

ROAD SAFETY AUDIT

Route 18 at Route 139

Town of Abington

July 2011

Prepared for:
Massachusetts Department of Transportation



Prepared by:
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Background

The intersection of Bedford Street (Route 18) and Randolph Street/North Avenue (Route 139) in the Town of Abington, Massachusetts is listed as #24 according to the Massachusetts Department of Transportation's (MassDOT) *2006-2008 Statewide Top 200 Intersection Crash List*. As such, the MassDOT conducted a Road Safety Audit (RSA) to identify the safety issues and potential safety enhancements.

Route 18 between Highland Avenue in Weymouth and Route 139 in Abington is currently in the preliminary design phase for a widening and reconstruction project (#601630), with construction anticipated to begin in Spring 2013. The RSA is intended to identify potential safety improvements that can either be evaluated and included as part of the current design process or considered as part of future reconstruction efforts at the intersection. The short-term, low-cost potential improvements could be considered by the responsible agency for implementation prior to reconstruction, as appropriate.

Project Data

The audit team conducted an RSA for the intersection of Route 18 and Route 139 on Thursday, July 14, 2011. The RSA agenda appears in **Appendix A. Table 1** lists the audit team members and their affiliations. **Appendix B** provides contact information for all team members.

Table 1. Participating Audit Team Members

| Audit Team Member | Agency/Affiliation |
|-------------------|---|
| Kenan Connell | Abington Highway Department |
| Jack Caine | Abington Highway Department |
| Bob O'Keefe | Abington Police Department |
| John Nuttall | Abington Fire Department |
| Bill McNulty | Old Colony Planning Council |
| Bruce Hughes | Old Colony Planning Council |
| Brian Ackley | TetraTech |
| J. Michael Garvin | TetraTech |
| John Romano | MassDOT Municipal Liaison |
| Donny Dailey | MassDOT Municipal Public Affairs |
| Edward Feeney | MassDOT District 5 Traffic |
| Alex Lovejoy | MassDOT District 5 Traffic |
| Barbara Lachance | MassDOT District 5 Traffic |
| Lisa Schletzbaum | MassDOT Highway Division Safety Section |
| Joe SanClemente | Howard/Stein-Hudson Associates |

Project Location Description and Crash Summary

The intersection of Bedford Street (Route 18) and Randolph Street/North Avenue (Route 139) is located in the Town of Abington, as shown in the aerial image in **Figure 1**. The intersection is located approximately four miles south of Route 3 (Exit 16). Commercial uses are located on all four corner of the intersection and the Abington Fire Department is located approximately 900 feet north of the intersection on Route 18.

Route 18 at Route 139 is a four-way signalized intersection. The Bedford Street (Route 18) eastbound approach consists of one shared left-turn/through lane, one through lane, and one dedicated right-turn lane. The North Avenue (Route 139) westbound approach consists of one shared left-turn/through lane and one shared through/right-turn lane. Wales Street intersects North Avenue from the northeast at an acute angle approximately 100 feet east of Route 18; Wales Street operates under yield control. The Bedford Street (Route 18) northbound and southbound approaches each consist of an exclusive left-turn lane, one through lane, and one shared through/right turn lane.

The intersection forms the junction of the following roadways, which are categorized according to MassDOT Office of Transportation Planning functional classifications:

Bedford Street (Route 18) is an urban principal arterial and falls under MassDOT jurisdiction. Bedford Street is a north–south roadway and is dedicated as Route 18. Within the vicinity of the intersection, Route 18 generally consists of one travel lane in each direction. The speed limit along Route 18 is 35 miles per hour (mph) per the speed regulations.

Randolph Street (Route 139) is an urban principal arterial and falls under Town jurisdiction. Randolph Street is an east–west roadway. Within the vicinity of the intersection, Randolph Street consists of one travel lane in each direction. The speed limit along Randolph Street is 30 mph per the speed regulations.

North Avenue (Route 139) is an urban minor arterial and falls under Town jurisdiction. North Avenue an east–west roadway. Within the vicinity of the intersection, North Avenue consists of one travel lane in each direction. The speed limit along North Avenue is 30 mph per the speed regulations.

Wales Street is a local roadway and falls under Town jurisdiction. Wales Street is an east–west roadway. Within the study area, Wales Street consists of 1 travel lane in each direction.

Prior to the RSA, in order to begin assessing possible safety issues, the team reviewed collision diagrams and a crash detail summary based on crash records supplied by the Abington Police Department and the Registry of Motor Vehicles. From January 2008 through December 2010, 79 crashes were reported at the intersection. Of the 79 crashes, a majority were angle type crashes (39 or approximately 49%), rear-end (20 or approximately 26%), and sideswipe same direction crashes (6 or approximately 8%). Crashes generally occurred on dry pavement (48, or nearly 61%) in clear weather conditions (41, or nearly 52%) and under good lighting conditions (daylight or lighted roadway) (65 or 82%). Approximately 24% of the crashes (or 19) occurred on wet or snow covered pavement. **Appendix C** provides the detailed crash data for the intersection. Speed regulations and traffic volume data are presented in **Appendix D**.

Figure 1. Locus Map



Road Safety Audit Observations and Potential Enhancements

Based on field observations on Thursday, July 14, 2011, the RSA team determined that the intersection of Route 18 at Route 139 has the following issues that affect safety:

- Traffic signal indications, phasing, and clearance intervals;
- Access management;
- Pavement markings;
- Signage;
- Utility pole placement; and
- Limited pedestrian accessibility.

The following sections describe in more detail the safety issues and enhancements determined during the RSA. Several of these issues require further study and engineering judgment to determine the feasibility of implementing enhancements to address them.

Safety Issue #1. Traffic Signal Indications, Phasing, and Clearance Intervals

Observations:

The Route 139 eastbound and westbound approaches currently allow for permissive left turns only; protected left turns are not provided. RSA team members commented that it can be difficult for motorists to find an acceptable gap in the passing traffic stream to make a left-turn and noted that motorists do not have a dedicated left-turn lane.

According to the crash records, 12 of the crashes (or approximately 15%) involved motorists that failed to stop at the red light. Of these 12 crashes, 10 (or 83%) involved vehicles traveling along either the Route 139 eastbound or westbound approach. During field observations, the RSA team noted that vehicles making left-turns at the Route 139 eastbound and westbound approaches often queue in the middle of the intersection while waiting to find an acceptable gap in the passing traffic stream. Many of these



Left-turns from Route 139 eastbound.

left-turning vehicles were observed traveling through the intersection during the red phase, which may have contributed to the crash experience at the intersection.

According to traffic volume data collected by MassDOT at the intersection during April 2011, left-turns at the Route 139 eastbound approach reach between approximately 100 and 120 vehicles per hour during the morning and evening peak periods—slightly above the 100 left-turns per hour minimum requirement for an exclusive left-turn lane per the *MassDOT 2006 Project Development & Design Guide*. Meanwhile, left turns at the Route 139 westbound approach are generally below the 100 left-turns per hour threshold during the peak periods.

Lastly, the RSA team also noted that some of the light emitting diodes (LED's) are not working on several of the traffic signal indications making them less visible.

Enhancements:

1. Evaluate clearance intervals at all of the intersection approaches per Institute of Transportation Engineers (ITE) standards (short-term).
2. Consider the appropriateness of providing an advance left turn phase, and associated signal equipment upgrades, for the Route 139 eastbound approach to allow for a protected left-turn in addition to the permissive left-turn (short-term).
3. Review the safety and operational benefits/impacts of adding an exclusive left-turn lane for the Route 139 eastbound approach.
4. Maintain LED traffic signal indications to ensure visibility.

Safety Issue #2. Access Management

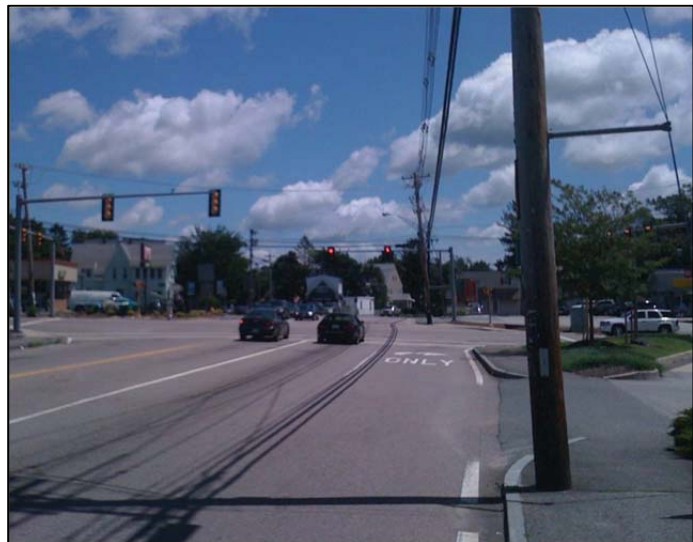
Observations:

The intersection of Route 18 at Route 139 currently has commercial uses located on each of the four corners of the intersection resulting in numerous curb cuts in the vicinity of the intersection. Of the 79 crashes reported at the intersection, 32 crashes (or nearly 41%) occurred at commercial driveways adjacent to the intersection. The RSA team noted the following with respect to access management at the Mobil and Sunoco gas station driveways:

Mobil Gas Station

The largest concentration of the crashes at the commercial driveways occurred at the intersection of the Mobil gas station driveway and Randolph Street (Route 139) with nine crashes reported between January 2008 and December 2010. Of these nine crashes, seven were angle type crashes involving eastbound through traffic and vehicles making left-turns out of the Mobil driveway onto Route 139.

Route 139 eastbound consists of one travel lane to the west of the intersection and widens to three lanes in the vicinity of the Mobil driveway to allow for one shared left-turn/through lane, one through lane, and an exclusive right-turn lane at the intersection with Route 18. Thus, motorists making the left turn out of the Mobil driveway onto Route 139 need to cross three travel lanes. According to RSA team members, a motorist traveling along Route 139 eastbound may stop to allow a vehicle to make the left-turn out of the Mobil driveway; however, a second or third vehicle traveling in one of the other eastbound lanes may not expect, or be able to perceive and react to, a left-turning vehicle exiting left from the driveway. Likewise, a motorist making a left-turn out of the Mobil driveway onto Route 139 may not be able to see vehicles traveling in all three of the eastbound lanes if a first vehicle stops to allow them to make the turn.



Wide cross-section on Route 139 adjacent to Mobil.

Sunoco Gas Station



Sunoco Driveway on Route 18

driveway apron when trying to judge an adequate gap in the Route 18 northbound traffic stream (three lanes) to safely make a left-turn.

The Sunoco gas station, located on the southeast corner of the intersection, is constructed at a slightly higher elevation than Route 18 resulting in a fairly steep vertical grade change at the driveway accessing the site. The RSA team noted that the grade change at the driveways result in vehicles entering the gas station at a slower rate of speed in an effort to avoid scraping the bottom of their vehicle. Motorists, unfamiliar with the location, may not expect the need to slow down at the

Enhancements:

1. The audit team was in agreement that this location warrants serious consideration of restricting left-turns from the Mobil Driveway onto Randolph Street (Route 139).
2. Consider the safety benefits of restricting Route 18 southbound left-turns into the Sunoco Driveway if crash experience worsens/continues. Also consider any resulting impacts on heavy vehicle access (e.g., fuel deliveries).

Safety Issue #3. Pavement Markings and Signage

Observations:

During field observations the RSA team noted that there is a crest vertical curve in the alignment of Route 18 just north of the intersection in the vicinity of where the roadway widens from one to three travel lanes in the southbound direction to allow for a turning lane and an additional turning lane at the intersection. As a result, the vertical curve reduces the visibility of the southbound vehicles queued for a red light.

An RSA team member also noted that the lane lines do not extend past the vertical curve. Thus, motorists unfamiliar with the intersection may not

anticipate the need to change lanes, or that they are arriving at an intersection approach until they have already arrived. According to the crash records, there were eight rear-end crashes and four sideswipe (same direction) crashes reported involving vehicles at the Route 18 southbound approach. Unclear lane use designations may have contributed to these crashes. However, during field observations an RSA team member did note that a mandatory movement lane control sign indicating “Left Lane Must Turn Left” (R3-7) was posted. After the audit, a review of the original design plan shows a dotted white lane line (DWLL) proposed to delineate the left-turn only lane.

Lastly, each of the intersection departures has two receiving lanes that taper to one travel lane. The RSA team noted that the pavement markings in each of the merge areas are either worn or missing. In addition, no supplemental signage is provided warning motorists of the merge such as Lane Ends symbol signage (W4-2) and/or Right Lane Ends (W9-1) or Lane Ends Merge Left (W9-2).



Crest vertical curve limits sight lines of Route 18 southbound approach and lane designations.

Enhancements:

1. Add a DWLL, as originally designed, to provide delineation of the Route 18 southbound left-turn lane.
2. Evaluate the feasibility of installing an Advance Intersection Lane Control (R3-8) sign along Route 18 southbound to provide additional lane use information.
3. Evaluate the appropriateness/feasibility of installing broken white lane line pavement markings at each of the receiving lanes to delineate the two travel lanes.
4. Consider the appropriateness of installing warning signage (e.g., Lane Ends symbol signage (W4-2) and/or Right Lane Ends (W9-1) or Lane Ends Merge Left (W9-2)) at each of the receiving lanes to warn drivers of the lane reduction.

Safety Issue #4. Utility Pole Placement

Observations:

The RSA team noted that the utility poles located on the northeast, northwest, and southeast corners of the intersection are positioned close to the curbline. According to the crash records, there was one crash reported involving a motorist that hit the utility located on the southeast corner of the intersection.

During field observations, the RSA team also noted that the wiring on the utility poles (across the intersection) partially inhibits the view of the signal indications in the Route 18 northbound and southbound direction.



Utility pole located close to the edge of the roadway on the southeast corner of the intersection.

Finally, the team noted that the presence of a utility pole and a traffic signal foundation on the northwest corner of the intersection significantly reduces the effective width of the sidewalk.

Enhancements:

1. Relocate utility poles at intersection further away from the edge of the roadway if there is space within the right-of-way and where feasible. Consider the placement of the utility lines and poles with respect to the visibility of the traffic signal indications and the impact on the effective width of the sidewalk.

Safety Issue #5. Other General Observations

Observations:

The RSA team also noted the following general observations with respect to overgrown vegetation and curb ramps:

Overgrown Vegetation – the RSA team noted that the visibility of the following signage was obstructed by overgrown vegetation:

- Route 18 guide signage along North Avenue (Route 139)/Wales Street westbound;
- Route 18 guide signage along Randolph Street (Route 139) eastbound; and
- Route 139 guide signage along Route 18 southbound.



Overgrown vegetation obstructs view of guide signage at along the North Ave./Wales St. westbound approaches.

Curb Ramps – an RSA team member noted that the curb ramps at the intersection do not have truncated dome tactile detectable warning surfaces.

Enhancements:

1. Maintain vegetation to improve visibility of guide signage along all approaches to the intersection.
2. In stall truncated dome tactile detectable warning surfaces at all curb ramps per the *MassDOT 2006 Project Development & Design Guide*.

Recommendations

Based on its observations and discussions, the RSA team identified the issues and possible enhancements that could improve safety at the intersection of Bedford Street (Route 18) and Randolph Street/North Avenue (Route 139) in the Town of Abington, Massachusetts. Further design work or consideration may be necessary to determine the feasibility of making some of the improvements.

Short-term enhancements include:

- Evaluate and adjust clearance intervals as appropriate;
- Add protected left-turn phasing;
- Improve access management by adding turn restrictions;
- Extend and improve lane markings;
- Improve signing;
- Replace LEDs on traffic signal indication; and
- Trim vegetation overgrowth.

To enhance the safety of the intersection, the *long-term enhancements* are to:

- Widen the Route 139 eastbound approach for an exclusive left-turn lane; and
- Relocate utility poles.

Table 2 summarizes these safety issues, possible enhancements, estimated safety payoff, time frame, cost, and responsibility. Safety payoff estimates are based on engineering judgment and are categorized as low, medium, and high. The time frame is categorized as short-term (<1 year), mid-term (1 to 3 years), or long-term (typically >3 years). Long-term improvements are typically considered to be substantial improvements with an expected time frame for implementation greater than 3 years. The costs are categorized as low (<\$10,000), medium (\$10,001 to \$50,000), or high (>\$50,000).

The RSA is intended to identify potential safety improvements that can either be evaluated and included as part of the current design process for the Route 18 widening project or considered as part of future reconstruction efforts at the intersection. The short-term, low-cost potential improvements could be considered by the responsible agency for implementation prior to reconstruction, as appropriate.

