

# ROAD SAFETY AUDIT

Greenfield Road (US Route 5, MA Route 10) / North Main  
Street / Mill Village Road

Town of Deerfield

November 14, 2024

Prepared For:  
MassDOT



On Behalf Of:  
Town of Deerfield



TEC, Inc.  
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## Background

TEC, Inc. (TEC), in cooperation with the Town of Deerfield and the Massachusetts Department of Transportation (MassDOT), has conducted this Road Safety Audit (RSA) to evaluate the existing traffic safety characteristics at the intersection of Greenfield Road (US Route 5 / MA Route 10) / North Main Street / Mill Village Road in Deerfield, Massachusetts. The RSA is being completed as part of the state's Transportation Improvement Program (TIP) Project #613708; an intersection reconstruction project programmed to address the safety challenges at the intersection. This intersection was included as part of a larger multi-intersection RSA in March 2011.

### **Road Safety Audit Justification**

An RSA, as defined by the Federal Highway Administration (FHWA), is the *formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team*. The purpose of the RSA is to observe, identify, and report all safety issues and identify future opportunities for safety enhancement improvements for all roadway users. This includes identifying short-term, mid-term, and long-term safety improvements based on the Safe System Approach which aims to build and reinforce multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur.

The intersection of Greenfield Road / North Main Street / Mill Village Road is designated as a 2019-2021 Highway Safety Improvement Program (HSIP) Crash Cluster (current year of eligibility). An intersection is defined as HSIP-eligible if the location is within the top five (5) percent of clusters in its respective Regional Planning Commission (RPC) boundaries based on Equivalent Property Damage Only (EPDO) scoring. The HSIP provides funding for eligible improvements that reduce fatalities and serious injuries on public roads while requiring a data-driven, strategic approach that focuses on performance. MassDOT guidelines require an RSA to be conducted where HSIP-eligible crash clusters are present within the audit area of a transportation improvement project.

## Project Data

The RSA for the intersection of Greenfield Road / North Main Street / Mill Village Road was conducted on Wednesday, October 30, 2024, at 10:00 AM, with the audit meeting held in the South Deerfield Fire District HQ building located at #84 Greenfield Rd in South Deerfield, Massachusetts. A copy of the RSA agenda can be found in Appendix A. TEC and other team members also conducted various field visits to the audit location prior to the RSA meeting.

As presented in Table 1, the audit team consisted of a cross-section of state, regional, and local engineering, enforcement, maintenance, and emergency response professionals and was assembled in conjunction with input from MassDOT's Traffic and Safety Engineering Section. Contact information for all participating audit team members is provided in Appendix B.

**Table 1: Participating Audit Team Members**

<b>Audit Team Member</b>	<b>Agency/Affiliation</b>
Trevor D. McDaniel	Deerfield - Select Board
Blake Gilmore	Deerfield - Select Board
Chris Dunne	Deerfield - Planning
Chris Miller	Deerfield - DPW
Greg Snedeker	Deerfield - Asst Town Administrator
John Paciorek, Jr.	Deerfield - Police
Bill Swasey	Deerfield - Fire
Laurie Scarbrough	Franklin Regional COG
Beth Giannini	Franklin Regional COG
Jack Carolan	Franklin Regional COG
Joshua Sparkes	South County EMS
Michael Perreault	FRTA
Wayne Waldron	FRTA
Ana Fill	MassDOT - HQ Traffic & Safety
Dakota Delsignore	MassDOT - HQ Traffic & Safety
Patiphol (Nick) Rujipattanapong	MassDOT - HQ Traffic & Safety
Nicholas Böhlke	MassDOT - HQ Traffic & Safety
Kate Masztal	MassDOT - District 2 Traffic
Curtis Wiemann	MassDOT - District 2 Traffic
John Chen	MassDOT - District 2 Traffic
Sarah Cannamela	MassDOT D2 - Projects
Hal Piligian	MassDOT D2 - Highway
Doug White	MassDOT D2 - Design
Samuel W. Gregorio	TEC, Inc. (DOT Consultant)
John D. Dixson	TEC, Inc. (DOT Consultant)

Audit participants were provided with materials to review prior to the audit meeting. The materials included a summary of the crashes, a collision diagram, traffic count with vehicle speed information, the MassDOT Safety Review Prompt List, the Federal Highway Administration’s (FHWA) Making Our Roads Safer Flyer, and the RSA agenda. Participants were encouraged to visit the site prior to the audit and were urged to consider elements on MassDOT’s Safety Review Prompt List.

On the day of the audit, a pre-audit meeting was held to discuss the project’s background, the audit process, review the distributed materials, and discuss some of the issues that team members had observed individually. The audit site walk consisted of field observations at the audit intersection.



**Image 1: Audit team members discuss and document various safety issues at the audit intersection during the field walk.**

Handwritten notes and photographs documented the observations made by audit team members during the site walk. Following the audit site walk, a post-audit meeting was held where the team confirmed the observations made in the field and offered solutions to enhance the safety of areas noted in the site walk and pre-audit meeting. The countermeasures included low, medium, and high-cost countermeasures that could be implemented in the short, mid, and long-term.

## Project Location and Description

An audit area location map for the intersection of Greenfield Road / North Main Street / Mill Village Road is provided in Figure 1. A detailed description of the audit intersection is provided in the following section.

