5			
08:15	21		3		13		5		34		8			
08:30	14		1		12		8		26		9			
08:45	16	71	2	7	11	59	3	20	27	130	5	27		
09:00	7		2		8		9		15		11			
09:15	7		2		10		4		17		6			
09:30	11		1		5		3		16		4			
09:45	14	39	0	5	11	34	4	20	25	73	4	25		
10:00	9		2	-	5		0		14		2			
10:15	7		3		7		1		14		4			
10:13	13		2		6		2		19		4			
10:30	7	36	0	7	5	23	1	4	12	59	1	11		
11:00		30		1	ວ 11	23	-	4		วิฮ		11		
	8		0				2		19		2			
11:15	8		1		4		1		12		2			
11:30	6		2		5		0	_	11		2	_		
<u>11:45</u>	10	32	1	4	10	30	0	3	20	62	1	7		
Total Percent	313 56.5%		377 41.4%		241 43.5%		533 58.6%		554		910			
	JU.J 70				- 3.370									
Day Total		690				774	4			146	54			
Peak	07:15	_	05:00	_	07:45	_	04:30	_	07:30	_	04:30	_	_	
Vol.	101	_	66	_	83	_	105	_	182	_	166	_	-	
P.H.F.	0.682	=	0.917	=	0.593	=	0.820	=	0.632	=	0.943	=	-	
1 .11.1 .	0.002		0.917		0.030		0.020		0.032		0.943			





P.O.Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com 164979 A Volume Site Code: TBA

Start		NB				SB				Comb	in		09-Mar-	
Time	A.M.		P.M.		A.M.		P.M.		A.M.	ed	P.M.		16 Wed	
12:00	0		14		1		6		1		20		wcu	
12:15	1		7		Ö		11		1		18			
12:30	2		11		Ö		12		2		23			
12:45	0	3	10	42	Ö	1	11	40	0	4	21	82		
01:00	0	Ü	6	72	0	•	13	-10	0	-	19	02		
01:15	0		7		0		11		0		18			
01:30	0		9		1		7		1		16			
01:45	1	1	11	33	Ó	1	8	39	1	2	19	72		
02:00	0	,	11	33	0	'	7	39	Ö		18	12		
					1				1					
02:15	0		18				13		-		31			
02:30	1		9	50	0		29	00	1	0	38	440		
02:45	0	1	18	56	0	1	13	62	0	2	31	118		
03:00	0		14		0		23		0		37			
03:15	0		6		0		11		0		17			
03:30	0		14		0		14		0		28			
03:45	0	0	8	42	0	0	16	64	0	0	24	106		
04:00	0		16		0		17		0		33			
04:15	0		10		1		15		1		25			
04:30	0		17		0		18		0		35			
04:45	Ō	0	12	55	Ö	1	21	71	Ō	1	33	126		
05:00	2	ŭ	21		1	•	26	• •	3	•	47	0		
05:15	2		11		0		30		2		41			
05:30	1		19		0		24		1		43			
05:45	2	7	22	73	0	1	19	99	2	8	43	172		
		,		13		ı		99	2	0		172		
06:00	7		11		1		15		8		26			
06:15	9		17		1		18		10		35			
06:30	4		13		2		15		6		28			
06:45	23	43	5	46	13	17	7	55	36	60	12	101		
07:00	13		5		13		13		26		18			
07:15	17		3		15		13		32		16			
07:30	16		4		12		8		28		12			
07:45	23	69	6	18	25	65	3	37	48	134	9	55		
08:00	23		4		15		6		38		10			
08:15	19		6		9		4		28		10			
08:30	17		2		10		7		27		9			
08:45	12	71	3	15	8	42	6	23	20	113	9	38		
09:00	10		2		6		5		16		7	00		
09:15	9		0		7		4		16		4			
09:30	8		1		5		2		13		3			
09:45	11	38	2	5	5	23	2	13	16	61	4	18		
		30	0	5		23	0	13		01		10		
10:00	8				10				18		0			
10:15	9		0		5		1		14		1			
10:30	10	6.0	1	_	5	6-	2	_	15		3	_		
10:45	6	33	1	2	7	27	2	5	13	60	3	7		
11:00	9		1		12		2		21		3			
11:15	15		1		9		0		24		1			
11:30	9		0		8		0		17		0			
11:45	6	39	0	2	7	36	0	2	13	75	0	4		
Total	305		389		215		510		520		899			
Percent	58.7%		43.3%		41.3%		56.7%							
ay Total		694	ļ			72	5			141	19			
Б.,	07:45	-	05:00	-	07:15	_	04:45	-	07:15	-	05:00	-	-	
Peak														
Peak Vol.	82	-	73	-	67	-	101	-	146	-	172	-	-	



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ND							arequests@pdil						Site Co	oue. TDA
NB Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	
Time	Diless			Duose	6 Tire	-			-	-	<6 AXI Multi	-	>6 Axı Multi	Total
03/08/1	Bikes	Trailers	Long	Buses	o nie	Single	Single	Double	Double	Double	IVIUILI	Multi	iviuiti	<u>Total</u>
	0	4	0	0	^	0	^	^	^	0	0	^	0	4
6	0	1	0	0	0	0	0	0	0	0	0 0	0 0	0	1
01:00 02:00	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
06:00	1	24	3	2	0	0	0	0	0	0	0	0	0	30
07:00	Ö	78	13	1	0	0	0	0	0	0	0	0	0	92
08:00	0	63	8	Ö	0	0	0	0	0	0	0	0	0	71
09:00	0	26	10	0	2	1	0	0	0	0	0	0	0	39
10:00	0	26	7	Ő	3	0	0	0	0	0	0	0	0	36
11:00	1	24	7	Ő	0	0	0	0	0	0	0	0	0	32
12 PM	0	30	5	0	3	0	0	0	0	0	0	0	0	38
13:00	0	31	4	0	0	1	0	0	0	0	0	0	0	36
14:00	2	26	12	1	0	0	0	0	0	0	0	0	0	41
15:00	0	33	10	1	1	0	0	0	0	Ō	Ō	0	Ö	45
16:00	1	43	12	0	2	1	0	0	0	0	0	0	0	59
17:00	0	58	7	0	1	0	0	0	0	0	0	0	0	66
18:00	0	34	7	0	1	0	0	0	0	0	0	0	0	42
19:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
20:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4_
Total	5	548	115	5	14	3	0	0	0	0	0	0	0	690
Percent	0.7%	79.4%	16.7%	0.7%	2.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM	06:00	07:00	07:00	06:00	10:00	09:00								07:00
Peak	00.00					00.00								
Vol.	1_	78	13	2	3	1_								92
_ PM	14:00	17:00	14:00	14:00	12:00	13:00								17:00
Peak						. 5.00								
Vol.	2	58	12	1	3	1								66



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ND							arequests@pdil						Site Co	oue. TDA
NB		0	0.4.1.		0.4.1.	0.4.1.	4.4.1.			0.4.1	0.4.1	0.4.1.	0.4.1	
Start	D:1	Cars &	2 Axle	D	2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	T-1-1
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
03/09/1	•	•		•	•	•	•	•	•	•	•	•	•	•
6	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	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
05:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
06:00	0	38	4	1	0	0	0	0	0	0	0	0	0	43
07:00	1	56	9	1	2	0	0	0	0	0	0	0	0	69
08:00	0	58	13	0	0	0	0	0	0	0	0	0	0	71
09:00	1	24	10	0	2	1	0	0	0	0	0	0	0	38
10:00	0	24	7	0	2	0	0	0	0	0	0	0	0	33
11:00	1	31	5	0	2	0	0	0	0	0	0	0	0	39
12 PM	4	32	4	0	1	1	0	0	0	0	0	0	0	42
13:00	1	19	11	0	2	0	0	0	0	0	0	0	0	33
14:00	1	42	10	0	3	0	0	0	0	0	0	0	0	56
15:00	3	24	7	3	5	0	0	0	0	0	0	0	0	42
16:00	1	44	7	1	1	1	0	0	0	0	0	0	0	55
17:00	2	62	5	0	4	0	0	0	0	0	0	0	0	73
18:00	0	37	8	0	1	0	0	0	0	0	0	0	0	46
19:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
20:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	15	531	113	6	26	3	0	0	0	0	0	0	0	694
Percent	2.2%	76.5%	16.3%	0.9%	3.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM	07.00	00.00	00.00	00.00	07.00	00.00								00.00
Peak	07:00	08:00	08:00	06:00	07:00	09:00								08:00
Vol.	1	58	13	1	2	1								71
PM	12:00	17:00	13:00	15:00	15:00	12:00								17:00
Peak														
Vol.	4	62	11	3	5	1								73



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SB							arequests@pdil						Site Co	oue. TDA
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
03/08/1	DIKES	Hallers	Long	Duses	o nie	Sirigle	Sirigie	Double	Double	Double	IVIUILI	iviuiti	iviuiti	IOlai_
6	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	Ö	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
06:00	0	17	5	1	0	0	0	0	0	0	0	0	0	23
07:00	0	55	9	1	1	0	0	0	0	0	0	0	0	66
08:00	0	44	12	0	3	0	0	0	0	0	0	0	0	59
09:00	Ö	19	11	Ö	3	1	Ö	Ö	Ö	Ö	Ö	Õ	Õ	34
10:00	0	18	4	0	1	0	0	0	0	0	0	0	0	23
11:00	1	20	8	0	1	0	0	0	0	0	0	0	0	30
12 PM	0	28	4	0	0	0	0	0	0	0	0	0	0	32
13:00	0	37	6	1	1	1	0	0	0	0	0	0	0	46
14:00	0	37	13	1	1	1	0	0	0	0	0	0	0	53
15:00	0	57	17	1	1	0	0	0	0	0	0	0	0	76
16:00	0	68	22	0	3	0	0	0	0	0	0	0	0	93
17:00	0	82	15	0	0	0	0	0	0	0	0	0	0	97
18:00	0	43	6	0	1	0	0	0	0	0	0	0	0	50
19:00	0	33	5	0	1	0	0	0	0	0	0	0	0	39
20:00	0	13	7	0	0	0	0	0	0	0	0	0	0	20
21:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	594	154	5	17	3	0	0	0	0	0	0	0	774
Percent	0.1%	76.7%	19.9%	0.6%	2.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM	11:00	07:00	08:00	06:00	08:00	09:00								07:00
Peak														
Vol.	1_	55	12	1_	3	1_								66
PM		17:00	16:00	13:00	16:00	13:00								17:00
Peak														
Vol.		82	22	1	3	1								97