Table 2. Summary of Potential Safety Enhancements

| Safety Issue | Safety Enhancement | Safety Payoff | Time Frame | Cost | Responsible Party |
|--|---|---------------|------------|--------|--------------------------|
| Traffic Signal Indications, Phasing, and Clearance Intervals | Evaluate clearance intervals at all of the intersection approaches per Institute of Transportation Engineers (ITE) standards (short-term). | High | Short-term | Low | MassDOT |
| | Consider the appropriateness of providing an advance left turn phase, and associated signal equipment upgrades, for the Route 139 eastbound approach to allow for a protected left-turn in addition to the permissive left-turn (short-term). | High | Short-term | Medium | Town of Abington/MassDOT |
| | Review the safety and operational benefits/impacts of adding an exclusive left-turn lane for the Route 139 eastbound approach. | Medium | Long-term | High | MassDOT |
| | Maintain LED traffic signal indications to ensure visibility. | Low | Short-term | Low | MassDOT |
| Access Management | The audit team was in agreement that this location warrants serious consideration of restricting left-turns from the Mobil Driveway onto Randolph Street (Route 139). | High | Short-term | Low | Town of Abington/MassDOT |
| | Consider the safety benefits of restricting Route 18 southbound left-turns into the Sunoco Driveway if crash experience worsens/continues. Also consider any resulting impacts on heavy vehicle access (e.g., fuel deliveries). | Low | Short-term | Low | Town of Abington/MassDOT |
| Pavement Markings and Signage | Add a DWL, as originally designed, to provide delineation of the Route 18 southbound left-turn lane. | Low | Short-term | Low | MassDOT |
| | Evaluate the feasibility of installing an Advance Intersection Lane Control (R3-8) sign along Route 18 southbound to provide additional lane use information. | Low | Short-term | Low | MassDOT |
| | Evaluate the appropriateness/feasibility of installing broken white lane line pavement markings at each of the receiving lanes to delineate the two travel lanes. | Low | Short-term | Low | MassDOT |
| | Consider the appropriateness of installing warning signage (e.g., Lane Ends symbol signage (W4-2) and/or Right Lane Ends (W9-1) or Lane Ends Merge Left (W9-2)) at each of the receiving lanes to warn drivers of the lane reduction. | Low | Short-term | Low | MassDOT |

Table 2. Summary of Potential Safety Enhancements (continued)

| Safety Issue | Safety Enhancement | Safety Payoff | Time Frame | Cost | Responsible Party |
|----------------------------|--|---------------|------------|------|------------------------------|
| Utility Pole Placement | Relocate utility poles at intersection further away from the edge of the roadway if there is space within the right-of-way and where feasible. Consider the placement of the utility lines and poles with respect to the visibility of the traffic signal indications and the impact on the effective width of the sidewalk. | Low | Long-term | High | Town of Abington/ MassDOT |
| Other General Observations | <p>Maintain vegetation to improve visibility of guide signage along all approaches to the intersection.</p> <p>Install truncated dome tactile detectable warning surfaces at all curb ramps per the MassDOT 2006 Project Development & Design Guide.</p> | Low | Short-term | Low | Town of Abington/ MasDOT |
| | | Low | Short-term | Low | MassDOT |

Appendix A. RSA Meeting Agenda

Agenda

Road Safety Audit

Abington – Bedford St (Rt 18) and Randolph St (Rt 139)

Meeting Location: Abington Police Dept.

215 Central Street, Abington

Thursday, July 14, 2011

10:00 AM – 12:00 PM

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

| | |
|----------|---|
| 10:00 AM | Welcome and Introductions |
| 10:15 AM | Review of Site Specific Material <ul style="list-style-type: none">• Crash & Volume Summaries and speed regulations• Existing Geometries and Conditions |
| 10:45 AM | Visit the Site <ul style="list-style-type: none">• Drive to the intersection of Bedford Street (Rt 18) and Randolph Street/North Avenue (Rt 139)• As a group, identify areas for improvement |
| 11:30 AM | Completion of RSA <ul style="list-style-type: none">• Finalize discussion on all areas for improvement• Discuss potential improvements with pros and cons and record possible countermeasures |
| 12:00 PM | Adjourn for the Day – but the RSA has not ended |

Instructions for Participants:

- Before attending the RSA on July 14th, participants are encouraged to drive / walk through the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.

Appendix B. RSA Audit Team Contact List

Participating Audit Team Members

| Date: Thursday, July 14, 2011 | | Location: Abington Police Department, 215 Central Street, Abington, MA | |
|-------------------------------|---|--|---------------------|
| Audit Team Members | Agency/Affiliation | E-mail Address | Phone Number |
| Kenan Connell | Abington | KConnell@abingtonma.gov | (781) 982-2115 |
| Jack Caine | Abington Highway | JCaine@abingtonma.gov | (781) 389-6820 |
| Bob O'Keefe | Abington Police Department | bokeefe@abingtonpolice.org | (781) 878-3232 |
| John Nuttall | Abington Fire Department | jnutall@abingtonma.gov | (781) 982-2117 |
| Bill McNulty | Old Colony Planning Council | wmcnulty@ocpcrpa.org | (508) 583-1833 x207 |
| Bruce Hughes | Old Colony Planning Council | bhughes@ocpcrpa.org | (508) 583-1833 x203 |
| Brian Ackley | TetraTech | Brian.ackley@tetrattech.com | (508) 903-2032 |
| J. Michael Garvin | TetraTech | Michael.garvin@tetrattech | (508) 903-2000 |
| John Romano | MassDOT Municipal Liaison | John.romano@state.ma.us | (617) 973-7028 |
| Donny Dailey | MassDOT Municipal Public Affairs | 'Donny.Dailey@state.ma.us' | (617) 945-4525 |
| Edward Feeney | MassDOT District 5 Traffic | Edward.feeney@state.ma.us | (508) 884-4242 |
| Alex Lovejoy | MassDOT District 5 Traffic | Alex.lovejoy@state.ma.us | (774) 219-4914 |
| Barbara Lachance | MassDOT District 5 Traffic | barbara.lachance@state.ma.us | (508) 884-4260 |
| Lisa Schletzbaum | MassDOT Highway Division Safety Section | lisa.schletzbaum@state.ma.us | (617) 973-7685 |
| Joe SanClemente | Howard/Stein-Hudson Associates | js@hshassoc.com | (617) 348-3334 |

Appendix C. Detailed Crash Data

COLLISION DIAGRAM

CITY/TOWN : Abington

DATE PREPARED 06 / 01 / 2011

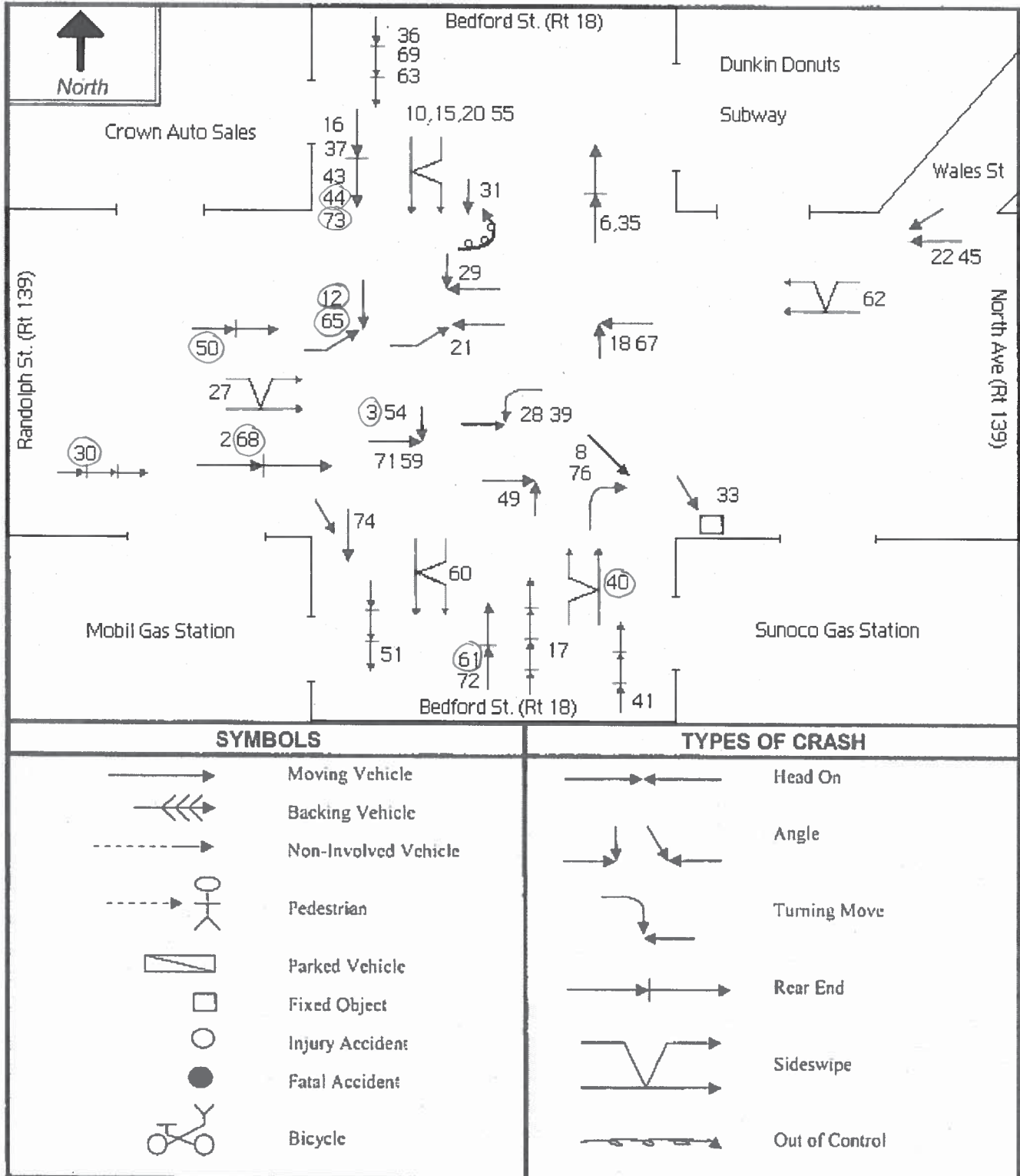
REGION: OCPC

PREPARED BY: J.P.Y

ROADWAY NAMES: Bedford St. (Rt 18) and Randolph St/North Ave (Rt 139) (INTERSECTION)

TIME PERIOD ANALYZED: 01 / 06 / 2008 to 12 / 28 / 2010

SOURCE OF CRASH REPORTS: Abington Police Department and R.M.V.



Crash Data Summary Table

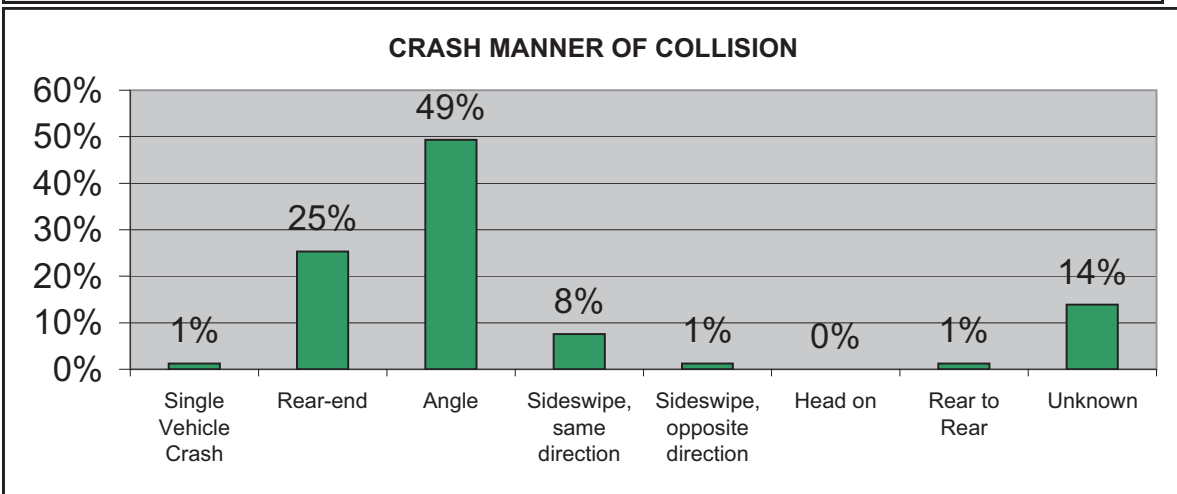
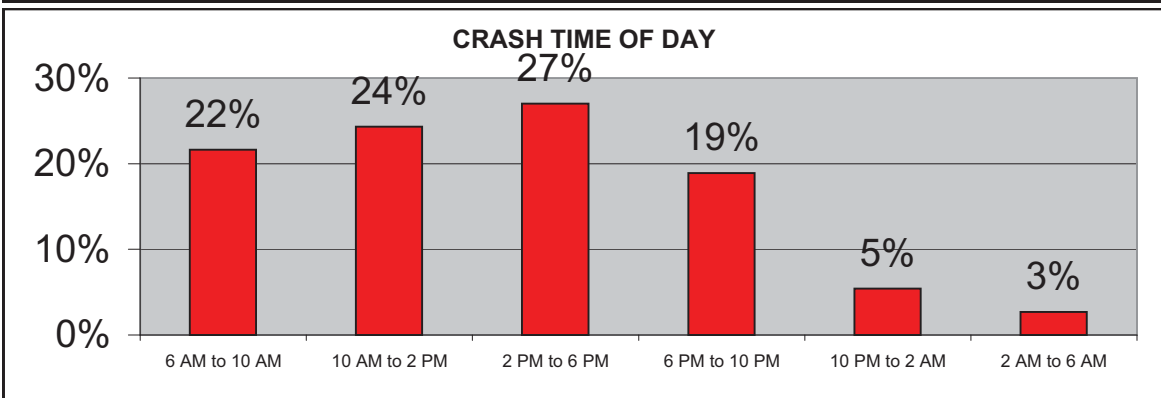
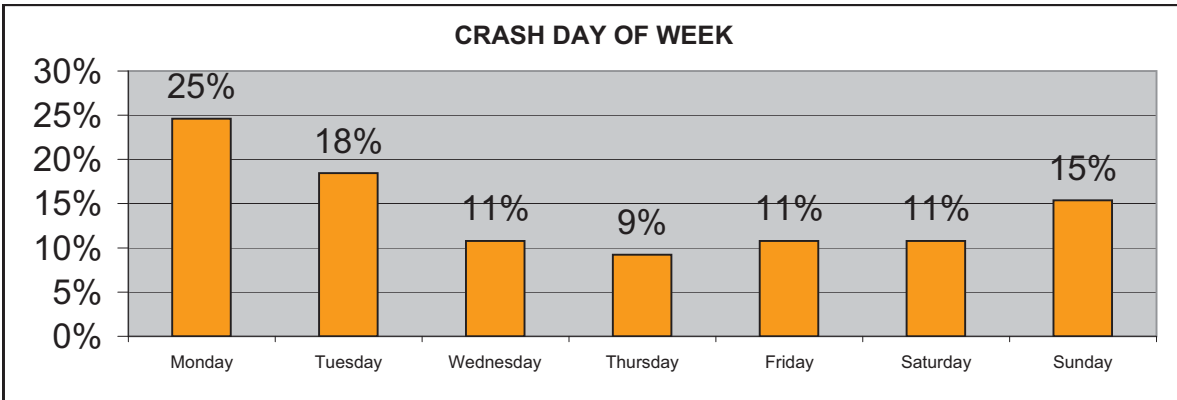
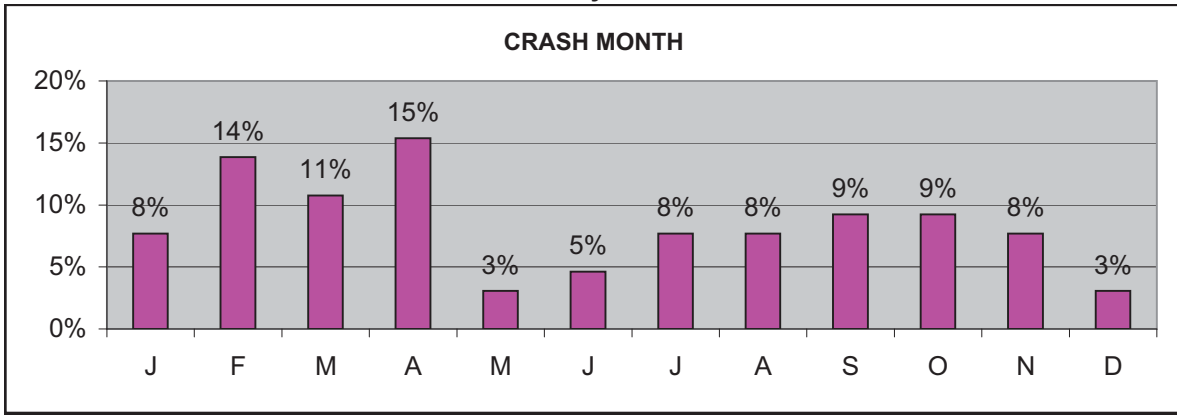
Intersection of Rt 18 and Rt 139; Abington, MA
January 2008- December 2010