### **Existing Geometry and Infrastructure Summary**

North Main Street and Mill Village Road intersects Greenfield Road, signed as US Route 5 and MA Route 10, to form a four-legged unsignalized intersection. Mill Village Road is functionally classified as an urban collector while North Main Street is functionally classified as an urban minor arterial; both of which are under the jurisdiction of the Town of Deerfield. Greenfield Road is functionally classified as an urban minor arterial roadway and is under the jurisdiction of MassDOT. The intersection is a gateway intersection at the northerly end of a mixed residential / commercial area in South Deerfield that includes key municipal destinations such as the Deerfield landfill via Mill Village Road and the Yankee Candle campus to the south along Greenfield Road.

Both the North Main Street westbound and Mill Village Street eastbound approaches are under stop-control while the Greenfield Road northbound and southbound approaches are free flowing. The intersection did historically include a flasher system which had been knock-down repeatedly and was not replaced by MassDOT following the 1980s. Each intersection approach consists of a single general-purpose travel lane with directional flow separated by a marked centerline. A short and narrow asphalt median island with granite edging is provided at the terminus of both the North Main Street westbound and Mill Village Street eastbound approaches. The North Main Street approach has an approximately 14-foot travel lane with narrow shoulders (1-to-2 feet in width) while Mill Village Road has an approximately 14-foot travel lane with no shoulders. The Greenfield Road northerly leg consists of a travel lane that widens out to approximately 21 feet wide with a 4-foot-wide shoulder at the intersection. The Greenfield Road southerly leg consists of a 13-foot-wide travel lane with an 11-foot-wide shoulder. No sidewalks or crosswalks are provided at the intersection. Buffered bicycle lanes are provided along each side of Greenfield Road to the south of the intersection.

At the time of the RSA, the bridge which carries North Main Street over the nearby railroad tracks immediately southeast of the audit intersection is closed to through traffic. The closure commenced in May 2024 and is expected to be lifted upon the completion of the superstructure replacement which MassDOT has indicated would be complete in 2025. The new bridge will no longer have a weight restriction which could encourage additional use of North Main Street by larger trucks when the bridge is reopened.



Figure 1

Audit Location Map



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### Speed Zoning

Speed zoning along the Greenfield Road corridor is regulated under MassDOT Special Speed Regulation #7370 (dated August 7, 1986) which denotes a posted speed of 45 miles per hour (mph) in the vicinity of the audit intersection for both directions of travel. The speed limit increases to 50-mph in both directions approximately 600 feet south of the intersection. Posted speed limit signage is provided in the appropriate locations as defined in the Special Speed Regulation south of the intersection.

Speed zoning along the North Main Street corridor is regulated under MassDOT Special Speed Regulation #7756 (dated January 18, 2000) which denotes a posted speed of 35 mph along the entire length of corridor within the Town of Deerfield. A 20-mph advisory speed is posted along North Main Street westbound in advance of the horizontal curve that abuts the audit intersection. Mill Village Road is subject to a 40-mph statutory speed limit under Massachusetts General Law (MGL) Chapter 90, Section 17 in absence of a MassDOT Special Speed Regulation.

### Traffic Volume Data

Traffic volume data for this audit location was obtained from Turning Movement Counts (TMCs) and Automatic Traffic Recorder (ATR) counts conducted in the immediate vicinity of the audit intersection.

#### Turning Movement Counts

To establish existing traffic volume conditions, manual TMCs were conducted during a typical weekday (7:00 AM – 7:00 PM) on Wednesday, October 9, 2024 at the audit area intersection. Area schools were in regular session during the time of the traffic counts. A detailed summary of the TMCs, partitioned into 15-minute intervals, is provided within Appendix D.

#### Automatic Traffic Recorder Counts

ATR counts were conducted along three (3) of the four (4) intersection approaches for a continuous 48-hour period from Tuesday, October 8, 2024, through Wednesday, October 9, 2024, concurrent with the TMCs. A summary of the weekday ATR traffic data is presented in Table 2. A detailed summary of the ATR data, partitioned into 15-minute intervals, is provided within Appendix D.

**Table 2: Approaching Corridor Traffic Volumes**

Corridor Segment	AWT <sup>a</sup>	VPH	K Factor	Directional Distribution
Greenfield Road, north of Mill Village Road:	9,172	--	--	--
<i>Weekday Morning</i>	--	713	7.8%	52.0% SB
<i>Weekday Evening</i>	--	887	9.7%	52.2% SB
Greenfield Road, south of Mill Village Road:	10,217	--	--	--
<i>Weekday Morning</i>	--	776	7.6%	54.0% SB
<i>Weekday Evening</i>	--	983	9.6%	51.5% SB
Mill Village Road, west of Greenfield Road:	1,678	--	--	--
<i>Weekday Morning</i>	--	109	6.5%	73.4% EB
<i>Weekday Evening</i>	--	163	9.7%	50.9% WB

<sup>a</sup> Average weekday traffic in vehicles per day.

Greenfield Road carries approximately 9,172 vehicles per day (vpd) on a typical weekday north of Mill Village Road and 10,217 vpd on a typical weekday south of Mill Village Road. The peak hour traffic volumes along the corridor represent approximately 7.6% to 9.7% (reported as K-factor) of the overall daily traffic volume. Directional traffic slightly favors the southbound direction during the weekday morning and weekday evening peak hours.

Mill Village Road carries approximately 1,678 vehicles per day (vpd) on a typical weekday. The peak hour traffic volumes along the corridor represent approximately 6.5% to 9.7% (reported as K-factor) of the overall daily traffic volume. Directional traffic heavily favors the eastbound direction during the weekday morning peak hour and is generally balanced in the weekday evening peak hours.

