



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.

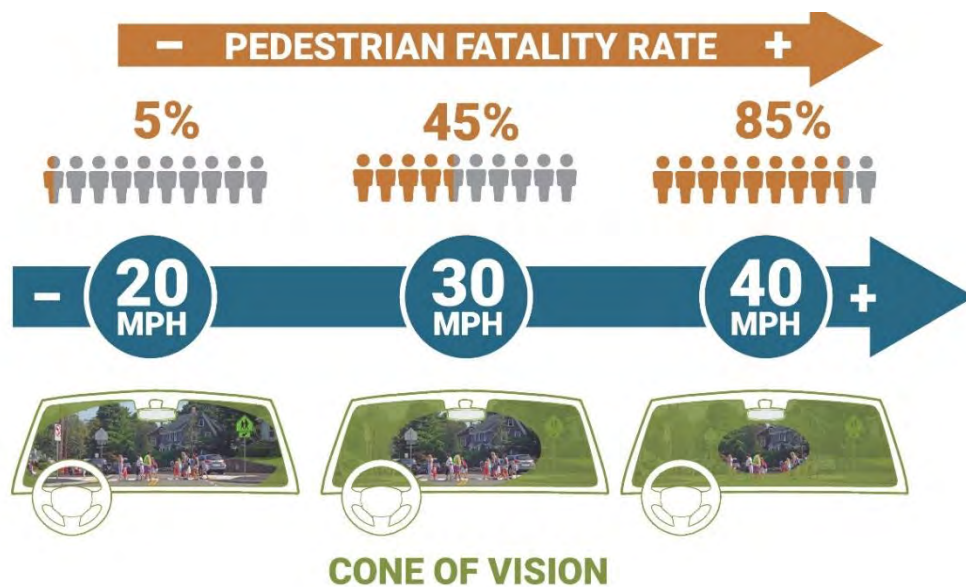
Safety conditions along Flagg Road and Deerfoot Road have been raised as a concern by residents. Primary issues that have been raised include, excessive vehicles speeds, cut-through traffic, the presence of school-aged children, and lack of pedestrian accommodations along the corridors. These concerns 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

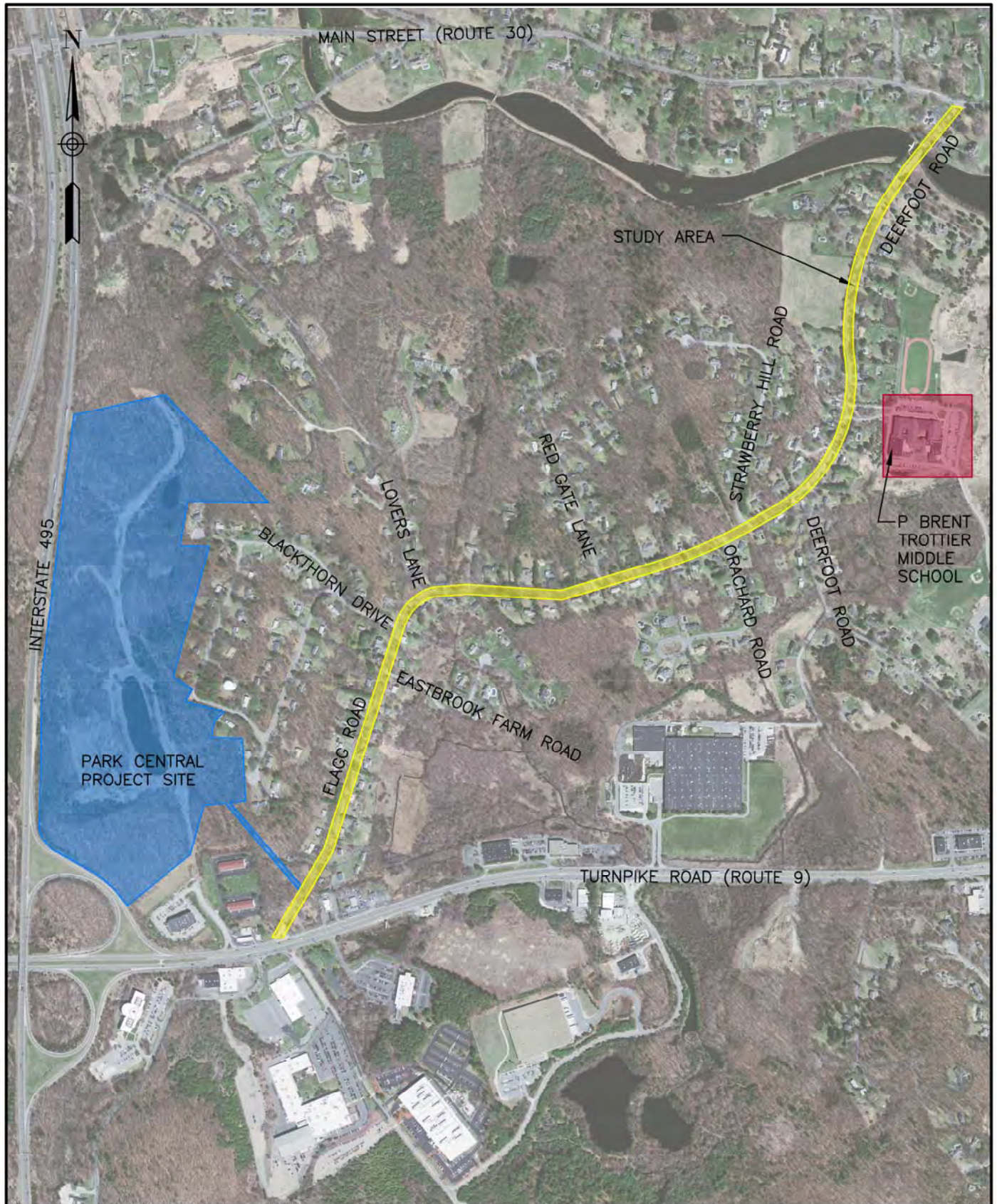
Road intersects Main Street from the south and is under stop control. The character of the approximately 0.6-mile segment of roadway within the study area is rural in nature and is lined by single-family residential homes, as well as the P. Brent Trottier Middle School. The majority of Deerfoot Road 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



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FLAGG ROAD/DEERFOOT ROAD ROADWAY SAFETY STUDY

TOWN OF SOUTHBOROUGH
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FIGURE 1

LOCATION MAP

Volume and Speed Data

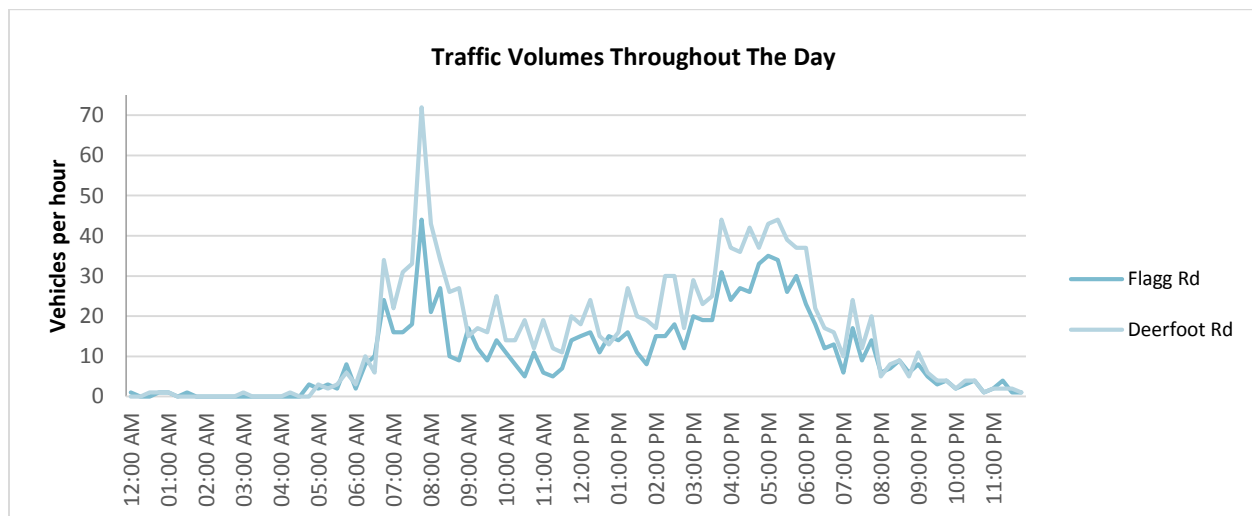
Traffic volume and speed data along Flagg Road and Deerfoot Road have been previously collected as part of the Park Central development Traffic Impact and Access Study. Automatic Traffic Recorder (ATR) counts were collected for a concurrent 48 hours on Tuesday, February 5th and Wednesday, February 6th,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

| 2013 ATR Data Summary | | | | | | | | | | | |
|--|---------------------------|---------------------------|---------------------------|---------------------------------------|-------------------|--------------|--------------------------|------------------------|--------------------------|---------------------|--|
| Location | Daily | Morning Peak Hour | | | Evening Peak Hour | | | Percent Heavy Vehicles | Posted Speed Limit (mph) | Average Speed (mph) | 85 th Percentile Speed ^e (mph) |
| | Volume (vpd) ^a | Volume (vph) ^b | K Factor (%) ^c | Directional Distribution ^d | Volume (vph) | K Factor (%) | Directional Distribution | | | | |
| 2013 ATR Data | | | | | | | | | | | |
| 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 |
| 2016 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 |

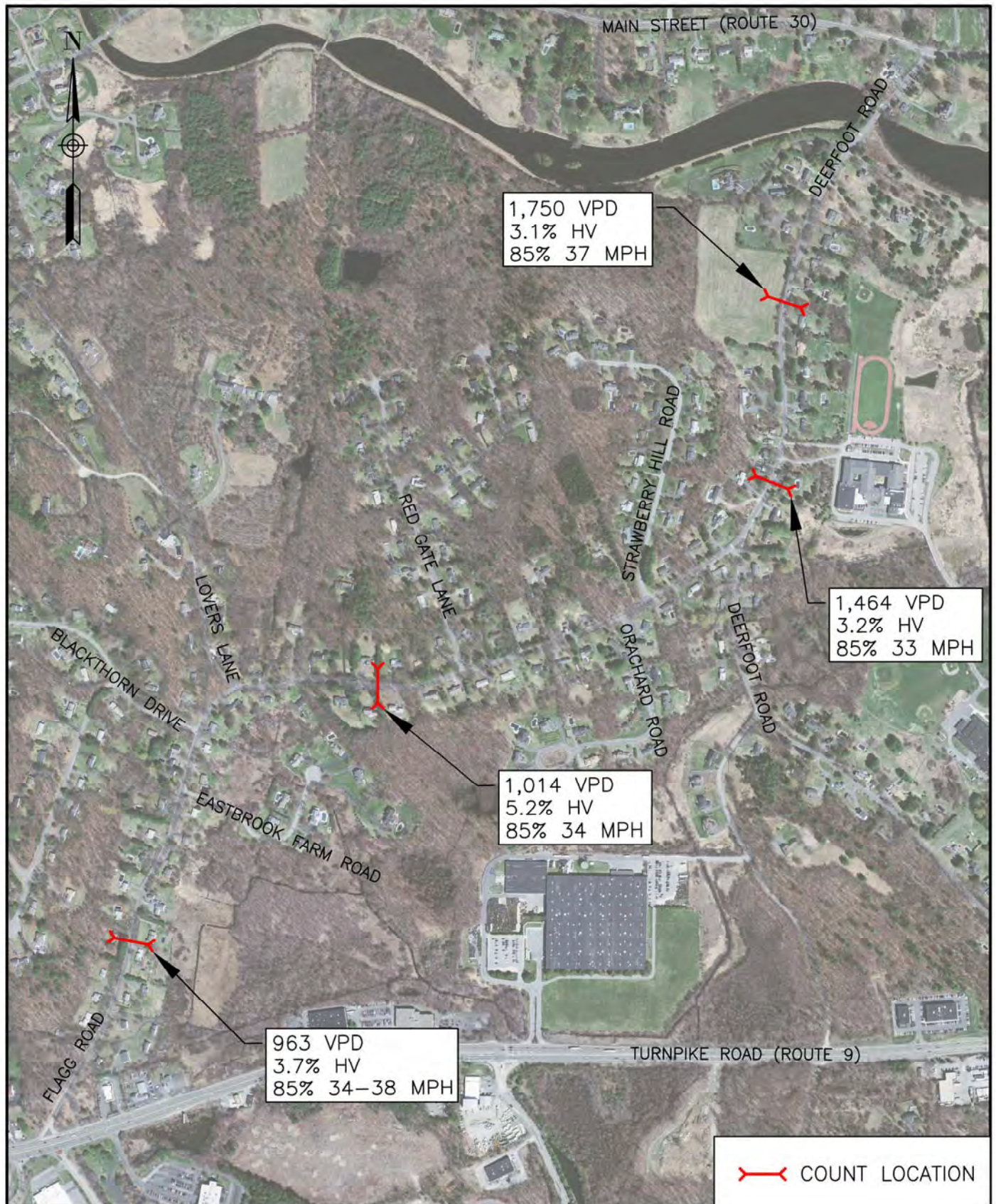
^a Vehicles per Day

^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.



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

| Location | Number of Crashes | | Severity | | | Manner of Collision | | | Commuter Peak ^a | Wet Roadway ^b |
|--|-------------------|------------------|-----------------|-----------------|----------|---------------------|----------------|-----------|----------------------------|--------------------------|
| | Total | Average per Year | Property Damage | Personal Injury | Fatality | Head On | Single Vehicle | Bicyclist | | |
| Town of Southborough Police Department | | | | | | | | | | |
| 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).

^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.

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

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



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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

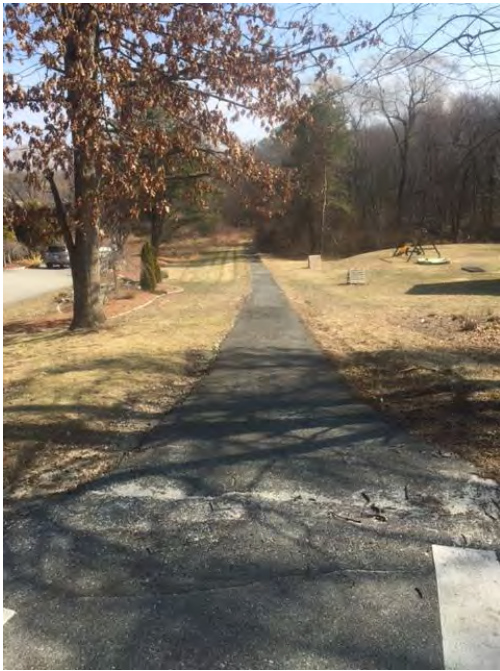
The Flagg Road at Deerfoot Road intersection is a skewed three-legged intersection with atypical traffic control. Flagg Road approaches Deerfoot Road from the southwest. The Flagg Road and Deerfoot Road southbound approaches are free flowing, while the Deerfoot Road northbound approach is under stop control. There is a landscaped island in the middle of the intersection along with a separated bi-directional 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

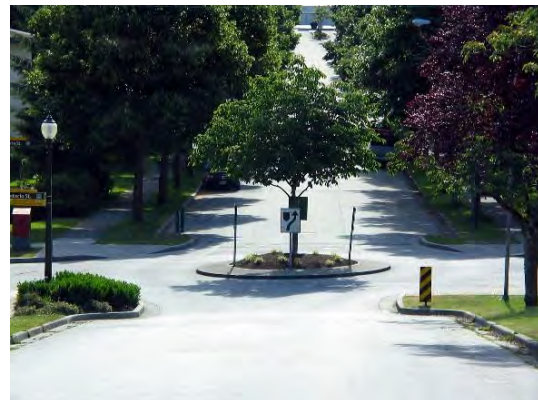
Gateway features can be used to identify a change in the roadway environment for vehicles entering the traffic calming management area. Monuments or other landscaping devices can be used to signify a change in the area type. Gateways are often combined with other traffic calming elements.

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

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.



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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.