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SB							arequests@pdil						Site Co	oue. TDA
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 AxI	6 Axle	>6 Axl	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
03/09/1	DIKES	Hallers	Long	Duses	o nie	Sirigle	Sirigie	Double	Double	Double	IVIUILI	iviuiti	iviuiti	TOLAI
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	13	2	1	1	0	0	0	0	0	0	0	0	17
07:00	0	53	9	1	2	0	0	0	0	0	0	0	0	65
08:00	0	28	12	1	1	0	0	0	0	0	0	0	0	42
09:00	1	12	8	0	2	Ö	Ö	Ö	Õ	Ö	Ö	Õ	Õ	23
10:00	0	20	7	0	0	0	0	0	0	0	0	0	0	27
11:00	0	26	8	0	2	0	0	0	0	0	0	0	0	36
12 PM	1	28	9	0	1	1	0	0	0	0	0	0	0	40
13:00	0	28	9	0	2	0	0	0	0	0	0	0	0	39
14:00	0	45	12	1	4	0	0	0	0	0	0	0	0	62
15:00	1	46	14	1	2	0	0	0	0	0	0	0	0	64
16:00	0	61	7	0	3	0	0	0	0	0	0	0	0	71
17:00	1	85	12	0	1	0	0	0	0	0	0	0	0	99
18:00	0	44	11	0	0	0	0	0	0	0	0	0	0	55
19:00	0	32	5	0	0	0	0	0	0	0	0	0	0	37
20:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
21:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	559	135	5	21	1	0	0	0	0	0	0	0	725
Percent	0.6%	77.1%	18.6%	0.7%	2.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM	09:00	07:00	08:00	06:00	07:00									07:00
Peak														
Vol.	1	53	12	1	2									65
PM	12:00	17:00	15:00	14:00	14:00	12:00								17:00
Peak Vol.	1	85	14	1	4	4								99
VOI.	1	00	14	l l	4	1								99



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NB								arequests@pdi							Site Ct	ue. IDA
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999	rotai	% ile	Speed
03/08/									<u> </u>		<u> </u>				70	Opoou
16	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
05:00	1	0	0	3	2	3	1	0	0	0	0	0	0	10	38	31
06:00	4	3	3	7	12	1	0	0	0	0	0	0	0	30	32	25
07:00	24	11	13	22	15	7	0	0	0	0	0	0	0	92	31	22
08:00	1	1	7	33	25	4	0	0	0	0	0	0	0	71	32	28
09:00	0	2	1	19	7	9	0	1	0	0	0	0	0	39	36	30
10:00	1	0	2	12	19	2	0	0	0	0	0	0	0	36	33	29
11:00	1	1	1	9	15	4	1	0	0	0	0	0	0	32	34	30
12 PM	2	1	4	15	14	2	0	0	0	0	0	0	0	38	32	28
13:00	1	1	3	10	15	6	0	0	0	0	0	0	0	36	34	30
14:00	7	3	3	14	9	4	1	0	0	0	0	0	0	41	33	25
15:00	6	1	1	13	19	5	0	0	0	0	0	0	0	45	33	27
16:00	4	1	4	10	35	5	0	0	0	0	0	0	0	59	33	29
17:00	2	3	3	19	28	10	1	0	0	0	0	0	0	66	34	30
18:00	1	0	2	9	21	7	2	0	0	0	0	0	0	42	35	31
19:00	6	3	0	7	8	3	0	0	0	0	0	0	0	27	33	24
20:00	1	0	1	2	2	0	1	0	0	0	0	0	0	7	33	27
21:00	1	0	0	2	2	0	0	0	0	0	0	0	0	5	32	25
22:00	1	0	1	2	2	1	0	0	0	0	0	0	0	7	33	26
23:00_	0	0	0	0	2	2	0	0	0	0_	0	0	0	4	37	35_
Total	64	31	49	209	252	77	7	1	0	0	0	0	0	690		
%_	9.3%	4.5%	7.1%	30.3%	36.5%	11.2%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	08:00	09:00	05:00	09:00						07:00		
Vol.	24	11	13	33	25	9	1	1						92		
PM Peak	14:00	14:00	12:00	17:00	16:00	17:00	18:00							17:00		
Vol.	7	3	4	19	35	10	2							66		

Stats

15th Percentile: 19 MPH 50th Percentile: 28 MPH 85th Percentile: 33 MPH 95th Percentile: 37 MPH

Mean Speed(Average): 28 MPH
10 MPH Pace Speed: 25-34 MPH
Number in Pace: 461
Percent in Pace: 66.8%

Number of Vehicles > 30 MPH: 287
Percent of Vehicles > 30 MPH: 41.5%



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NB							Ellidii. Udla	irequests@pui	iic.com							
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
_Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		% ile	Speed
03/09/																
16	0	0	1	2	0	0	0	0	0	0	0	0	0	3	27	25
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
03:00	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	*	*
05:00	0	0	1	2	2	1	1	0	0	0	0	0	0	7	38	31
06:00	5	2	4	8	16	7	1	0	0	0	0	0	0	43	35	28
07:00	19	6	12	14	18	0	0	0	0	0	0	0	0	69	31	21
08:00	5	2	13	23	24	4	0	0	0	0	0	0	0	71	32	27
09:00	0	2	7	17	10	2	0	0	0	0	0	0	0	38	32	27
10:00	0	3	2	12	13	3	0	0	0	0	0	0	0	33	33	29
11:00	1	1	7	11	15	4	0	0	0	0	0	0	0	39	33	28
12 PM	0	2	7	10	17	6	0	0	0	0	0	0	0	42	33	29
13:00	1	2	1	11	8	10	0	0	0	0	0	0	0	33	36	30
14:00	11	1	10	21	9	4	0	0	0	0	0	0	0	56	31	24
15:00	4	2	7	6	16	7	0	0	0	0	0	0	0	42	34	27
16:00	3	3	6	15	25	2	1	0	0	0	0	0	0	55	32	28
17:00	5	3	2	19	33	11	0	0	0	0	0	0	0	73	34	29
18:00	1	1	1	13	22	6	2	0	0	0	0	0	0	46	34	31
19:00	0	0	2	8	6	2	0	0	0	0	0	0	0	18	33	29
20:00	0	0	4	5	6	0	0	0	0	0	0	0	0	15	32	28
21:00	1	0	0	3	1	0	0	0	0	0	0	0	0	5	30	24
22:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	33	32
23:00_	0	0	0	1_	1_	0	0	0	0	0	0	0	0	2	32	30_
Total	56	30	87	201	245	69	6	0	0	0	0	0	0	694		
%_	8.1%	4.3%	12.5%	29.0%	35.3%	9.9%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	08:00	06:00	02:00							08:00		
Vol.	19	6	13	23	24	7	1							71		
PM Peak	14:00	16:00	14:00	14:00	17:00	17:00	18:00							17:00		
Vol.	11	3	10	21	33	11	2							73		

Stats

15th Percentile: 20 MPH 50th Percentile: 28 MPH 85th Percentile: 33 MPH 95th Percentile: 36 MPH

 Mean Speed(Average):
 27 MPH

 10 MPH Pace Speed:
 25-34 MPH

 Number in Pace:
 446

 Percent in Pace:
 64.3%

 Number of Vehicles > 30 MPH:
 271

 Percent of Vehicles > 30 MPH:
 39.0%



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164979 A Speed Site Code: TBA