The volumes along each corridor as completed in October 2024 may not be precisely representative of the traffic conditions due to the closure of North Main Street over the railroad bridge to through traffic. When the approach is fully active with traffic following the reopening of the bridge, the traffic conditions along each intersection approach would be expected to change as the North Main Street corridor provides a significantly utilized route to bypass the various traffic signals and congestion along Greenfield Road to the south of the intersection.

**Corridor Travel Speeds**

Vehicle travel speeds along the approaching corridors to the audit intersection were collected and reviewed as part of the ATR counts in October 2024. Table 3 summarizes the measured travel speed data.

**Table 3: Corridor Speed Data**

<b>Corridor Segment</b>	<b>Posted Speed at ATR</b>	<b>Average Speed</b>	<b>85<sup>th</sup> Percentile Speed</b>
Greenfield Road, north of Mill Village Road: <i>Northbound</i> <i>Southbound</i>	45 mph 45 mph	49 mph 45 mph	57 mph 45 mph
Greenfield Road, south of Mill Village Road: <i>Northbound</i> <i>Southbound</i>	45 mph 45 mph	44 mph 43 mph	54 mph 51 mph
Mill Village Road, west of Greenfield Road: <i>Eastbound</i> <i>Westbound</i>	40 mph 40 mph	17 mph 20 mph	20 mph 24 mph

The data shows that the average travel speeds along each Greenfield Road corridor approach are consistently above the posted speed limit north of the intersection and comparable to the posted speed limit south of the intersection. The 85<sup>th</sup> percentile speed for both Greenfield Road approaches is consistently above the posted speed limit. The average speeds and 85<sup>th</sup> percentile speeds on Mill Village Road are well below the statutory speed of 40 mph.

**General Crash History**

Crash reports at the audit intersection were compiled from the Town of Deerfield Police Department and supplemented by MassDOT for the consecutive four-year period (2018 – 2021) of complete data

identified by MassDOT through the Interactive Mapping Portal for Analysis and Crash Tracking (IMPACT) database. Additional crash reports for the non-complete years of 2022 and 2023 were also included in the evaluation and provided by MassDOT. The motor vehicle crash reports were reviewed to determine if any crash trends exist within the audit area.

In addition to examining the number of crashes at the audit intersection, an intersection crash rate was calculated to compare the occurrence of crashes to the volume of traffic passing through the audit intersection. The crash rate per million entering vehicles (MEV) was calculated using the evening peak hour volumes from the TMCs, and the K-factor (relation of peak-hour traffic to daily traffic) identified in the ATRs. The crash rate at the intersection was compared to the statewide and district-wide averages published by MassDOT in June 2018 to determine the significance of the crash occurrence. The statewide average for unsignalized intersections is 0.57 crashes per MEV, and the District 2's average is 0.62 crashes per MEV. The 2018-2021 (complete years of data) crash rate at this intersection was calculated at 0.68 crashes per MEV which is above both the district and statewide averages. Note that rate is based on the existing traffic volume conditions where the North Main Street approach is currently contributing less traffic volumes due to the railroad bridge closure along the corridor.

The crash history at the audit intersection was also compared against EPDO within the Franklin Regional Council of Governments (FRCOG) boundaries. EPDO ranks crashes based on the crash severity for the current 2019-2021 HSIP year of crash data. Within this current methodology, any type of injury crash (including fatal, incapacitating, non-incapacitating, and possible) has a weight of twenty-one (21) compared to property damage only crashes. The current FRCOG threshold for HSIP-eligibility is  $\geq 70$ , as reported by MassDOT's Traffic and Safety Engineering Section. The intersection was found to have an EPDO of 89, which is higher than the FRCOG HSIP-eligibility threshold. The overall intersection crash history is noted in Table 4.

### ***Intersection Crash Summary***

This unsignalized intersection of Greenfield Road / North Main Street / Mill Village Road experienced eighteen (18) reported<sup>1</sup> crashes over the six-year period. Seventy-eight percent (or 14 of 18) of the intersection crashes were angled crashes including seven (7) crashes between a Greenfield Road southbound vehicle and a North Main Street westbound vehicle. Three (3) angled crashes resulted from the corresponding Greenfield Road vehicle attempting to turn left from the main line being struck by an opposing through vehicle. Overall, there were five (5) crashes at the intersection that involved a vehicle attempting to turn left. Two (2) overall crashes occurred during periods of dark sky, dusk, or dawn while three (3) crashes occurred during periods of wet pavement. Three (3) crashes specifically cite limited visibility of a vehicle navigating around a separate vehicle that was slowing or stopped with an additional two (2) crashes occurred where a vehicle claimed to have not seen the other vehicle prior to the collision. Overall, nearly forty percent (or 7 of 18) of the intersection crashes resulted in a non-fatal injury. One (1) crash involved a bicyclist intending to make a U-turn.

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<sup>1</sup> Reported crashes include crashes identified with a physical police report. The intersection may experience additional crashes which did not require the filing of a police report or are identified with a police incident report.

Audit participants did note that thirty-eight percent (or 7 of 18) crashes occurred on Tuesday with six (6) of these crashes occurring during a short three-hour time window between 1:49 PM and 4:59 PM. All six (6) of these crashes involved a vehicle attempting to travel to Mill Village Road west of the intersection. It was suggested in the audit meeting that they may correspond to the limited accessible time / day-of-way of the Deerfield Transfer Station / Landfill located in this direction. Individual crash reports did not denote the destination of vehicles involved in the crashes.