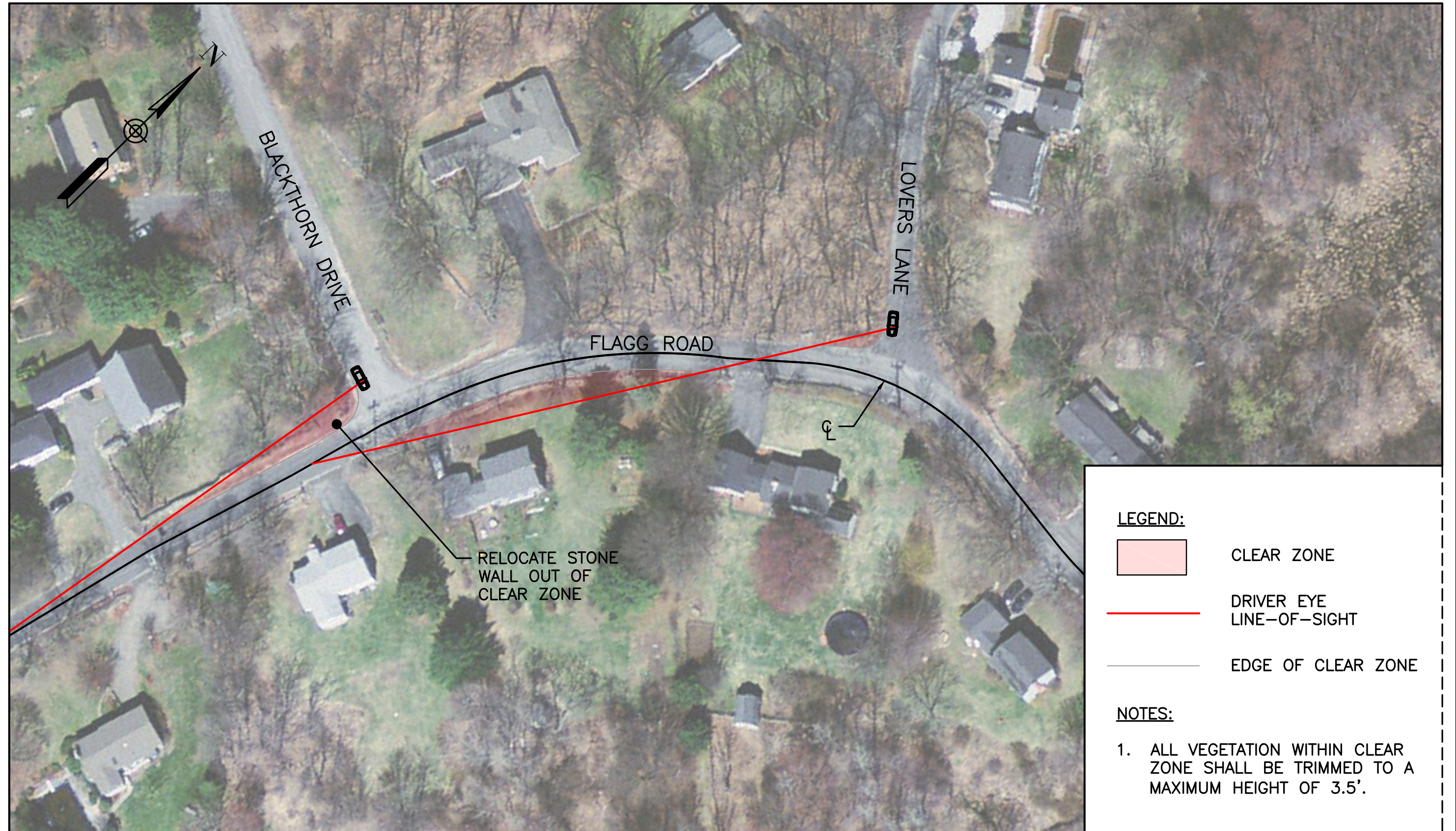
TDG recommends realigning the intersection with Flagg Road intersection Deerfoot Road from the west at an approximate 90 degree angle. The Flagg Road approach is recommended to operate as stop-controlled. Sidewalk is recommended along both sides of Flagg Road at the intersection and the west side of 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.

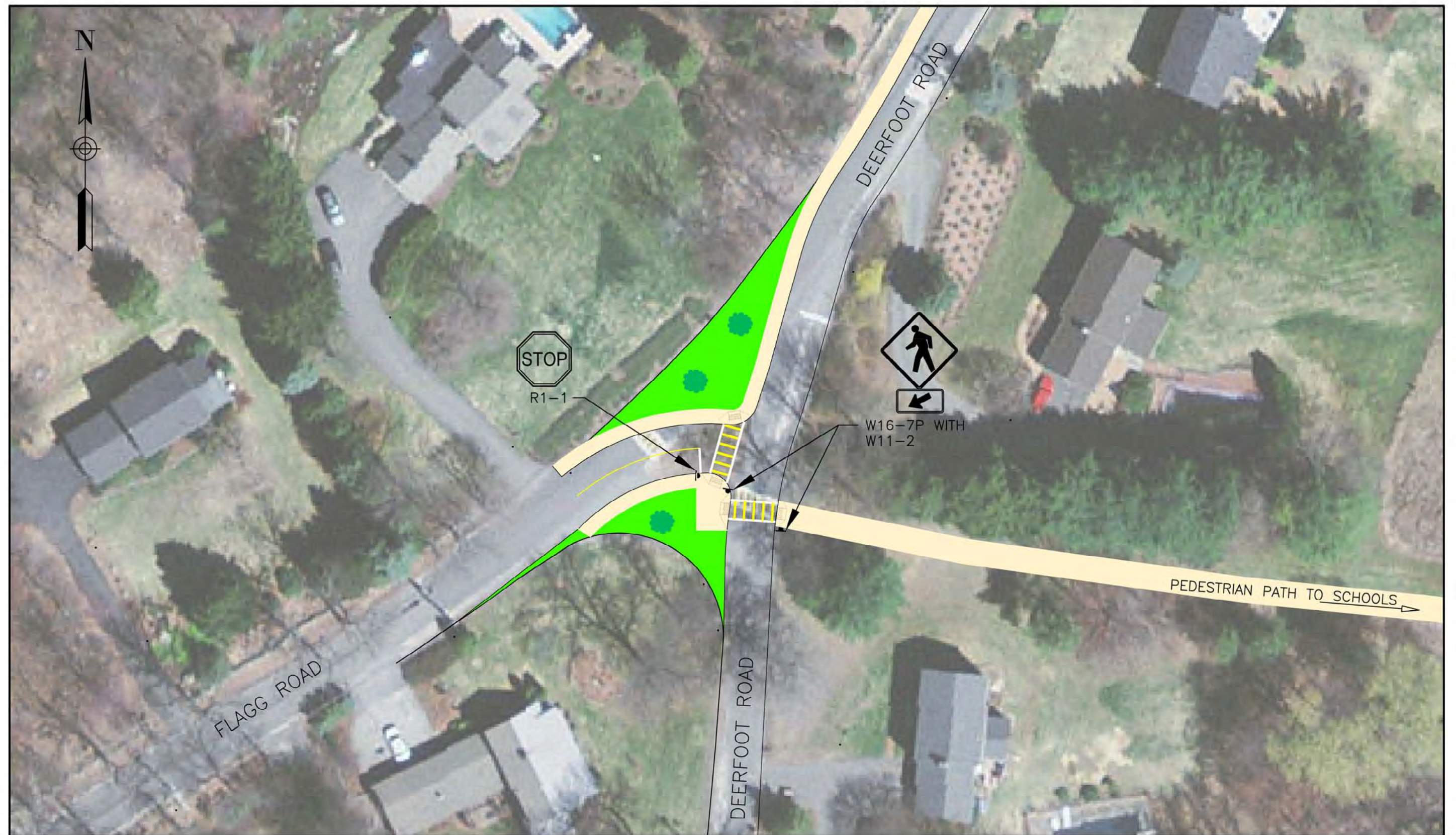


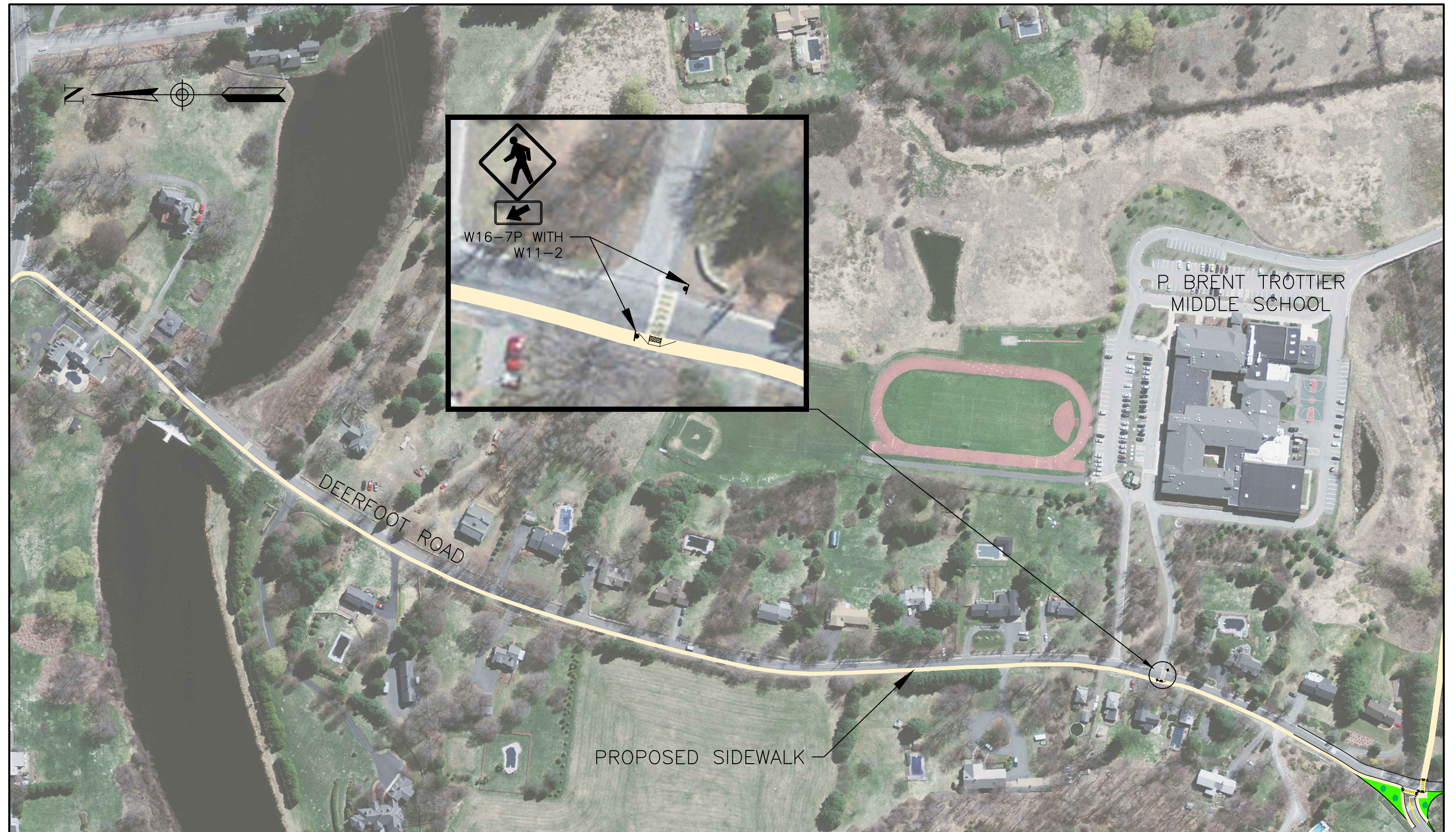
Deerfoot Road

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.







Attachments

Traffic Count and Speed Data

Crash Records

Traffic Count and Speed Data



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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
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Email: datarequests@pdillc.com

Flagg Road approx. 1200' north of
Turnpike Road (Route 9)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 A volume
Site Code: TBA

| Start Time | 05-Feb-13 | | 06-Feb-13 | | 07-Feb-13 | | 08-Feb-13 | | 09-Feb-13 | | 10-Feb-13 | | 11-Feb-13 | | Week Average | |
|------------|-----------|-------|-----------|-------|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--------------|-------|
| | 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 | 944 | | 978 | | 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 | ADT 961 | AADT 961 |
|-----|---------|----------|



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Flagg Road approx. 1200' north of
Turnpike Road (Route 9)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 A volume
Site Code: TBA

| Start Time | NB | | SB | | Combined | | 05-Feb-13 Tue | |
|------------|-------------|-------------|-------------|-------------|--------------|-------------|---------------|--|
| | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | | |
| 12:00 | 0 | 12 | 0 | 8 | 0 | 20 | | |
| 12:15 | 0 | 10 | 0 | 15 | 0 | 25 | | |
| 12:30 | 0 | 6 | 0 | 7 | 0 | 13 | | |
| 12:45 | 0 | 3 | 0 | 7 | 0 | 10 | 68 | |
| 01:00 | 0 | 5 | 0 | 8 | 0 | 13 | | |
| 01:15 | 0 | 0 | 0 | 4 | 0 | 4 | | |
| 01:30 | 0 | 4 | 1 | 5 | 1 | 9 | | |
| 01:45 | 0 | 5 | 0 | 4 | 0 | 9 | 35 | |
| 02:00 | 0 | 6 | 0 | 4 | 0 | 10 | | |
| 02:15 | 0 | 4 | 0 | 5 | 0 | 9 | | |
| 02:30 | 0 | 4 | 0 | 10 | 0 | 14 | | |
| 02:45 | 0 | 10 | 0 | 11 | 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 | 0 | 16 | | |
| 03:45 | 0 | 9 | 0 | 16 | 0 | 25 | 86 | |
| 04:00 | 0 | 11 | 0 | 12 | 0 | 23 | | |
| 04:15 | 0 | 8 | 0 | 5 | 0 | 13 | | |
| 04:30 | 1 | 5 | 0 | 11 | 1 | 16 | | |
| 04:45 | 0 | 5 | 1 | 5 | 1 | 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 | 8 | 5 | 9 | 5 | 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 | 7 | 14 | 8 | 16 | 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 | 8 | 25 | 81 | 2 | 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 | 0 | 29 | 87 | 1 | 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 | 3 | 9 | 32 | 0 | 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 | 3 | 6 | 29 | 1 | 4 | 8 | |
| 11:00 | 3 | 3 | 5 | 2 | 8 | 5 | | |
| 11:15 | 6 | 1 | 5 | 0 | 11 | 1 | | |
| 11:30 | 4 | 1 | 7 | 0 | 11 | 1 | | |
| 11:45 | 4 | 0 | 8 | 25 | 0 | 0 | 7 | |
| Total | 88 | 288 | 301 | 267 | 389 | 555 | | |
| Percent | 22.6% | 51.9% | 77.4% | 48.1% | | | | |
| Day Total | 376 | | 568 | | 944 | | | |
| Peak Vol. | 09:15 23 | 05:15 44 | 08:00 87 | 03:00 49 | 08:00 102 | 03:00 86 | | |
| P.H.F. | 0.719 | 0.611 | 0.750 | 0.681 | 0.729 | 0.741 | | |



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Flagg Road approx. 1200' north of
Turnpike Road (Route 9)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 A volume
Site Code: TBA

| Start Time | NB | | SB | | Combined | | 06-Feb-13 Wed | |
|------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------|--|
| | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | | |
| 12:00 | 0 | 3 | 0 | 6 | 0 | 9 | | |
| 12:15 | 0 | 4 | 0 | 5 | 0 | 9 | | |
| 12:30 | 0 | 7 | 0 | 9 | 0 | 16 | | |
| 12:45 | 0 | 13 | 0 | 6 | 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 | 9 | 0 | 9 | 0 | 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 | 8 | 0 | 15 | 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 | 7 | 0 | 11 | 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 | 6 | 0 | 8 | 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 | 15 | 1 | 5 | 1 | 20 | 90 | |
| 06:00 | 3 | 11 | 4 | 12 | 7 | 23 | | |
| 06:15 | 1 | 11 | 3 | 13 | 4 | 24 | | |
| 06:30 | 3 | 9 | 12 | 9 | 15 | 18 | | |
| 06:45 | 2 | 10 | 15 | 5 | 17 | 15 | 80 | |
| 07:00 | 1 | 3 | 15 | 7 | 16 | 10 | | |
| 07:15 | 2 | 12 | 7 | 4 | 9 | 16 | | |
| 07:30 | 3 | 11 | 22 | 4 | 25 | 15 | | |
| 07:45 | 5 | 10 | 19 | 3 | 24 | 13 | 54 | |
| 08:00 | 3 | 5 | 15 | 1 | 18 | 6 | | |
| 08:15 | 3 | 6 | 19 | 1 | 22 | 7 | | |
| 08:30 | 3 | 5 | 17 | 4 | 20 | 9 | | |
| 08:45 | 3 | 4 | 17 | 3 | 20 | 7 | 29 | |
| 09:00 | 0 | 4 | 11 | 2 | 11 | 6 | | |
| 09:15 | 8 | 6 | 5 | 1 | 13 | 7 | | |
| 09:30 | 2 | 2 | 5 | 2 | 7 | 4 | | |
| 09:45 | 4 | 5 | 12 | 1 | 16 | 6 | 23 | |
| 10:00 | 3 | 5 | 8 | 2 | 11 | 7 | | |
| 10:15 | 2 | 3 | 2 | 1 | 4 | 4 | | |
| 10:30 | 6 | 1 | 3 | 0 | 9 | 1 | | |
| 10:45 | 9 | 1 | 9 | 0 | 18 | 1 | 13 | |
| 11:00 | 5 | 0 | 8 | 1 | 13 | 1 | | |
| 11:15 | 6 | 0 | 5 | 2 | 11 | 2 | | |
| 11:30 | 4 | 2 | 4 | 1 | 8 | 3 | | |
| 11:45 | 5 | 0 | 9 | 1 | 14 | 1 | 7 | |
| Total | 90 | 322 | 261 | 305 | 351 | 627 | | |
| Percent | 25.6% | 51.4% | 74.4% | 48.6% | | | | |
| Day Total | | 412 | | 566 | | 978 | | |
| Peak Vol. | 10:30 26 | 05:30 46 | 07:30 75 | 02:00 54 | 07:30 89 | 05:15 91 | | |
| P.H.F. | 0.722 | 0.767 | 0.852 | 0.794 | 0.890 | 0.948 | | |