| # | Crash Date | Crash Day | Time of Day | Manner of Collision | Light Condition | Weather Condition | Road Surface | Driver Contributing Code | Ages | Comments |
|----|------------|-----------|-------------|-------------------------------|------------------------|-------------------|--------------------------|--|------|---|
| 1 | 1/6/08 | Sunday | 12:12 PM | Angle | Daylight | Cloudy | Dry | No Improper Driving | 36 | Exiting Dunkin Donuts |
| 2 | 1/14/08 | Monday | 8:40 AM | Rear-end | Daylight | Snow | Snow | No Improper Driving | 65 | Slippery surface |
| 3 | 1/19/08 | Saturday | 11:14 AM | Angle | Daylight | Clear | Dry | Disregarded traffic signs, signals, road markings | 54 | Vehicle failed to stop at red light |
| 4 | 2/1/08 | Friday | 6:50 PM | Rear-end | Dark - lighted roadway | Rain | Water (standing, moving) | Inattention | 35 | Entering Dunkin Donuts |
| 5 | 2/8/08 | Friday | | Unknown | Unknown | Unknown | Unknown | Unknown | | Entering Sunoco Gas Station |
| 6 | 2/11/08 | Monday | 8:33 AM | Rear-end | Daylight | Clear | Dry | Followed too closely | 43 | |
| 7 | 2/12/08 | Tuesday | 8:07 AM | Angle | Daylight | Clear | Dry | Failed to yield to right of way | 58 | |
| 8 | 2/25/08 | Monday | 6:34 PM | Sideswipe, same direction | Daylight | Clear | Dry | No Improper Driving | 51 | Failed to yield right of way |
| 9 | 3/7/08 | Friday | 8:27 PM | Angle | Daylight | Clear | Dry | Failure to keep in proper lane or running off road | 20 | Entering Mobil Gas Station |
| 10 | 3/13/08 | Thursday | 8:27 PM | Sideswipe, same direction | Daylight | Clear | Dry | Made an improper turn | 22 | Left lane sideswiping right lane |
| 11 | 3/29/08 | Saturday | 5:26 PM | Angle | Dusk | Rain | Wet | Failed to yield to right of way | 26 | |
| 12 | 4/14/08 | Monday | 7:44 AM | Angle | Daylight | Clear | Dry | Inattention | 62 | Vehicle failed to stop at red light |
| 13 | 4/20/08 | Sunday | | Unknown | Unknown | Unknown | Unknown | Unknown | | Exiting Dunkin Donuts |
| 14 | 4/20/08 | Sunday | 1:45 PM | Angle | Daylight | Clear | Dry | No Improper Driving | 32 | Exiting Mobil Gas Station |
| 15 | 4/26/08 | Saturday | 12:00 AM | Rear-end | Dark - lighted roadway | Clear | Dry | No Improper Driving | 23 | N.H. plate, hit and run, Left lane Sideswiping right lane |
| 16 | 4/29/08 | Tuesday | 4:10 PM | Rear-end | Daylight | Rain | Wet | Inattention | 35 | Operator stopped short & refused to follow an unidentified vehicle that disregarded the red light |
| 17 | 5/28/08 | Wednesday | | Unknown | Unknown | Unknown | Unknown | Unknown | | |
| 18 | 6/8/08 | Sunday | 2:32 PM | Angle | Daylight | Cloudy | Dry | Inattention | 80 | Vehicle failed to stop at red light |
| 19 | 7/3/08 | Thursday | | Unknown | Unknown | Unknown | Unknown | Unknown | | Exiting Sunoco (907 Bedford St.) |
| 20 | 7/7/08 | Monday | 2:54 PM | Sideswipe, same direction | Daylight | Clear | Dry | No Improper Driving | 43 | Failure to use care when changing lanes, Right lane sideswiping left lane |
| 21 | 7/24/08 | Thursday | 8:05 AM | Angle | Daylight | Cloudy | Wet | Failed to yield to right of way | 39 | |
| 22 | 7/24/08 | Thursday | 6:16 PM | Angle | Daylight | Rain | Wet | No Improper Driving | 59 | |
| 23 | 8/3/08 | Sunday | 1:12 PM | Angle | Daylight | Cloudy | Dry | Failed to yield to right of way | 19 | |
| 24 | 8/19/08 | Tuesday | 10:30 PM | Sideswipe, same direction | Dark - lighted roadway | Rain | Wet | Failure to keep in proper lane or running off road | 28 | Entering Dunkin Donuts |
| 25 | 8/22/08 | Friday | 11:38 AM | Angle | Daylight | Clear | Dry | Failed to yield to right of way | 41 | Exiting Sunoco |
| 26 | 9/8/08 | Monday | 7:25 AM | Angle | Daylight | Cloudy | Wet | No Improper Driving | 21 | Exiting Mobil, hit and run |
| 27 | 9/8/08 | Monday | 7:03 PM | Rear-end | Daylight | Clear | Dry | No Improper Driving | 25 | Hit and run |
| 28 | 9/16/08 | Tuesday | | Unknown | Unknown | Unknown | Unknown | Unknown | | |
| 30 | 10/2/08 | Tuesday | 7:27 PM | Rear-end | Dark - lighted roadway | Rain | Wet | Failed to yield to right of way | 70 | Vehicle failed to stop at red light |
| 31 | 10/23/08 | Thursday | 4:53 PM | Sideswipe, opposite direction | Dusk | Rain | Wet | Driving too fast for conditions | 57 | Wet road caused out of control vehicle |
| 32 | 10/23/08 | Thursday | 6:25 PM | Angle | Dark - lighted roadway | Clear | Dry | Failed to yield to right of way | 23 | Entering Mobil Gas Station |
| 33 | 10/3/08 | Friday | 9:38 AM | Single Vehicle Crash | Daylight | Clear | Dry | Made an improper turn | 50 | Dump truck w/ trailer took too wide of turn into telephone pole |
| 34 | 11/4/08 | Tuesday | 10:20 AM | Angle | Daylight | Clear | Dry | Failed to yield to right of way | 45 | Exiting Sunoco Gas Station |
| 35 | 11/5/08 | Wednesday | 7:25 AM | Rear-end | Daylight | Clear | Dry | No Improper Driving | 24 | Stop short after uninvolved vehicle exited Dunkin Donuts |
| 36 | 11/17/08 | Monday | 2:52 PM | Rear-end | Daylight | Rain | Wet | Followed too closely | 19 | 23 Vehicles slid on wet road |
| 37 | 11/25/08 | Tuesday | 5:51 PM | Rear-end | Dark - lighted roadway | Rain | Wet | Inattention | 20 | |
| 38 | 11/30/08 | Sunday | | Unknown | Unknown | Unknown | Unknown | Unknown | | Exiting Dunkin Donuts |
| 39 | 12/12/08 | Friday | 7:58 PM | Angle | Dark - lighted roadway | Clear | Dry | Failed to yield to right of way | 17 | |
| 40 | 12/17/08 | Wednesday | 5:01 PM | Sideswipe, same direction | Dark - lighted roadway | Clear | Dry | No Improper Driving | 25 | |
| 41 | 1/2/09 | Friday | 6:51 PM | Rear-end | Dark - lighted roadway | Clear | Wet | Followed too closely | 25 | 43 |
| 42 | 2/7/09 | Saturday | 8:46 PM | Angle | Dark - lighted roadway | Clear | Dry | No Improper Driving | unk | Hit and run |
| 43 | 2/25/09 | Wednesday | | Unknown | Unknown | Unknown | Unknown | Unknown | | Approx. 325 feet from intersection |
| 44 | 3/25/09 | Wednesday | 4:27 PM | Rear-end | Daylight | Clear | Dry | Disregarded traffic signs, signals, road markings | 34 | Failed to stop at red light |
| 45 | 3/29/09 | Sunday | 12:00 AM | Angle | Dark - lighted roadway | Clear | Dry | Inattention | 32 | unk |

| # | Crash Date | Crash Day | Time of Day | Manner of Collision | Light Condition | Weather Condition | Road Surface | Driver Contributing Code | Ages | Comments |
|----|------------|-----------|-------------|---------------------------|------------------------|-------------------|--------------|---|------|--|
| 46 | 4/6/09 | Monday | 6:50 AM | Angle | Daylight | Clear | Dry | Failed to yield to right of way | 61 | |
| 47 | 4/26/09 | Sunday | 10:40 AM | Angle | Daylight | Clear | Dry | Failed to yield to right of way | 22 | Both vehicles exiting Dunkin Donuts |
| 48 | 5/2/09 | Saturday | 9:15 AM | Angle | Daylight | Cloudy | Dry | Made an improper turn | 20 | |
| 49 | 6/16/09 | Tuesday | 4:02 PM | Angle | Daylight | Cloudy | Dry | Disregarded traffic signs, signals, road markings | 29 | Failed to stop at red light |
| 50 | 6/29/09 | Monday | 11:34 AM | Rear-end | Daylight | Cloudy | Dry | Followed too closely | 45 | |
| 51 | 7/25/09 | Saturday | 5:05 PM | Rear-end | Daylight | Cloudy | Dry | Inattention | 31 | |
| 52 | 8/2/09 | Sunday | 2:33 PM | Angle | Daylight | Clear | Dry | Unknown | 19 | |
| 53 | 8/3/09 | Monday | 7:18 PM | Angle | Daylight | Clear | Dry | Unknown | 28 | Hit and run |
| 54 | 9/14/09 | Monday | 8:56 PM | Angle | Dark - lighted roadway | Rain | Wet | Disregarded traffic signs, signals, road markings | 27 | Failed to stop at red light |
| 55 | 9/28/09 | Monday | 7:21 AM | Angle | Daylight | Clear | Dry | Unknown | 22 | Failure to merge, left lane sideswiping right lane |
| 56 | 9/30/09 | Wednesday | 10:11 AM | Angle | Daylight | Clear | Dry | Failed to yield to right of way | 46 | Exiting Mobil Gas Station |
| 57 | 10/3/09 | Saturday | 12:01 PM | Angle | Daylight | Rain | Wet | Failed to yield to right of way | 21 | Entering Mobil Gas Station |
| 58 | 1/6/10 | Wednesday | Unknown | Unknown | Unknown | Unknown | Unknown | Unknown | 22 | |
| 59 | 2/17/10 | Monday | 9:25 AM | Angle | Daylight | Cloudy | Dry | Disregarded traffic signs, signals, road markings | 41 | Failed to stop at red light |
| 60 | 2/9/10 | Tuesday | 2:08 PM | Sideswipe, same direction | Daylight | Clear | Dry | Unknown | 58 | |
| 61 | 3/15/10 | Monday | 10:52 PM | Rear-end | Dark - lighted roadway | Rain | Wet | Operating Vehicle in erratic, reckless, careless, negligent, or aggressive manner | 23 | Hit and run |
| 62 | 3/30/10 | Tuesday | 8:37 AM | Angle | Daylight | Rain | Wet | Failure to keep in proper lane or running off road | 40 | |
| 63 | 4/4/10 | Sunday | 10:44 AM | Rear-end | Daylight | Clear | Dry | Operating defective equipment | 44 | Defective Brakes |
| 64 | 4/13/10 | Tuesday | 5:32 PM | Angle | Daylight | Clear | Dry | Failed to yield to right of way | 51 | Exiting Mobil Gas Station |
| 65 | 4/26/10 | Monday | 8:34 AM | Angle | Daylight | Clear | Dry | Unknown | 22 | Both drivers claim to have green light |
| 66 | 5/6/2010 | Saturday | 6:21 PM | Rear to Rear | Daylight | Rain | Wet | Inattention | 54 | |
| 67 | 5/17/2010 | Monday | 7:56 AM | Angle | Daylight | Clear | Dry | Disregarded traffic signs, signals, road markings | 30 | Failed to stop at red light |
| 68 | 5/18/2010 | Tuesday | 9:09 AM | Rear-end | Daylight | Clear | Dry | Followed too closely | 32 | Driver took eyes off road |
| 69 | 6/10/2010 | Thursday | 12:45 PM | Rear-end | Daylight | Clear | Dry | Followed too closely | 55 | |
| 70 | 7/18/2010 | Sunday | Unknown | Unknown | Unknown | Unknown | Unknown | Unknown | 87 | Vehicle exited Dunkin Donuts at a high rate of speed |
| 71 | 8/6/2010 | Friday | 1:21 PM | Angle | Daylight | Clear | Dry | Disregarded traffic signs, signals, road markings | 61 | Failed to stop at red light |
| 72 | 9/11/2010 | Saturday | 3:43 PM | Rear-end | Daylight | Clear | Dry | Inattention | 20 | |
| 73 | 9/16/2010 | Thursday | 12:27 PM | Rear-end | Daylight | Clear | Dry | No Improper Driving | 41 | |
| 74 | 11/29/2010 | Monday | Unknown | Unknown | Unknown | Unknown | Unknown | Unknown | 38 | |
| 75 | 12/9/2010 | Thursday | 4:05 PM | Angle | Daylight | Clear | Dry | Failed to yield to right of way | 59 | |
| 76 | 12/13/2010 | Monday | Unknown | Unknown | Unknown | Unknown | Unknown | Unknown | 18 | |
| 77 | 12/16/2010 | Thursday | 6:52 PM | Angle | Dark - lighted roadway | Clear | Dry | Failed to yield to right of way | 22 | Exiting Mobil Gas Station |
| 78 | 12/24/2010 | Friday | 1:11 PM | Angle | Daylight | Clear | Dry | Failed to yield to right of way | 32 | |
| 79 | 12/29/2010 | Tuesday | 2:53 PM | Angle | Daylight | Clear | Snow | Failed to yield to right of way | 24 | Exiting Mobil Gas Station |

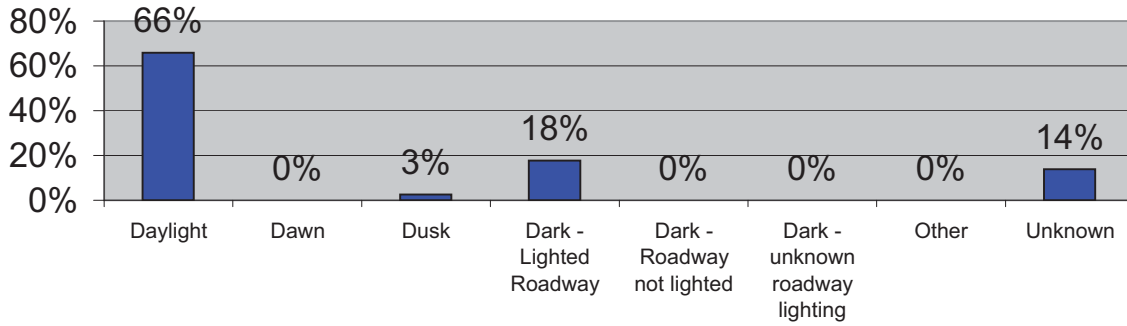
Summary based on Crash Reports obtained from the Abington Police Department & the Registry of Motor Vehicles