Table 4: Crash Data Summary

Parameter		Greenfield Road / North Main Street / Mill Village Road
<b>Crash Year:</b>	2018	1
	2019	3
	2020	3
	2021	3
	2022	2
	2023	6
<b>TOTAL</b>		<b>18</b>
<b>Annual Average <sup>a</sup></b>		<b>3.0</b>
<b>EPDO (2019-2021 HSIP)</b>		<b>89</b>
<b>Type:</b>	Angled	14
	Rear-End	1
	Sideswipe	0
	Head-on	0
	Single Vehicle	2
	Ped/Bike	1
<b>TOTAL</b>		<b>18</b>
<b>Surface Conditions:</b>	Dry	15
	Wet	3
<b>TOTAL</b>		<b>18</b>
<b>Severity:</b>	Property Damage	11
	Non-Fatal Injury	7
<b>TOTAL</b>		<b>18</b>
<b>Day of Week:</b>	Monday-Friday	16
	Saturday-Sunday	2
<b>TOTAL</b>		<b>18</b>
<b>Time of Day:</b>	6:00AM-9:00AM	2
	9:00AM-12:00PM	1
	12:00PM-3:00PM	4
	3:00PM-6:00PM	7
	6:00PM-9:00PM	3
	9:00PM-6:00AM	1
<b>TOTAL</b>		<b>18</b>

<sup>a</sup> Based on complete years of data (2018 – 2021)

## Audit Observations and Potential Safety Enhancements

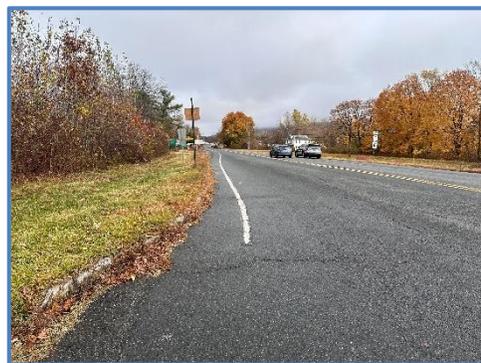
Pre- and post-RSA site walk meetings were held at the South Deerfield Fire District HQ located at #84 Greenfield Road in Deerfield, Massachusetts. The first stage included brief introductions, a review of the RSA process, and an overview of the safety characteristics within the audit area. Each participant was asked to provide their concerns and comments related to the safety issues at the audit intersection. At the end of the discussion about the intersection deficiencies, the group participated in a site walk to observe the audit location. The third stage of the meeting discussed potential countermeasures for the safety concerns raised during the discussions and site walk.

The RSA Team's field observations and discussions show that the Team has several general concerns about existing conditions at the study intersection, which may negatively impact safety. Several of these concerns require additional evaluation and design work to further develop and determine the feasibility of the safety enhancements. More specific safety challenges located at the audit area intersection are also included.

### ***Safety Issue #1: Greenfield Road Cross Section & Visibility***

#### *Specific Observations:*

*Greenfield Road Bypassing Traffic* – Several audit participants noted that queues regularly form for left-turning vehicles along both the Greenfield Road northbound and southbound approaches within the general-purpose travel lane. Whereas the overwhelming majority of vehicles along the corridor are travelling straight through the intersection, many vehicles will bypass the queued left-turning vehicle(s) utilizing the widened lane width and shoulders on each side of the roadway. The width of the travel lanes and shoulders provide a comfortable bypassing condition where many of the vehicles doing this maneuver can do so without reducing a significant amount of speed.



**Image 2: Greenfield Road southbound travel lane widening on approach to intersection.**

*Limited Visibility of Oncoming Traffic* – Left-turning vehicles along both Greenfield Road northbound and southbound experience visibility challenges to oncoming traffic at this intersection during conditions where an opposing left-turning vehicle is present. This condition is exacerbated by the lack of left-turn lanes thereby the opposing left-turning vehicles are offset within the general-purpose travel lanes. As previously noted, many through vehicles on Greenfield Road will bypass using the widened lane and shoulder resulting in the lower visibility to the opposing bypassing vehicle as the bypass vehicle is an additional full lane width over. In addition to the lane offset and bypassing capabilities of vehicles, the overall speed of the roadway is well in excess of the posted speed limit which creates a misperception of acceptable gap distance / time for vehicles seeking to cross over the opposing flow of traffic. The crash

reports indicated that three (3) crashes within the study period occurred where a Greenfield Road left-turning vehicle collided with an opposing Greenfield Road through movement.

*North Main Street to Mill Village Road Travel Distance* – Similar to the misperception of acceptable gap distance / time for Greenfield Road left-turning vehicles, vehicles seeking to cross over the Greenfield Road cross-section between North Main Street to Mill Village Road must traverse up to 55-feet from edge of pavement to edge of pavement while attempting to interpret the mainline vehicle travel speeds in excess of the posted speed limit. A driver attempting to cross the intersection must interpret their perception-reaction time, start-up time, and the actual travel time at a low speed from the stop-condition in order to travel from roadway edge to roadway edge while competing with both the above-mentioned Greenfield Road left-turning vehicles blocking visibility and the vehicles bypassing these left-turns.