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Flagg Road approx. 1200' north of
Turnpike Road (Route 9)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 A class
Site Code: TBA

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 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 Peak | | 09:00 | 08:00 | 07:00 | 07:00 | | | | | | | | | 09:00 |
| Vol. | | 16 | 3 | 1 | 2 | | | | | | | | | 20 |
| Midday Peak | | 12:00 | 12:00 | | 13:00 | 12:00 | | | | | | | | 12:00 |
| Vol. | | 25 | 5 | | 1 | 1 | | | | | | | | 31 |
| PM Peak | | 17:00 | 15:00 | 15:00 | 15:00 | | | | | | | | | 17:00 |
| Vol. | | 34 | 13 | 1 | 1 | | | | | | | | | 42 |



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Flagg Road approx. 1200' north of
Turnpike Road (Route 9)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 A class
Site Code: TBA

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 02/06/13 | 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 Peak | | 08:00 | 09:00 | 07:00 | 09:00 | | | | | | | | | 09:00 |
| Vol. | | 11 | 4 | 1 | 2 | | | | | | | | | 14 |
| Midday Peak | 12:00 | 12:00 | 13:00 | 13:00 | 12:00 | | | | | | | | | 13:00 |
| Vol. | 1 | 22 | 8 | 1 | 1 | | | | | | | | | 29 |
| PM Peak | 17:00 | 17:00 | 16:00 | 15:00 | 16:00 | | | | | | | | | 17:00 |
| Vol. | 1 | 36 | 9 | 1 | 2 | | | | | | | | | 45 |



PRECISION
D A T A
INDUSTRIES, LLC

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

Flagg Road approx. 1200' north of
Turnpike Road (Route 9)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 A class
Site Code: TBA

SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 02/05/13 | 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 Peak | | 07:00 | 08:00 | | 08:00 | | | 08:00 | | | | | | 08:00 |
| Vol. | | 61 | 21 | | 4 | | | 1 | | | | | | 87 |
| Midday Peak | | 12:00 | 11:00 | 13:00 | 13:00 | 14:00 | | | 14:00 | | | | | 12:00 |
| Vol. | | 31 | 8 | 1 | 2 | 1 | | | 1 | | | | | 37 |
| PM Peak | | 15:00 | 15:00 | | 18:00 | | | | | | | | | 15:00 |
| Vol. | | 30 | 18 | | 2 | | | | | | | | | 49 |



PRECISION
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INDUSTRIES, LLC

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Flagg Road approx. 1200' north of
Turnpike Road (Route 9)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 A class
Site Code: TBA

SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 02/06/13 | 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 Peak | | 08:00 | 07:00 | | 06:00 | | | | | | | | | 08:00 |
| Vol. | | 53 | 14 | | 2 | | | | | | | | | 68 |
| Midday Peak | | 14:00 | 14:00 | 11:00 | 11:00 | | | | | | | | | 14:00 |
| Vol. | | 35 | 16 | 2 | 3 | | | | | | | | | 54 |
| PM Peak | | 17:00 | 15:00 | | 16:00 | 17:00 | | | 16:00 | | | | | 17:00 |
| Vol. | | 34 | 9 | | 3 | 1 | | | 1 | | | | | 45 |



PRECISION
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Flagg Road approx. 1200' north of
Turnpike Road (Route 9)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 A speed
Site Code: TBA

NB

| Start Time | 14 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total | 85th % ile | Ave Speed |
|------------------|-------|-------|-------------------|-------|-------|--------|-------|------|------|------|------|------|------|-------|------------|-----------|
| | | 19 | 24 | 29 | 34 | 39 | 44 | 49 | 54 | 59 | 64 | 69 | 9999 | | | |
| 02/05/13 | 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 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31 | 29 |
| Total % | 2 | 11 | 45 | 123 | 149 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 376 | | |
| | 0.5% | 2.9% | 12.0% | 32.7% | 39.6% | 11.2% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Vol. | | 09:00 | 09:00 | 08:00 | 08:00 | 09:00 | 09:00 | | | | | | | 09:00 | | |
| | | 1 | 5 | 5 | 7 | 3 | 1 | | | | | | | 20 | | |
| Midday Peak Vol. | 11:00 | 14:00 | 12:00 | 12:00 | 12:00 | 12:00 | | | | | | | | 12:00 | | |
| | 1 | 2 | 5 | 8 | 13 | 4 | | | | | | | | 31 | | |
| PM Peak Vol. | | 15:00 | 19:00 | 17:00 | 17:00 | 18:00 | 17:00 | | | | | | | 17:00 | | |
| | | 3 | 8 | 16 | 19 | 7 | 1 | | | | | | | 42 | | |
| % ile | | | 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 |



PRECISION
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Flagg Road approx. 1200' north of
Turnpike Road (Route 9)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 A speed
Site Code: TBA

NB

| Start Time | 1 14 | 15 19 | 20 24 | 25 29 | 30 34 | 35 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 9999 | Total | 85th % ile | Ave Speed |
|------------------------|---------|----------|-------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-------|---------------|--------------|
| 02/06/13 | 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% | | | |
| AM Peak Vol. | | | 07:00 | 09:00 | 08:00 | 06:00 | | | | | | | | 09:00 | | |
| | | | 3 | 8 | 6 | 2 | | | | | | | | 14 | | |
| Midday Peak Vol. | 12:00 | 11:00 | 12:00 | 14:00 | 13:00 | 12:00 | 11:00 | | | | | | | 13:00 | | |
| | 2 | 1 | 6 | 10 | 14 | 4 | 1 | | | | | | | 29 | | |
| PM Peak Vol. | 18:00 | 17:00 | 15:00 | 18:00 | 17:00 | 16:00 | 15:00 | 20:00 | | | | | | 17:00 | | |
| | 1 | 2 | 6 | 18 | 20 | 4 | 2 | 1 | | | | | | 45 | | |
| % ile | | | 15th Percentile : | | 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%

Number of Vehicles > 30 MPH : 176

Percent of Vehicles > 30 MPH : 42.8%

Mean Speed(Average) : 29 MPH



PRECISION
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Flagg Road approx. 1200' north of
Turnpike Road (Route 9)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 A speed
Site Code: TBA

SB

| Start Time | 14 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total | 85th % ile | Ave Speed |
|------------------|-------|-------|-------------------|-------|-------|--------|-------|-------|-------|------|------|------|------|-------|------------|-----------|
| | | 19 | 24 | 29 | 34 | 39 | 44 | 49 | 54 | 59 | 64 | 69 | 9999 | | | |
| 02/05/13 | 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 Peak Vol. | 08:00 | | 07:00 | 08:00 | 07:00 | 08:00 | 07:00 | 07:00 | | | | | | 08:00 | | |
| | 1 | | 4 | 14 | 35 | 29 | 10 | 2 | | | | | | 87 | | |
| Midday Peak Vol. | | 11:00 | 13:00 | 14:00 | 12:00 | 12:00 | 14:00 | 12:00 | 12:00 | | | | | 12:00 | | |
| | | 1 | 2 | 11 | 15 | 10 | 4 | 1 | 2 | | | | | 37 | | |
| PM Peak Vol. | 19:00 | 17:00 | 15:00 | 15:00 | 15:00 | 15:00 | 16:00 | 15:00 | | | | | | 15:00 | | |
| | 1 | 3 | 3 | 7 | 22 | 13 | 4 | 1 | | | | | | 49 | | |
| % ile | | | 15th Percentile : | | | 26 MPH | | | | | | | | | | |
| | | | 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



PRECISION
D A T A
INDUSTRIES, LLC

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

Flagg Road approx. 1200' north of
Turnpike Road (Route 9)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 A speed
Site Code: TBA

SB

| Start Time | 1 14 | 15 19 | 20 24 | 25 29 | 30 34 | 35 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 9999 | Total | 85th % ile | Ave Speed |
|------------------------|---------|----------|-------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-------|---------------|--------------|
| 02/06/13 | 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 | 6 | 36 | 34 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | * | 34 |
| 23:00 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 33 | 34 |
| Total | 5 | 8 | 19 | 113 | 196 | 177 | 42 | 5 | 1 | 0 | 0 | 0 | 0 | 566 | | |
| % | 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% | | | |
| AM Peak Vol. | 08:00 | | 05:00 | 06:00 | 08:00 | 07:00 | 07:00 | 09:00 | | | | | | 08:00 | | |
| | 2 | | 1 | 11 | 27 | 22 | 8 | 1 | | | | | | 68 | | |
| Midday Peak Vol. | | 12:00 | 12:00 | 14:00 | 14:00 | 14:00 | 13:00 | 13:00 | 13:00 | | | | | 14:00 | | |
| | | 1 | 3 | 17 | 16 | 16 | 5 | 1 | 1 | | | | | 54 | | |
| PM Peak Vol. | 19:00 | 18:00 | 16:00 | 17:00 | 17:00 | 16:00 | 17:00 | 17:00 | | | | | | 17:00 | | |
| | 1 | 3 | 3 | 11 | 19 | 14 | 3 | 2 | | | | | | 45 | | |
| % ile | | | 15th Percentile : | | 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 |



PRECISION
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INDUSTRIES, LLC

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

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

| Start Time | 05-Feb-13 | | 06-Feb-13 | | 07-Feb-13 | | 08-Feb-13 | | 09-Feb-13 | | 10-Feb-13 | | 11-Feb-13 | | Week Average | |
|-------------|-----------|-------|------------|-------|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--------------|-------|
| | 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 | 1 | 4 | * | * | * | * | * | * | * | * | * | * | 2 | 3 |
| Total | 816 | 804 | 970 | 912 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 894 | 857 |
| Day | 1620 | | 1882 | | 0 | | 0 | | 0 | | 0 | | 0 | | 1751 | |
| 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 | | AADT 1,751 | | | | | | | | | | | | | |



PRECISION
D A T A
INDUSTRIES, LLC

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

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

133207 B volume
Site Code: TBA

| Start Time | NB | | SB | | Combined | | 05-Feb-13 Tue | |
|------------|-------|-------|-------|-------|----------|-------|---------------|--|
| | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | | |
| 12:00 | 0 | 8 | 0 | 8 | 0 | 16 | | |
| 12:15 | 0 | 12 | 0 | 12 | 0 | 24 | | |
| 12:30 | 0 | 5 | 0 | 1 | 0 | 6 | | |
| 12:45 | 0 | 14 | 0 | 5 | 0 | 19 | 65 | |
| 01:00 | 0 | 11 | 0 | 8 | 0 | 19 | | |
| 01:15 | 0 | 6 | 0 | 7 | 0 | 13 | | |
| 01:30 | 1 | 7 | 1 | 6 | 2 | 13 | | |
| 01:45 | 0 | 8 | 0 | 10 | 0 | 18 | 63 | |
| 02:00 | 0 | 7 | 0 | 10 | 0 | 17 | | |
| 02:15 | 0 | 10 | 0 | 20 | 0 | 30 | | |
| 02:30 | 0 | 43 | 0 | 15 | 0 | 58 | | |
| 02:45 | 0 | 24 | 0 | 7 | 0 | 31 | 136 | |
| 03:00 | 0 | 13 | 0 | 15 | 0 | 28 | | |
| 03:15 | 0 | 12 | 0 | 21 | 0 | 33 | | |
| 03:30 | 0 | 18 | 0 | 19 | 0 | 37 | | |
| 03:45 | 0 | 20 | 0 | 21 | 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 | 15 | 0 | 36 | 0 | 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 | 13 | 0 | 22 | 5 | 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 | 9 | 11 | 9 | 24 | 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 | 6 | 78 | 2 | 121 | 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 | 3 | 19 | 2 | 31 | 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 | 1 | 6 | 1 | 13 | 2 | 24 | |
| 10:00 | 10 | 0 | 7 | 1 | 17 | 1 | | |
| 10:15 | 5 | 1 | 4 | 0 | 9 | 1 | | |
| 10:30 | 10 | 1 | 6 | 1 | 16 | 2 | | |
| 10:45 | 11 | 0 | 7 | 3 | 18 | 3 | 7 | |
| 11:00 | 9 | 0 | 8 | 0 | 17 | 0 | | |
| 11:15 | 15 | 0 | 8 | 1 | 23 | 1 | | |
| 11:30 | 8 | 2 | 8 | 0 | 16 | 2 | | |
| 11:45 | 5 | 0 | 8 | 1 | 13 | 1 | 4 | |
| Total | 329 | 487 | 358 | 446 | 687 | 933 | | |
| Percent | 47.9% | 52.2% | 52.1% | 47.8% | | | | |
| Day Total | 816 | | 804 | | 1620 | | | |
| Peak | 07:15 | 02:30 | 07:15 | 04:30 | 07:15 | 04:30 | | |
| Vol. | 120 | 92 | 162 | 93 | 282 | 177 | | |
| P.H.F. | 0.698 | 0.535 | 0.519 | 0.646 | 0.583 | 0.868 | | |



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

133207 B volume
Site Code: TBA

| Start Time | NB | | SB | | Combined | | 06-Feb-13 Wed | |
|------------|--------------|--------------|--------------|-------------|--------------|--------------|------------------|--|
| | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | | |
| 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 | 7 | 0 | 7 | 0 | 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 | 12 | 0 | 17 | 0 | 29 | 92 | |
| 02:00 | 0 | 6 | 0 | 16 | 0 | 22 | | |
| 02:15 | 0 | 14 | 0 | 24 | 0 | 38 | | |
| 02:30 | 0 | 53 | 0 | 17 | 0 | 70 | | |
| 02:45 | 0 | 22 | 0 | 9 | 0 | 31 | 161 | |
| 03:00 | 0 | 22 | 0 | 16 | 0 | 38 | | |
| 03:15 | 0 | 15 | 0 | 16 | 0 | 31 | | |
| 03:30 | 0 | 12 | 0 | 8 | 0 | 20 | | |
| 03:45 | 0 | 27 | 0 | 30 | 0 | 57 | 146 | |
| 04:00 | 0 | 19 | 0 | 16 | 0 | 35 | | |
| 04:15 | 0 | 12 | 0 | 18 | 0 | 30 | | |
| 04:30 | 2 | 14 | 0 | 9 | 2 | 23 | | |
| 04:45 | 1 | 15 | 1 | 24 | 2 | 39 | 127 | |
| 05:00 | 0 | 18 | 1 | 23 | 1 | 41 | | |
| 05:15 | 1 | 32 | 1 | 22 | 2 | 54 | | |
| 05:30 | 6 | 18 | 2 | 27 | 8 | 45 | | |
| 05:45 | 5 | 18 | 3 | 21 | 8 | 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 | | |
| 06:45 | 21 | 18 | 15 | 29 | 36 | 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 | 13 | 68 | 10 | 123 | 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 | 12 | 14 | 7 | 32 | 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 | 4 | 6 | 2 | 22 | 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 | 2 | 4 | 0 | 12 | 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 | 0 | 6 | 0 | 13 | 0 | 5 | |
| Total | 369 | 601 | 327 | 585 | 696 | 1186 | | |
| Percent | 53.0% | 50.7% | 47.0% | 49.3% | | | | |
| Day Total | | 970 | | 912 | | 1882 | | |
| Peak Vol. | 07:00 113 | 02:30 112 | 07:15 147 | 04:45 96 | 07:15 258 | 04:45 179 | | |
| P.H.F. | 0.514 | 0.528 | 0.540 | 0.889 | 0.524 | 0.639 | | |