Crash Data Summary Tables and Charts

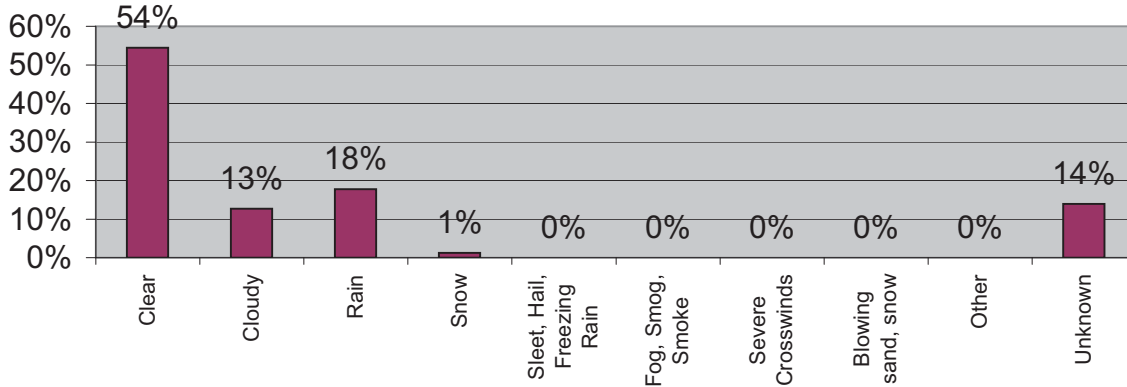


Crash Data Summary Tables and Charts

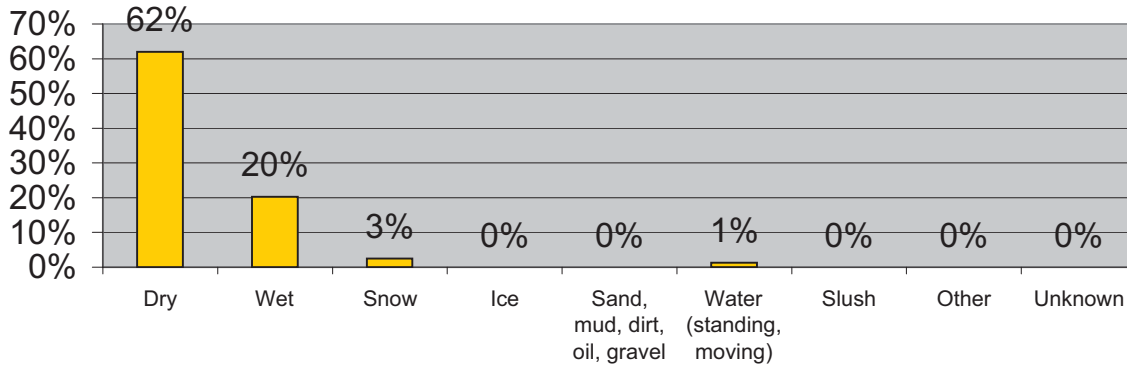
CRASH LIGHT CONDITION



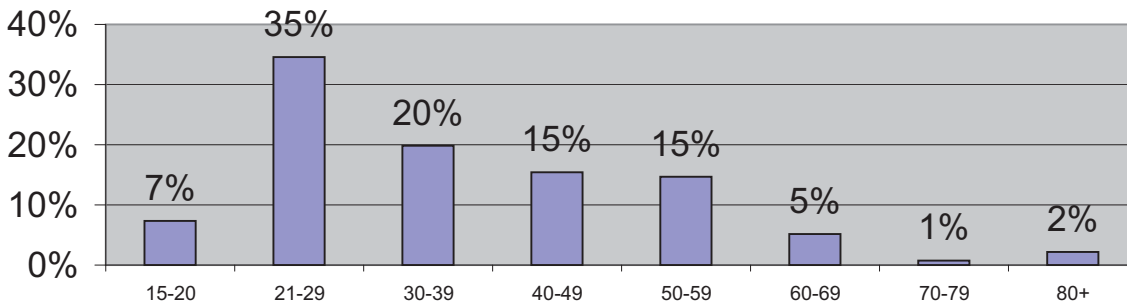
CRASH WEATHER CONDITION



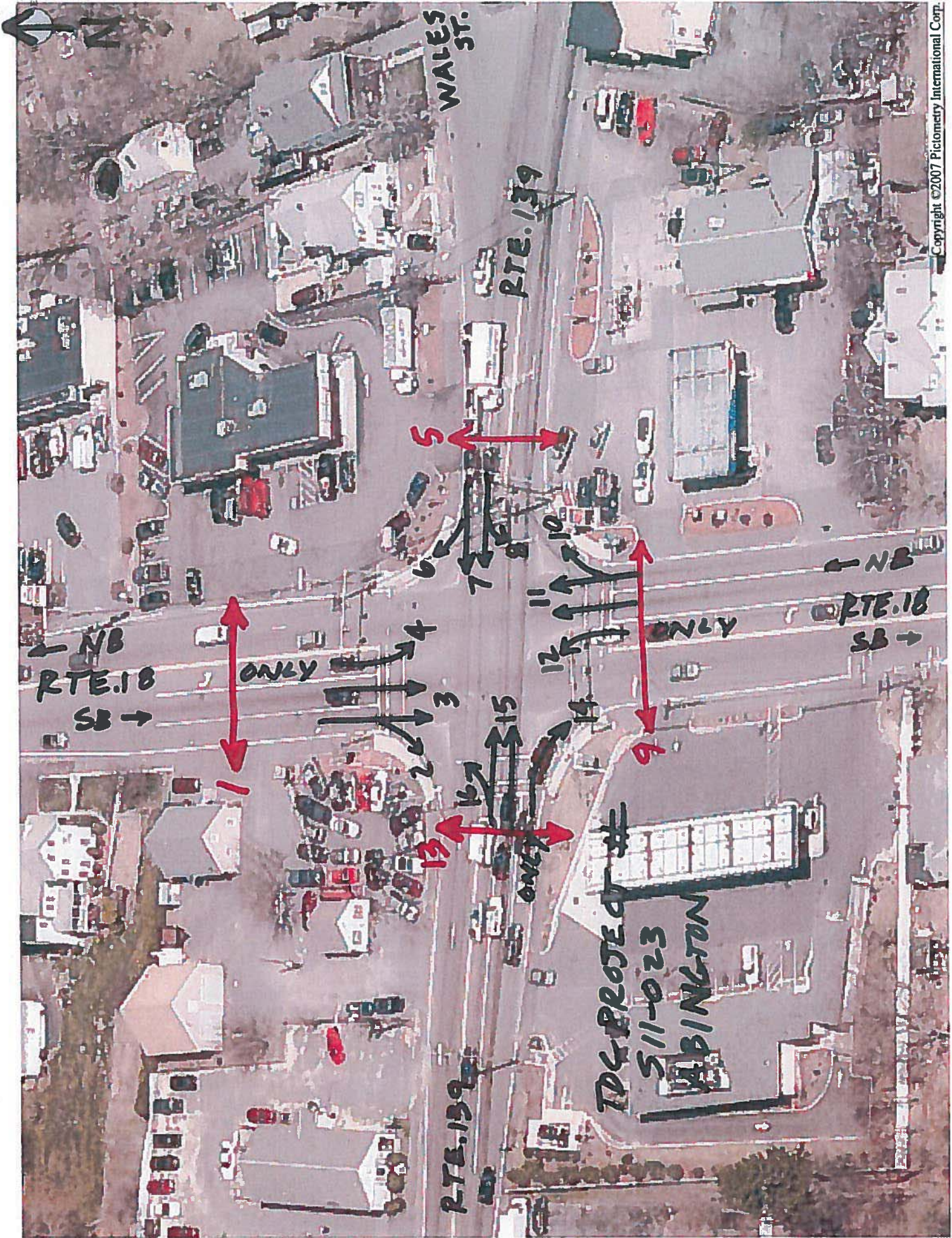
CRASH ROAD SURFACE



CRASH DRIVER AGES



Appendix D. Additional Information



WALES ST.

RTE. 139

NB
RTE. 18
SB →

ONLY

ONLY

NB
RTE. 18
SB →

RTE. 139

TDC PROJECT #
511-023
WASHINGTON

Massachusetts Department of Transportation - Highway Division

Statewide Traffic Data Collection

City/Town: Abington
 Location: Route 18 & Route 139
 Counter #: D4-1120, D4-2552
 Project #: S11-023

File Name : S11-023 Abington
 Site Code : 00011023
 Start Date : 4/27/2011
 Page No : 1

Groups Printed- Cars + Pedestrians - Trucks + Buses

| Start Time | Route 18 From North | | | | | Route 139 From East | | | | | Route 18 From South | | | | | Route 139 From West | | | | | Int. Total |
|-----------------------------|------------------------|-------------|------------|-------------|-------------|------------------------|-------------|-------------|------------|-------------|------------------------|-------------|-------------|------------|-------------|------------------------|-------------|-------------|------------|-------------|--------------|
| | Right #2 | Thru #3 | Left #4 | Peds #1 | App. Total | Right #6 | Thru #7 | Left #8 | Peds #5 | App. Total | Right #10 | Thru #11 | Left #12 | Peds #9 | App. Total | Right #14 | Thru #15 | Left #16 | Peds #13 | App. Total | |
| 06:30 AM | 22 | 73 | 10 | 1 | 106 | 16 | 151 | 5 | 0 | 172 | 13 | 176 | 71 | 0 | 260 | 18 | 62 | 23 | 0 | 103 | 641 |
| 06:45 AM | 18 | 75 | 10 | 0 | 103 | 17 | 112 | 20 | 0 | 149 | 9 | 180 | 47 | 0 | 236 | 22 | 71 | 21 | 1 | 115 | 603 |
| Total | 40 | 148 | 20 | 1 | 209 | 33 | 263 | 25 | 0 | 321 | 22 | 356 | 118 | 0 | 496 | 40 | 133 | 44 | 1 | 218 | 1244 |
| 07:00 AM | 12 | 117 | 9 | 1 | 139 | 6 | 131 | 13 | 1 | 151 | 15 | 209 | 69 | 0 | 293 | 86 | 66 | 18 | 0 | 170 | 753 |
| 07:15 AM | 18 | 128 | 15 | 1 | 162 | 15 | 138 | 17 | 3 | 173 | 19 | 221 | 72 | 4 | 316 | 56 | 81 | 25 | 0 | 162 | 813 |
| 07:30 AM | 30 | 128 | 18 | 1 | 177 | 12 | 144 | 29 | 2 | 187 | 11 | 202 | 72 | 0 | 285 | 27 | 88 | 19 | 0 | 134 | 783 |
| 07:45 AM | 26 | 124 | 15 | 0 | 165 | 13 | 110 | 5 | 0 | 128 | 13 | 146 | 66 | 0 | 225 | 36 | 120 | 32 | 0 | 188 | 706 |
| Total | 86 | 497 | 57 | 3 | 643 | 46 | 523 | 64 | 6 | 639 | 58 | 778 | 279 | 4 | 1119 | 205 | 355 | 94 | 0 | 654 | 3055 |
| 08:00 AM | 21 | 126 | 9 | 0 | 156 | 13 | 103 | 6 | 0 | 122 | 8 | 175 | 77 | 0 | 260 | 36 | 105 | 28 | 0 | 169 | 707 |
| 08:15 AM | 19 | 117 | 21 | 0 | 157 | 19 | 134 | 16 | 0 | 169 | 17 | 174 | 47 | 0 | 238 | 30 | 103 | 27 | 0 | 160 | 724 |
| 08:30 AM | 15 | 110 | 10 | 0 | 135 | 16 | 69 | 12 | 0 | 97 | 14 | 163 | 42 | 0 | 219 | 29 | 89 | 31 | 0 | 149 | 600 |
| 08:45 AM | 23 | 114 | 21 | 0 | 158 | 17 | 86 | 17 | 0 | 120 | 12 | 163 | 36 | 0 | 211 | 48 | 79 | 27 | 0 | 154 | 643 |
| Total | 78 | 467 | 61 | 0 | 606 | 65 | 392 | 51 | 0 | 508 | 51 | 675 | 202 | 0 | 928 | 143 | 376 | 113 | 0 | 632 | 2674 |
| 09:00 AM | 17 | 101 | 9 | 2 | 129 | 10 | 81 | 21 | 0 | 112 | 21 | 154 | 46 | 0 | 221 | 41 | 76 | 24 | 0 | 141 | 603 |
| 09:15 AM | 14 | 117 | 9 | 0 | 140 | 10 | 75 | 15 | 0 | 100 | 14 | 165 | 45 | 0 | 224 | 35 | 65 | 20 | 0 | 120 | 584 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 31 | 218 | 18 | 2 | 269 | 20 | 156 | 36 | 0 | 212 | 35 | 319 | 91 | 0 | 445 | 76 | 141 | 44 | 0 | 261 | 1187 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 02:30 PM | 17 | 158 | 14 | 0 | 189 | 18 | 82 | 21 | 0 | 121 | 28 | 135 | 46 | 0 | 209 | 74 | 113 | 21 | 0 | 208 | 727 |
| 02:45 PM | 17 | 166 | 20 | 1 | 204 | 21 | 82 | 28 | 0 | 131 | 10 | 135 | 52 | 0 | 197 | 82 | 89 | 33 | 0 | 204 | 736 |
| Total | 34 | 324 | 34 | 1 | 393 | 39 | 164 | 49 | 0 | 252 | 38 | 270 | 98 | 0 | 406 | 156 | 202 | 54 | 0 | 412 | 1463 |
| 03:00 PM | 15 | 154 | 18 | 4 | 191 | 22 | 69 | 12 | 0 | 103 | 16 | 151 | 38 | 0 | 205 | 36 | 79 | 21 | 1 | 137 | 636 |
| 03:15 PM | 23 | 186 | 19 | 0 | 228 | 13 | 96 | 21 | 0 | 130 | 17 | 153 | 52 | 1 | 223 | 48 | 98 | 26 | 1 | 173 | 754 |
| 03:30 PM | 21 | 162 | 19 | 0 | 202 | 17 | 89 | 31 | 0 | 137 | 20 | 137 | 57 | 0 | 214 | 62 | 109 | 23 | 0 | 194 | 747 |
| 03:45 PM | 23 | 161 | 20 | 0 | 204 | 13 | 102 | 25 | 2 | 142 | 18 | 134 | 45 | 2 | 199 | 58 | 117 | 32 | 0 | 207 | 752 |
| Total | 82 | 663 | 76 | 4 | 825 | 65 | 356 | 89 | 2 | 512 | 71 | 575 | 192 | 3 | 841 | 204 | 403 | 102 | 2 | 711 | 2889 |
| 04:00 PM | 19 | 191 | 15 | 1 | 226 | 21 | 71 | 16 | 1 | 109 | 17 | 144 | 57 | 3 | 221 | 54 | 117 | 21 | 0 | 192 | 748 |
| 04:15 PM | 30 | 202 | 22 | 0 | 254 | 21 | 109 | 23 | 1 | 154 | 15 | 148 | 38 | 3 | 204 | 60 | 118 | 26 | 1 | 205 | 817 |
| 04:30 PM | 16 | 160 | 18 | 1 | 195 | 22 | 101 | 11 | 2 | 136 | 15 | 119 | 40 | 3 | 177 | 50 | 136 | 24 | 0 | 210 | 718 |
| 04:45 PM | 26 | 197 | 13 | 1 | 237 | 19 | 119 | 23 | 0 | 161 | 14 | 141 | 58 | 2 | 215 | 54 | 122 | 16 | 0 | 192 | 805 |
| Total | 91 | 750 | 68 | 3 | 912 | 83 | 400 | 73 | 4 | 560 | 61 | 552 | 193 | 11 | 817 | 218 | 493 | 87 | 1 | 799 | 3088 |
| 05:00 PM | 18 | 174 | 32 | 1 | 225 | 18 | 110 | 24 | 0 | 152 | 24 | 166 | 42 | 0 | 232 | 74 | 146 | 30 | 0 | 250 | 859 |
| 05:15 PM | 30 | 217 | 33 | 0 | 280 | 10 | 120 | 17 | 0 | 147 | 27 | 179 | 47 | 0 | 253 | 59 | 136 | 22 | 0 | 217 | 897 |
| 05:30 PM | 25 | 191 | 27 | 0 | 243 | 13 | 111 | 26 | 0 | 150 | 4 | 152 | 54 | 2 | 212 | 71 | 135 | 28 | 1 | 235 | 840 |
| 05:45 PM | 25 | 174 | 26 | 1 | 226 | 29 | 93 | 19 | 6 | 147 | 14 | 136 | 26 | 0 | 176 | 73 | 141 | 26 | 0 | 240 | 789 |
| Total | 98 | 756 | 118 | 2 | 974 | 70 | 434 | 86 | 6 | 596 | 69 | 633 | 169 | 2 | 873 | 277 | 558 | 106 | 1 | 942 | 3385 |
| 06:00 PM | 33 | 183 | 24 | 2 | 242 | 17 | 68 | 16 | 3 | 104 | 18 | 134 | 32 | 4 | 188 | 65 | 130 | 32 | 1 | 228 | 762 |
| 06:15 PM | 20 | 165 | 23 | 0 | 208 | 27 | 73 | 15 | 0 | 115 | 15 | 131 | 35 | 0 | 181 | 62 | 134 | 35 | 0 | 231 | 735 |
| Grand Total | 593 | 4171 | 499 | 18 | 5281 | 465 | 2829 | 504 | 21 | 3819 | 438 | 4423 | 1409 | 24 | 6294 | 1446 | 2925 | 711 | 6 | 5088 | 20482 |
| Approch % | 11.2 | 79 | 9.4 | 0.3 | | 12.2 | 74.1 | 13.2 | 0.5 | | 7 | 70.3 | 22.4 | 0.4 | | 28.4 | 57.5 | 14 | 0.1 | | |
| Total % | 2.9 | 20.4 | 2.4 | 0.1 | 25.8 | 2.3 | 13.8 | 2.5 | 0.1 | 18.6 | 2.1 | 21.6 | 6.9 | 0.1 | 30.7 | 7.1 | 14.3 | 3.5 | 0 | 24.8 | |
| Cars + Pedestrians | 554 | 4012 | 474 | 16 | 5056 | 428 | 2735 | 488 | 21 | 3672 | 414 | 4270 | 1349 | 24 | 6057 | 1381 | 2820 | 673 | 6 | 4880 | 19665 |
| % Cars + Pedestrians | 93.4 | 96.2 | 95 | 88.9 | 95.7 | 92 | 96.7 | 96.8 | 100 | 96.2 | 94.5 | 96.5 | 95.7 | 100 | 96.2 | 95.5 | 96.4 | 94.7 | 100 | 95.9 | 96 |
| Trucks + Buses | 39 | 159 | 25 | 2 | 225 | 37 | 94 | 16 | 0 | 147 | 24 | 153 | 60 | 0 | 237 | 65 | 105 | 38 | 0 | 208 | 817 |
| % Trucks + Buses | 6.6 | 3.8 | 5 | 11.1 | 4.3 | 8 | 3.3 | 3.2 | 0 | 3.8 | 5.5 | 3.5 | 4.3 | 0 | 3.8 | 4.5 | 3.6 | 5.3 | 0 | 4.1 | 4 |

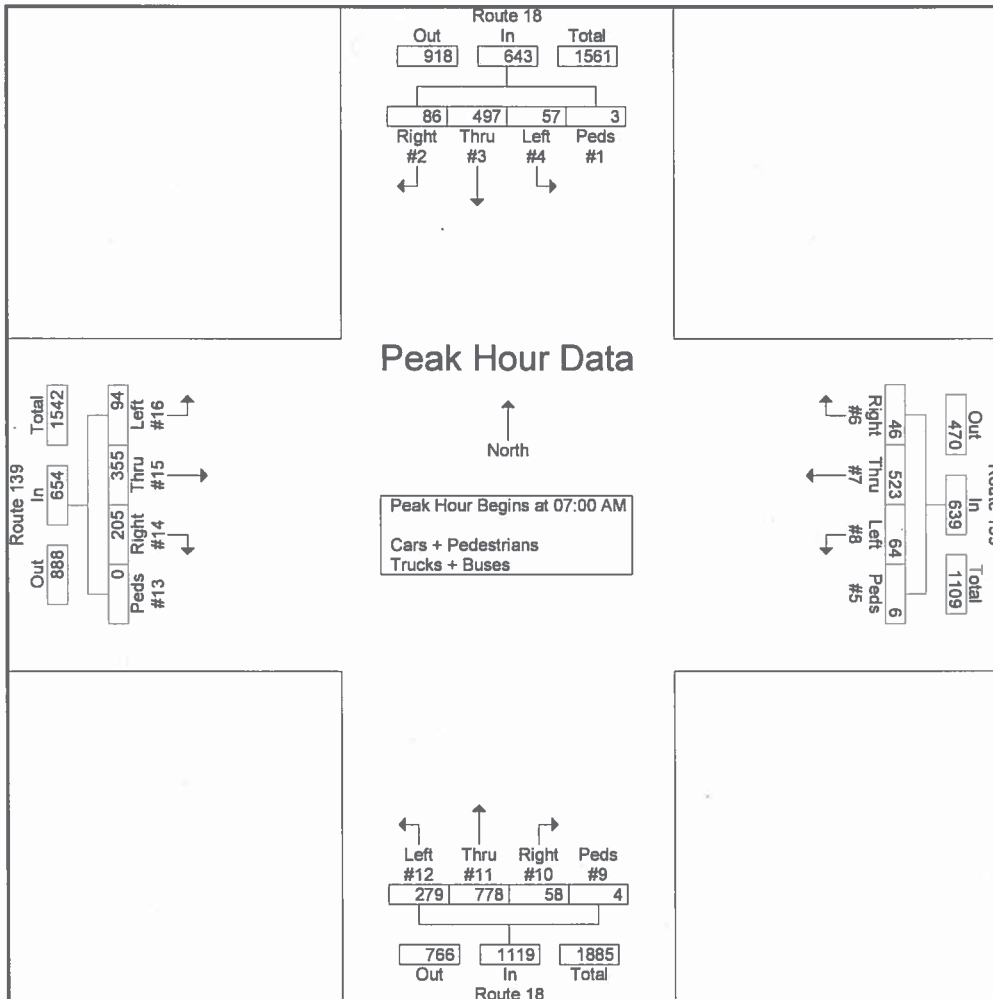
Massachusetts Department of Transportation - Highway Division