There were seven (7) reported crashes between a North Main Street westbound vehicle travelling straight through the intersection and a Greenfield Road southbound through vehicle. One (1) of the crashes specifically noted that an adjacent right-turning vehicle along North Main Street blocked visibility to conflicting traffic along Greenfield Road southbound which was allowed based on the widened pavement area along North Main Street. In addition, two (2) of the crashes directly noted that the Greenfield Road southbound vehicle was bypassing a stopped vehicle in the southbound lane when the North Main Street vehicle was struck.

*Shoulder Line Placement* – The shoulder line along the westerly side of Greenfield Road provides a  $\pm 21$ -foot travel lane approaching the intersection with North Main Street / Mill Village Road appearing to provide deceleration and acceleration space for Mill Village Road traffic exiting / entering the Greenfield Road traffic stream. From a distance, it appears that the approach may be opening up to two-lanes of traffic which may result in more vehicles attempting to bypass slower traffic before realizing that the corridor remains a single lane of traffic south the intersection in addition to the start of the buffered bicycle lane.

*Farm Equipment and Heavy Commercial Vehicles* – Participants noted that the intersection had significant heavy commercial vehicle usage and that the intersection experiences turning maneuvers for farm equipment vehicles who are attempting to access agricultural land areas particularly on Mill Village Road and North Main Street. Farm equipment vehicles typically travel at a much lower speed compared to a traditional vehicle which may not be anticipated by drivers. The presence of these vehicles, especially through left turn maneuvers, contributes to driver frustration and bypassing traffic within the wider pavement area.



**Image 3: Consistent heavy vehicle movements at intersection including tractor-trailer maneuvers.**

*Roadway Lighting* – There is currently only one (1) overhead street luminaire provided in the vicinity of the intersection located along North Main Street along the curvature east of the intersection. The utility poles north of the intersection are well off the roadway and therefore the opportunity for additional street

lighting is limited. Two (2) crashes occurred during periods of dark sky, dusk, or dawn. Observations at night indicate that there is limited ambient light at the intersection.

*Potential Safety Enhancements:*

1. Reset the existing shoulder line pavement marking along the westerly side of Greenfield Road in the vicinity of the intersection to maintain a consistent lane width / shoulder width approaching the intersection.
2. Modify the cross-section of Greenfield Road in the vicinity of the intersection to reduce the overall width of pavement surface both by narrowing travel lanes and shoulders. *[See #11 – Greenfield Road Speed & Sight Distance]*
3. Consider repurposing the wide shoulders along Greenfield Road to continue the buffered bicycle lanes further to the north. *[See #34 – Multimodal Accommodations]*
4. Evaluate left-turn lane warrants, following the reopening of the North Main Street railroad bridge, to determine the applicable condition for the installation of left-turn lanes along both Greenfield Road approaches. Left-turn lanes may allow left-turn vehicles to stack separately from through movements on the corridor leading to a clearer anticipation of bypassing through vehicles and reduce the offset between each of the left turn queues on the Greenfield Road approaches to the intersection.
5. Consider an overhead flashing beacon system to alert drivers on Greenfield Road of the potential for cross traffic.
6. Evaluate traffic signal warrants, following the reopening of the North Main Street railroad bridge, at the intersection to reduce the potential for angled conflicts at the intersection.
7. Consider the installation of a roundabout at the intersection to reduce the overall number of conflict points. A roundabout should be of sufficient size to accommodate farm equipment vehicles that regularly use the intersection.
8. Consider the use of farm equipment vehicles (W11-5) warning signs in the vicinity of the intersection.
9. Consider the installation of additional LED street luminaries on the several approaches to the intersection. Where utility poles are not provided, install stand-alone light poles to house the overhead luminaries.

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## ***Safety Issue #2: Greenfield Road Speed & Sight Distance***

### *Specific Observations:*

**High Operating Speeds** – The edge-to-edge cross-sectional width of Greenfield Road varies; however, the cross-section approaching the intersection increases up to 55-feet at the intersection with enough space for the roadway to operate with effectively 4 lanes with shoulders across the roadway width. Greenfield Road was described by participants as ‘runway’ by audit participants based on its straightaway / tangent nature, the lack of other side-friction elements, and modest daily / hourly traffic volumes for the regional arterial nature of the corridor. The ‘runway’ feel contributes to high operating speeds that were confirmed through speed data collected prior to the RSA. The 85<sup>th</sup> percentile speeds were measured upwards of 10 mph above the posted speeds which itself is 45 mph adjacent to an even higher 50-mph speed zone.



**Image 4: Straightaway alignment and widened pavement area of Greenfield Road contributes to high operating speeds.**

**Sight Distance** – Intersection sight distance from North Main Street looking left along Greenfield Road northbound is in excess of 600-feet which does exceed both the minimum (480-feet) and desired (600-feet) recommended intersection sight distance thresholds for the operating speed of 54 mph (measured 85<sup>th</sup> percentile speed) in the Greenfield Road northbound direction approaching the intersection. Although the sight lines are met, seasonal vegetation along the roadway edge and a large static tourist-destination directional sign may contribute to limiting the sight lines depending on the time of year of the type of vehicle attempting to exit North Main Street. The crash reports did indicate that two (2) crashes occurred during the study period between a North Main Street westbound vehicle and a Greenfield Road northbound vehicle.

**Passing Zone** – Although not directly a contributor to the intersection crash history, audit participants noted that the passing zones both north and south of the intersection along Greenfield Road may terminate to close to the intersection. Audit participants did note that the passing zones along the entirety of the corridor are important to relieve driver frustration; however, the locations of the present passing zones could be shifted to retain length compliance while providing more space between the zone and the intersection.