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

133207 B class
Site Code: TBA

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 02/05/13 | 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 Peak | | 07:00 | 08:00 | 07:00 | 07:00 | 09:00 | | | | | | | | 07:00 |
| Vol. | | 87 | 18 | 1 | 3 | 1 | | | | | | | | 102 |
| Midday 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 |



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

133207 B class
Site Code: TBA

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 02/06/13 | 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 Peak | 07:00 | 07:00 | 07:00 | | 06:00 | | | 07:00 | | | | | | 07:00 |
| Vol. | 1 | 90 | 20 | | 4 | | | 1 | | | | | | 113 |
| Midday Peak | | 14:00 | 14:00 | | 14:00 | 12:00 | | | | | | | | 14:00 |
| Vol. | | 74 | 19 | | 2 | 1 | | | | | | | | 95 |
| PM Peak | 15:00 | 17:00 | 17:00 | 15:00 | 15:00 | | | 21:00 | | | | | | 17:00 |
| Vol. | 1 | 58 | 26 | 1 | 4 | | | 1 | | | | | | 86 |



PRECISION
D A T A
INDUSTRIES, LLC

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

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

133207 B class
Site Code: TBA

SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 02/05/13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 1 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 07:00 | 0 | 126 | 17 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 08:00 | 0 | 64 | 12 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 81 |
| 09:00 | 0 | 35 | 10 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 10:00 | 0 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 0 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12 PM | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 13:00 | 0 | 23 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 14:00 | 0 | 41 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 15:00 | 0 | 61 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 16:00 | 0 | 72 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 17:00 | 0 | 61 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 18:00 | 0 | 29 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 19:00 | 0 | 25 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 20:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 641 | 142 | 3 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 804 |
| 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% | 0.0% | |
| AM Peak | | 07:00 | 07:00 | 07:00 | 07:00 | 09:00 | | 08:00 | | | | | | 07:00 |
| Vol. | | 126 | 17 | 1 | 5 | 1 | | 1 | | | | | | 149 |
| Midday Peak | | 14:00 | 14:00 | | 13:00 | 14:00 | | | | | | | | 14:00 |
| Vol. | | 41 | 9 | | 2 | 1 | | | | | | | | 52 |
| PM Peak | | 16:00 | 17:00 | 15:00 | 16:00 | | | | | | | | | 16:00 |
| Vol. | | 72 | 16 | 1 | 1 | | | | | | | | | 82 |



PRECISION
D A T A
INDUSTRIES, LLC

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

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

133207 B class
Site Code: TBA

SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 02/06/13 | 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 |
| 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 Peak | | 07:00 | 07:00 | 07:00 | 09:00 | | | 07:00 | | | | | | 07:00 |
| Vol. | | 114 | 22 | 1 | 3 | | | 1 | | | | | | 138 |
| Midday Peak | | 14:00 | 14:00 | 11:00 | 14:00 | 12:00 | | | | | | | | 14:00 |
| Vol. | | 47 | 17 | 1 | 2 | 1 | | | | | | | | 66 |
| PM Peak | | 17:00 | 15:00 | 15:00 | 18:00 | 18:00 | | | 16:00 | | | | | 17:00 |
| Vol. | | 76 | 18 | 1 | 3 | 1 | | | 1 | | | | | 93 |



PRECISION
D A T A
INDUSTRIES, LLC

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

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

133207 B speed
Site Code: TBA

NB

| Start Time | 14 | 1519 | 2024 | 2529 | 3034 | 3539 | 4044 | 4549 | 5054 | 5559 | 6064 | 6569 | 709999 | Total | 85th % ile | Ave Speed |
|------------------|-------|-------|-------------------|-------|-------|--------|-------|-------|-------|------|------|------|--------|-------|------------|-----------|
| 02/05/13 | 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 % | 10.1% | 6.7% | 4.1% | 19.1% | 31.7% | 21.6% | 3.8% | 0.6% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 816 | | |
| AM Peak Vol. | | 05:00 | 08:00 | 07:00 | 07:00 | 07:00 | 08:00 | 05:00 | | | | | | 07:00 | | |
| | | 1 | 7 | 29 | 45 | 22 | 4 | 1 | | | | | | 102 | | |
| Midday Peak Vol. | 11:00 | | 14:00 | 14:00 | 14:00 | 11:00 | 12:00 | 11:00 | | | | | | 14:00 | | |
| | 1 | | 5 | 28 | 34 | 18 | 4 | 1 | | | | | | 84 | | |
| PM Peak Vol. | | 19:00 | 15:00 | 15:00 | 17:00 | 17:00 | 19:00 | 16:00 | 19:00 | | | | | 17:00 | | |
| | | 3 | 5 | 19 | 36 | 28 | 5 | 1 | 1 | | | | | 83 | | |
| % ile | | | 15th Percentile : | | | 25 MPH | | | | | | | | | | |
| | | | 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



PRECISION
D A T A
INDUSTRIES, LLC

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

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

133207 B speed
Site Code: TBA

NB

| Start Time | 14 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total | 85th % ile | Ave Speed |
|------------------|------|-------|-------------------|-------|-------|--------|-------|-------|-------|------|------|------|------|-------|------------|-----------|
| | | 19 | 24 | 29 | 34 | 39 | 44 | 49 | 54 | 59 | 64 | 69 | 9999 | | | |
| 02/06/13 | 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 | 2 | 8 | 14 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 45 | 38 | 34 |
| 13:00 | 0 | 1 | 3 | 6 | 16 | 16 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 47 | 38 | 33 |
| 14:00 | 0 | 0 | 6 | 29 | 40 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 35 | 31 |
| 15:00 | 0 | 0 | 2 | 18 | 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 | 3 | 13 | 37 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 37 | 33 |
| 18:00 | 0 | 0 | 3 | 11 | 20 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 38 | 33 |
| 19:00 | 0 | 0 | 2 | 10 | 42 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 36 | 33 |
| 20:00 | 0 | 0 | 0 | 7 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 37 | 33 |
| 21:00 | 0 | 0 | 1 | 6 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 34 | 32 |
| 22:00 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 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 | | |
| % | 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% | | | |
| AM Peak Vol. | | 05:00 | 06:00 | 07:00 | 07:00 | 08:00 | 09:00 | | | | | | | 07:00 | | |
| | | 1 | 3 | 34 | 54 | 23 | 6 | | | | | | | 113 | | |
| Midday Peak Vol. | | 13:00 | 14:00 | 14:00 | 14:00 | 11:00 | 11:00 | 12:00 | 13:00 | | | | | 14:00 | | |
| | | 1 | 6 | 29 | 40 | 18 | 8 | 1 | 1 | | | | | 95 | | |
| PM Peak Vol. | | 16:00 | 17:00 | 15:00 | 19:00 | 17:00 | 16:00 | 16:00 | | | | | | 17:00 | | |
| | | 2 | 3 | 18 | 42 | 29 | 5 | 1 | | | | | | 86 | | |
| % ile | | | 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 |



PRECISION
D A T A
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Deerfoot Road
approx 1600' south of Main Street (Route 30)
City, State: Southborough, MA
Client: Green International/ S. Musto

133207 B speed
Site Code: TBA

SB

| Start Time | 14 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total | 85th % ile | Ave Speed |
|------------------|-------|-------|-------------------|-------|--------|--------|--------|-------|------|------|------|------|------|-------|------------|-----------|
| | | 19 | 24 | 29 | 34 | 39 | 44 | 49 | 54 | 59 | 64 | 69 | 9999 | | | |
| 02/05/13 | 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 | 3 | 17 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 38 | 35 |
| 19:00 | 0 | 0 | 1 | 6 | 17 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 36 | 32 |
| 20:00 | 0 | 0 | 2 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 33 | 29 |
| 21:00 | 0 | 0 | 1 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 35 | 33 |
| 22:00 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 32 | 31 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | * | 32 |
| Total % | 0.0% | 0.5% | 4.0% | 32.0% | 162.0% | 328.0% | 228.0% | 45.0% | 5.0% | 0.0% | 0.0% | 0.0% | 0.0% | 804 | | |
| AM Peak Vol. | 09:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 09:00 | | | | | | 07:00 | | |
| | 1 | 6 | 36 | 69 | 34 | 4 | 1 | | | | | | | 149 | | |
| Midday Peak Vol. | 11:00 | 14:00 | 14:00 | 14:00 | 14:00 | 12:00 | 13:00 | 12:00 | | | | | | 14:00 | | |
| | 1 | 2 | 17 | 18 | 13 | 5 | 2 | | | | | | | 52 | | |
| PM Peak Vol. | 15:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | | | | | | | | 16:00 | | |
| | 1 | 5 | 13 | 38 | 25 | 6 | | | | | | | | 82 | | |
| % ile | | | 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

Percent in Pace : 65.7%

Number of Vehicles > 35 MPH : 236

Percent of Vehicles > 35 MPH : 29.3%

Mean Speed(Average) : 33 MPH



PRECISION
D A T A
INDUSTRIES, LLC

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

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

133207 B speed
Site Code: TBA

SB

| Start Time | 14 | 1519 | 2024 | 2529 | 3034 | 3539 | 4044 | 4549 | 5054 | 5559 | 6064 | 6569 | 709999 | Total | 85th % ile | Ave Speed |
|------------------|------|-------|-------------------|-------|-------|--------|-------|-------|-------|------|-------|------|--------|-------|------------|-----------|
| 02/06/13 | 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 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | * | 33 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 36 | 36 |
| Total % | 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 Peak Vol. | | 08:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | | | | | | | 07:00 | | |
| | | 1 | 9 | 25 | 68 | 32 | 7 | | | | | | | 138 | | |
| Midday Peak Vol. | | | 14:00 | 14:00 | 14:00 | 13:00 | 12:00 | 14:00 | | | | | | 14:00 | | |
| | | | 6 | 14 | 23 | 22 | 4 | 2 | | | | | | 66 | | |
| PM Peak Vol. | | | 17:00 | 15:00 | 17:00 | 17:00 | 15:00 | 16:00 | 18:00 | | 21:00 | | | 17:00 | | |
| | | | 3 | 17 | 48 | 25 | 6 | 4 | 2 | | 1 | | | 93 | | |
| % ile | | | 15th Percentile : | | | 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



PRECISION
DATA
INDUSTRIES, LLC

PRECISION DATA INDUSTRIES, LLC

Office: 508.481.3999 Fax: 508.545.1234

Email: datarequests@pdillc.com

Traffic Counts with Precision



Google earth
© 2016 Google

Legend

700 ft



Client:
Toole Design Group

Engineer:
H. Georgallas

Site Code:
TBA

Date:
Tues 3/8 thru Wed 3/9/16

PDI Job Number:
164979

City, State:
Southborough, MA

Deerfoot Road just south of
Trotter Middle School Entrance Driveway
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
INDUSTRIES, LLC
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 | | | | Combin ed | | 08-Mar- 16 Tue | |
|-----------|-------|----|-------|----|-------|----|-------|----|--------------|-----|----------------------|-----|
| Time | A.M. | | P.M. | | A.M. | | P.M. | | A.M. | | P.M. | |
| 12:00 | 0 | | 14 | | 0 | | 4 | | 0 | | 18 | |
| 12:15 | 0 | | 10 | | 0 | | 14 | | 0 | | 24 | |
| 12:30 | 1 | | 5 | | 0 | | 10 | | 1 | | 15 | |
| 12:45 | 0 | 1 | 9 | 38 | 1 | 1 | 4 | 32 | 1 | 2 | 13 | 70 |
| 01:00 | 1 | | 9 | | 0 | | 7 | | 1 | | 16 | |
| 01:15 | 0 | | 11 | | 0 | | 16 | | 0 | | 27 | |
| 01:30 | 0 | | 11 | | 0 | | 9 | | 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 | | 0 | | 22 | | 0 | | 37 | |
| 04:15 | 1 | | 13 | | 0 | | 23 | | 1 | | 36 | |
| 04:30 | 0 | | 14 | | 0 | | 28 | | 0 | | 42 | |
| 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 | | 7 | | 11 | | 3 | | 22 | | 10 | |
| 07:15 | 21 | | 12 | | 10 | | 12 | | 31 | | 24 | |
| 07:30 | 23 | | 3 | | 10 | | 9 | | 33 | | 12 | |
| 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 | |
| 10:30 | 13 | | 2 | | 6 | | 2 | | 19 | | 4 | |
| 10:45 | 7 | 36 | 0 | 7 | 5 | 23 | 1 | 4 | 12 | 59 | 1 | 11 |
| 11:00 | 8 | | 0 | | 11 | | 2 | | 19 | | 2 | |
| 11:15 | 8 | | 1 | | 4 | | 1 | | 12 | | 2 | |
| 11:30 | 6 | | 2 | | 5 | | 0 | | 11 | | 2 | |
| 11:45 | 10 | 32 | 1 | 4 | 10 | 30 | 0 | 3 | 20 | 62 | 1 | 7 |
| Total | 313 | | 377 | | 241 | | 533 | | 554 | | 910 | |
| Percent | 56.5% | | 41.4% | | 43.5% | | 58.6% | | | | | |
| Day Total | 690 | | | | 774 | | | | 1464 | | | |
| 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 | |

Deerfoot Road just south of
Trotter Middle School Entrance Driveway
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
INDUSTRIES, LLC
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 | | | | Combin ed | | 09-Mar- 16 Wed | |
|-----------|-------|----|-------|----|-------|----|-------|----|--------------|-----|----------------------|-----|
| Time | A.M. | | P.M. | | A.M. | | P.M. | | A.M. | | P.M. | |
| 12:00 | 0 | | 14 | | 1 | | 6 | | 1 | | 20 | |
| 12:15 | 1 | | 7 | | 0 | | 11 | | 1 | | 18 | |
| 12:30 | 2 | | 11 | | 0 | | 12 | | 2 | | 23 | |
| 12:45 | 0 | 3 | 10 | 42 | 0 | 1 | 11 | 40 | 0 | 4 | 21 | 82 |
| 01:00 | 0 | | 6 | | 0 | | 13 | | 0 | | 19 | |
| 01:15 | 0 | | 7 | | 0 | | 11 | | 0 | | 18 | |
| 01:30 | 0 | | 9 | | 1 | | 7 | | 1 | | 16 | |
| 01:45 | 1 | 1 | 11 | 33 | 0 | 1 | 8 | 39 | 1 | 2 | 19 | 72 |
| 02:00 | 0 | | 11 | | 0 | | 7 | | 0 | | 18 | |
| 02:15 | 0 | | 18 | | 1 | | 13 | | 1 | | 31 | |
| 02:30 | 1 | | 9 | | 0 | | 29 | | 1 | | 38 | |
| 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 | 0 | 0 | 12 | 55 | 0 | 1 | 21 | 71 | 0 | 1 | 33 | 126 |
| 05:00 | 2 | | 21 | | 1 | | 26 | | 3 | | 47 | |
| 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 | 41 | 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 | |
| 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 |
| 10:00 | 8 | | 0 | | 10 | | 0 | | 18 | | 0 | |
| 10:15 | 9 | | 0 | | 5 | | 1 | | 14 | | 1 | |
| 10:30 | 10 | | 1 | | 5 | | 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% | | | | | |
| Day Total | | | 694 | | | | 725 | | | | 1419 | |
| Peak | 07:45 | - | 05:00 | - | 07:15 | - | 04:45 | - | 07:15 | - | 05:00 | - |
| Vol. | 82 | - | 73 | - | 67 | - | 101 | - | 146 | - | 172 | - |
| P.H.F. | 0.891 | | 0.830 | | 0.670 | | 0.842 | | 0.760 | | 0.915 | |

Deerfoot Road just south of
Trotter Middle School Entrance Driveway
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

164979 A Class
Site Code: TBA

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 03/08/1 | | | | | | | | | | | | | | |
| 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 1 | 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 | 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 | 0 | 78 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 08:00 | 0 | 63 | 8 | 0 | 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 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:00 | 1 | 24 | 7 | 0 | 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 | 0 | 0 | 0 | 0 | 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 Peak | 06:00 | 07:00 | 07:00 | 06:00 | 10:00 | 09:00 | | | | | | | | 07:00 |
| Vol. | 1 | 78 | 13 | 2 | 3 | 1 | | | | | | | | 92 |
| PM Peak | 14:00 | 17:00 | 14:00 | 14:00 | 12:00 | 13:00 | | | | | | | | 17:00 |
| Vol. | 2 | 58 | 12 | 1 | 3 | 1 | | | | | | | | 66 |