Start	SB								arequests@pdi							Site CC	ue. IDA
Time		1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
03/08/ 16 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0		-						-									
01:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												<u> </u>				70	Opeca
01:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
03:00	01:00	0	0	0	0	0	0		0	0	0	0	0		0	*	*
O4:00	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00 0 0 0 0 1 2 25 22 12 3 1 0 0 0 0 0 0 0 0 0 0 23 35 29 07:00 1 2 25 22 12 3 1 0 0 0 0 0 0 0 0 0 0 0 0 23 35 29 07:00 1 2 25 22 12 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 66 31 26 08:00 0 1 12 17 29 0 0 0 0 0 0 0 0 0 0 0 0 0 59 32 28 09:00 0 1 15 12 14 2 0 0 0 0 0 0 0 0 0 0 0 34 32 29 10:00 0 0 1 7 15 7 0 0 0 0 0 0 0 0 0 0 0 34 32 29 11:00 0 0 0 1 7 15 7 0 0 0 0 0 0 0 0 0 0 0 30 35 32 12 PM 1 1 1 7 9 9 11 3 3 0 0 0 0 0 0 0 0 0 0 0 32 33 29 13:00 1 2 2 7 14 22 5 0 0 0 0 0 0 0 0 0 0 0 32 33 29 14:00 1 2 2 7 14 22 5 0 0 0 0 0 0 0 0 0 0 0 0 32 33 29 14:00 1 2 2 7 14 22 5 0 0 0 0 0 0 0 0 0 0 0 0 32 33 29 16:00 1 2 2 7 12 7 4 0 0 0 0 0 0 0 0 0 0 0 32 33 29 16:00 0 16 29 24 6 1 0 0 0 0 0 0 0 0 0 0 53 31 25 15:00 0 0 0 16 29 24 6 1 0 0 0 0 0 0 0 0 0 0 0 0 53 31 25 15:00 0 0 0 16 29 24 6 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 33 29 16:00 0 0 0 6 21 47 15 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 33 29 16:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
06:00 0 0 0 6 9 3 5 5 0 0 0 0 0 0 0 0 23 35 29 07:00 1 2 25 22 12 3 1 0 0 0 0 0 0 0 0 0 66 31 26 08:00 0 1 12 14 2 0 0 0 0 0 0 0 0 0 0 34 32 28 09:00 0 1 5 12 14 2 0 0 0 0 0 0 0 0 0 0 34 32 29 10:00 0 2 2 7 9 9 2 1 0 0 0 0 0 0 0 0 0 0 33 33 29 11:00 0 0 0 1 1 7 15 7 0 0 0 0 0 0 0 0 0 0 33 33 29 11:00 1 1 1 1 7 9 11 3 0 0 0 0 0 0 0 0 0 0 32 33 28 13:00 1 2 2 1 14 22 5 0 0 0 0 0 0 0 0 0 0 32 33 28 13:00 1 2 2 1 14 22 5 0 0 0 0 0 0 0 0 0 0 32 33 28 13:00 1 2 2 2 14 22 5 0 0 0 0 0 0 0 0 0 0 32 33 29 14:00 1 2 2 2 14 22 5 0 0 0 0 0 0 0 0 0 0 0 32 33 29 16:00 0 0 0 16 29 24 6 1 0 0 0 0 0 0 0 0 0 0 53 31 25 16:00 0 0 0 16 29 24 6 1 0 0 0 0 0 0 0 0 0 0 53 31 25 16:00 0 0 0 16 29 24 6 1 0 0 0 0 0 0 0 0 0 0 0 53 31 17:00 0 0 2 4 30 40 18 3 0 0 0 0 0 0 0 0 0 0 0 93 35 31 17:00 0 0 2 4 30 40 18 3 0 0 0 0 0 0 0 0 0 0 0 93 35 31 18:00 0 0 0 3 3 22 17 5 3 0 0 0 0 0 0 0 0 0 0 0 93 33 30 19:00 1 1 1 4 9 9 19 3 2 0 0 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 0 1 3 22 17 5 3 0 0 0 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	*	*
07:00	05:00	0	0	0	1	2	1	0	0	0	0	0	0	0	4	36	
08:00 0 1 12 17 29 0 0 0 0 0 0 0 0 0 0 59 32 28 09:00 0 1 5 12 14 2 0 0 0 0 0 0 0 0 0 0 34 32 29 10:00 0 2 2 7 7 9 2 1 0 0 0 0 0 0 0 0 23 33 29 11:00 0 0 1 7 15 7 0 0 0 0 0 0 0 0 0 0 30 35 32 11:00 0 1 2 2 2 14 22 5 0 0 0 0 0 0 0 0 0 0 32 33 28 13:00 1 2 2 2 14 22 5 0 0 0 0 0 0 0 0 0 0 0 32 33 29 14:00 1 2 2 7 12 7 4 0 0 0 0 0 0 0 0 0 0 32 33 29 14:00 1 2 2 7 12 7 4 0 0 0 0 0 0 0 0 0 0 0 6 33 29 14:00 1 2 2 7 12 7 4 0 0 0 0 0 0 0 0 0 0 0 53 31 25 15:00 0 0 0 16 29 24 6 1 0 0 0 0 0 0 0 0 0 0 0 76 33 29 16:00 0 0 16 29 24 6 1 0 0 0 0 0 0 0 0 0 0 0 76 33 29 16:00 0 0 0 6 21 47 15 4 0 0 0 0 0 0 0 0 0 0 76 33 29 16:00 0 0 0 0 6 21 47 15 4 0 0 0 0 0 0 0 0 0 0 93 35 31 17:00 0 2 4 30 40 18 3 0 0 0 0 0 0 0 0 0 0 93 35 31 18:00 0 0 0 3 2 2 4 7 15 3 0 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 0 3 2 2 4 7 15 3 0 0 0 0 0 0 0 0 0 0 97 35 31 18:00 0 1 1 4 4 9 19 3 2 0 0 0 0 0 0 0 0 0 0 0 39 33 30 20:00 0 0 1 1 0 4 9 19 3 2 0 0 0 0 0 0 0 0 0 0 0 39 33 30 20:00 0 1 1 1 4 4 9 19 3 3 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	06:00	0	0	6	9	3	5	0	0	0	0	0	0	0	23	35	29
09:00 0 1 5 12 14 2 0 0 0 0 0 0 0 0 0 34 32 29 10:00 0 2 2 7 9 2 1 0 0 0 0 0 0 0 0 0 23 33 29 11:00 0 0 1 7 15 7 0 0 0 0 0 0 0 0 0 0 32 33 29 11:00 1 7 9 11 3 0 0 0 0 0 0 0 0 0 0 0 0 0 32 33 29 13:00 1 2 2 2 14 22 5 0 0 0 0 0 0 0 0 0 0 0 32 33 28 13:00 1 2 2 2 14 22 5 0 0 0 0 0 0 0 0 0 0 0 46 33 29 14:00 1 2 27 12 7 4 0 0 0 0 0 0 0 0 0 0 0 6 33 31 25 15:00 0 0 16 29 24 6 1 0 0 0 0 0 0 0 0 0 0 53 31 25 16:00 0 0 0 6 21 47 15 4 0 0 0 0 0 0 0 0 0 76 33 29 16:00 0 0 0 6 21 47 15 4 0 0 0 0 0 0 0 0 0 0 93 35 31 17:00 0 2 4 30 40 18 3 0 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 3 22 17 5 3 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 0 3 22 17 5 3 0 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 0 3 3 22 17 5 3 0 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 0 3 3 22 17 5 3 0 0 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 0 3 3 22 17 5 3 0 0 0 0 0 0 0 0 0 0 39 33 33 20:00 0 0 0 1 1 0 1 1 2 0 0 0 0 0 0 0 0 0 0	07:00	1	2	25	22	12	3	1	0	0	0	0	0	0	66	31	26
10:00 0 2 2 2 7 9 2 1 0 0 0 0 0 0 0 0 23 33 29 11:00 0 0 1 7 15 7 0 0 0 0 0 0 0 0 0 30 35 32 12 PM 1 1 7 9 11 3 0 0 0 0 0 0 0 0 0 0 32 33 22 13:00 1 2 2 1 4 22 5 0 0 0 0 0 0 0 0 0 0 0 46 33 29 14:00 1 2 27 12 7 4 0 0 0 0 0 0 0 0 0 0 0 6 33 31 25 15:00 0 0 16 29 24 6 1 0 0 0 0 0 0 0 0 0 0 76 33 29 16:00 0 0 16 29 24 6 1 0 0 0 0 0 0 0 0 0 0 76 33 29 16:00 0 0 0 6 21 47 15 4 0 0 0 0 0 0 0 0 0 76 33 29 16:00 0 0 0 6 21 47 15 4 0 0 0 0 0 0 0 0 0 0 93 35 31 17:00 0 2 4 30 40 18 3 0 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 3 22 17 5 3 0 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 0 3 22 17 5 3 0 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 0 1 1 4 9 19 3 2 0 0 0 0 0 0 0 0 0 39 33 30 20:00 0 0 0 0 7 11 2 0 0 0 0 0 0 0 0 0 0 0 39 33 31 21:00 0 0 1 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0	08:00	0	1	12	17	29	0	0	0	0	0	0	0	0	59	32	28
11:00 0 0 1 7 15 7 0 0 0 0 0 0 0 30 3	09:00	0	1	5	12	14	2	0	0	0	0	0	0	0	34	32	29
12 PM	10:00	0	2	2	7	9		1	0	0	0	0	0	0	23	33	29
13:00	11:00	0	0	1	7	15	7	0	0	0	0	0	0	0	30	35	32
14:00 1 2 27 12 7 4 0 0 0 0 0 0 0 53 31 25 15:00 0 0 16 29 24 6 1 0 0 0 0 0 76 33 29 16:00 0 <td< td=""><td>12 PM</td><td>1</td><td>1</td><td>7</td><td>9</td><td>11</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>32</td><td>33</td><td>28</td></td<>	12 PM	1	1	7	9	11	3	0	0	0	0	0	0	0	32	33	28
15:00 0 0 16 29 24 6 1 0 0 0 0 0 0 0 0 76 33 29 16:00 0 0 0 6 21 47 15 4 0 0 0 0 0 0 0 0 93 35 31 17:00 0 2 4 30 40 18 3 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 0 3 22 17 5 3 0 0 0 0 0 0 0 0 97 35 31 18:00 0 1 1 4 4 9 19 3 2 0 0 0 0 0 0 0 0 97 35 31 19:00 1 1 1 4 9 19 3 2 0 0 0 0 0 0 0 39 33 30 20:00 0 0 0 0 7 11 2 0 0 0 0 0 0 0 0 0 20 33 31 21:00 0 1 3 5 8 3 0 0 0 0 0 0 0 0 0 0 20 33 31 21:00 0 1 3 5 8 3 0 0 0 0 0 0 0 0 0 0 20 33 31 22:00 0 0 0 1 0 1 2 0 0 0 0 0 0 0 0 0 0 20 33 31 23:00 0 0 1 1 0 1 1 0 0 0 0 0 0 0 0 0 0 0	13:00	1	2	2	14	22	5	0	0	0	0	0	0	0	46	33	29
16:00 0 0 6 21 47 15 4 0 0 0 0 93 35 31 17:00 0 2 4 30 40 18 3 0 0 0 0 97 35 31 18:00 0 0 3 22 17 5 3 0 0 0 0 0 97 35 31 19:00 1 1 4 9 19 3 2 0 0 0 0 0 39 33 30 20:00 0	14:00	1	2	27	12	7	4	0	0	0	0	0	0	0	53	31	25
17:00 0 2 4 30 40 18 3 0 0 0 0 0 0 0 0 97 35 31 18:00 0 0 0 0 0 0 0 0 0 0 0 0 0 34 30 19:00 1 1 1 4 9 19 3 2 0 0 0 0 0 0 0 0 0 39 33 30 20:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15:00	0	0	16	29	24	6	1	0	0	0	0	0	0	76	33	29
18:00 0 0 0 3 22 17 5 3 0 0 0 0 0 0 0 50 34 30 19:00 1 1 1 4 9 19 3 2 0 0 0 0 0 0 0 0 39 33 30 20:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16:00	0	0	6	21	47	15	4	0	0	0	0	0	0	93	35	31
19:00	17:00	0	2	4	30	40	18	3	0	0	0	0	0	0	97	35	31
20:00 0 0 0 0 7 11 2 0 0 0 0 0 0 0 0 20 33 31 21:00 0 1 3 5 8 3 0 0 0 0 0 0 0 0 0 0 20 34 29 22:00 0 0 1 3 0 1 2 0 0 0 0 0 0 0 0 0 0 0 0 4 37 32 23:00 0 0 1 0 1 0 1 1 0 0 0 0 0 0 0 0 0 0	18:00	0	0	3	22	17	5	3	0	0	0	0	0	0	50	34	30
21:00 0 1 3 5 8 3 0 0 0 0 0 0 0 0 0 20 34 29 22:00 0 0 1 0 1 0 1 2 0 0 0 0 0 0 0 0 0 0 4 37 32 23:00 0 0 1 0 1 1 0 1 1 0 0 0 0 0 0 0 0 0	19:00	1	1	4	9	19	3	2	0	0	0	0	0	0	39		30
22:00 0 0 1 0 1 2 0 0 0 0 0 4 37 32 23:00 0 0 0 0 0 0 0 0 0 0 33 36 30 Total 5 15 125 234 292 88 15 0 0 0 0 0 774 % 0.6% 1.9% 16.1% 30.2% 37.7% 11.4% 1.9% 0.0% <t< td=""><td></td><td>0</td><td>0</td><td>-</td><td></td><td></td><td></td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>-</td><td>0</td><td>-</td><td></td><td></td></t<>		0	0	-				0	0	0	0	0	-	0	-		
23:00 0 0 1 0 1 1 0 0 0		0	1	3	5	8	_	0	0	0	0	0	0	0	20	-	
Total 5 15 125 234 292 88 15 0 0 0 0 0 0 774 % 0.6% 1.9% 16.1% 30.2% 37.7% 11.4% 1.9% 0.0%		0	0	1	0	1	2	-	0	0	0	0	0				
% 0.6% 1.9% 16.1% 30.2% 37.7% 11.4% 1.9% 0.0% <t< td=""><td></td><td></td><td></td><td>1_</td><td></td><td>1_</td><td>1_</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>36</td><td>30_</td></t<>				1_		1_	1_									36	30_
AM Peak 07:00 07:00 07:00 08:00 11:00 07:00 07:00 Vol. 1 2 25 22 29 7 1 66 PM Peak 12:00 13:00 14:00 17:00 16:00 17:00		-	-	_					-	-	-	-	-	-	774		
Peak 07.00 07.00 07.00 Vol. 1 2 25 22 29 7 1 66 PM Peak 12:00 13:00 14:00 17:00 16:00 17:00 16:00		0.6%	1.9%	16.1%	30.2%	37.7%	11.4%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
PM 12:00 13:00 14:00 17:00 16:00 17:00 16:00 17:00		07:00	07:00	07:00	07:00	08:00	11:00	07:00							07:00		
Peak 12:00 13:00 14:00 17:00 16:00 17:00 16:00 17:00 16:00 17:00	Vol.	1	2	<u>2</u> 5	22	<u>2</u> 9	7	1_							66		
		12:00	13:00	14:00	17:00	16:00	17:00	16:00							17:00		
		1	2	27	30	47	18	4							97		