### *Potential Safety Enhancements:*

10. Increase speed enforcement in the vicinity of the intersection along Greenfield Road where higher speeds are observed.
11. Modify the cross-section of Greenfield Road in the vicinity of the intersection to reduce the overall width of pavement surface both by narrowing travel lanes and shoulders. [See #2 – *Greenfield Road Cross Section & Visibility*]

12. Install dynamic radar feedback signs on Greenfield Road to assist with speed deterrence in advance of the audit intersection. The signs should be placed at a proper interval from other signage along the corridor or proposed countermeasures identified in the RSA.
13. Consider the installation of rumble strips across the Greenfield Road direction of travel to provide an alert to the upcoming intersection. This traffic calming treatment may be more appropriate north of the intersection along Greenfield Road southbound to single the change in area from a more rural setting to a commercial setting.
14. Clear the vegetation overgrowth along each intersection approach to provide definition to the roadway edge and maximize sight distances to/from the North Main Street and Mill Village Road approaches.
15. Consider shifting the origin and terminus of the existing passing zones located both north and south of the intersection to reduce the encouragement of higher speeds at the intersection.
16. Whereas the speed zone changes immediately south of the intersection. Consider the placement of a ‘Reduced Speed Limit Ahead’ (W3-5) warning sign along Greenfield Road northbound prior to the start of the new speed zone.
17. Conduct a speed study to determine if the speed limit south of the intersection could be reduced from its current 50-mph as defined by the MassDOT Special Speed Regulation as this section of roadway is adjacent to increased settlement versus the original date of MassDOT Special Speed Regulation.

### ***Safety Issue #3: North Main Street Approach Geometry***

#### *Specific Observations:*

The North Main Street approach to the intersection involves a horizontal curve that ends approximately 100 feet from the intersection and has an approximate centerline radius of 100 feet. This tight corner is posted with an advisory speed of 20-mph; however, it is estimated that a driver may first see the stop sign on the left side of the intersection less than 250 feet from the stop line. The curve is delineated with several chevron (W1-8L) signs which appear to be incorrectly spaced and inconsistent with sign size. A short section of guardrail is also present on the outside of the curvature which is missing delineator / marker signage and generally overgrown with seasonal vegetation, also a factor limiting visibility of the curve. The curb line along the northerly side of North Main Street is nearly nonexistent and provides little delineation to the edge of pavement.

#### *Potential Safety Enhancements:*

18. Replace and relocate chevron signs on North Main Street with appropriately sized and spaced Chevron Alignment signs (W1-8L and R) as needed to meet the advisory speed conditions.

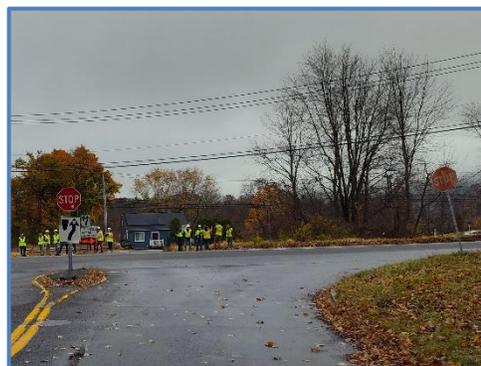
19. Reset the curb along the northerly side of North Main Street to provide 6-inch curb reveal to increase visibility of the curve.
20. Replace the guardrail along the eastern/northern side of North Main Street with new guardrail that meets MASH standards to increase visibility of the curve and provide additional protection if a car were to depart from the roadway.

#### ***Safety Issue #4: Traffic Signs & Pavement Markings***

##### *Specific Observations:*

*Intersection Warning Signage* – Intersection warning signs (W2-1) with supplemental street name plaques (W16-8aP) are provided along both the Greenfield Road northbound and southbound approaches. The intersection warning signs are a slightly larger than standard 36”x36” size based on the ‘single lane conventional road’ of greater than 35 mph guidance (Sect 2C.03) in the *Manual on Uniform Traffic Control Devices* (MUTCD). An antiquated “Stop Ahead” warning sign is present along North Main Street westbound in advance of the horizontal curvature and partially blocked by an adjacent chevron (W1-8L) sign while a recently installed ‘Stop Ahead’ (W3-1) warning sign is present along Mill Village Road. The latter ‘Stop Ahead’ warning sign along Mill Village Road has been noted to be blocked by seasonal vegetation.

*Stop Signs and Stop Lines* – Dual stop signs (R1-1) are provided along both the Mill Village Road eastbound and North Main Street westbound approaches with the second supplemental stop sign located within the raised median island for each approach. Each of the stop signs located on the far-right of the approaches are in a faded condition with no clear reflectivity present which is concerning as this sign is the more critical of the dual stop signs as it would be the sign first seen by a driver approaching around the horizontal curves that leads into the intersection for each approach. The Mill Village Road eastbound approach has a faded stop line that is only visible in a couple of spots at the time of the RSA while the North Main Street stop line is nonexistent.



**Image 5: Faded Stop Signs Mill Village Road at Greenfield Road.**

*Raised Median Signage* - There are multiple signs in the narrow / short raised median islands which are at various heights, conditions, and positions which require reorganization. Along North Main Street, the former object marking (OM1-1) sign is missing following a knock-down, one of the ‘Keep Right’ (R4-7) sign is mounted directly behind the stop sign obstructing the octagonal shape, and recently installed detour signage for the railroad bridge closure overlaps the edges of the raised median. Along Mill Village Road, two (2) ‘Keep Right’ (R4-7) signs are not afforded sufficient lateral offset from the granite edging.