Deerfoot Road just south of
Trotter Middle School Entrance Driveway
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

164979 A Class
Site Code: TBA

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 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 Peak | 07:00 | 08:00 | 08:00 | 06:00 | 07:00 | 09:00 | | | | | | | | 08:00 |
| Vol. | 1 | 58 | 13 | 1 | 2 | 1 | | | | | | | | 71 |
| PM Peak | 12:00 | 17:00 | 13:00 | 15:00 | 15:00 | 12:00 | | | | | | | | 17:00 |
| Vol. | 4 | 62 | 11 | 3 | 5 | 1 | | | | | | | | 73 |

Deerfoot Road just south of
Trotter Middle School Entrance Driveway
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

164979 A Class
Site Code: TBA

SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 03/08/1 | | | | | | | | | | | | | | |
| 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 | 0 | 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 | 0 | 19 | 11 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 Peak | 11:00 | 07:00 | 08:00 | 06:00 | 08:00 | 09:00 | | | | | | | | 07:00 |
| Vol. | 1 | 55 | 12 | 1 | 3 | 1 | | | | | | | | 66 |
| PM Peak | | 17:00 | 16:00 | 13:00 | 16:00 | 13:00 | | | | | | | | 17:00 |
| Vol. | | 82 | 22 | 1 | 3 | 1 | | | | | | | | 97 |

Deerfoot Road just south of
Trotter Middle School Entrance Driveway
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
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164979 A Class
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SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 03/09/1 | | | | | | | | | | | | | | |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 Peak | 09:00 | 07:00 | 08:00 | 06:00 | 07:00 | | | | | | | | | 07:00 |
| Vol. | 1 | 53 | 12 | 1 | 2 | | | | | | | | | 65 |
| PM Peak | 12:00 | 17:00 | 15:00 | 14:00 | 14:00 | 12:00 | | | | | | | | 17:00 |
| Vol. | 1 | 85 | 14 | 1 | 4 | 1 | | | | | | | | 99 |

Deerfoot Road just south of
Trotter Middle School Entrance Driveway
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



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164979 A Speed
Site Code: TBA

NB

| Start Time | 1 14 | 15 19 | 20 24 | 25 29 | 30 34 | 35 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 9999 | Total | 85th % ile | Ave Speed |
|------------|-----------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|------------|-----------|---------------|--------------|
| 03/08/ | | | | | | | | | | | | | | | | |
| 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% |

Deerfoot Road just south of
Trotter Middle School Entrance Driveway
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



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164979 A Speed
Site Code: TBA

NB

| Start Time | 14 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total | 85th % ile | Ave Speed |
|------------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-------|------------|-----------|
| | | | | | | | | | | | | | 9999 | | | |
| 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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Client: Toole Design Group/ H. Georgallas



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164979 A Speed
Site Code: TBA

SB

| Start Time | 14 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total | 85th % ile | Ave Speed |
|------------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-------|------------|-----------|
| | | | | | | | | | | | | | 9999 | | | |
| 03/08/16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 27 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 05:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 36 | 32 |
| 06:00 | 0 | 0 | 6 | 9 | 3 | 5 | 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 | 66 | 31 | 26 |
| 08:00 | 0 | 1 | 12 | 17 | 29 | 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 | 34 | 32 | 29 |
| 10:00 | 0 | 2 | 2 | 7 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 33 | 29 |
| 11:00 | 0 | 0 | 1 | 7 | 15 | 7 | 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 | 32 | 33 | 28 |
| 13:00 | 1 | 2 | 2 | 14 | 22 | 5 | 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 | 53 | 31 | 25 |
| 15:00 | 0 | 0 | 16 | 29 | 24 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 33 | 29 |
| 16:00 | 0 | 0 | 6 | 21 | 47 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 35 | 31 |
| 17:00 | 0 | 2 | 4 | 30 | 40 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 35 | 31 |
| 18:00 | 0 | 0 | 3 | 22 | 17 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 34 | 30 |
| 19:00 | 1 | 1 | 4 | 9 | 19 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 33 | 30 |
| 20:00 | 0 | 0 | 0 | 7 | 11 | 2 | 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 | 20 | 34 | 29 |
| 22:00 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 37 | 32 |
| 23:00 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 36 | 30 |
| 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% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 07:00 | 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 | 16:00 | | | | | | | 17:00 | | |
| Vol. | 1 | 2 | 27 | 30 | 47 | 18 | 4 | | | | | | | 97 | | |

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

Mean Speed(Average) : 29 MPH
10 MPH Pace Speed : 25-34 MPH
Number in Pace : 526
Percent in Pace : 68.0%
Number of Vehicles > 30 MPH : 337
Percent of Vehicles > 30 MPH : 43.5%

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Site Code: TBA

SB

| Start Time | 14 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total | 85th % ile | Ave Speed |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|------------|-----------|
| | | | | | | | | | | | | | 9999 | | | |
| 03/09/ | | | | | | | | | | | | | | | | |
| 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 Peak | | 07:00 | 07:00 | 11:00 | 08:00 | 08:00 | 07:00 | | | | | | | 07:00 | | |
| Vol. | | 4 | 31 | 17 | 12 | 4 | 2 | | | | | | | 65 | | |
| PM Peak | 14:00 | 14:00 | 14:00 | 14:00 | 17:00 | 17:00 | 17:00 | 12:00 | | | | | | 17:00 | | |
| Vol. | 3 | 6 | 19 | 24 | 40 | 26 | 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%

37 Flagg Road
between Lovers Lane and Red Gate Lane
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
INDUSTRIES, LLC
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

| Start Time | NB | | | | SB | | | | Combined | | 08-Mar-16 Tue | |
|------------|-------|-----|-------|----|-------|-------|-------|---|----------|------|---------------|---|
| | A.M. | | P.M. | | A.M. | P.M. | | | A.M. | P.M. | | |
| 12:00 | 1 | | 10 | | 0 | 5 | | | 1 | 15 | | |
| 12:15 | 0 | | 7 | | 0 | 9 | | | 0 | 16 | | |
| 12:30 | 0 | | 5 | | 0 | 6 | | | 0 | 11 | | |
| 12:45 | 0 | 1 | 9 | 31 | 1 | 6 | 26 | | 1 | 15 | 57 | |
| 01:00 | 1 | | 6 | | 0 | 8 | | | 1 | 14 | | |
| 01:15 | 0 | | 8 | | 0 | 8 | | | 0 | 16 | | |
| 01:30 | 1 | | 8 | | 0 | 3 | | | 1 | 11 | | |
| 01:45 | 0 | 2 | 2 | 24 | 0 | 6 | 25 | | 0 | 8 | 49 | |
| 02:00 | 0 | | 6 | | 0 | 9 | | | 0 | 15 | | |
| 02:15 | 0 | | 6 | | 0 | 9 | | | 0 | 15 | | |
| 02:30 | 0 | | 5 | | 0 | 13 | | | 0 | 18 | | |
| 02:45 | 0 | 0 | 5 | 22 | 0 | 7 | 38 | | 0 | 12 | 60 | |
| 03:00 | 0 | | 7 | | 0 | 13 | | | 0 | 20 | | |
| 03:15 | 0 | | 3 | | 0 | 16 | | | 0 | 19 | | |
| 03:30 | 0 | | 7 | | 0 | 12 | | | 0 | 19 | | |
| 03:45 | 0 | 0 | 10 | 27 | 0 | 21 | 62 | | 0 | 31 | 89 | |
| 04:00 | 0 | | 7 | | 0 | 17 | | | 0 | 24 | | |
| 04:15 | 0 | | 7 | | 0 | 20 | | | 0 | 27 | | |
| 04:30 | 0 | | 9 | | 0 | 17 | | | 0 | 26 | | |
| 04:45 | 1 | 1 | 7 | 30 | 2 | 26 | 80 | | 3 | 33 | 110 | |
| 05:00 | 1 | | 9 | | 1 | 26 | | | 2 | 35 | | |
| 05:15 | 2 | | 9 | | 1 | 25 | | | 3 | 34 | | |
| 05:30 | 2 | | 9 | | 0 | 17 | | | 2 | 26 | | |
| 05:45 | 1 | 6 | 11 | 38 | 7 | 19 | 87 | | 8 | 30 | 125 | |
| 06:00 | 0 | | 8 | | 2 | 15 | | | 2 | 23 | | |
| 06:15 | 6 | | 11 | | 2 | 7 | | | 8 | 18 | | |
| 06:30 | 2 | | 4 | | 8 | 8 | | | 10 | 12 | | |
| 06:45 | 7 | 15 | 4 | 27 | 17 | 9 | 39 | | 24 | 13 | 66 | |
| 07:00 | 7 | | 5 | | 9 | 1 | | | 16 | 6 | | |
| 07:15 | 8 | | 6 | | 8 | 11 | | | 16 | 17 | | |
| 07:30 | 12 | | 1 | | 6 | 8 | | | 18 | 9 | | |
| 07:45 | 18 | 45 | 5 | 17 | 26 | 9 | 29 | | 44 | 14 | 46 | |
| 08:00 | 9 | | 1 | | 12 | 5 | | | 21 | 6 | | |
| 08:15 | 10 | | 3 | | 17 | 4 | | | 27 | 7 | | |
| 08:30 | 2 | | 4 | | 8 | 5 | | | 10 | 9 | | |
| 08:45 | 5 | 26 | 4 | 12 | 4 | 41 | 16 | | 9 | 6 | 28 | |
| 09:00 | 5 | | 3 | | 12 | 5 | | | 17 | 8 | | |
| 09:15 | 3 | | 3 | | 9 | 2 | | | 12 | 5 | | |
| 09:30 | 7 | | 1 | | 2 | 2 | | | 9 | 3 | | |
| 09:45 | 6 | 21 | 1 | 8 | 8 | 31 | 12 | | 14 | 4 | 20 | |
| 10:00 | 4 | | 2 | | 7 | 0 | | | 11 | 2 | | |
| 10:15 | 1 | | 2 | | 7 | 1 | | | 8 | 3 | | |
| 10:30 | 4 | | 2 | | 1 | 2 | | | 5 | 4 | | |
| 10:45 | 4 | 13 | 1 | 7 | 7 | 22 | 3 | | 11 | 1 | 10 | |
| 11:00 | 3 | | 1 | | 3 | 1 | | | 6 | 2 | | |
| 11:15 | 3 | | 3 | | 2 | 1 | | | 5 | 4 | | |
| 11:30 | 6 | | 1 | | 1 | 0 | | | 7 | 1 | | |
| 11:45 | 5 | 17 | 0 | 5 | 9 | 15 | 3 | | 14 | 1 | 8 | |
| Total | 147 | | 248 | | 199 | 420 | | | 346 | 668 | | |
| Percent | 42.5% | | 37.1% | | 57.5% | 62.9% | | | | | | |
| Day Total | | 395 | | | | 619 | | | | 1014 | | |
| Peak | 07:30 | - | 05:30 | - | 07:45 | - | 04:30 | - | 07:30 | - | 04:30 | - |
| Vol. | 49 | - | 39 | - | 63 | - | 94 | - | 110 | - | 128 | - |
| P.H.F. | 0.681 | | 0.886 | | 0.606 | | 0.904 | | 0.625 | | 0.914 | |

37 Flagg Road
between Lovers Lane and Red Gate Lane
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
INDUSTRIES, LLC
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

| Start Time | NB | | SB | | Combined | | 09-Mar-16 Wed | |
|------------|-------|-------|-------|-------|----------|------|---------------|---|
| | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | | |
| 12:00 | 0 | 9 | 0 | 3 | 0 | 12 | | |
| 12:15 | 0 | 4 | 0 | 6 | 0 | 10 | | |
| 12:30 | 0 | 2 | 1 | 9 | 1 | 11 | | |
| 12:45 | 0 | 4 | 0 | 2 | 0 | 6 | 39 | |
| 01:00 | 0 | 6 | 0 | 7 | 0 | 13 | | |
| 01:15 | 1 | 13 | 0 | 6 | 1 | 19 | | |
| 01:30 | 0 | 2 | 0 | 5 | 0 | 7 | | |
| 01:45 | 0 | 12 | 0 | 6 | 0 | 18 | 57 | |
| 02:00 | 0 | 8 | 0 | 3 | 0 | 11 | | |
| 02:15 | 0 | 8 | 0 | 9 | 0 | 17 | | |
| 02:30 | 0 | 8 | 0 | 23 | 0 | 31 | | |
| 02:45 | 0 | 6 | 0 | 11 | 0 | 17 | 76 | |
| 03:00 | 0 | 7 | 0 | 13 | 0 | 20 | | |
| 03:15 | 0 | 6 | 0 | 10 | 0 | 16 | | |
| 03:30 | 0 | 4 | 0 | 7 | 0 | 11 | | |
| 03:45 | 0 | 6 | 0 | 9 | 0 | 15 | 62 | |
| 04:00 | 0 | 11 | 0 | 11 | 0 | 22 | | |
| 04:15 | 1 | 5 | 0 | 14 | 1 | 19 | | |
| 04:30 | 0 | 5 | 0 | 18 | 0 | 23 | | |
| 04:45 | 1 | 5 | 2 | 17 | 3 | 22 | 86 | |
| 05:00 | 1 | 6 | 0 | 25 | 1 | 31 | | |
| 05:15 | 2 | 8 | 1 | 31 | 3 | 39 | | |
| 05:30 | 1 | 16 | 0 | 17 | 1 | 33 | | |
| 05:45 | 0 | 7 | 1 | 14 | 1 | 21 | 124 | |
| 06:00 | 4 | 6 | 4 | 12 | 8 | 18 | | |
| 06:15 | 5 | 8 | 1 | 8 | 6 | 16 | | |
| 06:30 | 1 | 10 | 4 | 12 | 5 | 22 | | |
| 06:45 | 7 | 5 | 16 | 5 | 23 | 10 | 66 | |
| 07:00 | 6 | 10 | 11 | 13 | 17 | 23 | | |
| 07:15 | 8 | 5 | 8 | 8 | 16 | 13 | | |
| 07:30 | 14 | 2 | 14 | 6 | 28 | 8 | | |
| 07:45 | 10 | 3 | 14 | 2 | 24 | 5 | 49 | |
| 08:00 | 9 | 4 | 14 | 5 | 23 | 9 | | |
| 08:15 | 12 | 3 | 13 | 3 | 25 | 6 | | |
| 08:30 | 1 | 3 | 7 | 2 | 8 | 5 | | |
| 08:45 | 5 | 3 | 8 | 6 | 13 | 9 | 29 | |
| 09:00 | 9 | 2 | 5 | 4 | 14 | 6 | | |
| 09:15 | 3 | 0 | 3 | 2 | 6 | 2 | | |
| 09:30 | 5 | 3 | 7 | 4 | 12 | 7 | | |
| 09:45 | 7 | 0 | 6 | 2 | 13 | 2 | 17 | |
| 10:00 | 4 | 2 | 6 | 0 | 10 | 2 | | |
| 10:15 | 4 | 1 | 7 | 0 | 11 | 1 | | |
| 10:30 | 5 | 1 | 4 | 2 | 9 | 3 | | |
| 10:45 | 7 | 0 | 6 | 1 | 13 | 1 | 7 | |
| 11:00 | 4 | 4 | 6 | 2 | 10 | 6 | | |
| 11:15 | 7 | 0 | 4 | 0 | 11 | 0 | | |
| 11:30 | 5 | 0 | 8 | 0 | 13 | 0 | | |
| 11:45 | 4 | 0 | 3 | 1 | 7 | 1 | 7 | |
| Total | 153 | 243 | 184 | 376 | 337 | 619 | | |
| Percent | 45.4% | 39.3% | 54.6% | 60.7% | | | | |
| Day Total | | 396 | | 560 | | 956 | | |
| Peak | 07:30 | - | 05:00 | - | 07:30 | - | 04:45 | - |
| Vol. | 45 | - | 37 | - | 55 | - | 125 | - |
| P.H.F. | 0.804 | | 0.578 | | 0.982 | | 0.734 | |

37 Flagg Road
between Lovers Lane and Red Gate Lane
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
INDUSTRIES, LLC
P.O.Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