Stats

15th Percentile: 22 MPH 50th Percentile: 29 MPH 33 MPH 85th Percentile: 95th Percentile: 37 MPH

43.5%

Mean Speed(Average) : 10 MPH Pace Speed : 29 MPH 25-34 MPH Number in Pace : 526 Percent in Pace : 68.0% Number of Vehicles > 30 MPH: Percent of Vehicles > 30 MPH: 337



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SB								arequests@pdi							Sile CC	ue. IDA
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999	. 010.	% ile	Speed
03/09/									<u> </u>		<u> </u>				70	Opoou
16	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
03:00	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	1	28	27
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
06:00	0	1	2	7	5	2	0	0	0	0	0	0	0	17	33	28
07:00	0	4	31	16	9	3	2	0	0	0	0	0	0	65	31	26
08:00	0	3	8	15	12	4	0	0	0	0	0	0	0	42	33	28
09:00	0	0	3	11	6	3	0	0	0	0	0	0	0	23	33	29
10:00	0	1	2	8	12	3	1	0	0	0	0	0	0	27	33	30
11:00	0	3	1	17	11	4	0	0	0	0	0	0	0	36	33	29
12 PM	0	0	4	16	15	4	0	1	0	0	0	0	0	40	33	30
13:00	0	2	3	15	15	4	0	0	0	0	0	0	0	39	33	29
14:00	3	6	19	24	8	1	0	1	0	0	0	0	0	62	29	25
15:00	0	1	11	24	20	8	0	0	0	0	0	0	0	64	33	29
16:00	1	2	6	20	33	7	2	0	0	0	0	0	0	71	33	30
17:00	0	0	7	22	40	26	3	1	0	0	0	0	0	99	36	32
18:00	1	1	2	14	25	10	2	0	0	0	0	0	0	55	35	31
19:00	0	0	14	18	5	0	0	0	0	0	0	0	0	37	28	26
20:00	0	2	6	11	4	0	0	0	0	0	0	0	0	23	29	26
21:00	0	0	4	5	3	1	0	0	0	0	0	0	0	13	32	27
22:00	0	0	0	3	1	1	0	0	0	0	0	0	0	5	35	30
23:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2	28	27_
Total	5	26	123	253	224	81	10	3	0	0	0	0	0	725		
%	0.7%	3.6%	17.0%	34.9%	30.9%	11.2%	1.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM		07:00	07:00	11:00	08:00	08:00	07:00							07:00		
Peak			0.4	47	40		0									
Vol.		4	31	17	12	4	2							65		
PM	14:00	14:00	14:00	14:00	17:00	17:00	17:00	12:00						17:00		
Peak Vol.	2	6	19	24	40	26	2	4						99		
VOI.	3	6	19		40	∠0	3	1						99		

Stats

15th Percentile: 22 MPH 50th Percentile: 28 MPH 85th Percentile: 33 MPH 95th Percentile: 37 MPH

 Mean Speed(Average):
 29 MPH

 10 MPH Pace Speed:
 25-34 MPH

 Number in Pace:
 477

 Percent in Pace:
 65.8%

 Number of Vehicles > 30 MPH:
 273

 Percent of Vehicles > 30 MPH:
 37.7%



P.O. Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com 164979 B Volume Site Code: TBA

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Peak 07:30 - 05:00 - 07:30 - 04:30 - 07:30 - 04:45 Vol. 45 - 37 - 55 - 91 - 100 - 125	Percent	45.4%		39.3%		54.6%		60.7%							
Vol. 45 - 37 - 55 - 91 - 100 - 125	Day Total		396				560				950	6			
Vol. 45 - 37 - 55 - 91 - 100 - 125	Peak	07:30	_	05:00	_	07:30	_	04:30	_	07:30	_	04:45	_	_	
P.H.F. 0.804 0.578 0.982 0.734 0.893 0.801			-		-		-		-	100	-		-	=	
r.n.r. u.ou4 u.o76 u.982 u.734 u.893 u.801			-		-		-		-		-	0.004	-	-	
	r.n.r.	0.804		U.5/8		0.982		0.734		U.893		บ.ชบไ			



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ND							arequests@pdil						Site Co	oue. TDA
NB Ctart		O 0	0 4.45		0 4	0 4.4-	4 4					C AI-		
Start	Diless	Cars &	2 Axle	D	2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	Tatal
Time 03/08/1	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
	0	4	0	0	0	^	0	0	0	^	0	0	0	4
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 02:00	0	0	0	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
03.00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04.00 05:00	0	4	1	0 0	1	0	0	0	0	0	0	0	0	6
06:00	0	8	5	2	0	0	0	0	0	0	0	0	0	15
07:00	1	34	3 8	2	0	0	0	0	0	0	0	0	0	45
07.00	0	18	6	1	1	0	0	0	0	0	0	0	0	26
09:00	0	14	4	0	2	1	0	0	0	0	0	0	0	20
10:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
11:00	1	12	2	0	0	2	0	0	0	0	0	0	0	17
12 PM	0	24	5	0	1	1	0	0	0	0	0	0	0	31
13:00	0	17	4	0	3	Ó	0	0	0	0	0	0	0	24
14:00	0	14	4	2	2	0	0	0	0	0	0	0	0	22
15:00	1	17	7	2	0	0	0	0	0	0	0	0	0	27
16:00	0	21	7	1	1	0	0	0	0	0	0	0	0	30
17:00	0	33	5	0	0	0	0	0	0	0	0	0	0	38
18:00	0	20	5	0	2	0	0	0	0	0	0	0	0	27
19:00	1	11	5	0	0	0	0	0	0	0	0	0	0	17
20:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
21:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
22:00	0	6	1	0	0	0	0	0	0	0	0	0	Ö	7
23:00	0	4	1	0	0	0	0	0	0	0	Ō	0	0	5
Total	4	288	75	10	14	4	0	0	0	0	0	0	0	395
Percent	1.0%	72.9%	19.0%	2.5%	3.5%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM	07.00	07.00	07.00	00.00	00.00	44.00								07.00
Peak	07:00	07:00	07:00	06:00	09:00	11:00								07:00
Vol.	1	34	8	2	2	2								45
PM	15:00	17:00	15.00	14.00	12.00	12:00								17.00
Peak	15:00	17.00	15:00	14:00	13:00	12:00								17:00
Vol.	1	33	7	2	3	1								38



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ND							arequests@pdil						Site Co	oue. TDA
NB Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	
Time	Dilego			Duose	6 Tire	-		<5 Axi	-	-	<6 AXI Multi	-	>6 Axı Multi	Total
03/09/1	Bikes	Trailers	Long	Buses	o nie	Single	Single	Double	Double	Double	IVIUILI	Multi	iviuiti	Total
	0	0	0	0	0	^	^	^	0	0	0	^	0	0
6	0	0	0	0	0	0	0	0	0	0	0 0	0 0	0	1
01:00 02:00	0	0	0	0 0	0 0	0 0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	-	0	-	0	0	0	_	-	-	-	-	-	•
04:00 05:00	0	2 2	1	0 0	1	0	0	0	0	0	0 0	0 0	0	2
06:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
06:00	0	23	10	2	3	0	0	0	0	0	0	0	0	38
07:00	0	23 19	7	4	ა 0	-	0	0	-	-	0	0	_	36 27
08:00	0	16	4	0	3	0	0	0	0	0	0	0	0 0	2 <i>1</i> 24
10:00	0	10	6	0	3 4	0	0	0	0	0	0	0	0	20
11:00	1	14	4	0	4	0	0	0	0	0	0	0	0	20
12 PM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
13:00	1	21	10	0	1	0	0	0	0	0	0	0	0	33
14:00	0	19	8	2	1	0	0	0	0	0	0	0	0	30
15:00	0	13	3	3	3	1	0	0	0	0	0	0	0	23
16:00	0	21	4	1	0	0	0	0	0	0	0	0	0	26
17:00	1	29	5	0	2	0	0	0	0	0	0	0	0	37
18:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
19:00	0	15	4	0	1	0	0	0	0	0	0	0	0	20
20:00	0	8	4	0	1	0	0	0	0	0	0	0	0	13
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	4	0	Ő	0	0	0	0	0	0	0	0	0	4
Total	3	279	80	9	23	2	0	0	0	0	0	0	0	396
Percent	0.8%	70.5%	20.2%	2.3%	5.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	000
AM						-					,.			
Peak	11:00	07:00	07:00	07:00	10:00	09:00								07:00
Vol.	1	23	10	2	4	1								38
PM	40.00				45.00	45.00			,		,	,		
Peak	13:00	17:00	13:00	15:00	15:00	15:00								17:00
Vol.	1	29	10	3	3	1								37