Statewide Traffic Data Collection

City/Town: Abington
 Location: Route 18 & Route 139
 Counter #: D4-1120, D4-2552
 Project #: S11-023

File Name : S11-023 Abington
 Site Code : 00011023
 Start Date : 4/27/2011
 Page No : 2

| Start Time | Route 18 From North | | | | | Route 139 From East | | | | | Route 18 From South | | | | | Route 139 From West | | | | | Int. Total |
|--|---------------------|---------|---------|---------|------------|---------------------|---------|---------|---------|------------|---------------------|----------|----------|---------|------------|---------------------|----------|----------|----------|------------|------------|
| | Right #2 | Thru #3 | Left #4 | Peds #1 | App. Total | Right #6 | Thru #7 | Left #8 | Peds #5 | App. Total | Right #10 | Thru #11 | Left #12 | Peds #9 | App. Total | Right #14 | Thru #15 | Left #16 | Peds #13 | App. Total | |
| Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 12 | 117 | 9 | 1 | 139 | 6 | 131 | 13 | 1 | 151 | 15 | 209 | 69 | 0 | 293 | 86 | 66 | 18 | 0 | 170 | 753 |
| 07:15 AM | 18 | 128 | 15 | 1 | 162 | 15 | 138 | 17 | 3 | 173 | 19 | 221 | 72 | 4 | 316 | 56 | 81 | 25 | 0 | 162 | 813 |
| 07:30 AM | 30 | 128 | 18 | 1 | 177 | 12 | 144 | 29 | 2 | 187 | 11 | 202 | 72 | 0 | 285 | 27 | 88 | 19 | 0 | 134 | 783 |
| 07:45 AM | 26 | 124 | 15 | 0 | 165 | 13 | 110 | 5 | 0 | 128 | 13 | 146 | 66 | 0 | 225 | 36 | 120 | 32 | 0 | 188 | 706 |
| Total Volume | 86 | 497 | 57 | 3 | 643 | 46 | 523 | 64 | 6 | 639 | 58 | 778 | 279 | 4 | 1119 | 205 | 355 | 94 | 0 | 654 | 3055 |
| % App. Total | 13.4 | 77.3 | 8.9 | 0.5 | | 7.2 | 81.8 | 10 | 0.9 | | 5.2 | 69.5 | 24.9 | 0.4 | | 31.3 | 54.3 | 14.4 | 0 | | |
| PHF | .717 | .971 | .792 | .750 | .908 | .767 | .908 | .552 | .500 | .854 | .763 | .880 | .969 | .250 | .885 | .596 | .740 | .734 | .000 | .870 | .939 |



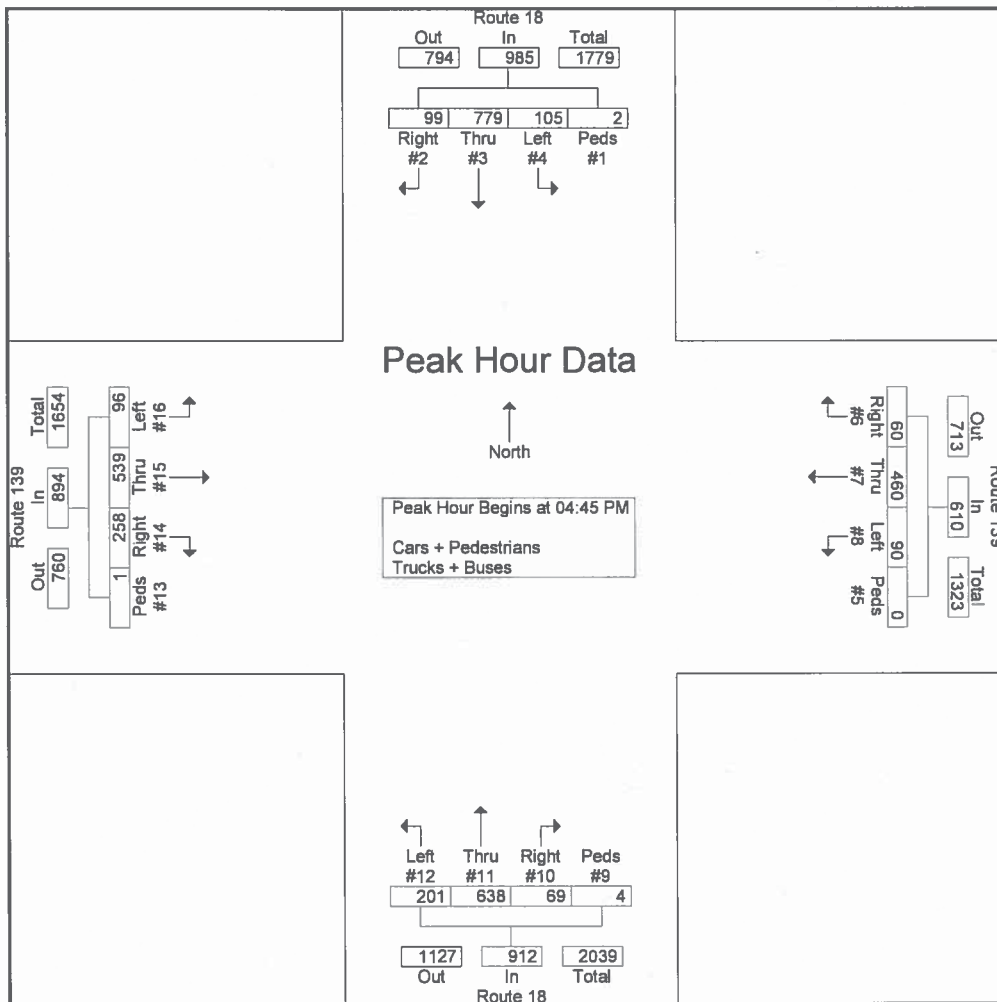
Massachusetts Department of Transportation - Highway Division

Statewide Traffic Data Collection

City/Town: Abington
 Location: Route 18 & Route 139
 Counter #: D4-1120, D4-2552
 Project #: S11-023

File Name : S11-023 Abington
 Site Code : 00011023
 Start Date : 4/27/2011
 Page No : 3

| Start Time | Route 18 From North | | | | | Route 139 From East | | | | | Route 18 From South | | | | | Route 139 From West | | | | | Int. Total |
|--|---------------------|---------|---------|---------|------------|---------------------|---------|---------|---------|------------|---------------------|----------|----------|---------|------------|---------------------|----------|----------|----------|------------|------------|
| | Right #2 | Thru #3 | Left #4 | Peds #1 | App. Total | Right #6 | Thru #7 | Left #8 | Peds #5 | App. Total | Right #10 | Thru #11 | Left #12 | Peds #9 | App. Total | Right #14 | Thru #15 | Left #16 | Peds #13 | App. Total | |
| Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 26 | 197 | 13 | 1 | 237 | 19 | 119 | 23 | 0 | 161 | 14 | 141 | 58 | 2 | 215 | 54 | 122 | 16 | 0 | 192 | 805 |
| 05:00 PM | 18 | 174 | 32 | 1 | 225 | 18 | 110 | 24 | 0 | 152 | 24 | 166 | 42 | 0 | 232 | 74 | 146 | 30 | 0 | 250 | 859 |
| 05:15 PM | 30 | 217 | 33 | 0 | 280 | 10 | 120 | 17 | 0 | 147 | 27 | 179 | 47 | 0 | 253 | 59 | 136 | 22 | 0 | 217 | 897 |
| 05:30 PM | 25 | 191 | 27 | 0 | 243 | 13 | 111 | 26 | 0 | 150 | 4 | 152 | 54 | 2 | 212 | 71 | 135 | 28 | 1 | 235 | 840 |
| Total Volume | 99 | 779 | 105 | 2 | 985 | 60 | 460 | 90 | 0 | 610 | 69 | 638 | 201 | 4 | 912 | 258 | 539 | 96 | 1 | 894 | 3401 |
| % App. Total | 10.1 | 79.1 | 10.7 | 0.2 | | 9.8 | 75.4 | 14.8 | 0 | | 7.6 | 70 | 22 | 0.4 | | 28.9 | 60.3 | 10.7 | 0.1 | | |
| PHF | .825 | .897 | .795 | .500 | .879 | .789 | .958 | .865 | .000 | .947 | .639 | .891 | .866 | .500 | .901 | .872 | .923 | .800 | .250 | .894 | .948 |



Massachusetts Department of Transportation - Highway Division

Statewide Traffic Data Collection

City/Town: Abington
 Location: Route 18 & Route 139
 Counter #: D4-1120, D4-2552
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File Name : S11-023 Abington
 Site Code : 00011023
 Start Date : 4/27/2011
 Page No : 1

Groups Printed- Cars + Pedestrians

| Start Time | Route 18 From North | | | | | Route 139 From East | | | | | Route 18 From South | | | | | Route 139 From West | | | | | Int. Total |
|--------------------|------------------------|-------------|------------|------------|-------------|------------------------|-------------|-------------|------------|-------------|------------------------|-------------|-------------|------------|-------------|------------------------|-------------|-------------|------------|-------------|--------------|
| | Right #2 | Thru #3 | Left #4 | Peds #1 | App. Total | Right #6 | Thru #7 | Left #8 | Peds #5 | App. Total | Right #10 | Thru #11 | Left #12 | Peds #9 | App. Total | Right #14 | Thru #15 | Left #16 | Peds #13 | App. Total | |
| 06:30 AM | 20 | 69 | 8 | 1 | 98 | 14 | 145 | 4 | 0 | 163 | 12 | 167 | 69 | 0 | 248 | 17 | 60 | 23 | 0 | 100 | 609 |
| 06:45 AM | 13 | 70 | 9 | 0 | 92 | 16 | 110 | 20 | 0 | 146 | 9 | 167 | 46 | 0 | 222 | 20 | 67 | 21 | 1 | 109 | 569 |
| Total | 33 | 139 | 17 | 1 | 190 | 30 | 255 | 24 | 0 | 309 | 21 | 334 | 115 | 0 | 470 | 37 | 127 | 44 | 1 | 209 | 1178 |
| 07:00 AM | 9 | 117 | 8 | 1 | 135 | 4 | 129 | 13 | 1 | 147 | 15 | 198 | 66 | 0 | 279 | 83 | 59 | 17 | 0 | 159 | 720 |
| 07:15 AM | 18 | 125 | 13 | 1 | 157 | 13 | 134 | 17 | 3 | 167 | 14 | 215 | 72 | 4 | 305 | 51 | 75 | 22 | 0 | 148 | 777 |
| 07:30 AM | 27 | 126 | 14 | 0 | 167 | 10 | 139 | 26 | 2 | 177 | 11 | 192 | 68 | 0 | 271 | 26 | 83 | 19 | 0 | 128 | 743 |
| 07:45 AM | 23 | 116 | 14 | 0 | 153 | 12 | 108 | 5 | 0 | 125 | 10 | 139 | 60 | 0 | 209 | 34 | 113 | 30 | 0 | 177 | 664 |
| Total | 77 | 484 | 49 | 2 | 612 | 39 | 510 | 61 | 6 | 616 | 50 | 744 | 266 | 4 | 1064 | 194 | 330 | 88 | 0 | 612 | 2904 |
| 08:00 AM | 20 | 120 | 9 | 0 | 149 | 11 | 98 | 6 | 0 | 115 | 8 | 167 | 73 | 0 | 248 | 34 | 95 | 24 | 0 | 153 | 665 |
| 08:15 AM | 12 | 110 | 20 | 0 | 142 | 18 | 128 | 14 | 0 | 160 | 16 | 165 | 42 | 0 | 223 | 28 | 102 | 26 | 0 | 156 | 681 |
| 08:30 AM | 14 | 102 | 10 | 0 | 126 | 15 | 69 | 12 | 0 | 96 | 13 | 158 | 40 | 0 | 211 | 29 | 84 | 29 | 0 | 142 | 575 |
| 08:45 AM | 23 | 107 | 19 | 0 | 149 | 16 | 85 | 17 | 0 | 118 | 11 | 158 | 34 | 0 | 203 | 46 | 72 | 27 | 0 | 145 | 615 |
| Total | 69 | 439 | 58 | 0 | 566 | 60 | 380 | 49 | 0 | 489 | 48 | 648 | 189 | 0 | 885 | 137 | 353 | 106 | 0 | 596 | 2536 |
| 09:00 AM | 16 | 94 | 8 | 1 | 119 | 10 | 77 | 20 | 0 | 107 | 21 | 146 | 46 | 0 | 213 | 40 | 75 | 20 | 0 | 135 | 574 |
| 09:15 AM | 13 | 109 | 9 | 0 | 131 | 10 | 68 | 14 | 0 | 92 | 13 | 162 | 43 | 0 | 218 | 32 | 63 | 19 | 0 | 114 | 555 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 29 | 203 | 17 | 1 | 250 | 20 | 145 | 34 | 0 | 199 | 34 | 308 | 89 | 0 | 431 | 72 | 138 | 39 | 0 | 249 | 1129 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 02:30 PM | 16 | 153 | 13 | 0 | 182 | 17 | 79 | 21 | 0 | 117 | 28 | 134 | 43 | 0 | 205 | 65 | 111 | 20 | 0 | 196 | 700 |
| 02:45 PM | 17 | 158 | 20 | 1 | 196 | 19 | 79 | 27 | 0 | 125 | 9 | 131 | 46 | 0 | 186 | 78 | 84 | 32 | 0 | 194 | 701 |
| Total | 33 | 311 | 33 | 1 | 378 | 36 | 158 | 48 | 0 | 242 | 37 | 265 | 89 | 0 | 391 | 143 | 195 | 52 | 0 | 390 | 1401 |
| 03:00 PM | 14 | 147 | 18 | 4 | 183 | 20 | 69 | 12 | 0 | 101 | 16 | 146 | 37 | 0 | 199 | 34 | 75 | 21 | 1 | 131 | 614 |
| 03:15 PM | 22 | 179 | 19 | 0 | 220 | 12 | 94 | 21 | 0 | 127 | 16 | 148 | 50 | 1 | 215 | 46 | 93 | 25 | 1 | 165 | 727 |
| 03:30 PM | 20 | 150 | 19 | 0 | 189 | 11 | 83 | 30 | 0 | 124 | 19 | 131 | 56 | 0 | 206 | 62 | 107 | 20 | 0 | 189 | 708 |
| 03:45 PM | 23 | 150 | 19 | 0 | 192 | 12 | 97 | 25 | 2 | 136 | 16 | 130 | 44 | 2 | 192 | 56 | 115 | 27 | 0 | 198 | 718 |
| Total | 79 | 626 | 75 | 4 | 784 | 55 | 343 | 88 | 2 | 488 | 67 | 555 | 187 | 3 | 812 | 198 | 390 | 93 | 2 | 683 | 2767 |
| 04:00 PM | 18 | 184 | 14 | 1 | 217 | 20 | 70 | 13 | 1 | 104 | 14 | 141 | 54 | 3 | 212 | 52 | 114 | 19 | 0 | 185 | 718 |
| 04:15 PM | 30 | 197 | 20 | 0 | 247 | 19 | 105 | 23 | 1 | 148 | 15 | 141 | 36 | 3 | 195 | 56 | 115 | 26 | 1 | 198 | 788 |
| 04:30 PM | 15 | 157 | 17 | 1 | 190 | 21 | 99 | 10 | 2 | 132 | 14 | 116 | 39 | 3 | 172 | 48 | 131 | 24 | 0 | 203 | 697 |
| 04:45 PM | 24 | 189 | 13 | 1 | 227 | 18 | 116 | 22 | 0 | 156 | 14 | 138 | 56 | 2 | 210 | 50 | 121 | 16 | 0 | 187 | 780 |
| Total | 87 | 727 | 64 | 3 | 881 | 78 | 390 | 68 | 4 | 540 | 57 | 536 | 185 | 11 | 789 | 206 | 481 | 85 | 1 | 773 | 2983 |
| 05:00 PM | 18 | 170 | 32 | 1 | 221 | 17 | 107 | 24 | 0 | 148 | 23 | 160 | 41 | 0 | 224 | 70 | 142 | 28 | 0 | 240 | 833 |
| 05:15 PM | 28 | 211 | 32 | 0 | 271 | 9 | 117 | 17 | 0 | 143 | 26 | 175 | 46 | 0 | 247 | 57 | 134 | 22 | 0 | 213 | 874 |
| 05:30 PM | 24 | 188 | 25 | 0 | 237 | 12 | 108 | 25 | 0 | 145 | 4 | 149 | 52 | 2 | 207 | 71 | 132 | 26 | 1 | 230 | 819 |
| 05:45 PM | 25 | 173 | 26 | 1 | 225 | 29 | 90 | 19 | 6 | 144 | 14 | 134 | 26 | 0 | 174 | 73 | 137 | 24 | 0 | 234 | 777 |
| Total | 95 | 742 | 115 | 2 | 954 | 67 | 422 | 85 | 6 | 580 | 67 | 618 | 165 | 2 | 852 | 271 | 545 | 100 | 1 | 917 | 3303 |
| 06:00 PM | 32 | 181 | 24 | 2 | 239 | 17 | 62 | 16 | 3 | 98 | 18 | 133 | 32 | 4 | 187 | 63 | 129 | 32 | 1 | 225 | 749 |
| 06:15 PM | 20 | 160 | 22 | 0 | 202 | 26 | 70 | 15 | 0 | 111 | 15 | 129 | 32 | 0 | 176 | 60 | 132 | 34 | 0 | 226 | 715 |
| Grand Total | 554 | 4012 | 474 | 16 | 5056 | 428 | 2735 | 488 | 21 | 3672 | 414 | 4270 | 1349 | 24 | 6057 | 1381 | 2820 | 673 | 6 | 4880 | 19665 |
| Apprch % | 11 | 79.4 | 9.4 | 0.3 | | 11.7 | 74.5 | 13.3 | 0.6 | | 6.8 | 70.5 | 22.3 | 0.4 | | 28.3 | 57.8 | 13.8 | 0.1 | | |
| Total % | 2.8 | 20.4 | 2.4 | 0.1 | 25.7 | 2.2 | 13.9 | 2.5 | 0.1 | 18.7 | 2.1 | 21.7 | 6.9 | 0.1 | 30.8 | 7 | 14.3 | 3.4 | 0 | 24.8 | |