164979 B Class
Site Code: TBA

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 03/08/1 | | | | | | | | | | | | | | |
| 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 1 | 1 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 4 | 1 | 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 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 08:00 | 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 | 21 |
| 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 | 0 | 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 | 0 | 7 |
| 23:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 Peak | 07:00 | 07:00 | 07:00 | 06:00 | 09:00 | 11:00 | | | | | | | | 07:00 |
| Vol. | 1 | 34 | 8 | 2 | 2 | 2 | | | | | | | | 45 |
| PM Peak | 15:00 | 17:00 | 15:00 | 14:00 | 13:00 | 12:00 | | | | | | | | 17:00 |
| Vol. | 1 | 33 | 7 | 2 | 3 | 1 | | | | | | | | 38 |

37 Flagg Road
between Lovers Lane and Red Gate Lane
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
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P.O.Box 301 Berlin, MA 01503
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Email: datarequests@pdillc.com

164979 B Class
Site Code: TBA

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 03/09/1 | | | | | | | | | | | | | | |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 1 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:00 | 0 | 23 | 10 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 08:00 | 0 | 19 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 09:00 | 0 | 16 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:00 | 0 | 10 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:00 | 1 | 14 | 4 | 0 | 1 | 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 | 0 | 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% | |
| 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 Peak | 13:00 | 17:00 | 13:00 | 15:00 | 15:00 | 15:00 | | | | | | | | 17:00 |
| Vol. | 1 | 29 | 10 | 3 | 3 | 1 | | | | | | | | 37 |

37 Flagg Road
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164979 B Class
Site Code: TBA

SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 03/08/1 | | | | | | | | | | | | | | |
| 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 | 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 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 06:00 | 0 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 07:00 | 0 | 42 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 08:00 | 0 | 31 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 09:00 | 0 | 21 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 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 | 0 | 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 Peak | | 07:00 | 09:00 | 06:00 | 07:00 | 09:00 | | | | | | | | 07:00 |
| Vol. | | 42 | 8 | 1 | 2 | 1 | | | | | | | | 49 |
| PM Peak | 17:00 | 17:00 | 17:00 | 13:00 | 16:00 | 13:00 | | | | | | | | 17:00 |
| Vol. | 1 | 70 | 16 | 1 | 3 | 1 | | | | | | | | 87 |

37 Flagg Road
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164979 B Class
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SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 03/09/1 | | | | | | | | | | | | | | |
| 6 | 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 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 0 | 21 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 07:00 | 0 | 37 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 08:00 | 0 | 29 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 09:00 | 1 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:00 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:00 | 0 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12 PM | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:00 | 1 | 17 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:00 | 0 | 32 | 9 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 15:00 | 1 | 31 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 16:00 | 1 | 47 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 17:00 | 1 | 75 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 18:00 | 0 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 19:00 | 0 | 23 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 20:00 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:00 | 0 | 7 | 5 | 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 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 5 | 438 | 93 | 4 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 560 |
| Percent | 0.9% | 78.2% | 16.6% | 0.7% | 3.4% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak | 09:00 | 07:00 | 08:00 | 08:00 | 07:00 | | | | | | | | | 07:00 |
| Vol. | 1 | 37 | 9 | 2 | 2 | | | | | | | | | 47 |
| PM Peak | 13:00 | 17:00 | 16:00 | 14:00 | 14:00 | 13:00 | | | | | | | | 17:00 |
| Vol. | 1 | 75 | 10 | 1 | 4 | 1 | | | | | | | | 87 |

37 Flagg Road
between Lovers Lane and Red Gate Lane
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
INDUSTRIES, LLC
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

NB

| Start Time | 1 14 | 15 19 | 20 24 | 25 29 | 30 34 | 35 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 9999 | Total | 85th % ile | Ave Speed |
|------------|-----------|------------|------------|--------------|--------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-------|---------------|--------------|
| 03/08/16 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 37 | 33 |
| Total % | 4 1.0% | 12 3.0% | 32 8.1% | 125 31.6% | 161 40.8% | 52 13.2% | 8 2.0% | 0 0.0% | 1 0.3% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 395 | | |
| 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%

37 Flagg Road
between Lovers Lane and Red Gate Lane
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
INDUSTRIES, LLC
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

NB

| Start Time | 14 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | Total | 85th % ile | Ave Speed |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|------------|-----------|
| | | 19 | 24 | 29 | 34 | 39 | 44 | 49 | 54 | 59 | 64 | 69 | 9999 | | | |
| 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 Peak | 11:00 | 07:00 | 10:00 | 07:00 | 08:00 | 06:00 | 06:00 | | | | | | | 07:00 | | |
| Vol. | 1 | 2 | 5 | 19 | 12 | 5 | 1 | | | | | | | 38 | | |
| PM Peak | | 15:00 | 17:00 | 13:00 | 17:00 | 13:00 | 13:00 | 16:00 | | | | | | 17:00 | | |
| 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%

37 Flagg Road
between Lovers Lane and Red Gate Lane
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
INDUSTRIES, LLC
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 Time | 1 14 | 15 19 | 20 24 | 25 29 | 30 34 | 35 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 9999 | Total | 85th % ile | Ave Speed |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-------|---------------|--------------|
| 03/08/ | | | | | | | | | | | | | | | | |
| 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 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 36 | 32 |
| Total | 2 | 6 | 48 | 176 | 292 | 84 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 619 | | |
| % | 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% | | | |
| AM 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 | | |

Stats
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 : 468
Percent in Pace : 75.6%
Number of Vehicles > 30 MPH : 329
Percent of Vehicles > 30 MPH : 53.1%

37 Flagg Road
between Lovers Lane and Red Gate Lane
City, State: Southborough, MA
Client: Toole Design Group/ H. Georgallas



PRECISION
D A T A
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P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
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164979 B Speed
Site Code: TBA

SB

| Start Time | 1 14 | 15 19 | 20 24 | 25 29 | 30 34 | 35 39 | 40 44 | 45 49 | 50 54 | 55 59 | 60 64 | 65 69 | 70 9999 | Total | 85th % ile | Ave 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 Peak | | 08:00 | 07:00 | 07:00 | 08:00 | 07:00 | 07:00 | | | | | | | 07:00 | | |
| Vol. | | 1 | 4 | 12 | 21 | 10 | 1 | | | | | | | 47 | | |
| PM Peak | 14:00 | 14:00 | 16:00 | 17:00 | 17:00 | 17:00 | 16:00 | 17:00 | | | | | | 17:00 | | |
| Vol. | 3 | 2 | 5 | 31 | 42 | 12 | 2 | 1 | | | | | | 87 | | |

Stats
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 | | | Commonwealth of Massachusetts | | | RMV Document Number | | | | |
|--|--------------------------------|---|---|--|--|---|------------------------|---|--|--|
| Date of Crash 08/04/2012 | Time of Crash 00:31 24HR | City/Town SOUTHBOROUGH 277 262875 | Motor Vehicle Crash Police Report | | | Number Vehicles 1 | Number Injured 0 | Speed Limit 30 Latitude Longitude | State Police <input type="checkbox"/> Local Police <input checked="" type="checkbox"/> MBTA Police <input type="checkbox"/> Other: <input type="checkbox"/> | |
| AT INTERSECTION: | | | LOCATION | | | NOT AT INTERSECTION: | | | | |
| 1 6 | | | 2 | | | 10 | | | | |
| Route# Direction | | | Name of Roadway/Street | | | Route# Direction | | | Address# Name of Roadway/Street | |
| At | | | | | | 0 Feet N S E W of 0.0 * or | | | Mile Marker Exit Number | |
| 9 W | | | TURNPIKE ROAD | | | 0 Feet N S E W of | | | Route# Intersecting Roadway/Street | |
| Route# Direction | | | Name of Intersecting Roadway/Street | | | 0 Feet N S E W of | | | Landmark | |
| 2 1 | | | 1 | | | 11 | | | | |
| Route# Direction | | | Name of Intersecting Roadway/Street | | | 0 Feet N S E W of | | | | |
| 3 1 | | | 1 | | | 12 | | | | |
| Please Select One of the Following: | | | <input checked="" type="checkbox"/> Vehicle 1 1 # Occupants <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped | | | Crash Report ID# 202875 | | | | |
| License # | | | St MA DOB/Age | | | Reg# | | | Reg Type PAN Reg State MA | |
| Sex 2 Lic. Class 19 19 | | | Lic. Restrictions 20 CDI Endorsement | | | Veh Year 2003 Veh Make HONDA ACCORD Veh Config. 1 | | | 21 | |
| 4 1 | | | 1 | | | 13 | | | | |
| Operator | | | Owner | | | Last First Middle | | | Last First Middle | |
| Address | | | Address | | | City LUNENBURG State MA Zip 01462 | | | City LUNENBURG State MA Zip 01462 | |
| City LUNENBURG State MA Zip 01462 | | | Insurance Company COMMERCE INSURANCE | | | Vehicle Action Prior to Crash 22 | | | Damaged Area Code: 2 27 3 27 27 | |
| 5 98 | | | Vehicle Travel Direction N S E W Responding to Emergency? 2 | | | Event Sequence 23 23 23 23 | | | Test Status: 28 | |
| Citation # (If Issued) | | | Most Harmful Event 24 | | | Type of Test: 29 | | | BAC Test Result: 30 | |
| Viol 1: Ch/Sec/Sub | | | Viol 2: Ch/Sec/Sub | | | Driver Contributing Code 25 25 25 | | | Susp. Alcohol: 31 Susp. Drug: 32 | |
| 6 1 | | | 1 | | | 19 | | | | |
| Viol 3: Ch/Sec/Sub | | | Viol 4: Ch/Sec/Sub | | | Driver Distracted by 26 | | | Towed from scene? 33 | |
| Please fill out for operator/non-motorist and all occupants involved | | | Name (Last First Middle) | | | Address | | | DOB/Age Sex 34 Seat Pos. 35 Safety System 36 Airbag Status 37 Eject Code 38 Trap Code 39 Injury Status 40 Transp. Code Medical Facility | |
| Operator | | | See Above | | | | | | | |
| 7 3 | | | 3 | | | 14 | | | | |
| Please Select One of the Following: | | | <input type="checkbox"/> Vehicle # Occupants <input type="checkbox"/> Non-Motorist A Type 35 Action 36 Location 37 Condition 38 | | | <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped | | | | |
| License # | | | St DOB/Age | | | Reg # | | | Reg Type Reg State | |
| Sex Lic. Class 19 19 | | | Lic. Restrictions 20 CDI Endorsement | | | Veh Year Veh Make Veh Config. 21 | | | | |
| 8 1 | | | 1 | | | 14 | | | | |
| Operator | | | Owner | | | Last First Middle | | | Last First Middle | |
| Address | | | Address | | | City State Zip | | | City State Zip | |
| City State Zip | | | Insurance Company | | | Vehicle Action Prior to Crash 22 | | | Damaged Area Code: 27 27 27 | |
| Vehicle Travel Direction: N S E W Responding to Emergency? | | | Event Sequence 23 23 23 23 | | | Test Status: 28 | | | Type of Test: 29 | |
| Citation # (If Issued) | | | Most Harmful Event 24 | | | BAC Test Result: 30 | | | Susp. Alcohol: 31 Susp. Drug: 32 | |
| Viol 1: Ch/Sec/Sub | | | Viol 2: Ch/Sec/Sub | | | Driver Contributing Code 25 25 25 | | | Susp. Alcohol: 31 Susp. Drug: 32 | |
| Viol 3: Ch/Sec/Sub | | | Viol 4: Ch/Sec/Sub | | | Driver Distracted by 26 | | | Towed from scene? 33 | |
| Please fill out for operator/non-motorist and all occupants involved | | | Name (Last First Middle) | | | Address | | | DOB/Age Sex 34 Seat Pos. 35 Safety System 36 Airbag Status 37 Eject Code 38 Trap Code 39 Injury Status 40 Transp. Code Medical Facility | |
| Operator/Non-Motorist | | | See Above | | | | | | | |

ॐ = Bicycle

Indicate North by Arrow

ON 08/04/12 AT APPROX. 0031 HRS, I RESPONDED TO A SINGLE CAR ACCIDENT ON FLAGG ROAD (A PUBLIC WAY IN THE TOWN OF SOUTHBOROUGH) JUST AFTER THE INTERSECTION WITH TURNPIKE ROAD (RT 9 WESTBOUND). I OBSERVED A MV PULLED TO THE SIDE OF THE ROAD, WITH DAMAGE TO THE RIGHT FRONT AND SIDE OF THE VEHICLE. I ALSO OBSERVED MODERATE TO HEAVY DAMAGE DONE TO A HYDRANT (OWNED BY THE TOWN OF SOUTHBOROUGH- WATER DEPT) ON THE RIGHT SIDE OF FLAGG ROAD. DRIVER, [REDACTED] (DOB [REDACTED]) WAS NOT HURT, AND DID NOT APPEAR TO BE IMPAIRED AT THE TIME OF THE ACCIDENT. SHE STATED THAT SHE DID NOT REALIZE THE HYDRANT WAS THERE. VEHICLE WAS TOWED FROM THE SCENE BY TED'S AUTO BODY. [REDACTED] WAS ADVISED TO FILE AN ACCIDENT REPORT; AND THE WATER DEPT WAS CONTACTED AND ADVISED OF THE DAMAGE DONE TO THE HYDRANT.