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OD							arequests@pdil						Site Co	ode. TBA
SB	-	0	0.4.4-		0.4.1.	0.4.1.	4 4 1 -		_ Al.	0.4.1	0.4.1	0.4.1.	0.4.1	
Start	Diles	Cars &	2 Axle	D	2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	T-1-1
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
03/08/1	0	0		0	^	0	•	0	^	0	^	^	•	4
6	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	•	0	0	0	•	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	_	6	0	•	0	0	0	0	ū	0	0	0	9
06:00 07:00	0	23 42	5	0	0	-	•	-	0	0	0	0	0 0	29 49
07:00	0	42 31	5 7	1	2	0	0	0	•	0	•	0	ū	
08:00	0 0	21	8	0	2	1	0	0	0	0 0	0 0	0 0	0 0	41 31
10:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
11:00	0	9	3	0	2	1	0	0	0	0	0	0	0	15
12 PM	0	21	3 4	0	1	0	0	0	0	0	0	0	0	26
13:00	0	18	3	1	2	1	0	0	0	0	0	0	0	25
14:00	0	26	10	1	1	0	0	0	0	0	0	0	0	38
15:00	0	48	12	1	1	0	0	0	0	0	0	0	0	62
16:00	0	62	15	0	3	0	0	0	0	0	0	0	0	80
17:00	1	70	16	0	0	0	0	0	0	0	0	0	0	87
18:00	Ö	33	5	0	1	0	0	0	0	0	0	0	0	39
19:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
20:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
21:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	480	113	5	17	3	0	0	0	0	0	0	0	619
Percent	0.2%	77.5%	18.3%	0.8%	2.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM		07.00	00.00	00.00	07.00	00.00								07.00
Peak		07:00	09:00	06:00	07:00	09:00								07:00
Vol.		42	8	1	2	1								49
PM	17:00	17:00	17:00	13:00	16:00	13:00								17:00
Peak	17.00	17.00	17.00	13.00	10.00	13.00								17.00
Vol.	1	70	16	1	3	1								87



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Axl ulti Total 0 1 0 0 0 0
0 1 0 0
0 1 0 0
0 0
0 0
-
0 0
-
0 0
0 2 2
-
0 25
0 47
0 42
0 21
0 23 0 21
0 24
0 46 0 39
0 60
0 87 0 37
0 29 0 16
0 12 0 3
0 3
0 560
0 560
J /0
07:00
47
17:00
87
<u></u>



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NB								requests@pdi							Sile CC	ue. IDA
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999	rotar	% ile	Speed
03/08/													- 0000		70 110	Ороса
16	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
01:00	0	0	0	1	0	0	0	0	1	0	0	0	0	2	52	40
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
05:00	0	0	0	1	4	1	0	0	0	0	0	0	0	6	34	32
06:00	0	1	3	10	1	0	0	0	0	0	0	0	0	15	28	26
07:00	2	3	5	9	21	5	0	0	0	0	0	0	0	45	33	28
08:00	0	2	2	9	8	5	0	0	0	0	0	0	0	26	35	29
09:00	0	0	1	8	8	4	0	0	0	0	0	0	0	21	35	31
10:00	0	1	2	3	5	2	0	0	0	0	0	0	0	13	34	29
11:00	0	0	2	5	9	0	1	0	0	0	0	0	0	17	33	30
12 PM	0	0	3	7	17	3	1	0	0	0	0	0	0	31	33	31
13:00	0	1	1	10	7	4	1	0	0	0	0	0	0	24	35	30
14:00	0	1	2	10	8	1	0	0	0	0	0	0	0	22	32	28
15:00	0	2	3	11	8	3	0	0	0	0	0	0	0	27	33	28
16:00	0	0	2	11	13	3	1	0	0	0	0	0	0	30	33	30
17:00	2	1	2	5	19	8	1	0	0	0	0	0	0	38	36	30
18:00	0	0	0	10	11	4	2	0	0	0	0	0	0	27	36	32
19:00	0	0	1	9	6	1	0	0	0	0	0	0	0	17	32	29
20:00	0	0	1	2	7	2	0	0	0	0	0	0	0	12	34	31
21:00	0	0	2	1	5	0	0	0	0	0	0	0	0	8	32	29
22:00	0	0	0	2	2	2	1	0	0	0	0	0	0	7	38	33
23:00	0	0	0	1_	2	2	0	00	0	0_	0	0	0	5	37	33_
Total	4	12	32	125	161	52	8	0	1	0	0	0	0	395		
%_	1.0%	3.0%	8.1%	31.6%	40.8%	13.2%	2.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	06:00	07:00	07:00	11:00		01:00					07:00		
Vol.	2	3	5	10	21	5	1		1					45		
PM Peak	17:00	15:00	12:00	15:00	17:00	17:00	18:00							17:00		
Vol.	2	2	3	11	19	8	2							38		

Stats

15th Percentile: 24 MPH 50th Percentile: 29 MPH 85th Percentile: 34 MPH 95th Percentile: 37 MPH

 Mean Speed(Average):
 30 MPH

 10 MPH Pace Speed:
 25-34 MPH

 Number in Pace:
 286

 Percent in Pace:
 72.4%

Number of Vehicles > 30 MPH: 190
Percent of Vehicles > 30 MPH: 48.1%



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NB																
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		% ile	Speed
03/09/																
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
05:00	0	0	2	1	1	0	0	0	0	0	0	0	0	4	31	26
06:00	0	0	1	7	3	5	1	0	0	0	0	0	0	17	37	31
07:00	0	2	2	19	11	4	0	0	0	0	0	0	0	38	33	29
08:00	0	2	0	11	12	2	0	0	0	0	0	0	0	27	33	29
09:00	0	1	4	10	9	0	0	0	0	0	0	0	0	24	31	28
10:00	0	0	5	10	4	1	0	0	0	0	0	0	0	20	31	27
11:00	1	0	0	6	10	3	0	0	0	0	0	0	0	20	34	30
12 PM	0	0	3	5	8	3	0	0	0	0	0	0	0	19	34	30
13:00	0	0	3	13	10	5	2	0	0	0	0	0	0	33	36	30
14:00	0	0	2	13	11	4	0	0	0	0	0	0	0	30	33	30
15:00	0	2	2	5	9	5	0	0	0	0	0	0	0	23	35	30
16:00	0	1	2	10	9	2	1	1	0	0	0	0	0	26	34	30
17:00	0	0	5	10	18	4	0	0	0	0	0	0	0	37	33	30
18:00	0	0	3	7	16	3	0	0	0	0	0	0	0	29	33	30
19:00	0	0	1	6	9	4	0	0	0	0	0	0	0	20	35	31
20:00	0	0	0	4	8	1	0	0	0	0	0	0	0	13	33	31
21:00	0	0	0	3	2	0	0	0	0	0	0	0	0	5	32	29
22:00	0	0	0	0	4	0	0	0	0	0	0	0	0	4	33	32
23:00	0	0	0	1	2	1	0	0	0	0	0	0	0	4	36	32
Total	1	8	35	141	158	48	4	1	0	0	0	0	0	396		
%	0.3%	2.0%	8.8%	35.6%	39.9%	12.1%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM	11:00	07:00	10:00	07:00	08:00	06:00	06:00							07:00		
Peak	11.00	07.00					00.00									
Vol.	1	2	5	19	12	5	1							38		
PM		15:00	17:00	13:00	17:00	13:00	13:00	16:00						17:00		
Peak								10.00								
Vol.		2	5	13	18	5	2	1						37		

Stats

15th Percentile: 24 MPH 50th Percentile: 29 MPH 85th Percentile: 33 MPH 95th Percentile: 37 MPH

 Mean Speed(Average):
 30 MPH

 10 MPH Pace Speed:
 25-34 MPH

 Number in Pace:
 299

 Percent in Pace:
 75.5%

Number of Vehicles > 30 MPH: 179
Percent of Vehicles > 30 MPH: 45.3%



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164979 B Speed Site Code: TBA

SB								arequests@pdi							Site CC	ue. IDA
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999	rotar	% ile	Speed
03/08/											<u> </u>				70	opoou
16	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2	37	30
05:00	0	0	2	3	4	0	0	0	0	0	0	0	0	9	32	28
06:00	0	0	5	4	12	6	1	1	0	0	0	0	0	29	37	31
07:00	0	0	0	17	26	5	1	0	0	0	0	0	0	49	33	31
08:00	0	1	1	14	23	1	1	0	0	0	0	0	0	41	33	30
09:00	0	0	1	10	16	4	0	0	0	0	0	0	0	31	33	31
10:00	0	0	2	5	8	7	0	0	0	0	0	0	0	22	36	32
11:00	0	0	3	5	6	1	0	0	0	0	0	0	0	15	32	29
12 PM	0	0	2	11	10	3	0	0	0	0	0	0	0	26	33	30
13:00	0	1	1	8	12	1	2	0	0	0	0	0	0	25	33	30
14:00	1	0	4	9	18	6	0	0	0	0	0	0	0	38	34	30
15:00	0	1	6	11	33	10	1	0	0	0	0	0	0	62	34	31
16:00	0	1	8	21	37	13	0	0	0	0	0	0	0	80	34	30
17:00	1	1	4	28	41	11	1	0	0	0	0	0	0	87	33	30
18:00	0	1	6	7	19	5	1	0	0	0	0	0	0	39	34	30
19:00	0	0	1	9	12	5	2	0	0	0	0	0	0	29	36	32
20:00	0	0	1	4	10	1	0	0	0	0	0	0	0	16	33	30
21:00	0	0	0	8	2	2	0	0	0	0	0	0	0	12	34	29
22:00	0	0	0	1	1	1	0	0	0	0	0	0	0	3	36	32
23:00	0 2	0 6	0 48	176	1 292	1_ 84	<u>0</u> 10	0 1	0	0	0	0	0	<u>3</u> 619	36	32
Total %	0.3%	1.0%	7.8%	28.4%	47.2%	13.6%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	619		
AM	0.3%	1.0%	7.0%	20.4%	41.2%	13.0%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
Peak		08:00	06:00	07:00	07:00	10:00	06:00	06:00						07:00		
Vol.		1	5	17	26	7	1	1						49		
PM																
Peak	14:00	13:00	16:00	17:00	17:00	16:00	13:00							17:00		
Vol.	1	1	8	28	41	13	2							87		
	•	•												<u> </u>		