Massachusetts Department of Transportation - Highway Division

Statewide Traffic Data Collection

City/Town: Abington
 Location: Route 18 & Route 139
 Counter #: D4-1120, D4-2552
 Project #: S11-023

File Name : S11-023 Abington
 Site Code : 00011023
 Start Date : 4/27/2011
 Page No : 1

Groups Printed- Trucks + Buses

| Start Time | Route 18 From North | | | | | Route 139 From East | | | | | Route 18 From South | | | | | Route 139 From West | | | | | Int. Total |
|--------------------|------------------------|-------------|-------------|------------|-------------|------------------------|-------------|-------------|----------|------------|------------------------|-------------|-------------|----------|------------|------------------------|-------------|-------------|----------|-------------|------------|
| | Right #2 | Thru #3 | Left #4 | Peds #1 | App. Total | Right #6 | Thru #7 | Left #8 | Peds #5 | App. Total | Right #10 | Thru #11 | Left #12 | Peds #9 | App. Total | Right #14 | Thru #15 | Left #16 | Peds #13 | App. Total | |
| 06:30 AM | 2 | 4 | 2 | 0 | 8 | 2 | 6 | 1 | 0 | 9 | 1 | 9 | 2 | 0 | 12 | 1 | 2 | 0 | 0 | 3 | 32 |
| 06:45 AM | 5 | 5 | 1 | 0 | 11 | 1 | 2 | 0 | 0 | 3 | 0 | 13 | 1 | 0 | 14 | 2 | 4 | 0 | 0 | 6 | 34 |
| Total | 7 | 9 | 3 | 0 | 19 | 3 | 8 | 1 | 0 | 12 | 1 | 22 | 3 | 0 | 26 | 3 | 6 | 0 | 0 | 9 | 66 |
| 07:00 AM | 3 | 0 | 1 | 0 | 4 | 2 | 2 | 0 | 0 | 4 | 0 | 11 | 3 | 0 | 14 | 3 | 7 | 1 | 0 | 11 | 33 |
| 07:15 AM | 0 | 3 | 2 | 0 | 5 | 2 | 4 | 0 | 0 | 6 | 5 | 6 | 0 | 0 | 11 | 5 | 6 | 3 | 0 | 14 | 36 |
| 07:30 AM | 3 | 2 | 4 | 1 | 10 | 2 | 5 | 3 | 0 | 10 | 0 | 10 | 4 | 0 | 14 | 1 | 5 | 0 | 0 | 6 | 40 |
| 07:45 AM | 3 | 8 | 1 | 0 | 12 | 1 | 2 | 0 | 0 | 3 | 3 | 7 | 6 | 0 | 16 | 2 | 7 | 2 | 0 | 11 | 42 |
| Total | 9 | 13 | 8 | 1 | 31 | 7 | 13 | 3 | 0 | 23 | 8 | 34 | 13 | 0 | 55 | 11 | 25 | 6 | 0 | 42 | 151 |
| 08:00 AM | 1 | 6 | 0 | 0 | 7 | 2 | 5 | 0 | 0 | 7 | 0 | 8 | 4 | 0 | 12 | 2 | 10 | 4 | 0 | 16 | 42 |
| 08:15 AM | 7 | 7 | 1 | 0 | 15 | 1 | 6 | 2 | 0 | 9 | 1 | 9 | 5 | 0 | 15 | 2 | 1 | 1 | 0 | 4 | 43 |
| 08:30 AM | 1 | 8 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 1 | 5 | 2 | 0 | 8 | 0 | 5 | 2 | 0 | 7 | 25 |
| 08:45 AM | 0 | 7 | 2 | 0 | 9 | 1 | 1 | 0 | 0 | 2 | 1 | 5 | 2 | 0 | 8 | 2 | 7 | 0 | 0 | 9 | 28 |
| Total | 9 | 28 | 3 | 0 | 40 | 5 | 12 | 2 | 0 | 19 | 3 | 27 | 13 | 0 | 43 | 6 | 23 | 7 | 0 | 36 | 138 |
| 09:00 AM | 1 | 7 | 1 | 1 | 10 | 0 | 4 | 1 | 0 | 5 | 0 | 8 | 0 | 0 | 8 | 1 | 1 | 4 | 0 | 6 | 29 |
| 09:15 AM | 1 | 8 | 0 | 0 | 9 | 0 | 7 | 1 | 0 | 8 | 1 | 3 | 2 | 0 | 6 | 3 | 2 | 1 | 0 | 6 | 29 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 2 | 15 | 1 | 1 | 19 | 0 | 11 | 2 | 0 | 13 | 1 | 11 | 2 | 0 | 14 | 4 | 3 | 5 | 0 | 12 | 58 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 02:30 PM | 1 | 5 | 1 | 0 | 7 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 4 | 9 | 2 | 1 | 0 | 12 | 27 |
| 02:45 PM | 0 | 8 | 0 | 0 | 8 | 2 | 3 | 1 | 0 | 6 | 1 | 4 | 6 | 0 | 11 | 4 | 5 | 1 | 0 | 10 | 35 |
| Total | 1 | 13 | 1 | 0 | 15 | 3 | 6 | 1 | 0 | 10 | 1 | 5 | 9 | 0 | 15 | 13 | 7 | 2 | 0 | 22 | 62 |
| 03:00 PM | 1 | 7 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 6 | 2 | 4 | 0 | 0 | 6 | 22 |
| 03:15 PM | 1 | 7 | 0 | 0 | 8 | 1 | 2 | 0 | 0 | 3 | 1 | 5 | 2 | 0 | 8 | 2 | 5 | 1 | 0 | 8 | 27 |
| 03:30 PM | 1 | 12 | 0 | 0 | 13 | 6 | 6 | 1 | 0 | 13 | 1 | 6 | 1 | 0 | 8 | 0 | 2 | 3 | 0 | 5 | 39 |
| 03:45 PM | 0 | 11 | 1 | 0 | 12 | 1 | 5 | 0 | 0 | 6 | 2 | 4 | 1 | 0 | 7 | 2 | 2 | 5 | 0 | 9 | 34 |
| Total | 3 | 37 | 1 | 0 | 41 | 10 | 13 | 1 | 0 | 24 | 4 | 20 | 5 | 0 | 29 | 6 | 13 | 9 | 0 | 28 | 122 |
| 04:00 PM | 1 | 7 | 1 | 0 | 9 | 1 | 1 | 3 | 0 | 5 | 3 | 3 | 3 | 0 | 9 | 2 | 3 | 2 | 0 | 7 | 30 |
| 04:15 PM | 0 | 5 | 2 | 0 | 7 | 2 | 4 | 0 | 0 | 6 | 0 | 7 | 2 | 0 | 9 | 4 | 3 | 0 | 0 | 7 | 29 |
| 04:30 PM | 1 | 3 | 1 | 0 | 5 | 1 | 2 | 1 | 0 | 4 | 1 | 3 | 1 | 0 | 5 | 2 | 5 | 0 | 0 | 7 | 21 |
| 04:45 PM | 2 | 8 | 0 | 0 | 10 | 1 | 3 | 1 | 0 | 5 | 0 | 3 | 2 | 0 | 5 | 4 | 1 | 0 | 0 | 5 | 25 |
| Total | 4 | 23 | 4 | 0 | 31 | 5 | 10 | 5 | 0 | 20 | 4 | 16 | 8 | 0 | 28 | 12 | 12 | 2 | 0 | 26 | 105 |
| 05:00 PM | 0 | 4 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 1 | 6 | 1 | 0 | 8 | 4 | 4 | 2 | 0 | 10 | 26 |
| 05:15 PM | 2 | 6 | 1 | 0 | 9 | 1 | 3 | 0 | 0 | 4 | 1 | 4 | 1 | 0 | 6 | 2 | 2 | 0 | 0 | 4 | 23 |
| 05:30 PM | 1 | 3 | 2 | 0 | 6 | 1 | 3 | 1 | 0 | 5 | 0 | 3 | 2 | 0 | 5 | 0 | 3 | 2 | 0 | 5 | 21 |
| 05:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 2 | 0 | 6 | 12 |
| Total | 3 | 14 | 3 | 0 | 20 | 3 | 12 | 1 | 0 | 16 | 2 | 15 | 4 | 0 | 21 | 6 | 13 | 6 | 0 | 25 | 82 |
| 06:00 PM | 1 | 2 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 3 | 13 |
| 06:15 PM | 0 | 5 | 1 | 0 | 6 | 1 | 3 | 0 | 0 | 4 | 0 | 2 | 3 | 0 | 5 | 2 | 2 | 1 | 0 | 5 | 20 |
| Grand Total | 39 | 159 | 25 | 2 | 225 | 37 | 94 | 16 | 0 | 147 | 24 | 153 | 60 | 0 | 237 | 65 | 105 | 38 | 0 | 208 | 817 |
| Apprch % | 17.3 | 70.7 | 11.1 | 0.9 | | 25.2 | 63.9 | 10.9 | 0 | | 10.1 | 64.6 | 25.3 | 0 | | 31.2 | 50.5 | 18.3 | 0 | | |
| Total % | 4.8 | 19.5 | 3.1 | 0.2 | 27.5 | 4.5 | 11.5 | 2 | 0 | 18 | 2.9 | 18.7 | 7.3 | 0 | 29 | 8 | 12.9 | 4.7 | 0 | 25.5 | |

Massachusetts Department of Transportation - Highway Division

Statewide Traffic Data Collection

City/Town: Abington
 Location: Route 18 & Route 139
 Counter #: D4-1120, D4-2552
 Project #: S11-023

File Name : S11-023 Abington
 Site Code : 00011023
 Start Date : 4/27/2011
 Page No : 1

Groups Printed- Bicycles

| Start Time | Route 18 From North | | | | | Route 139 From East | | | | | Route 18 From South | | | | | Route 139 From West | | | | | Int. Total |
|---------------|------------------------|---------|---------|---------|------------|------------------------|---------|---------|---------|------------|------------------------|----------|----------|---------|------------|------------------------|----------|----------|----------|------------|------------|
| | Right #2 | Thru #3 | Left #4 | Peds #1 | App. Total | Right #6 | Thru #7 | Left #8 | Peds #5 | App. Total | Right #10 | Thru #11 | Left #12 | Peds #9 | App. Total | Right #14 | Thru #15 | Left #16 | Peds #13 | App. Total | |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 4 | 11 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 100 | | 25 | 75 | 0 | 0 | | |
| Total % | 0 | 9.1 | 0 | 0 | 9.1 | 0 | 45.5 | 0 | 0 | 45.5 | 0 | 0 | 0 | 9.1 | 9.1 | 9.1 | 27.3 | 0 | 0 | 36.4 | |

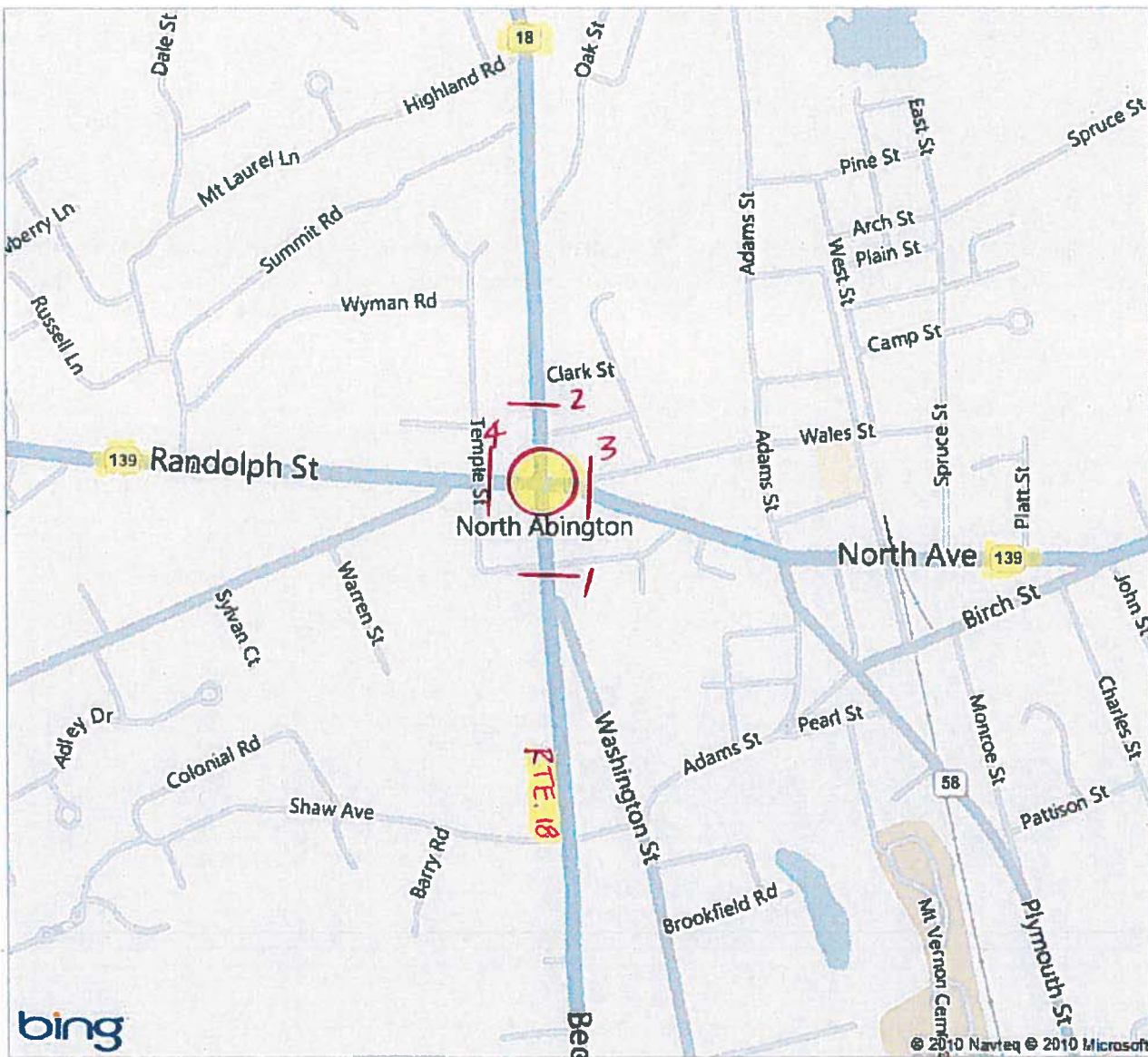
Bing Maps

Abington, MA

My Notes

TDC PROJECT #
S11-023
ABINGTON

FREE! Use Bing 411 to find movies, businesses & more! 800-BING-411



Mass Highway Department
 WEEKLY SUMMARY FOR LANE 1
 Starting: 4/25/2011

Page: 1

STA. 1NB

Site Reference: 011023000452
 Site ID: 000000000101
 Location: RTE. 18 SOUTH OF RTE. 139
 Direction: NORTH

File: 101.prn
 City: ABINGTON
 County: VOL N.B.