*Position of Street Name Signs* – The street name signs for “Greenfield Road”, “North Main Street” and “Mill Village Road” are scattered with one (1) sign per intersection corner. The green color and small size

of the street name signs visually blend into the vegetated background while approaching each Greenfield Road approach at high rates of speed.

*Potential Safety Enhancements:*

21. Consider replacement of the existing intersection warning signs along both Greenfield Road approaches to be oversized 48”x48” versions of the same signs.
22. Replace the “Stop Ahead” warning sign on North Main Street with a current MUTCD compliant version of the same sign. Relocate the position of the sign to not conflict with the chevron signage along the roadway curve.
23. Clear the vegetation overgrowth along the southerly side of Mill Village Road to extend visibility to the existing ‘Stop Ahead’ warning sign.
24. Consider the installation of high-visibility-colored strips along the key warning sign posts.
25. Consider LED enhanced intersection and ‘Stop Ahead’ warning signage to extend the visibility and importance of the downstream traffic condition.
26. Replace the faded stop signs (R1-1) on the right side of both North Main Street and Mill Village Road on each approach to the intersection.
27. Replace or install stop lines on both the North Main Street and Mill Village Road approaches.
28. Reconstruct the raised median islands along both the North Main Street and Mill Village Road approaches to provide consistent width and curb reveal for sufficient lateral offset to signage. Position ‘Keep Right’ (R4-7) signs to each end of the island with a 4-foot height to the bottom of sign. Reposition the stop signs (R1-1) in the islands to align with the corresponding stop lines. Remove all other signage from the raised median islands.
29. Reposition, reset to recommended height, and increase the size of the street name signage at the intersection to increase visibility of the street name signs.
30. Consider the installation of street name signage overhead to increase visibility to the presence of North Main Street and Mill Village Road.

***Safety Issue #5: Multimodal Accommodations***

*Specific Observations:*

*Pedestrian Infrastructure* – Sidewalks are not provided along any of the intersection approaches and no pedestrian crossing accommodations are provided across any of the intersection legs. Audit participants noted that pedestrians do use the intersection regularly and noted the difficulty of crossings Greenfield Road between Mill Village Road and North Main Street during times with higher traffic volumes.

*Transit Access* – Participants from the Franklin Regional Transit Authority (FRTA) indicated that there is a desire to provide bus stop accommodations at the intersection, but stops are not currently provided due to safety concerns and a lack of pedestrian accommodations. Bus stops had been provided at the intersection historically but have since been removed. Currently the nearest FRTA bus stop is located approximately ¼-mile south of the intersection at the driveway to the Yankee Candle Distribution Center. Passengers looking to access North Main Street or Mill Village Road from the bus stop are required to walk this ¼-mile stretch of Greenfield Road that includes portions with 45-mph and 50-mph speed limits without sidewalks, street lighting, or marked crossing locations.

*Continuity of Bicycle Accommodations* – Bicycle lanes are provided on Greenfield Road beginning in the southbound direction and ending in the northbound direction approximately 250 feet south of the intersection. Currently there are no traffic signs to indicate to drivers or cyclists that the bicycle lanes are beginning or ending. Bicycle lanes are not provided north of the intersection on Greenfield Road but the approximately 4 to 5-foot shoulders north of the intersection may be used by some cyclists as bicycle accommodation. Note that the area of bicycle accommodation near the intersection is regularly utilized for bypassing traffic as previously noted in the RSA.



**Image 6: Narrow shoulder transitioning to southbound bike lane on Greenfield Road.**

*Potential Safety Enhancements:*

31. Construct sidewalks along Greenfield Road and at the audit intersection. Evaluate the expansion of such pedestrian accommodations both north and south of the intersection along Greenfield Road, and along North Main Street and Mill Village Road, in order to maximize the effective length of the pedestrian accommodation. Where applicable, construct accessible pedestrian curb ramps and high-visibility crosswalks at the intersection.
32. Consider designating an area in the vicinity of the intersection to accommodate accessible bus stops along Greenfield Road with separate areas for passengers to board and/or alight away from the vehicular path of travel and appropriate lighting.
33. Provide high-visibility and/or reflective crosswalk pavement markings at Mill Village Road and North Main Street.
34. Consider repurposing the wide shoulders along Greenfield Road to continue the buffered bicycle lanes further to the north upon installation of pedestrian accommodations. [See #3 – Greenfield Road Cross Section & Visibility]
35. Install necessary bicycle lane (R3-17) signs with associated plaques at the start, in advance of (R3-17aP), and at the end of (R3-17bP) the existing buffered bicycle lanes along Greenfield Road to indicate the presence of the bicycle lanes to drivers.

## Summary of Road Safety Audit

Each improvement considered has been categorized as short-term, mid-term, or long-term. Additionally, a cost category has been assigned to each improvement based on the definitions shown in Table 5. Safety benefit estimates are subjective, based on engineering experience and the relative percentage of crashes that may be reduced by the enhancement based on known and documented crash reduction factors (such as FHWA documented crash reduction factors). Note that some costs are noted with two cost thresholds. This is included as some enhancements may require additional measures to ensure regulatory compliance. In addition, some enhancements are defined to mitigate multiple safety issues. For those enhancements identified for multiple issues, the alternative safety issue has also been listed in Table 6.