Stats

15th Percentile: 25 MPH 50th Percentile: 30 MPH 34 MPH 85th Percentile: 95th Percentile: 37 MPH

53.1%

Mean Speed(Average):
10 MPH Pace Speed: 30 MPH 25-34 MPH Number in Pace : 468 Percent in Pace : 75.6% Number of Vehicles > 30 MPH: Percent of Vehicles > 30 MPH: 329



P.O. Box 301 Berlin, MA 01503 Office: 508.481.3999 Fax: 508.545.1234 Email: datarequests@pdillc.com 164979 B Speed Site Code: TBA

SB																
Start	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	Ave
Time	14	19	24	29	34	39	44	49	54	59	64	69	9999		% ile	Speed
03/09/																
16	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2	37	32
05:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	33	32
06:00	0	0	0	10	10	5	0	0	0	0	0	0	0	25	35	31
07:00	0	0	4	12	20	10	1	0	0	0	0	0	0	47	35	31
08:00	0	1	4	9	21	6	1	0	0	0	0	0	0	42	34	31
09:00	0	0	1	5	9	5	1	0	0	0	0	0	0	21	36	32
10:00	0	0	3	4	12	3	1	0	0	0	0	0	0	23	34	31
11:00	0	1	2	6	9	3	0	0	0	0	0	0	0	21	33	30
12 PM	1	0	1	4	11	3	0	0	0	0	0	0	0	20	34	30
13:00	0	0	2	10	8	4	0	0	0	0	0	0	0	24	34	30
14:00	3	2	1	21	16	3	0	0	0	0	0	0	0	46	32	28
15:00	1	0	1	13	22	1	1	0	0	0	0	0	0	39	33	30
16:00	0	1	5	14	34	4	2	0	0	0	0	0	0	60	33	30
17:00	0	0	1	31	42	12	0	1	0	0	0	0	0	87	33	31
18:00	0	2	2	7	16	10	0	0	0	0	0	0	0	37	36	31
19:00	0	1	3	11	11	3	0	0	0	0	0	0	0	29	33	29
20:00	0	0	2	5	6	2	1	0	0	0	0	0	0	16	35	30
21:00	0	0	1	4	5	2	0	0	0	0	0	0	0	12	34	30
22:00	0	0	0	0	1	1	1	0	0	0	0	0	0	3	41	37
23:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3	27	25_
Total	5	8	35	169	255	78	9	1	0	0	0	0	0	560		
%	0.9%	1.4%	6.3%	30.2%	45.5%	13.9%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM		08:00	07:00	07:00	08:00	07:00	07:00							07:00		
Peak		06.00	07.00	07.00	06.00	07.00	07.00							07.00		
Vol.		1	4	12	21	10	1							47		
PM	14:00	14:00	16:00	17:00	17:00	17:00	16:00	17:00						17:00		
Peak	14.00	14.00	10.00	17.00	17.00	17.00	10.00	17.00						17.00		
Vol.	3	2	5	31	42	12	2	1						87		

Stats 15th Percentile :

15th Percentile: 25 MPH 50th Percentile: 30 MPH 85th Percentile: 34 MPH 95th Percentile: 37 MPH

 Mean Speed(Average):
 30 MPH

 10 MPH Pace Speed:
 25-34 MPH

 Number in Pace:
 424

 Percent in Pace:
 75.7%

 Number of Vehicles > 30 MPH:
 292

 Percent of Vehicles > 30 MPH:
 52.1%

	Police Use Only		umonwealth (of Massachuse	tts	RMV Docu	oment Number
	Date of Crash Time of Crash 08/04/2012 00:31 SOUTHBO	City/Town ROUGH	Motor Vel	iícle Crash	Number Number Vehicles Injured		State Police
	24HR 277	262875	Police	Keport	1 0	Longitude	MBTA Police
	AT INTERSECT	ION:	. 🔦 💛 1.00	ATRON	NO	'AT INTERSI	ECTION:
	PT LOC WOLD			•			, <u>1</u>
1 6	Route# Direction PLAGG NOAD	ions of Rosdway/Stre	ert	Routes Direction Ac	idress#	Name of Roadway'S	
l		At		0 Feet NS	0.0	- or	
	9 W TURNPIKE ROAD Route# Direction Name of Into	arsecting Roadway/Sta	985	- 1 1419	B VV OI Mile M		Exit Number
		niersection with		0 Feet NS	EW of		1
2	Table 1 Table			0 Feet NSI	Route# EW of	Intersecting Road	way/Street
	Rouses Direction Name of Inte	rsecting Roadway/Siz	eet			Landmark	
3 1	Please Select One of the Following Vehicle 1 1 / On	ccopants 🔲 18675	tun 🛛 Мөреd	Crash Report ID# 262875		The second secon	
L	License #	St MA DOB/Age	Regi		Reg Type	PAN Reg St	tate MA
	t9 19	20	· · · · · · · · · · · · · · · · · · ·	Yeur 2883 Veh		_	21 3
4 1			Endorsement			ven con	
1	Address	જા	Middle	- State	First	Midale	P SAME
	Available		Addr	•	***************************************		ak //
	City LUNENBURG	•		LUNENBURG	22 Дап		ip 01462 27 3 27 27
	Insurance Company <u>COMMERCE INSURAN</u>		-	ie Action Prior to Crash	3 Test		28
5 98	Vehicle Travel Direction VS E W	Responding to Emer	gency? 2 Event	Sequence 40 10 23	Typ	of Test:	29
	Citation # (If Issued)		Most	Harmfol Event 19 24	BAC	Test Result:	30
6 ,	Viol 1: Ch/Sec/SubV	iol 2: Ch/Sec/Sub		r Contributing Code 19	<u> </u>	- المستنفذة	usp. Drug: 32 13
1		iol 4: Ch/Sec/Sub		2231.000.00	101	1	33
	Place fill aut for operator/non-motorist a Name (Last First Middle)	ntd all occupants invo	ived Address	S	34 35 36 3 cat Gafery Airbag Ej- os System Status Co	set Trap Injury Trans de Code Status Code	sp. e. Medical Facility
	Operator	S	ee Above		1 2 0		
ŀ							
7							
3	Please Select One Vehicle/Occ	upants 🔲 Neo-M	lotorist A Type	S Action Loca	tion Conditi	en Hit/R	tan 🗆 Moped
and Dian					13.1.1.13		
actife transition	License #S	DOB/Age			•	Reg Sta	te
	Sex Lic. Class Lic. Resh	rictions	CDL Veh Ye Endorsement	earyeb h	iske	Veh Confi	g.
8 i	Operator Last Firs	1	Middle Owner	1,851	Pirat	Midde	
	Address	THE STATE OF THE S	h dd: es	Section Commission of Conference on the Conferen	······································		14
articonting _W	City	StateZip	City			StateZip	
BORFAREDWA	Ізанганся Сыпрану		Vebicie	Action Prior to Crash	22 Dame	ged Area Code:	<u>*'1 * *'1 *'1 *'1 *'1 *'1 *'1 *'1 *'1 *'</u>
2000 values of the Control of the Co	Vehicle Travel Direction:	Responding to Emerg	ency? Event §	Sequence 23 23		itatus:	
-	Citation # (If Issued)		Most H	asmful Event 24	• • • • • • • • • • • • • • • • • • • •	of Test: Test Result:	<u> </u>
	Viel 1: Ch/Sec/SubVie	12: Ch/See/Sub	Doiver :	Contributing Code	25 25	77	sp. Drug: 32
1		4: Ch/Sec/Sub		Distracted by 26		i from scene?	≟
ľ	Please fill out for operator/non-motorist an Name (Last First Middle)	ed all occupants involv	red Address	DOB/Age Sex Po	35 36 37 at Safety Airbag Ejec	t Trup Injury Transp c Code Status Code	Medical Facility
	Operator/Non-Motorist	Se	e Above	DOBINGE SET IN		- Code Gradus Code	- FROM
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The state of the s	$n \boxed{1} = Vehicle \ 1 \boxed{2} = Vehicle \ 1$	hicle 2 = Pedestriae	a-a = Bicycle
Crash Diagram ie: 🛶	>[<u>1</u>] <	→> Ŷ	→> 83
	V VV-		If Crash Did Not Occur
			on a Public Way:
- The state of the	j l		P GHYCAPAG
			☐ Off-Street Parking Lot
			☐ Garage
	- volumental services of the s		
			☐ Mall/Shopping Center
			O Other Private Way
			et all vivors
ì			Indicate North by Arrow
			and the state of t
			14 A PF REAL PROPERTY OF THE P
		Annual Control of Cont	ent control
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	ON WITH TURNPIKE ROA HE SIDE OF THE ROAD, V	A E E SA CONTRACTOR TAR LESSON	BY TO HAVE THE CONTROL
DONE TO A RIDE	VEHICLE, I ALSO OBSEI ANT (OWNED BY THE TO	IVA CIE VII THRODALIC	EAVY DAMAGE H- WATER DEPT)
WAS NOT HURT.	DE OF FLAGG ROAD. DR AND DID NOT APPRAR TO	VER.	DOB COLUMN AND A STATE OF THE S
VEHICLE WAS TO	TATED THAT SHE DID NO WED FROM THE SCENE I	YE REALIZE THE HYDR.	ANT WAS THERE.
ALVINE TERRITOR	AN ACCIDENT REPORT; ADVISED OF THE DAMA	A NITE TO THE EXTENSION AND THE PARTY AND	WAS WAS
	THE TILLES OF PRINT DIAMER	SELOCIE TO THE HYDR	AIVE.
The state of the s	Additions to the control of the cont		
- Frimes: es			
Name (Last, First, Middle)	Address		Phone # Statement
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	4. Westmanners (19.04)	THE CONTRACT OF THE CONTRACT O	And the state of t
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Property Hanage Owner (Last, First, Middle) Address	Phone		
ISI CORDAYICLE		7 7 7 7 5 5 CT 1	ption of Damaged Property
OUTHBOROUGHDPW SOUTHBOROUGH	MA 01772		
OUTHBOROUGHDPW SOUTHBOROUGH			
SACTREOROUGH			
Truck and Bus Safarmation: Registration #		rom Vehicis Section)	
Truck and Bus Safarmation: Registration #			Bus Use
Truck and the Information: Registration #			Bus Use
Truck and fine Information Registration F	City		St Zip
Truck and Size Information Registration / Carrier Name Address IS DOT #: State Number	City		St Zip
Truck and Bus Information: Registration #	City Youing Sta	мс/мхлсс в	St Zip
Truck and Bus Information: Registration #	City	мс/мхлсс в	St Zip
Truck and fine information: Registration #	City Issuing Sta GVWR/GCWR Reg State Reg	veMC/MXЛСС ф YessTruiler Length	St Zip
Truck and fine information: Registration #_ Carrier Name Address IS DOT #: State Number Interstate Cargo Body Type Code Trailer Reg #: Reg Type Hazmal Information:	City Youing Sta	veMC/MXЛСС ф YessTruiler Length	St Zip