Date _____

| Police Use Only | | | | Commonwealth of Massachusetts | | | | RMV Document Number | | | |
|---|------------------------|---------------------------|------------|--|--|--|--|------------------------------------|------------------------|-------------------|--|
| Date of Crash 10/30/2012 | Time of Crash 23:38 | City/Town SOUTHBOROUGH | 277 267664 | Motor Vehicle Crash Police Report | | | | Number Vehicles 1 | Number Injured 1 | Speed Limit 25 | State Police <input type="checkbox"/> Local Police <input type="checkbox"/> METR Police <input type="checkbox"/> Other <input type="checkbox"/> |
| AT INTERSECTION: | | | | LOCATION | | | | NOT AT INTERSECTION: | | | |
| Route# Direction Name of Roadway/Street | | | | Route# Direction Address# Name of Roadway/Street | | | | S 40 FLAGG RD | | | |
| At | | | | 0 Feet NSEW of 0.0 or | | | | Mile Marker Exit Number | | | |
| Route# Direction Name of Intersecting Roadway/Street | | | | 0 Feet NSEW of | | | | Route# Intersecting Roadway/Street | | | |
| Also at Intersection with | | | | 0 Feet NSEW of | | | | Landmark | | | |
| Route# Direction Name of Intersecting Roadway/Street | | | | | | | | | | | |
| Please Select One of the Following: <input checked="" type="checkbox"/> Vehicle 1 1 Occupants <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped | | | | Crash Report ID# 267664 | | | | | | | |
| License # St MA DOB/Age Reg# Reg Type PAN Reg State MA | | | | Veh Year 1992 Veh Make TOYOTA Veh Config. 1 | | | | 12 3 | | | |
| Sex 2 Lic. Class D 19 19 Lic. Restrictions CDL N Endorsement | | | | Owner Last First Middle | | | | | | | |
| Operator Last First Middle | | | | Address | | | | | | | |
| City SOUTHBOROUGH State MA Zip 01772 | | | | City SOUTHBOROUGH State MA Zip 01772 | | | | | | | |
| Insurance Company COMMERCE INSURANCE | | | | Vehicle Action Prior to Crash 1 22 | | | | Damaged Area Code: 21 27 27 27 | | | |
| Vehicle Travel Direction NSEW Responding to Emergency? 2 | | | | Event Sequence 23 23 23 23 | | | | Test Status: 28 | | | |
| Citation # (If Issued) | | | | Most Harmful Event 43 24 | | | | Type of Test: 29 | | | |
| Viol 1: Ch/Sec/Sub 90 24 Viol 2: Ch/Sec/Sub 90 24 | | | | Driver Contributing Code 14 25 25 | | | | BAC Test Result: 30 | | | |
| Viol 3: Ch/Sec/Sub Viol 4: Ch/Sec/Sub | | | | Driver Distracted by 26 | | | | Susp. Alcohol: 31 Susp. Drug: 32 | | | |
| Please fill out for operator/non-motorist and all occupants involved | | | | Towed from scene? 33 | | | | 13 40 | | | |
| Name (Last First Middle) Address DOB/Age Sex 34 Seat Pos. 35 Safety System 36 Airbag Status 37 Eject Code 38 Trap Code 39 Injury Status 40 Transp Code Medical Facility | | | | | | | | | | | |
| Operator See Above | | | | 98 4 6 2 3 2 | | | | UMASS WORCESTER HOSPI | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
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| Please Select One of the Following: <input type="checkbox"/> Vehicle 1 Occupants <input type="checkbox"/> Non-Motorist A Type 15 Action 16 Location 17 Condition 18 <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped | | | | | | | | | | | |
| License # St DOB/Age Reg# Reg Type Reg State | | | | Veh Year Veh Make Veh Config. 21 | | | | | | | |
| Sex Lic. Class 19 19 Lic. Restrictions CDL Endorsement | | | | Owner Last First Middle | | | | | | | |
| Operator Last First Middle | | | | Address | | | | | | | |
| City State Zip | | | | City State Zip | | | | | | | |
| Insurance Company | | | | Vehicle Action Prior to Crash 23 | | | | Damaged Area Code: 27 27 27 | | | |
| Vehicle Travel Direction: NSEW Responding to Emergency? | | | | Event Sequence 23 23 23 23 | | | | Test Status: 28 | | | |
| Citation # (If Issued) | | | | Most Harmful Event 24 | | | | Type of Test: 29 | | | |
| Viol 1: Ch/Sec/Sub Viol 2: Ch/Sec/Sub | | | | Driver Contributing Code 25 25 | | | | BAC Test Result: 30 | | | |
| Viol 3: Ch/Sec/Sub Viol 4: Ch/Sec/Sub | | | | Driver Distracted by 26 | | | | Susp. Alcohol: 31 Susp. Drug: 32 | | | |
| Please fill out for operator/non-motorist and all occupants involved | | | | Towed from scene? 33 | | | | | | | |
| Name (Last First Middle) Address DOB/Age Sex 34 Seat Pos. 35 Safety System 36 Airbag Status 37 Eject Code 38 Trap Code 39 Injury Status 40 Transp Code Medical Facility | | | | | | | | | | | |
| Operator/Non-Motorist See Above | | | | | | | | | | | |
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| Police Use Only | | | | Commonwealth of Massachusetts | | | | RMV Document Number | | | | | | | |
|---|--|------------------------|--|--|--|--------------------------------------|--|---|--|---------------------|--|-------------------|--|--|--|
| Date of Crash 11/26/2012 | | Time of Crash 23:15 | | City/Town SOUTHBOROUGH | | Motor Vehicle Crash Police Report | | Number Vehicles 1 | | Number Injured 0 | | Speed Limit 30 | | State Police <input type="checkbox"/> | |
| | | 24HR | | 277 | | 269217 | | | | | | Latitude | | Local Police <input checked="" type="checkbox"/> | |
| | | | | | | | | | | | | Longitude | | MHTA Police <input type="checkbox"/> | |
| | | | | | | | | | | | | | | Others | |
| AT INTERSECTION: | | | | LOCATION | | | | NOT AT INTERSECTION: | | | | | | | |
| 1 4 Route# Direction Name of Roadway/Street At Route# Direction Name of Intersecting Roadway/Street Also at Intersection with 2 1 Route# Direction Name of Intersecting Roadway/Street | | | | Route# Direction Address# Name of Roadway/Street 0 Feet N S E W of 0.0 * or Mile Marker Exit Number 0 Feet N S E W of Route# Intersecting Roadway/Street 0 Feet N S E W of Landmark | | | | FLAGG RD/LOVERS LN 10 2 | | | | | | | |
| 3 1 Please Select One of the Following: <input checked="" type="checkbox"/> Vehicle 1 1 # Occupants <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped | | | | Crash Report ID# 269217 | | | | | | | | | | | |
| 4 1 License # [redacted] St MA DOB/Age [redacted] Sex 1 Lic. Class D 19 19 Lic. Restrictions F 20 CDL Endorsement Operator [redacted] Last First Middle Address [redacted] City MARLBOROUGH State MA Zip 01752 Insurance Company COMMERCE INSURANCE Vehicle Travel Direction N S E W Responding to Emergency? 2 Citation # (If Issued) Viol 1: Ch/Sec/Sub Viol 2: Ch/Sec/Sub Viol 3: Ch/Sec/Sub Viol 4: Ch/Sec/Sub | | | | Reg# [redacted] Reg Type Reg State 21 Veh Year 1993 Veh Make TOYOTA Veh Config. 1 Owner [redacted] Last First Middle Address [redacted] City MARLBOROUGH State MA Zip 01752 Vehicle Action Prior to Crash 22 Event Sequence 21 23 23 23 Most Harmful Event 10 24 Driver Contributing Code 1 25 25 Driver Distracted by 26 Towed from scene? 33 | | | | Damaged Area Code: 1 27 2 27 8 27 Test Status: 28 Type of Test: 29 BAC Test Result: 30 Susp. Alcohol: 31 Susp. Drug: 32 | | | | | | | |
| 5 Please fill out for operator/non-motorist and all occupants involved Name (Last First Middle) Address DOB/Age Sex 34 Seat Pos. 35 Safety System 36 Airbag Status 37 Eject Code 38 Trap Code 39 Injury Status 40 Transp. Code Medical Facility Operator See Above ----- 99 4 0 0 5 1 | | | | | | | | | | | | | | | |
| 7 1 Please Select One of the Following: <input type="checkbox"/> Vehicle # Occupants <input type="checkbox"/> Non-Motorist A Type 13 Action 16 Location 17 Condition 18 <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped | | | | | | | | | | | | | | | |
| 8 1 License # [redacted] St DOB/Age [redacted] Sex Lic. Class 19 19 Lic. Restrictions 20 CDL Endorsement Operator [redacted] Last First Middle Address [redacted] City State Zip Insurance Company Vehicle Travel Direction: N S E W Responding to Emergency? Citation # (If Issued) Viol 1: Ch/Sec/Sub Viol 2: Ch/Sec/Sub Viol 3: Ch/Sec/Sub Viol 4: Ch/Sec/Sub | | | | Reg # Reg Type Reg State 21 Veh Year Veh Make Veh Config. Owner [redacted] Last First Middle Address [redacted] City State Zip Vehicle Action Prior to Crash 22 Event Sequence 23 23 23 23 Most Harmful Event 24 Driver Contributing Code 25 25 Driver Distracted by 26 Towed from scene? 33 | | | | Damaged Area Code: 27 27 27 Test Status: 28 Type of Test: 29 BAC Test Result: 30 Susp. Alcohol: 31 Susp. Drug: 32 | | | | | | | |
| 9 2 Please fill out for operator/non-motorist and all occupants involved Name (Last First Middle) Address DOB/Age Sex 34 Seat Pos. 35 Safety System 36 Airbag Status 37 Eject Code 38 Trap Code 39 Injury Status 40 Transp. Code Medical Facility Operator/Non-Motorist See Above ----- | | | | | | | | | | | | | | | |

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ○ = Pedestrian ○ = Bicycle

| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|
| Crash Location | | | | | | | | | |
| Direction: → 1 → 2 → 3 Vehicle 1: → 1 → 2 → 3 Vehicle 2: → 1 → 2 → 3 Pedestrian: ○ Bicycle: ○ | | | | | | | | | |
| If Crash Did Not Occur on a Public Way: <input type="checkbox"/> Off-Street Parking Lot <input type="checkbox"/> Garage <input type="checkbox"/> Mall/Shopping Center <input type="checkbox"/> Other Private Way | | | | | | | | | |
| Indicate North by Arrow | | | | | | | | | |

Crash Narrative: Vehicle was traveling northbound on Flagg Rd. (public way) when a dog ran in front of his vehicle. Operator stated that he swerved out of the way, but struck a mailbox at 47 Flagg Rd. The vehicle sustained heavy front end damage. The operator stated that he was not injured in the crash. The vehicle was towed by Ted's Towing.

| Name (Last, First, Middle) | Address | Phone # | Statement |
|----------------------------|---------|---------|-----------|
| | | | |
| | | | |

| Owner (Last, First, Middle) | Address | Phone # | CL Type | Description of Damaged Property |
|-----------------------------|---------|---------|---------|---------------------------------|
| | | | | MAILBOX |
| | | | | |

| | | | |
|-------------------------------------|---|---|--|
| Truck and Bus Information | | Registration # _____ (From Vehicle Section) | |
| Carrier Name _____ | Address _____ | | City _____ St _____ Zip _____ |
| US DOT #: _____ | State Number _____ | Issuing State _____ | MC/MX/ICC #: _____ |
| Interstate <input type="checkbox"/> | Cargo Body Type Code <input type="checkbox"/> | GVWR/GCWR <input type="checkbox"/> | |
| Trailer Reg #: _____ | Reg Type _____ | Reg State _____ | Reg Year _____ Trailer Length _____ |
| Hazmat Information: | | | |
| Placard <input type="checkbox"/> | Material 1 digit # <input type="checkbox"/> | Material Name _____ | Material 4 digit # _____ Release Code <input type="checkbox"/> |

Police Officer Name (Please Print) _____ Signature _____ ID/Badge # _____ Department _____ Precinct/Barracks _____ Date _____

| Police Use Only | | | Commonwealth of Massachusetts | | RMV Document Number | | | |
|---|------------------------|--|---|--|--|------------------------|--|--|
| Date of Crash 01/13/2013 | Time of Crash 00:51 | City/Town SOUTHBOROUGH 24HR 271 271417 | Motor Vehicle Crash Police Report | | Number Vehicles 1 | Number Injured 0 | Speed Limit 25 Latitude Longitude | State Police Local Police MBTA Police Other |
| AT INTERSECTION: | | | LOCATION | | NOT AT INTERSECTION: | | | |
| 1 4 Route# Direction Name of Roadway/Street | | | S 58 FLAGG RD | | 10 2 | | | |
| At | | | Route# Direction Address# Name of Roadway/Street | | | | | |
| Route# Direction Name of Intersecting Roadway/Street | | | 0 Feet NSEW of 0.0 Mile Marker Exit Number | | 11 1 | | | |
| Also at Intersection with | | | 0 Feet NSEW of Route# Intersecting Roadway/Street | | | | | |
| 2 3 Route# Direction Name of Intersecting Roadway/Street | | | 0 Feet NSEW of Landmark | | | | | |
| 3 2 Please Select One of the Following: <input checked="" type="checkbox"/> Vehicle 1 # Occupants <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped | | | Crash Report ID# 271417 | | | | | |
| License # St MA DOB/Age | | | Reg# Reg Type PAN Reg State MA | | 12 3 | | | |
| Sex 2 Lic. Class 18 19 Lic. Restrictions 20 CDL Endorsement | | | Veh Year 2007 Veh Make CHEVROLET AVALA Veh Config. 1 | | | | | |
| 4 1 Operator Last First Middle | | | Owner Last First Middle | | | | | |
| Address | | | Address | | | | | |
| City State MA Zip 01568 | | | City State MA Zip 01568 | | | | | |
| Insurance Company | | | Vehicle Action Prior to Crash 22 | | Damaged Area Code: 27 27 27 | | | |
| 5 Vehicle Travel Direction NSEW Responding to Emergency? 2 | | | Event Sequence 23 23 23 23 | | Test Status: 28 | | | |
| Citation # (If Issued) | | | Most Harmful Event 24 | | Type of Test: 29 | | | |
| Viol 1: Ch/Sec/Sub 90 24 Viol 2: Ch/Sec/Sub | | | Driver Contributing Code 25 25 | | BAC Test Result: 30 | | | |
| 6 2 Viol 3: Ch/Sec/Sub Viol 4: Ch/Sec/Sub | | | Driver Distracted by 26 | | Susp. Alcohol: 31 Susp. Drug: 32 | | | |
| Please fill out for operator/non-motorist and all occupants involved | | | Towed from scene? 33 | | 13 10 | | | |
| Name (Last First Middle) Address | | | DOB/Age Sex | | 24 Seat Pos. 25 Safety System 26 Airbag Status 27 Eject Code 28 Trap Code 29 Injury Status 30 Transp. Code 31 Medical Facility | | | |
| Operator See Above | | | ----- | | | | | |
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| | | | | | | | | |
| 7 1 Please Select One of the Following: <input type="checkbox"/> Vehicle # Occupants <input type="checkbox"/> Non-Motorist A Type 15 Action 16 Location 17 Condition 18 | | | <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped | | | | | |
| License # St DOB/Age | | | Reg # Reg Type Reg State | | | | | |
| Sex Lic. Class 19 19 Lic. Restrictions 20 CDL Endorsement | | | Veh Year Veh Make Veh Config. 21 | | | | | |
| 8 1 Operator Last First Middle | | | Owner Last First Middle | | | | | |
| Address | | | Address | | | | | |
| City State Zip | | | City State Zip | | | | | |
| Insurance Company | | | Vehicle Action Prior to Crash 22 | | Damaged Area Code: 27 27 27 | | | |
| Vehicle Travel Direction: NSEW Responding to Emergency? | | | Event Sequence 23 23 23 23 | | Test Status: 28 | | | |
| Citation # (If Issued) | | | Most Harmful Event 24 | | Type of Test: 29 | | | |
| Viol 1: Ch/Sec/Sub Viol 2: Ch/Sec/Sub | | | Driver Contributing Code 25 25 | | BAC Test Result: 30 | | | |
| Viol 3: Ch/Sec/Sub Viol 4: Ch/Sec/Sub | | | Driver Distracted by 26 | | Susp. Alcohol: 31 Susp. Drug: 32 | | | |
| Please fill out for operator/non-motorist and all occupants involved | | | Towed from scene? 33 | | 14 | | | |
| Name (Last First Middle) Address | | | DOB/Age Sex | | 24 Seat Pos. 25 Safety System 26 Airbag Status 27 Eject Code 28 Trap Code 29 Injury Status 30 Transp. Code 31 Medical Facility | | | |
| Operator/Non-Motorist See Above | | | ----- | | | | | |
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Crash Diagram :

ie: → 1 ← 2 → OK

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If Crash Did Not Occur
on a Public Way:

- ☐ Off-Street Parking Lot
- ☐ Garage
- ☐ Mail/Shopping Center
- ☐ Other Private Way

Indicate North by Arrow


Crash Narrative

ON 01/13/13 AT APPROXIMATELY 0051 HOURS, I OFFICER THOMAS ROCK AND OFFICER NICHOLS WERE DISPATCHED TO THE REPORT OF A ONE CAR MOTOR VEHICLE CRASH WITH UNKNOWN INJURIES IN THE AREA OF 60 FLAGG ROAD. ON ARRIVAL, I OBSERVED A GRAY CHEVROLET AVALANCHE, MA [REDACTED], FACING SOUTHBOUND ON FLAGG ROAD IN FRONT OF 60 FLAGG ROAD. BOTH SETS OF SIDE CURTAIN AIRBAGS HAD DEPLOYED, OBSTRUCTING MY VIEW INTO THE VEHICLE. I ATTEMPTED TO GAIN ENTRY THROUGH THE FRONT DRIVER'S SIDE DOOR, HOWEVER THE DAMAGE WAS TOO SEVERE TO THE FRONT END AND DRIVER'S SIDE OF THE VEHICLE TO GAIN ENTRY. I THEN ATTEMPTED TO GAIN ENTRY THROUGH THE REAR DRIVER'S SIDE DOOR AND WAS SUCCESSFUL. INSIDE, STILL BUCKLED INTO THE DRIVER'S SEAT WAS THE OPERATOR, LATER LEARNED TO BE [REDACTED] DOB [REDACTED]. [REDACTED] STATED THAT SHE WAS SEEMINGLY UNINJURED IN THE CRASH. HOWEVER SOUTHBOROUGH FIRE DEPARTMENT ARRIVED ON SCENE AND CONDUCTED AN EVALUATION. [REDACTED] DECLINED TREATMENT. UPON SPEAKING WITH [REDACTED] I DETECTED A STRONG ODOR OF ALCOHOLIC BEVERAGE EMANATING FROM [REDACTED] PERSON. [REDACTED] STATED THAT SHE HAD NOT CONSUMED ANY ALCOHOL PRIOR TO THE CRASH. [REDACTED] THEN PARTICIPATED IN, AND FAILED FIELD SOBRIETY TESTS. [REDACTED] WAS THEN TAKEN INTO CUSTODY AND CHARGED WITH OPERATING UNDER THE INFLUENCE OF INTOXICATING LIQUOR AND CITED [REDACTED] FOR CHAPTER 90, SECTION 24. AN INVESTIGATION AFTER THE FACT REVEALED THAT [REDACTED] WAS TRAVELING

| Witnesses: | | | |
|----------------------------|---------|---------|-----------|
| Name (Last, First, Middle) | Address | Phone # | Statement |
| | | | |
| | | | |




| Property Damages: | | | | |
|-----------------------------|------------|------------|------------|---|
| Owner (Last, First, Middle) | Address | Phone # | Type | Description of Damaged Property |
| [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | OWNER'S STONE WALL WAS SEVERELY DAMAGED, AS WAS THEIR WHEN BATES CRASHED. |
| [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | |


Track and File Information: Registration # _____ (From Vehicle Section)

Carrier Name _____ Bus Use 




Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ MCMX/CC #: _____

Interstate  Cargo Body Type Code  GVWR/GCWR 

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length 

Hazmat Information:

Placard  Material 1 digit #  Material Name _____ Material 4 digit # _____ Release Code 

| | | | | | |
|------------------------------------|-----------|------------|------------|-------------------|------|
| Police Officer Name (Please Print) | Signature | ID/Badge # | Department | Precinct/Barracks | Date |
|------------------------------------|-----------|------------|------------|-------------------|------|

SOUTHBOROUGH POLICE DEPARTMENT

SUPPLEMENTAL CRASH NARRATIVE

case #: 271417

ln# narrative

023 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 [REDACTED]
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 [REDACTED] VEHICLE CAUSED SIGNIFICANT DAMAGE TO THE STONE WALL ON BOTH
028 SIDES OF THE DRIVEWAY TO 58 FLAGG ROAD. IN ADDITION, [REDACTED] VEHICLE
029 STRUCK THE COPPER MAILBOX, KNOCKING IT FROM ITS 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 [REDACTED]
035 VEHICLE. THE CRASH CAUSED THE SIDE AIRBAGS TO DEPLOY ON BOTH SIDES OF
036 THE VEHICLE, HOWEVER THE FRONT AIRBAGS DID NOT DEPLOY. [REDACTED] WAS
037 WEARING HER SEATBELT AT THE TIME OF THE CRASH.
038 TED'S TOWING WAS NOTIFIED TO COME RECOVER THE VEHICLE. [REDACTED] 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
v5.5o

SOUTHBOROUGH POLICE DEPARTMENT
LOG REPORT

PAGE: 1
TTYP1 -70

shift: C

date: 04/14/13 SUNDAY


org/1st

***** C 160 MV-ACCIDENT INVESTIGATED **rcv*clr*
18:39 * FLAGG RD and DEERFOOT RD SOH 161 160
[REDACTED] INVOLVED IN MINOR MVA 30
* ID #: [REDACTED] 57 -70
Oper: [REDACTED]
[REDACTED] SOUTHBOROUGH, MA 01772
Oper: [REDACTED], [REDACTED]
[REDACTED] WAYLAND, MA 01778
*** UNIT(S) ***
94 * SOH P T. ROCK 57 -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 57 -
94 SOH SHE WOULD LIKE AN OFFICER TO CHECK ON HER. 57 -
94 SOH 18:41:00 ON SCENE 57 -
94 SOH 18:52:02 CLR. REPORT TO FOLLOW 57 -
94 SOH MV 1 MA REG [REDACTED] MA OLN [REDACTED] 57 -
94 SOH MV 2 NH REG [REDACTED] MA OLN [REDACTED] 57 -

officer's signature

date

| Police Use Only | | | | Commonwealth of Massachusetts | | | | RMV Document Number | | | |
|---|------------------------|---------------------------|-------------|-------------------------------|--|-------------------------|------------------------|---------------------|----------|-----------|--|
| Date of Crash 06/03/2013 | Time of Crash 04:14 | City/Town SOUTHBOROUGH | 24HR 277 | 277956 | Motor Vehicle Crash Police Report | Number Vehicles 1 | Number Injured 0 | Speed Limit 25 | Latitude | Longitude | State Police <input type="checkbox"/> Local Police <input checked="" type="checkbox"/> MBTA Police <input type="checkbox"/> Other: <input type="checkbox"/> |
| AT INTERSECTION: | | | | | LOCATION | | NOT AT INTERSECTION: | | | | |
| 1 4 Route# Direction FLAGG RD Name of Roadway/Street | | | | | 10 2 Route# Direction Address# Name of Roadway/Street | | | | | | |
| At | | | | | 0 Feet N S E W of 0.0 or Exit Number | | | | | | |
| Route# Direction Name of Intersecting Roadway/Street | | | | | 0 Feet N S E W of Mile Marker | | | | | | |
| Also at Intersection with | | | | | 0 Feet N S E W of Route# Intersecting Roadway/Street | | | | | | |
| 2 1 Route# Direction Name of Intersecting Roadway/Street | | | | | 11 1 Landmark | | | | | | |
| 3 1 Please Select One of the Following: <input checked="" type="checkbox"/> Vehicle 1 1 # Occupants <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped | | | | | Crash Report ID# 277956 | | | | | | |
| License # St MA DOB/Age Reg# Reg Type PAS Reg State MA | | | | | 12 7 | | | | | | |
| Sex 1 Lic. Class D D Lic. Restrictions 1 CDL Endorsement | | | | | Veh Year 2012 Veh Make FORD UTIL Veh Config. 1 | | | | | | |
| 4 1 Operator Last First Middle Address | | | | | Owner Last First Middle Address | | | | | | |
| City SOUTHBOROUGH State MA Zip 01772 | | | | | City SOUTHBOROUGH State MA Zip 01772 | | | | | | |
| Insurance Company PREMIER INSURANCE | | | | | Vehicle Action Prior to Crash 22 Damaged Area Code: 27 27 8 27 | | | | | | |
| 5 2 Vehicle Travel Direction N S E W Responding to Emergency? 2 | | | | | Event Sequence 23 23 23 23 Test Status: 28 | | | | | | |
| Citation # (If Issued) | | | | | Type of Test: 29 | | | | | | |
| Viol 1: Ch/Sec/Sub 90 24 Viol 2: Ch/Sec/Sub 90 13B | | | | | Most Harmful Event 21 24 BAC Test Result: 30 | | | | | | |
| 6 1 Viol 3: Ch/Sec/Sub Viol 4: Ch/Sec/Sub | | | | | Driver Contributing Code 14 25 20 25 Susp. Alcohol: 31 Susp. Drug: 32 | | | | | | |
| Driver Distracted by 26 | | | | | Towed from scene? 33 | | | | | | |
| Please fill out for operator/non-motorist and all occupants involved | | | | | | | | | | | |
| Name (Last First Middle) Address | | | | | DOB/Age Sex Seat Pos Safety Airbag Eject Code Trap Injury Transp. Medical Facility | | | | | | |
| Operator See Above | | | | | 99 4 0 0 5 1 | | | | | | |
| 7 1 Please Select One of the Following: <input type="checkbox"/> Vehicle # Occupants <input type="checkbox"/> Non-Motorist A Type Action Location Condition Hit/Run Moped | | | | | | | | | | | |
| License # St DOB/Age Reg# Reg Type Reg State | | | | | 21 | | | | | | |
| Sex Lic. Class Lic. Restrictions CDL Endorsement | | | | | Veh Year Veh Make Veh Config. | | | | | | |
| 8 1 Operator Last First Middle Address | | | | | Owner Last First Middle Address | | | | | | |
| City State Zip | | | | | City State Zip | | | | | | |
| Insurance Company | | | | | Vehicle Action Prior to Crash 22 Damaged Area Code: 27 27 27 | | | | | | |
| Vehicle Travel Direction: N S E W Responding to Emergency? | | | | | Event Sequence 23 23 23 23 Test Status: 28 | | | | | | |
| Citation # (If Issued) | | | | | Type of Test: 29 | | | | | | |
| Viol 1: Ch/Sec/Sub Viol 2: Ch/Sec/Sub | | | | | Most Harmful Event 24 BAC Test Result: 30 | | | | | | |
| Viol 3: Ch/Sec/Sub Viol 4: Ch/Sec/Sub | | | | | Driver Contributing Code 25 25 Susp. Alcohol: 31 Susp. Drug: 32 | | | | | | |
| Driver Distracted by 26 | | | | | Towed from scene? 33 | | | | | | |
| Please fill out for operator/non-motorist and all occupants involved | | | | | | | | | | | |
| Name (Last First Middle) Address | | | | | DOB/Age Sex Seat Pos Safety Airbag Eject Code Trap Injury Transp. Medical Facility | | | | | | |
| Operator/Non-Motorist See Above | | | | | 99 4 0 0 5 1 | | | | | | |

If Crash Did Not Occur
on a Public Way:

☐ Off-Street Parking Lot

☐ Garage

☐ Mall/Shopping Center

☐ Other Private Way

| | |
|-----------------|--|
| Crash Narrative | VEHICLE 1 WAS TRAVELLING SOUTHBOUND ON FLAGG RD AND CRASHED AT THE LOCATION OF 40 FLAGG RD. VEHICLE CRASHED OVER THE STONE WALL AND ROLLED ONTO THE DRIVERS SIDE DOOR IN THE FRONT YARD. OPERATOR WAS TRAPPED INSIDE AND WAS INJURED IN THE HIP AND LEG AREA. OPERATOR IDENTIFIED AS [REDACTED] AND WAS TAKEN OUT OF THE VEHICLE THROUGH THE BACK WINDSHIELD. SHE WAS CHARGED WITH OUI LIQUOR SECOND OFFENSE AND OPEN CONTAINER OF ALCOHOL IN VEHICLE. SHE WAS TRANSPORTED TO UMASS WORCESTER HOSPITAL BY THE EMT'S. VEHICLE TOWED FROM THE SCENE. DAMAGE WAS DONE TO THE ROCK WALL AND THE YARD OF 40 FLAGG RD. |
|-----------------|--|

| Property Damage | | | | |
|-----------------------------|------------|------------|------------|---------------------------------|
| Owner (Last, First, Middle) | Address | Phone # | City | Description of Damaged Property |
| [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | STONE WALL AND LAWN DAMAGE |
| [REDACTED] | [REDACTED] | [REDACTED] | 97 | |

| Police Officer Name (Please Print) | Signature | ID/Badge # | Department | Precinct/Baracks | Date |
|------------------------------------|-----------|------------|------------|------------------|------|
|------------------------------------|-----------|------------|------------|------------------|------|

| Police Use Only | | | Commonwealth of Massachusetts | | | RMV Document Number | | | |
|--|------------------------|---|---|--|--|---|------------------------|--|---|
| Date of Crash 07/18/2013 | Time of Crash 10:38 | City/Town SOUTHBOROUGH 277 279990 | Motor Vehicle Crash Police Report | | | Number Vehicles 1 | Number Injured 0 | Speed Limit 25 Latitude Longitude | State Police <input type="checkbox"/> Local Police <input type="checkbox"/> MBTA Police <input type="checkbox"/> Other: <input type="checkbox"/> |
| AT INTERSECTION: | | | LOCATION | | | NOT AT INTERSECTION: | | | |
| 1 1 Route# Direction Name of Roadway/Street At | | | Route# Direction Address# Name of Roadway/Street | | | 10 2 | | | |
| Route# Direction Name of Intersecting Roadway/Street Also at Intersection with | | | 0 Feet N S E W of 0.0 * or Mile Marker Exit Number | | | 11 1 | | | |
| 2 1 Route# Direction Name of Intersecting Roadway/Street | | | 0 Feet N S E W of Route# Intersecting Roadway/Street | | | Landmark | | | |
| 3 1 Please Select One of the Following: <input checked="" type="checkbox"/> Vehicle 1 1 Occupants <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped | | | Crash Report ID# 279990 | | | | | | |
| License # St MA DOB/Age Sex 2 Lic. Class D 19 19 Lic. Restrictions CDL Endorsement | | | Reg# Reg Type PAN Reg State MA | | | 12 99 | | | |
| 4 1 Operator Last First M Middle Address | | | Veh Year 2011 Veh Make MRRZ UTILITY Veh Config. 2 | | | Owner Last First Middle Address | | | |
| City SOUTHBOROUGH State MA Zip 01772 | | | City State RD Zip 06262 | | | Insurance Company CITATION INSURANCE | | | |
| 5 98 Vehicle Travel Direction N S E W Responding to Emergency? 2 | | | Vehicle Action Prior to Crash 22 Damaged Area Code: 97 27 27 27 | | | Test Status: 28 | | | |
| Citation # (If Issued) | | | Event Sequence 23 23 23 23 | | | Type of Test: 29 | | | |
| Viol 1: Ch/Sec/Sub Viol 2: Ch/Sec/Sub | | | Most Harmful Event 24 | | | BAC Test Result: 30 | | | |
| 6 1 Viol 3: Ch/Sec/Sub Viol 4: Ch/Sec/Sub | | | Driver Contributing Code 25 25 | | | Susp. Alcohol: 31 Susp. Drug: 32 | | | |
| Please fill out for operator/non-motorist and all occupants involved | | | Driver Distracted by 26 | | | Towed from scene? 33 | | | |
| Name (Last First Middle) Address | | | DOB/Age Sex | | | 34 Seat Pos. 35 Safety System 36 Airbag Status 37 Eject Code 38 Trap Code 39 Injury Status 40 Transp. Code Medical Facility | | | |
| Operator See Above | | | 99 4 0 0 5 1 | | | | | | |
| 7 1 Please Select One of the Following: <input type="checkbox"/> Vehicle <input type="checkbox"/> Occupants <input type="checkbox"/> Non-Motorist A Type 15 Action 16 Location 17 Condition 18 | | | <input type="checkbox"/> Hit/Run <input type="checkbox"/> Moped | | | | | | |
| License # St DOB/Age Sex Lic. Class Lic. Restrictions CDL Endorsement | | | Reg # Reg Type Reg State | | | 21 | | | |
| 8 1 Operator Last First Middle Address | | | Veh Year Veh Make Veh Config. | | | Owner Last First Middle Address | | | |
| City State Zip | | | City State Zip | | | Insurance Company | | | |
| Vehicle Travel Direction: N S E W Responding to Emergency? | | | Vehicle Action Prior to Crash 22 Damaged Area Code: 27 27 27 27 | | | Test Status: 28 | | | |
| 9 2 Citation # (If Issued) | | | Event Sequence 23 23 23 23 | | | Type of Test: 29 | | | |
| Viol 1: Ch/Sec/Sub Viol 2: Ch/Sec/Sub | | | Most Harmful Event 24 | | | BAC Test Result: 30 | | | |
| Viol 3: Ch/Sec/Sub Viol 4: Ch/Sec/Sub | | | Driver Contributing Code 25 25 | | | Susp. Alcohol: 31 Susp. Drug: 32 | | | |
| Please fill out for operator/non-motorist and all occupants involved | | | Driver Distracted by 26 | | | Towed from scene? 33 | | | |
| Name (Last First Middle) Address | | | DOB/Age Sex | | | 34 Seat Pos. 35 Safety System 36 Airbag Status 37 Eject Code 38 Trap Code 39 Injury Status 40 Transp. Code Medical Facility | | | |
| Operator/Non-Motorist See Above | | | | | | | | | |

→ = Direction 1 = Vehicle 1 2 = Vehicle 2 ♀ = Pedestrian ∅ = Bicycle

ie: $\rightarrow \boxed{1}$ $\rightarrow \boxed{2}$ $\rightarrow \boxed{3}$ $\rightarrow \boxed{4}$

**If Crash Did Not Occur
on a Public Way:**

☐ Off-Street Parking Lot

☐ Garage

☐ Mall/Shopping Center

☐ Other Private Way

Indicate North by Arrow

VEHICLE #1 [REDACTED] WAS TRAVELING EASTERLY ON FLAGG RD NEAR #67. A VERIZON UTILITY POLE GUIDE WIRE CAME UNDONE 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 (800) 446-8946.**

** AS OF 0500 HRS ON 07-19-13, THE WIRES WERE STILL NOT REPAIRED
 ON FLAGG RD **

| Name (Last, First, Middle) | Address | Phone # | Statement |
|----------------------------|---------|---------|-----------|
| | | | |
| | | | |

| Owner (Last, First, Middle) | Address | Phone # | City | Description of Damaged Property |
|-----------------------------|---------|---------|------|---------------------------------|
| | | | | |
| | | | | |

Registration # (From Vehicle Section)

| Carrier Name | Bus Use |
|--------------|---------|
| ... | ... |

Address _____ City _____ St _____ Zip _____

US DOT #: _____ State Number _____ Issuing State _____ MC/MX/ICC #: _____

| | | |
|------------|----------------------|-----------|
| Interstate | Cargo Body Type Code | GVWR/GCWR |
|------------|----------------------|-----------|

Trailer Reg #: _____ Reg Type _____ Reg State _____ Reg Year _____ Trailer Length _____

Hazmat Information:

| Placard | Material 1 digit # | Material Name | Material 4 digit # | Release Code |
|---------|--------------------|---------------|--------------------|--------------|
| | | | | |

Date _____