| TIME | MON 25 | TUE 26 | WED 27 | THU 28 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|-------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | | 50 | 46 | 61 | | 52 | | | 52 | 157 |
| 02:00 | | 29 | 32 | 33 | | 31 | | | 31 | 94 |
| 03:00 | | 22 | 28 | 25 | | 25 | | | 25 | 75 |
| 04:00 | | 42 | 51 | 41 | | 44 | | | 44 | 134 |
| 05:00 | | 159 | 158 | 159 | | 158 | | | 158 | 476 |
| 06:00 | | 569 | 545 | 545 | | 553 | | | 553 | 1659 |
| 07:00 | | 965 | 920 | 935 | | 940 | | | 940 | 2820 |
| 08:00 | | 1262 | 1297 | 1350 | | 1303 | | | 1303 | 3909 |
| 09:00 | | 1018 | 1034 | 1036 | | 1029 | | | 1029 | 3088 |
| 10:00 | | 854 | 865 | 880 | | 866 | | | 866 | 2599 |
| 11:00 | | 680 | 688 | 692 | | 686 | | | 686 | 2060 |
| 12:00 | | 742 | 775 | | | 758 | | | 758 | 1517 |
| 13:00 | | 827 | 822 | | | 824 | | | 824 | 1649 |
| 14:00 | 766 | 778 | 796 | | | 780 | | | 780 | 2340 |
| 15:00 | 930 | 885 | 909 | | | 908 | | | 908 | 2724 |
| 16:00 | 838 | 907 | 877 | | | 874 | | | 874 | 2622 |
| 17:00 | 812 | 860 | 867 | | | 846 | | | 846 | 2539 |
| 18:00 | 884 | 952 | 894 | | | 910 | | | 910 | 2730 |
| 19:00 | 648 | 742 | 725 | | | 705 | | | 705 | 2115 |
| 20:00 | 608 | 599 | 570 | | | 592 | | | 592 | 1777 |
| 21:00 | 399 | 449 | 445 | | | 431 | | | 431 | 1293 |
| 22:00 | 279 | 344 | 310 | | | 311 | | | 311 | 933 |
| 23:00 | 215 | 252 | 267 | | | 244 | | | 244 | 734 |
| 24:00 | 93 | 132 | 117 | | | 114 | | | 114 | 342 |

| | | | | | | | | | | |
|------------|-------|-------|-------|-------|---|-------|---|---|-------|-------|
| TOTALS | 6472 | 14119 | 14038 | 5757 | 0 | 13984 | 0 | 0 | 13984 | 40386 |
| % AVG WKDY | 46.2 | 100.9 | 100.3 | 41.1 | | | | | | |
| % AVG WEEK | 46.2 | 100.9 | 100.3 | 41.1 | | | | | | |
| AM Times | | 08:00 | 08:00 | 08:00 | | 08:00 | | | 08:00 | |
| AM Peaks | | 1262 | 1297 | 1350 | | 1303 | | | 1303 | |
| PM Times | 15:00 | 18:00 | 15:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 930 | 952 | 909 | | | 910 | | | 910 | |

43

NB 13984

SB 14035

COMB AWD 28019

FAC .93 (.97)

COMB ADT 25,300

Mass Highway Department
 WEEKLY SUMMARY FOR LANE 1
 Starting: 4/25/2011

Page: 1

STA. 15B

Site Reference: 011023000863
 Site ID: 00000000102
 Location: RTE. 18 SOUTH OF RTE. 139
 Direction: SOUTH

File: 102.prn
 City: ABINGTON
 County: VOL S.B.

| TIME | MON 25 | TUE 26 | WED 27 | THU 28 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|-------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | | 104 | 106 | 122 | | 110 | | | 110 | 332 |
| 02:00 | | 29 | 60 | 53 | | 47 | | | 47 | 142 |
| 03:00 | | 26 | 31 | 31 | | 29 | | | 29 | 88 |
| 04:00 | | 22 | 28 | 31 | | 27 | | | 27 | 81 |
| 05:00 | | 45 | 40 | 45 | | 43 | | | 43 | 130 |
| 06:00 | | 140 | 137 | 139 | | 138 | | | 138 | 416 |
| 07:00 | | 335 | 362 | 374 | | 357 | | | 357 | 1071 |
| 08:00 | | 863 | 908 | 881 | | 884 | | | 884 | 2652 |
| 09:00 | | 683 | 693 | 749 | | 708 | | | 708 | 2125 |
| 10:00 | | 660 | 751 | 710 | | 707 | | | 707 | 2121 |
| 11:00 | | 680 | 694 | 704 | | 692 | | | 692 | 2078 |
| 12:00 | | 753 | 795 | | | 774 | | | 774 | 1548 |
| 13:00 | | 783 | 809 | | | 796 | | | 796 | 1592 |
| 14:00 | 890 | 861 | 849 | | | 866 | | | 866 | 2600 |
| 15:00 | 958 | 1059 | 1080 | | | 1032 | | | 1032 | 3097 |
| 16:00 | 1045 | 1121 | 1139 | | | 1101 | | | 1101 | 3305 |
| 17:00 | 1132 | 1164 | 1189 | | | 1161 | | | 1161 | 3485 |
| 18:00 | 1203 | 1268 | 1245 | | | 1238 | | | 1238 | 3716 |
| 19:00 | 992 | 1155 | 1066 | | | 1071 | | | 1071 | 3213 |
| 20:00 | 769 | 790 | 758 | | | 772 | | | 772 | 2317 |
| 21:00 | 536 | 597 | 591 | | | 574 | | | 574 | 1724 |
| 22:00 | 331 | 427 | 403 | | | 387 | | | 387 | 1161 |
| 23:00 | 236 | 330 | 301 | | | 289 | | | 289 | 867 |
| 24:00 | 200 | 236 | 261 | | | 232 | | | 232 | 697 |

| | | | | | | | | | | |
|------------|-------|-------|-------|-------|---|-------|---|---|-------|-------|
| TOTALS | 8292 | 14131 | 14296 | 3839 | 0 | 14035 | 0 | 0 | 14035 | 40558 |
| % AVG WKDY | 59 | 100.6 | 101.8 | 27.3 | | | | | | |
| % AVG WEEK | 59 | 100.6 | 101.8 | 27.3 | | | | | | |
| AM Times | | 08:00 | 08:00 | 08:00 | | 08:00 | | | 08:00 | |
| AM Peaks | | 863 | 908 | 881 | | 884 | | | 884 | |
| PM Times | 18:00 | 18:00 | 18:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 1203 | 1268 | 1245 | | | 1238 | | | 1238 | |

Mass Highway Department
 WEEKLY SUMMARY FOR LANE 1
 Starting: 4/25/2011

Page: 1

STA. 2 NB

Site Reference: 011023000803
 Site ID: 000000020102
 Location: RTE. 18 NORTH OF RTE. 139
 Direction: NORTH

File: 20102.prn
 City: ABINGTON
 County: DIR VOL N&S

| TIME | MON 25 | TUE 26 | WED 27 | THU 28 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|-------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | | 45 | 41 | 47 | | 44 | | | 44 | 133 |
| 02:00 | | 28 | 28 | 29 | | 28 | | | 28 | 85 |
| 03:00 | | 23 | 33 | 25 | | 27 | | | 27 | 81 |
| 04:00 | | 39 | 51 | 39 | | 43 | | | 43 | 129 |
| 05:00 | | 149 | 136 | 146 | | 143 | | | 143 | 431 |
| 06:00 | | 565 | 535 | 528 | | 542 | | | 542 | 1628 |
| 07:00 | | 820 | 811 | 812 | | 814 | | | 814 | 2443 |
| 08:00 | | 1028 | 999 | 1084 | | 1037 | | | 1037 | 3111 |
| 09:00 | | 883 | 939 | 908 | | 910 | | | 910 | 2730 |
| 10:00 | | 760 | 779 | 830 | | 789 | | | 789 | 2369 |
| 11:00 | | 638 | 658 | 664 | | 653 | | | 653 | 1960 |
| 12:00 | | 690 | 687 | | | 688 | | | 688 | 1377 |
| 13:00 | | 773 | 702 | | | 737 | | | 737 | 1475 |
| 14:00 | 698 | 658 | 685 | | | 680 | | | 680 | 2041 |
| 15:00 | 768 | 749 | 740 | | | 752 | | | 752 | 2257 |
| 16:00 | 760 | 769 | 765 | | | 764 | | | 764 | 2294 |
| 17:00 | 701 | 743 | 756 | | | 733 | | | 733 | 2200 |
| 18:00 | 737 | 755 | 824 | | | 772 | | | 772 | 2316 |
| 19:00 | 599 | 666 | 710 | | | 658 | | | 658 | 1975 |
| 20:00 | 518 | 518 | 517 | | | 517 | | | 517 | 1553 |
| 21:00 | 365 | 392 | 388 | | | 381 | | | 381 | 1145 |
| 22:00 | 229 | 290 | 260 | | | 259 | | | 259 | 779 |
| 23:00 | 201 | 245 | 216 | | | 220 | | | 220 | 662 |
| 24:00 | 80 | 117 | 107 | | | 101 | | | 101 | 304 |

| | | | | | | | | | | |
|------------|-------|-------|-------|-------|---|-------|---|---|-------|-------|
| TOTALS | 5656 | 12343 | 12367 | 5112 | 0 | 12292 | 0 | 0 | 12292 | 35478 |
| % AVG WKDY | 46 | 100.4 | 100.6 | 41.5 | | | | | | |
| % AVG WEEK | 46 | 100.4 | 100.6 | 41.5 | | | | | | |
| AM Times | | 08:00 | 08:00 | 08:00 | | 08:00 | | | 08:00 | |
| AM Peaks | | 1028 | 999 | 1084 | | 1037 | | | 1037 | |
| PM Times | 15:00 | 13:00 | 18:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 768 | 773 | 824 | | | 772 | | | 772 | |

43
 NB 12292
 SB 10860

 COMB AWD 23152
 FAC .93(.97)
 COMB ADT 20,900

Mass Highway Department
 WEEKLY SUMMARY FOR LANE 2
 Starting: 4/25/2011

Page: 2

STA. 2 SB

Site Reference: 011023000803
 Site ID: 000000020102
 Location: RTE. 18 NORTH OF RTE. 139
 Direction: SOUTH

File: 20102.prn
 City: ABINGTON
 County: DIR VOL N&S

| TIME | MON 25 | TUE 26 | WED 27 | THU 28 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | | 88 | 95 | 109 | | 97 | | | 97 | 292 |
| 02:00 | | 29 | 48 | 53 | | 43 | | | 43 | 130 |
| 03:00 | | 26 | 24 | 24 | | 24 | | | 24 | 74 |
| 04:00 | | 27 | 32 | 33 | | 30 | | | 30 | 92 |
| 05:00 | | 45 | 34 | 35 | | 38 | | | 38 | 114 |
| 06:00 | | 123 | 119 | 119 | | 120 | | | 120 | 361 |
| 07:00 | | 290 | 328 | 325 | | 314 | | | 314 | 943 |
| 08:00 | | 585 | 556 | 571 | | 570 | | | 570 | 1712 |
| 09:00 | | 543 | 538 | 551 | | 544 | | | 544 | 1632 |
| 10:00 | | 467 | 556 | 533 | | 518 | | | 518 | 1556 |
| 11:00 | | 540 | 549 | 570 | | 553 | | | 553 | 1659 |
| 12:00 | | 604 | 609 | | | 606 | | | 606 | 1213 |
| 13:00 | | 633 | 643 | | | 638 | | | 638 | 1276 |
| 14:00 | 697 | 694 | 684 | | | 691 | | | 691 | 2075 |
| 15:00 | 698 | 738 | 766 | | | 734 | | | 734 | 2202 |
| 16:00 | 801 | 799 | 798 | | | 799 | | | 799 | 2398 |
| 17:00 | 817 | 825 | 837 | | | 826 | | | 826 | 2479 |
| 18:00 | 870 | 749 | 884 | | | 834 | | | 834 | 2503 |
| 19:00 | 782 | 841 | 810 | | | 811 | | | 811 | 2433 |
| 20:00 | 614 | 663 | 693 | | | 656 | | | 656 | 1970 |
| 21:00 | 538 | 560 | 549 | | | 549 | | | 549 | 1647 |
| 22:00 | 339 | 387 | 386 | | | 370 | | | 370 | 1112 |
| 23:00 | 232 | 298 | 292 | | | 274 | | | 274 | 822 |
| 24:00 | 201 | 212 | 250 | | | 221 | | | 221 | 663 |
| TOTALS | 6589 | 10766 | 11080 | 2923 | 0 | 10860 | 0 | 0 | 10860 | 31358 |
| % AVG WKDY | 60.6 | 99.1 | 102 | 26.9 | | | | | | |
| % AVG WEEK | 60.6 | 99.1 | 102 | 26.9 | | | | | | |
| AM Times | | 12:00 | 12:00 | 08:00 | | 12:00 | | | 12:00 | |
| AM Peaks | | 604 | 609 | 571 | | 606 | | | 606 | |
| PM Times | 18:00 | 19:00 | 18:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 870 | 841 | 884 | | | 834 | | | 834 | |

Mass Highway Department
 WEEKLY SUMMARY FOR LANE 1
 Starting: 4/25/2011

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Site Reference: 011023000899
 Site ID: 000000000303
 Location: RTE. 139 EAST OF RTE. 18
 Direction: EAST

STA. 3 EB

File: 303.prn
 City: ABINGTON
 County: VOL E.B.

| TIME | MON 25 | TUE 26 | WED 27 | THU 28 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|-------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | | 29 | 41 | 37 | | 35 | | | 35 | 107 |
| 02:00 | | 7 | 26 | 27 | | 20 | | | 20 | 60 |
| 03:00 | | 15 | 21 | 8 | | 14 | | | 14 | 44 |
| 04:00 | | 8 | 19 | 17 | | 14 | | | 14 | 44 |
| 05:00 | | 29 | 25 | 27 | | 27 | | | 27 | 81 |
| 06:00 | | 98 | 89 | 91 | | 92 | | | 92 | 278 |
| 07:00 | | 266 | 266 | 275 | | 269 | | | 269 | 807 |
| 08:00 | | 449 | 465 | 411 | | 441 | | | 441 | 1325 |
| 09:00 | | 428 | 459 | 463 | | 450 | | | 450 | 1350 |
| 10:00 | | 291 | 332 | 342 | | 321 | | | 321 | 965 |
| 11:00 | | 325 | 311 | 317 | | 317 | | | 317 | 953 |
| 12:00 | | 341 | 370 | | | 355 | | | 355 | 711 |
| 13:00 | | 369 | 367 | | | 368 | | | 368 | 736 |
| 14:00 | 335 | 376 | 365 | | | 358 | | | 358 | 1076 |
| 15:00 | 460 | 470 | 478 | | | 469 | | | 469 | 1408 |
| 16:00 | 521 | 545 | 558 | | | 541 | | | 541 | 1624 |
| 17:00 | 588 | 571 | 593 | | | 584 | | | 584 | 1752 |
| 18:00 | 626 | 632 | 697 | | | 651 | | | 651 | 1955 |
| 19:00 | 465 | 537 | 521 | | | 507 | | | 507 | 1523 |
| 20:00 | 362 | 377 | 360 | | | 366 | | | 366 | 1099 |
| 21:00 | 262 | 246 | 222 | | | 243 | | | 243 | 730 |
| 22:00 | 164 | 184 | 195 | | | 181 | | | 181 | 543 |
| 23:00 | 91 | 112 | 128 | | | 110 | | | 110 | 331 |
| 24:00 | 73 | 63 | 77 | | | 71 | | | 71 | 213 |

| | | | | | | | | | | |
|------------|-------|-------|-------|-------|---|-------|---|---|-------|-------|
| TOTALS | 3947 | 6768 | 6985 | 2015 | 0 | 6804 | 0 | 0 | 6804 | 19715 |
| % AVG WKDY | 58 | 99.4 | 102.6 | 29.6 | | | | | | |
| % AVG WEEK | 58 | 99.4 | 102.6 | 29.6 | | | | | | |
| AM Times | | 08:00 | 08:00 | 09:00 | | 09:00 | | | 09:00 | |
| AM Peaks | | 449 | 465 | 463 | | 450 | | | 450 | |
| PM Times | 18:00 | 18:00 | 18:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 626 | 632 | 697 | | | 651 | | | 651 | |

45
 EB 6804
 WB 9498
 COMB AWD 16302
 FAC .93(.98)
 COMB ADT 14,900

Mass Highway Department
 WEEKLY SUMMARY FOR LANE 1
 Starting: 4/25/2011

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STA 13WB

Site Reference: 011023000422
 Site ID: 000000000304
 Location: RTE. 139 EAST OF RTE. 18
 Direction: WEST

File: 304.prn
 City: ABINGTON
 County: VOL W.B.

| TIME | MON 25 | TUE 26 | WED 27 | THU 28 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|-------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | | 39 | 70 | 49 | | 52 | | | 52 | 158 |
| 02:00 | | 15 | 27 | 27 | | 23 | | | 23 | 69 |
| 03:00 | | 18 | 20 | 25 | | 21 | | | 21 | 63 |
| 04:00 | | 20 | 23 | 18 | | 20 | | | 20 | 61 |
| 05:00 | | 64 | 72 | 72 | | 69 | | | 69 | 208 |
| 06:00 | | 274 | 278 | 278 | | 276 | | | 276 | 830 |
| 07:00 | | 677 | 688 | 687 | | 684 | | | 684 | 2052 |
| 08:00 | | 840 | 823 | 846 | | 836 | | | 836 | 2509 |
| 09:00 | | 765 | 755 | 761 | | 760 | | | 760 | 2281 |
| 10:00 | | 515 | 511 | 535 | | 520 | | | 520 | 1561 |
| 11:00 | | 468 | 481 | 534 | | 494 | | | 494 | 1483 |
| 12:00 | | 499 | 448 | | | 473 | | | 473 | 947 |
| 13:00 | | 524 | 498 | | | 511 | | | 511 | 1022 |
| 14:00 | 500 | 472 | 490 | | | 487 | | | 487 | 1462 |
| 15:00 | 571 | 578 | 575 | | | 574 | | | 574 | 1724 |
| 16:00 | 599 | 635 | 631 | | | 621 | | | 621 | 1865 |
| 17:00 | 565 | 619 | 673 | | | 619 | | | 619 | 1857 |
| 18:00 | 629 | 619 | 681 | | | 643 | | | 643 | 1929 |
| 19:00 | 488 | 580 | 583 | | | 550 | | | 550 | 1651 |
| 20:00 | 477 | 465 | 457 | | | 466 | | | 466 | 1399 |
| 21:00 | 334 | 315 | 346 | | | 331 | | | 331 | 995 |
| 22:00 | 200 | 239 | 198 | | | 212 | | | 212 | 637 |
| 23:00 | 131 | 190 | 150 | | | 157 | | | 157 | 471 |
| 24:00 | 104 | 102 | 92 | | | 99 | | | 99 | 298 |

| | | | | | | | | | | |
|------------|-------|-------|-------|-------|---|-------|---|---|-------|-------|
| TOTALS | 4598 | 9532 | 9570 | 3832 | 0 | 9498 | 0 | 0 | 9498 | 27532 |
| % AVG WKDY | 48.4 | 100.3 | 100.7 | 40.3 | | | | | | |
| % AVG WEEK | 48.4 | 100.3 | 100.7 | 40.3 | | | | | | |
| AM Times | | 08:00 | 08:00 | 08:00 | | 08:00 | | | 08:00 | |
| AM Peaks | | 840 | 823 | 846 | | 836 | | | 836 | |
| PM Times | 18:00 | 16:00 | 18:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 629 | 635 | 681 | | | 643 | | | 643 | |