	Police Use Only		nmonwealth o	f Massachuse	t ts	RMV Doc	ument Number]
	Date of Crash Time of Crash 10/30/2012 23:38 SOUTHE	City/Town SOROUGH	Motor Veh	icle Crash	Number Num Vehicles Inju	1 -	State Police Local Police	
	24538 277		Police	Report	1 1	Loogande	MBTA Police	
	AT INTERSECT	TION:	100	ATION	N	OT AT INTERS	ECTION:	
					X	den e se de de la compania de la compania de la comp		10
1	Roote Direction	Name of Roadway/Str	****	S 40 Routel Direction A	ddress#	FLAGG RD Name of Randway/	Street	2
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	razzoneana.			0 Feet NS		or		90000000000000000000000000000000000000
	<u> </u>	nersecting Randway/Si	red	0 Feet NIST	EW of	e warker	Exit Number	
	Also at	Intersection with		a see Mal	E VV) or Route	Intersecting Rose	ivey/Street	11
2 2				0 Feet NS	EM or	•	•	ilionen de la companya de la company
L	Routed Direction Name of in	itersecting Roadway/St	reet			Landmerk		
3 3	Please Select One X Vehicle 1 1/6	Occupants 🔲 Hit/	Run Moped (Crash Report ID# 267664	•			C
<u> </u>								
	Lixense # 191 19	_St MA_DOB/Age			Reg T	ype <u>PAN</u> Reg S	State MA	12
		estrictions	3	енг <u>1992</u> Vei	Muke TOYOTA	Veh Co	ntig.	3
4 1	Operator Same	<u> </u>	Middle Overser		Miss	<u>.</u>		
L_	Address	734.95	Addre		FILSE	Midd	ie	
	City_SOUTHBOROUGH	State MA Zi	p 01772 City 3	SOUTHBOROUGH		State MA 3	hp 01772	
	Insurance Company COMMERCE INSURA			e Action Prior to Crash	22	Damaged Area Code: 11	27 . 27 . 27	
E					\$4 \$ 000 5 3 64	Test Status:		
5 98	Vehicle Travel Direction N & E W	Responding to Eme	rgency? 3 Event:	35 126	140 1 1	Type of Test:	29	
	Citation # (If Issued)		Most I	Iarvnful Event 43	<u> </u>	BAC Test Result:	10	
6	Viol 1: Ch/Sec/Sub 90 24	Viol 2: Ch/Sec/Sub	0 24i Driver	Contributing Code	المتبحد المتحدد المتحدد المتحدد	iusp. Alcohol: 31 5	iusp, Drug: 32	13
0 2	Viol 3: Ch Sec/Sub	Viol 4: Ch/Sec/Sub	Driver	Distracted by 20		Towed from scene? 1.	33	
Linear-	Piesse fill out for operator/non-motorist Name (Last First Middle)	t and all occupants inv	olved Address		34 35 36 Seat Safety Airbag Pos System Status	37 38 39 4 Eject Trap Injury Tra Code Code Status Co	uspi.	
	Operator		See Above		98 4	6 2 3 2		TIER YXOCHS
					76 ×	2 3 2	UMIASS WORCES	ier noori
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7			ı.					
	Please Select One	ccupants U Non-N	Actorist A Type	Action dad Lec	crien: Con	dition 🔲 🗖 Hit/	Run Maped	
	License /	StDOB/Age	Res #		Rep Tv	peXog St	ate	
	£9 19	20 strictions				Veh Con	21	
8 .	***************************************	Strictories	Endorsement		PAT WALL	- Far Con	""· \	
4	Operator Last //	rsi	Nidote Owner	I.ast	i irs:	Middle		
	Address		Address					14
	City,	State Zip			***************************************		P	3.78
	Insurance Company	**************************************	Vebicle	Action Prior to Crash	22 D	amaged Area Code:	28 28 27 T	***************************************
	Vehicle Travel Direction: NSEW	Responding to Emer	gency? Event So	equence 23 23		est Status:	29	
ġ —	Citation # (If Issued)		Most Ha	ırmful Event 24	_	ype of Test:	30	
2	Viel 1: Ch/Sec/SubV	ini 2: Ch/Sec/Sub	Driver €	Contributing Code	25 25	AC Test Result: AC Alcohol: 31 St	sp. Drug. 32	
		loi 4: Ch/Sec/Sub		Histracted by 26	استنسا استنسا	•	33	
	Please fill out for operator/non-motorist	and all occup ant s invol		s	****	J7 J8 J9 40 Eject Trap Injury Trans		
j	Name (Last First Middle) Operator/Non-Motorist	1	Address ee Above	DOR/Age Sex Po	s. System Status	Code Code Status Code	Medical Facility	
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	=Direction 1]=Vehicle 1	2 = Vehicle 2	9= Pedestria	n -8=Bicycle	
Cresh C. gram:	ie: →> <u>⊤</u>] 🖚	2	→> Ŷ	∳ > ĕð	
					If Crash <u>Did Not</u> Con a Public Way:	Net/Janish Hallphiddleydd y
			1		□ Garage	(nishta and n
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			<u> </u>		□ Mall/Shopping (**(thiste
				de un manifest de la constitución de la constitució	□ Other Private V	Vay
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						r constant
Property Damage:					winting of Danacad Property	
	Address	······································	Phone #	STON	cription of Damaged Property E WALL AND LAWN DAMAGE	
\$0	UTHBOROUGH M	IA 61772		97		The second secon
	-					
Truck and this information: Carrier Name	Registration #		(From \		Bus Use	
Address			City		<u> </u>	
	Namber				NO. LE LLANGUELLE PURE UN A PROMONDE MANAGEMENT AND	AMERICAN SECURIT
Interstate Cargo Body Type Code	3.34	GVWR/GCWR	45		Rec eived	
Trailer Reg #:	Reg Type	Reg State	Reg Year	Trailer Le	ngth x	
Hazmat Information: Placard Material 1 digit #	48 Material Name	, <u></u>		Material 4 digit #	Release Code	49

Department

	Police Use Only	Cor	nmonwealt	h of Massa	chusett	s [RM	V Document N	anber
	Date of Crash Time of Crash 11/26/2012 23:15 SOUTHE	City/Town IOROUGH	Motor V	ehicle Cra	ਾਇਆ ≗	Number Num Vehicles Inju		it 30 State Po	
	11/25/25/2 DOIS SOUTH		ž.	ce Report	WPANTERNY	1 0	Longitude		Police 🗆
	AT INTERSEC	ΓΙΟΝ:		CATION	WW.	N		TERSECTIO	N:
				taya kerinta da Salasa da Karasa sa Salasa da Salas					
13								LOVERS LN	
* 4	Routes Direction	Name of Roadway/Stre	eet	Ronte# Direc	tion Addr	ess#	Name of R	leadway/Street	
·		At		0 Feet	NSE	W of _0.0_	*	or.	SUMBINO STATE
	Routes Direction Name of In	mersecting Roadway/Str	rzet				Marker	Exit Nun	aber
	<u> </u>	Intersection with		6 Feet	NSE				
2	e anae			0 Feet	NSEN	Route Monte	# Intersect	ting Roadway/Street	nt o a state of
1	Routes Direction Name of In	nersecting Readway/Str	reet	The state of the s	14/12/12/1	<u> </u>	Lee	dinark	
3	Pierse Select One				*		O(1)		
1	Please Select One	Occupanis U Hit/F	Rim Mope	f Crash Report ID	269217				
	License #	St MA DOB/Age		Repl C			уре 📿	Reg State	
	19 19	20		, , , , , , , , , , , , , , , , , , , ,					21
		estrictions I	Endorsement	Ven Year 1993	Veb Ma	THE TOYOTA	<u>.</u>	ven Config. 1	
4 1	Operator St.	ints:	E Middle	Owner		First		Middle	
L	Address			lddress					
	City_MARLBOROUGH	State MA Ziq	p <u>01752</u>	City MARLBOROUG	н		State_}		
	Insurance Company COMMERCE INSUR-	INCE	· · · · · · · · · · · · · · · · · · ·	Vehicle Action Prior to	Crash	22 I	Damaged Area Coo		8 27
5	Vehicle Travel Direction NSEW	Responding to Eme			23 23	10.20	Test Status:	25	OPERATOR IN
~		assponding to Ame			1. 1. 2. 1. 24]		Type of Test:	25	-OTFANISHEN
	Citation # (If Issued)		ř.	Aesi Harenful Event	[10]		BAC Test Result:	36	
	Viol 1: Ch/Sec/Sub	Viol 2: Ch/Sec/Sub		briver Contributing Co	سنستنسا	23 S	usp. Alcohol:	3 Susp. Drug:	32
6 t	Viol 3: Ch/Sec/Sub	Viol 4: Ch/Sec/Sub	I .	river Distracted by	26		owed from scene?	اشتنت	
	Please fill out for operator/new-motoris	s and all occupants bove		Transit i	34 Seat	35 36 Safety Airbug	37 38 Fject Trap Inj Code Code Sta	39 40 ery Transp. tus Code Medica	10-10-
	Name (Last First Middle) Operator		Address See Above	DOB/Age	Sex Pos				d Facility
			- Marine		 	99 4	0 0	5 1 1	
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l					- veneration				Ì
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7									
1	Please Select One Vehicle #0	CCSUPADES D Non-N	dotorist A Type	15 Action	16 Location	ı 17 Con	dition 1.8	□ Ba/Rum □	Moped
	of the Pollowing:				<u>. 19</u>				
hattowash	License #	StDOB/Age	R	eg #		Reg Ty	pe	_Reg State	
aceter 1		strictions 20		eh Year	Ven Mal	Ke		Veh Config.	
7	Operator		EndorsementO	witer					akinda kanana kanan
	Linat. 19	irsk	Middle	ι.	adi.	First		Middle	- Landwickship
The second second	Addignes	Page (Apple - Str. Office and Apple -					_		- 1
A PAYAGE STATE OF THE PAYA	City	StateZip	C	íty	······································		State	Záp	<u> </u>
	insurance Company			ekiele Action Prior to (<u> </u>		amaged Area Code	28	
VIII.ARIZBAVOL	Vehicle Travel Direction: NSEW	Responding to Emerg	gency? Ev	rent Sequence	23 23		est Status:	29	vjetnostasi
	Citation # (If Issued)		М	ost Harmful Eveat	24		pe of Test:	30	Helekspanings
2	Vial 1: Ch/Sec/Sub	lial 1. Ch/Sm/Such	L7*	river Contributing Cod		25 25	AC Test Result:	31 Susp. Drug:	32
2				river Continuousing Con river Distracted by	26		sp, Alcohor;	33]	
	Viol 3: Ch/Sec/SubV Please fill out for operator/non-motorist	Tol 4: Ch/Sec/Sub		Decrees by	1 1			7 40	
	Name (Last First Middle)	respective to you	Address	DOB/Age	Sex Pos. :	Safety Airbag i	cject Trap Inju Code Code Stint	g 40 try Fransp is Code Medicul	Facility
	Operator/Non-Motorist	Se	ee Above						
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	→> = Direction [= Vehicle 1	2 = Vehicle 2	9=Pedestr	ian 55 =Blcycle
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	i		Annual Company Annual Company		
		1	<u> </u>		☐ Mall/Shopping Center
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So on a service a go	icle was traveling no og ran in front of his	venicae. Opera	for stated that l	e swerved	
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not	injured in the crash.	The vehicle wa	is towed by Ted	's Towing,	
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iterstate Cargo Body Type	Code 12 (JVWR/GCWR			
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Department

SOUTHBOROUGH POLICE DEPARTMENT

SUPPLEMENTAL CRASH NARRATIVE

case #: 271417

In# narrative

923 SOUTH ON FLAGG ROAD PRIOR TO THE CRASH, FRESH TRACKS IN THE SNOW ON 024 THE NORTHBOUND SIDE OF THE ROAD LEND EVIDENCE TO BELIEVE THAT 025 HAD CROSSED INTO THE ONCOMING LANE AND DRIVEN OFF THE SHOULDER, 026 STRIKING A LARGE STONEWALL, LOCATED IN FRONT OF 58 FLAGG ROAD. 027 VEHICLE CAUSED SIGNIFICANT DAMAGE TO THE STONE WALL ON BOTH 028 SIDES OF THE DRIVEWAY TO 58 FLAGG ROAD, IN ADDITION, VEHICLE 029 STRUCK THE COPPER MAILBOX, KNOCKING IT FROM IT'S GRANITE POST, AS 030 WELL AS A MODERATELY SIZED (8-10 INCH) OAK TREE. HER VEHICLE THEN 031 CONTINUED APPROXIMATELY 50 YARDS, LEAVING DEEP GOUGES IN THE PAVEMENT 032 BEFORE COMING TO A STOP IN FRONT OF 60 FLAGG ROAD IN THE SOUTHBOUND 033 LANE. 034 THE CRASH CAUSED EXTENSIVE DAMAGE TO THE FRONT END OF 035 VEHICLE. THE CRASH CAUSED THE SIDE AIRBAGS TO DEPLOY ON BOTH SIDES OF 036 THE VEHICLE, HOWEVER THE FRONT AIRBAGS DID NOT DEPLOY. WAS 037 WEARING HER SEATBELT AT THE TIME OF THE CRASH. 038 TED'S TOWING WAS NOTIFIED TO COME RECOVER THE VEHICLE. WAS 039 TAKEN INTO CUSTODY. THE CRASH OCCURRED ON A PUBLIC WAY IN THE TOWN OF 040 SOUTHBOROUGH. 041 042

01/14/16 12:44 v5.50

SOUTHBOROUGH POLICE DEPARTMENT LOG REPORT

PAGE: 1 TTYP1 -70

shift: C

date: 04/14/13 SUNDAY

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INVOLVED IN MINOR MVA 30	}
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Oper: Costo Costo	
WAYLAND, MA 01778	•
*** UNIT(S) ***	
94 * SOH P T. ROCK 5	7 -57
r> 18:39 d> 18:39 a> 18:41 c> 18:52 k> h>	
*** COMMENTS ***	
94 SOH 18:39:10 CD-161-RP STATES DAUGHTER INVOLVED IN MINOR MVA 5	7 -
94 SOH SHE WOULD LIKE AN OFFICER TO CHECK ON HER. 5	7 -
94 SOH 18:41:00 ON SCENE 5	7 -
94 SOH 18:52:02 CLR. REPORT TO FOLLOW 5	7 -
94 SOH MV 1 MA REG MA OLN 5	7 -
94 SOH MV 2 NH REG MA OLN 5	7 -

officer's signature

date

	Police Use Only	Cor	nmonwealth	of Massachuset	ts 🗆	RMV D	eument Number
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	Insurance Company PREMIER INSURANCE		Ve	hicle Action Prior to Crash	97	Bamaged Area Code:	28
5 2	Vehicle Travel Direction NSEW	Responding to Eme	ergency? 2 Ev	ent Sequence 23 2 21 21	3 23 23	Test Status:	29
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	Please Select One Vehicle# Occurred the Following:	upants 🏻 Non-	Mictorist A Type	Action Luca	etien Co	ndition U 1	∰Kun ☐ Moped
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	Operator/Non-Motorist	4	See Above				
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	If Crash Did Not Occur
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	☐ Mall/Shopping Center
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THE BACK WINDSHIELD, SHE WAS CHARGED WITH (AND OPEN CONTAINER OF ALCOHOL IN VEHICLE, SI	HE WAS TRANSPORTED TO
UMASS WORCESTER HOSPITAL BY THE EMT'S, VEHI DAMAGE WAS DONE TO THE ROCK WALL AND THE	CLE TOWER FRON THE SCPNE
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Witnesses: Name (Last, First, Middle) Address	Phone # Statement
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	City SOUTHBOROUGH	State <u>MA</u> Zip	01772 City			State RI	201 001 001 001	
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5 98	Vehicle Travel Direction NSEW	Responding to Emerg	ency? 2 Event	Sequence 37	23 23 23	Test Status: Type of Test;	29	
L	Citation # (If Issued)		Mast	Harmful Event 97	24	BAC Test Result:	36	
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[·	Please Scient One Vehicle Occa	spants D Non-Mi	otorist A Type	Action Lo	cation C	endition	Hit/Run Moped	
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7 2	Viol 1: Ch/Sec/SubViol	2: Ch/Sec/Sub	Driver	Contributing Code	75 25	BAC Test Result: Susp. Alcohol:	31 Sasp. Drug: 32	
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6968F-6-1	Viol 3: Cla/Sec/Sub Viol Please fill out for operator/non-motorist an	4: Ch/Sec/Sub d all occupants involve			M 35 36 Seat Safety Airbag	T 37 T 38 T 39	40 Tears	
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No. Consoderance								
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If Crash Did Not Occur on a Public Way:
On a Public Way: Off-Street Parking Lot Garage Mall/Shopping Center Other Private Way Indicate North by Arrow Indicate North by Arrow A VERICLE #1 A VERIZON DITLOTY POLD GUIDE WIRE CAME UNDONE CAUSING THE WIRE TO HANG LOW DATO THE STREET. THE GUIDE WIRE LANDED ON VERICLE #1 AND DAMAGED MANY AREA FO THE VERICLE. NO INJURIES WERE REPORTED AT THE SCENE, VEHICLE #1 WAS NOT TOWED. **A CALL WAS PLACED TO THE VERIZON EMERGENCY WIRES DOWN PHONE NUMBER (\$00) 446-8946. **AS OF 9500 HRS ON 97-19-13, THE WIRES WERE STILL NOT REPAIRED ON FLAGG RD **
Garage Mall/Shopping Center Other Private Way Indicate North by Arrow
Mall/Shopping Center Other Private Way Indicate North by Arrow Indicate
Indicate North by Arrow Vehicle #1
Indicate North by Arrow Wehicle #1
Indicate North by Arrow Was traveling fasterly on flagg RD near #67. A verizon utility pole guide wire came unnone causing the wire to Hang Low into the street. The guide wire landed on vehicle #1 and Damaged many areas to the vehicle. No injuries were reported at the scene, vehicle #1 was not towed. ** A CALL Was placed to the verizon emergency wires down phone number (\$60) 446-8946. ** AS OF 0500 HRS ON 07-19-13, THE WIRES WERE STILL NOT REPAIRED ON FLAGG RD ***
Wehicle #1
HANG LOW INTO THE STREET. THE GUIDE WIRE LANDED ON VEHICLE #1 AND DAMAGED MANY AREAS TO THE VEHICLE. NO INJURIES WERE REPORTED AT THE SCENE, VEHICLE #1 WAS NOT TOWED. ** A CALL WAS PLACED TO THE VERIZON EMERGENCY WIRES DOWN PHONE NUMBER (800) 446-8946. ** AS OF 0500 HRS ON 07-19-13, THE WIRES WERE STILL NOT REPAIRED ON FLAGG RD ** ** AS OF 0500 HRS ON 07-19-13, THE WIRES WERE STILL NOT REPAIRED
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Name (Last, First, Middle) Address Phone # Statemen
Propert) Dansage: Owner (Last, First, Middle) Address Phone # 4f-Fype Description of Damaged Property
Fruck and Bus Life station Registration # (From Vehicle Section)
Carrier Name Bus Use
Address
US DOT #: Issuing State MC/MX//CC #:
Interstate Cargo Body Type Code GVWR/GCWR
Trailer Reg #: Reg Type Reg State Reg Year Trailer Length
Hazmat Information:

Department