Mass Highway Department
 WEEKLY SUMMARY FOR LANE 1
 Starting: 4/25/2011

Page: 1

STA. 4 EB

Site Reference: 011023000455
 Site ID: 000000040304
 Location: RTE. 139 WEST OF RTE. 18
 Direction: EAST

File: 40304.prn
 City: ABINGTON
 County: VOL E.B.

| TIME | MON 25 | TUE 26 | WED 27 | THU 28 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|-------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | | 48 | 48 | 56 | | 50 | | | 50 | 152 |
| 02:00 | | 16 | 33 | 33 | | 27 | | | 27 | 82 |
| 03:00 | | 17 | 34 | 18 | | 23 | | | 23 | 69 |
| 04:00 | | 12 | 19 | 21 | | 17 | | | 17 | 52 |
| 05:00 | | 43 | 44 | 47 | | 44 | | | 44 | 134 |
| 06:00 | | 152 | 155 | 148 | | 151 | | | 151 | 455 |
| 07:00 | | 353 | 371 | 365 | | 363 | | | 363 | 1089 |
| 08:00 | | 695 | 686 | 672 | | 684 | | | 684 | 2053 |
| 09:00 | | 628 | 634 | 654 | | 638 | | | 638 | 1916 |
| 10:00 | | 491 | 505 | 474 | | 490 | | | 490 | 1470 |
| 11:00 | | 463 | 454 | 427 | | 448 | | | 448 | 1344 |
| 12:00 | | 464 | 511 | | | 487 | | | 487 | 975 |
| 13:00 | | 512 | 505 | | | 508 | | | 508 | 1017 |
| 14:00 | 526 | 525 | 502 | | | 517 | | | 517 | 1553 |
| 15:00 | 696 | 704 | 745 | | | 715 | | | 715 | 2145 |
| 16:00 | 753 | 801 | 767 | | | 773 | | | 773 | 2321 |
| 17:00 | 830 | 821 | 830 | | | 827 | | | 827 | 2481 |
| 18:00 | 875 | 837 | 945 | | | 885 | | | 885 | 2657 |
| 19:00 | 696 | 812 | 788 | | | 765 | | | 765 | 2296 |
| 20:00 | 508 | 557 | 469 | | | 511 | | | 511 | 1534 |
| 21:00 | 307 | 277 | 298 | | | 294 | | | 294 | 882 |
| 22:00 | 197 | 241 | 237 | | | 225 | | | 225 | 675 |
| 23:00 | 114 | 168 | 172 | | | 151 | | | 151 | 454 |
| 24:00 | 92 | 97 | 93 | | | 94 | | | 94 | 282 |

TOTALS 5594 9734 9845 2915 0 9687 0 0 9687 28088

% AVG WKDY 57.7 100.4 101.6 30
 % AVG WEEK 57.7 100.4 101.6 30

AM Times 08:00 08:00 08:00 08:00 08:00
 AM Peaks 695 686 672 684 684
 PM Times 18:00 18:00 18:00 18:00 18:00
 PM Peaks 875 837 945 885 885

43

EB 9687
 WB 9879

 COMB AWD 19566
 FAC .93(.97)
 COMB ADT 17,700

Mass Highway Department
 WEEKLY SUMMARY FOR LANE 2
 Starting: 4/25/2011

Page: 2

STA. 4 WB

Site Reference: 011023000455
 Site ID: 000000040304
 Location: RTE. 139 WEST OF RTE. 18
 Direction: WEST

File: 40304.prn
 City: ABINGTON
 County: VOL E.B.

| TIME | MON 25 | TUE 26 | WED 27 | THU 28 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|-----------|-----------|-----------|-----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | | 37 | 56 | 68 | | 53 | | | 53 | 161 |
| 02:00 | | 23 | 25 | 29 | | 25 | | | 25 | 77 |
| 03:00 | | 11 | 18 | 21 | | 16 | | | 16 | 50 |
| 04:00 | | 26 | 26 | 25 | | 25 | | | 25 | 77 |
| 05:00 | | 58 | 77 | 57 | | 64 | | | 64 | 192 |
| 06:00 | | 262 | 253 | 288 | | 267 | | | 267 | 803 |
| 07:00 | | 771 | 758 | 732 | | 753 | | | 753 | 2261 |
| 08:00 | | 1006 | 988 | 971 | | 988 | | | 988 | 2965 |
| 09:00 | | 861 | 780 | 809 | | 816 | | | 816 | 2450 |
| 10:00 | | 512 | 516 | 490 | | 506 | | | 506 | 1518 |
| 11:00 | | 417 | 445 | 451 | | 437 | | | 437 | 1313 |
| 12:00 | | 417 | 431 | | | 424 | | | 424 | 848 |
| 13:00 | | 491 | 470 | | | 480 | | | 480 | 961 |
| 14:00 | 481 | 467 | 533 | | | 493 | | | 493 | 1481 |
| 15:00 | 655 | 588 | 623 | | | 622 | | | 622 | 1866 |
| 16:00 | 593 | 651 | 667 | | | 637 | | | 637 | 1911 |
| 17:00 | 630 | 672 | 715 | | | 672 | | | 672 | 2017 |
| 18:00 | 699 | 692 | 704 | | | 698 | | | 698 | 2095 |
| 19:00 | 493 | 581 | 551 | | | 541 | | | 541 | 1625 |
| 20:00 | 469 | 501 | 489 | | | 486 | | | 486 | 1459 |
| 21:00 | 357 | 327 | 372 | | | 352 | | | 352 | 1056 |
| 22:00 | 230 | 271 | 227 | | | 242 | | | 242 | 728 |
| 23:00 | 148 | 180 | 195 | | | 174 | | | 174 | 523 |
| 24:00 | 118 | 103 | 105 | | | 108 | | | 108 | 326 |
| ----- | | | | | | | | | | |
| TOTALS | 4873 | 9925 | 10024 | 3941 | 0 | 9879 | 0 | 0 | 9879 | 28763 |
| ----- | | | | | | | | | | |
| % AVG WKDY | 49.3 | 100.4 | 101.4 | 39.8 | | | | | | |
| % AVG WEEK | 49.3 | 100.4 | 101.4 | 39.8 | | | | | | |
| ----- | | | | | | | | | | |
| AM Times | | 08:00 | 08:00 | 08:00 | | 08:00 | | | 08:00 | |
| AM Peaks | | 1006 | 988 | 971 | | 988 | | | 988 | |
| ----- | | | | | | | | | | |
| PM Times | 18:00 | 18:00 | 17:00 | | | 18:00 | | | 18:00 | |
| PM Peaks | 699 | 692 | 715 | | | 698 | | | 698 | |

December 26 , 1972

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 769

Highway Location: WEYMOUTH, ABINGTON, WHITMAN,
EAST BRIDGEWATER, BRIDGEWATER,
MIDDLEBOROUGH, LAKEVILLE
AND FREETOWN

Authority In Control: COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

Name of Highway: WEYMOUTH-STATE HIGHWAY-Route 18
ABINGTON-STATE HIGHWAY-Route 18
WHITMAN- STATE HIGHWAY-Route 18
EAST BRIDGEWATER-STATE HIGHWAY-Route 18
BRIDGEWATER-STATE HIGHWAY-Route 18
MIDDLEBOROUGH-STATE HIGHWAY-Route 18
LAKEVILLE-STATE HIGHWAY-Route 18
FREETOWN-STATE HIGHWAY-Route 18

In accordance with the provisions of Section 18 Chapter 90 of the General Laws (Ter. Ed.) the following Special Speed Regulation is hereby promulgated.

Special Speed Regulations Numbered 318, 318A, 318B and 483 dated February 16, 1966, August 10, 1966, May 11, 1970 and September 23, 1969 respectively are hereby amended by striking out the Regulations in their entireties and inserting in place thereof the following revision and addenda.

The following designated speed limits are established at which motor vehicles may be operated in the areas described.

SOUTHBOUND

Beginning in Weymouth 385 feet south of the junction of 53

Thence southerly

| | |
|---------------------------------|-----------------|
| 0.66 miles at 40 miles per hour | |
| 0.39 " " 45 " " " | |
| 1.64 " " 35 " " " | |
| 1.07 " " 40 " " " | |
| 0.40 " " 45 " " " | to the Abington |

line.

Thence southerly in Abington

| | |
|---------------------------------|----------------|
| 1.08 miles at 45 miles per hour | |
| 0.28 " " 35 " " " | |
| 1.09 " " 45 " " " | |
| 0.68 " " 35 " " " | |
| 0.52 " " 45 " " " | to the Whitman |

line.

Thence southerly in Whitman

| | |
|---------------------------------|-------------------------|
| 0.67 miles at 45 miles per hour | |
| 0.40 " " 35 " " " | |
| 0.44 " " 40 " " " | |
| 0.25 " " 35 " " " | |
| 0.47 " " 45 " " " | |
| 0.08 " " 50 " " " | to the East Bridgewater |

line.

Thence southerly in East Bridgewater

| | |
|---------------------------------|--------------------------|
| 0.58 miles at 50 miles per hour | |
| 1.27 " " 45 " " " | |
| 0.37 " " 30 " " " | |
| 0.87 " " 45 " " " | |
| 0.48 " " 40 " " " | |
| 0.20 " " 50 " " " | to the Bridgewater line. |

Thence southerly in Bridgewater

| | |
|---------------------------------|---------------|
| 0.29 miles at 50 miles per hour | |
| 0.35 " " 45 " " " | |
| 0.39 " " 40 " " " | to the end of |

State Highway north of Town.

Beginning again in Middleborough 280 feet south of the Bedford Street Circle

Thence southerly

| | |
|---------------------------------|------------------------|
| 0.36 miles at 45 miles per hour | |
| 0.24 " " 50 " " " | to the Lakeville line. |

Thence southerly in Lakeville

| | |
|---------------------------------|-----------------------|
| 1.34 miles at 50 miles per hour | |
| 0.22 " " 45 " " " | |
| 1.65 " " 50 " " " | |
| 1.09 " " 40 " " " | |
| 0.36 " " 35 " " " | |
| 1.35 " " 45 " " " | |
| 0.14 " " 25 " " " | |
| 0.46 " " 40 " " " | |
| 1.46 " " 45 " " " | to the Freetown line. |

Thence southerly in Freetown

| | | | | | | |
|------------|----|----------|-----|------|---|---|
| 0.70 miles | at | 45 miles | per | hour | | |
| 0.58 | " | " | 35 | " | " | " |
| 1.01 | " | " | 45 | " | " | " |
| 0.77 | " | " | 40 | " | " | " |
| 0.17 | " | " | 30 | " | " | " |
| 0.39 | " | " | 45 | " | " | " |

ending at the New Bedford City line, the total distance being 27.21 miles.

NORTHBOUND

Beginning in Freetown at the Freetown New Bedford line

Thence northerly in Freetown

| | | | | | | |
|------------|----|----------|-----|------|---|---|
| 0.43 miles | at | 45 miles | per | hour | | |
| 0.89 | " | " | 40 | " | " | " |
| 1.01 | " | " | 45 | " | " | " |
| 0.58 | " | " | 35 | " | " | " |
| 0.70 | " | " | 45 | " | " | " |

to the Lakeville line.

Thence northerly in Lakeville

| | | | | | | |
|------------|----|----------|-----|------|---|---|
| 1.46 miles | at | 45 miles | per | hour | | |
| 0.46 | " | " | 40 | " | " | " |
| 0.14 | " | " | 25 | " | " | " |
| 1.35 | " | " | 45 | " | " | " |
| 0.36 | " | " | 35 | " | " | " |
| 1.07 | " | " | 40 | " | " | " |
| 1.68 | " | " | 50 | " | " | " |
| 0.21 | " | " | 45 | " | " | " |
| 1.34 | " | " | 50 | " | " | " |

to the Middleborough

line.

Thence northerly in Middleborough

| | | | | | | |
|------------|----|----------|-----|------|---|---|
| 0.24 miles | at | 50 miles | per | hour | | |
| 0.36 | " | " | 45 | " | " | " |
| 0.05 | " | " | 25 | " | " | " |

to the Bedford Street

Circle.

Beginning again in Bridgewater, north of Town, at the beginning of State Highway

Thence northerly

| | | | | | | |
|------------|----|----------|-----|------|---|---|
| 0.43 miles | at | 40 miles | per | hour | | |
| 0.35 | " | " | 45 | " | " | " |
| 0.29 | " | " | 50 | " | " | " |

to the East

Bridgewater line.

Thence northerly in East Bridgewater

| | |
|---------------------------------|----------------------|
| 0.20 miles at 50 miles per hour | |
| 0.48 " " 40 " " " | |
| 0.87 " " 45 " " " | |
| 0.37 " " 30 " " " | |
| 1.27 " " 45 " " " | |
| 0.58 " " 50 " " " | to the Whitman line. |

Thence northerly in Whitman

| | |
|---------------------------------|-----------------|
| 0.08 miles at 50 miles per hour | |
| 0.45 " " 45 " " " | |
| 0.27 " " 35 " " " | |
| 0.44 " " 40 " " " | |
| 0.39 " " 35 " " " | |
| 0.67 " " 45 " " " | to the Abington |

line.

Thence northerly in Abington

| | |
|---------------------------------|-----------------|
| 0.52 miles at 45 miles per hour | |
| 0.68 " " 35 " " " | |
| 1.09 " " 45 " " " | |
| 0.28 " " 35 " " " | |
| 1.08 " " 45 " " " | to the Weymouth |

line.

Thence northerly in Weymouth

| | |
|---------------------------------|---------------|
| 0.38 miles at 45 miles per hour | |
| 1.09 " " 40 " " " | |
| 1.64 " " 35 " " " | |
| 0.44 " " 45 " " " | |
| 0.69 " " 40 " " " | ending at the |

junction of Route 53; the total distance being, 27.36 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense, Section 14 of Chapter 90.

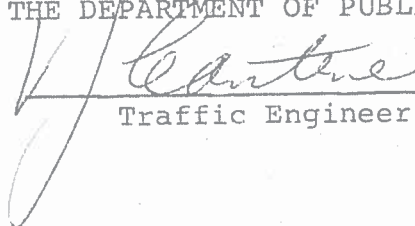
The Department of Public Works and the Registrar of Motor Vehicles, acting jointly do hereby certify in writing, that this regulation is consistent with the public interest.

Standard signs must be erected at the beginning of each zone.

DATE: December 26, 1972

FOR THE DEPARTMENT OF PUBLIC WORKS

BY:


Traffic Engineer


Registrar of Motor Vehicles

March 13, 1979

TOWN OF ABINGTON
SPECIAL SPEED REGULATION NO. 568-A

Highway Location: ABINGTON
Authority In Control: TOWN OF ABINGTON
Name of Highway: ROUTE 139

In accordance with the provisions of Chapter 90, Section 18, of the General Laws (Ter. Ed.) as amended, the following Special Speed Regulation is

hereby Adopted
by the Board of Selectmen
of the Town of Abington

Special Speed Regulation number 568 dated October 9, 1970 is hereby amended by striking out the regulation in its entirety and inserting in place thereof the following revision and addenda.

That the following speed limits are established at which motor vehicles may be operated in the areas described:

ROUTE 139 - EASTBOUND

Beginning at the Weymouth Town Line

Thence easterly on Route 139

| |
|---------------------------------|
| 0.41 miles at 40 miles per hour |
| 0.43 " " 35 " " " |
| 0.57 " " 40 " " " |
| 0.38 " " 30 " " " |
| 0.27 " " 25 " " " |
| 0.30 " " 35 " " " |

ending at the Rockland Town Line; the total distance being 2.36 miles.

ROUTE 139 - WESTBOUND

Beginning at the Rockland Town Line

Thence westerly on Route 139

| |
|---------------------------------|
| 0.30 miles at 35 miles per hour |
| 0.22 " " 25 " " " |
| 0.38 " " 30 " " " |
| 0.62 " " 40 " " " |
| 0.43 " " 35 " " " |
| 0.41 " " 40 " " " |

ending at the Weymouth Town Line; the total distance being 2.36 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

FEB 2 1979

The provisions of this regulation shall not, however, abrogate in any sense Chapter 90, Section 14, of the General Laws (Ter. Ed).

Date of Passage February 12, 1979
Robert E. Evers
Francis J. Henning
Robert E. Collet
Robert J. Van
Board of Selectmen

Attest Maddie E. Ahearn
Town Clerk

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 568-A

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly, do hereby certify that this regulation is consistent with the public interests.

Standard signs must be erected at the beginning of each zone.

DATE: March 13, 1979

FOR THE DEPARTMENT OF PUBLIC WORKS

BY: W. H. Stanton
Traffic Engineer

E. P. Sheehan
Chief Deputy Registrar