**Table 5: Estimated Time Frame and Costs Breakdown**

Time Frame		Costs	
Short-Term	<1 Year	Low	<\$10,000
Mid-Term	1-3 Years	Medium	\$10,001-\$50,000
Long-Term	>3 Years	High	>\$50,000

**Table 6: Potential Safety Enhancement Summary**

Safety Issue	#	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Greenfield Road Cross Section & Visibility	1	Reset the existing shoulder line pavement marking along the westerly side of Greenfield Road in the vicinity of the intersection to maintain a consistent lane width / shoulder width approaching the intersection.	Medium	Short-Term	Low to Medium	MassDOT
Greenfield Road Cross Section & Visibility	2	Modify the cross-section of Greenfield Road in the vicinity of the intersection to reduce the overall width of pavement surface both by narrowing travel lanes and shoulders. <i>[See #11 – Greenfield Road Speed &amp; Sight Distance]</i>	High	Long-Term	High	MassDOT
Greenfield Road Cross Section & Visibility	3	Consider repurposing the wide shoulders along Greenfield Road to continue the buffered bicycle lanes further to the north. <i>[See #34 – Multimodal Accommodations]</i>	Medium	Short-Term	Low to Medium	MassDOT
Greenfield Road Cross Section & Visibility	4	Evaluate left-turn lane warrants, following the reopening of the North Main Street railroad bridge, to determine the applicable condition for the installation of left-turn lanes along both Greenfield Road approaches.	Low	Short-Term	Medium	MassDOT
Greenfield Road Cross Section & Visibility	5	Consider an overhead flashing beacon system to alert drivers on Greenfield Road of the potential for cross traffic.	Medium	Mid-Term	Medium	MassDOT
Greenfield Road Cross Section & Visibility	6	Evaluate traffic signal warrants, following the reopening of the North Main Street railroad bridge, at the intersection to reduce the potential for angled conflicts at the intersection.	Low	Short-Term	Medium	MassDOT
Greenfield Road Cross Section & Visibility	7	Consider the installation of a roundabout at the intersection to reduce the overall number of conflict points.	High	Long-Term	High	Town of Deerfield / MassDOT
Greenfield Road Cross Section & Visibility	8	Consider the use of farm equipment vehicles (W11-5) warning signs in the vicinity of the intersection.	Low	Short-Term	Low	Town of Deerfield / MassDOT

**Table 6: Potential Safety Enhancement Summary (Continued)**

Safety Issue	#	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Greenfield Road Cross Section & Visibility	9	Consider the installation of additional LED street luminaries on the several approaches to the intersection. Where utility poles are not provided, install stand-alone light poles to house the overhead luminaries.	Medium	Mid-Term	Medium	Town of Deerfield / MassDOT / Utility Companies
Greenfield Road Speed & Sight Distance	10	Increase speed enforcement in the vicinity of the intersection along Greenfield Road where higher speeds are observed.	High	Ongoing	Low	Town of Deerfield Police Department
Greenfield Road Speed & Sight Distance	11	Modify the cross-section of Greenfield Road in the vicinity of the intersection to reduce the overall width of pavement surface both by narrowing travel lanes and shoulders. [See #2 – Greenfield Road Cross Section & Visibility]	High	Long-Term	High	MassDOT
Greenfield Road Speed & Sight Distance	12	Install dynamic radar feedback signs on Greenfield Road to assist with speed deterrence in advance of the audit intersection.	Medium	Mid-Term	Medium	MassDOT
Greenfield Road Speed & Sight Distance	13	Consider the installation of rumble strips across the Greenfield Road direction of travel to provide an alert to the upcoming intersection.	Medium	Short-Term	Low	MassDOT
Greenfield Road Speed & Sight Distance	14	Clear the vegetation overgrowth along each intersection approach to provide definition to the roadway edge and maximize sight distances to/from the North Main Street and Mill Village Road approaches.	Low	Short-Term	Low	Town of Deerfield / MassDOT
Greenfield Road Speed & Sight Distance	15	Consider shifting the origin and terminus of the existing passing zones located both north and south of the intersection to reduce the encouragement of higher speeds at the intersection.	Low	Short-Term	Low	MassDOT
Greenfield Road Speed & Sight Distance	16	Whereas the speed zone changes immediately south of the intersection. Consider the placement of a 'Reduced Speed Limit Ahead' (W3-5) warning sign along Greenfield Road northbound prior to the start of the new speed zone.	Low	Short-Term	Low	MassDOT

**Table 6: Potential Safety Enhancement Summary (Continued)**

Safety Issue	#	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Greenfield Road Speed & Sight Distance	17	Conduct a speed study to determine if the speed limit south of the intersection could be reduced from its current 50-mph as defined by the MassDOT Special Speed Regulation.	Low	Short-Term	Medium	MassDOT
North Main Street Approach Geometry	18	Replace and relocate chevron signs on North Main Street with appropriately sized and spaced Chevron Alignment signs (W1-8L and R) as needed to meet the advisory speed conditions.	Medium	Short-Term	Low	Town of Deerfield
North Main Street Approach Geometry	19	Reset the curb along the northerly side of North Main Street to provide 6-inch curb reveal to increase visibility of the curve.	Low	Short-Term	Medium	Town of Deerfield
North Main Street Approach Geometry	20	Replace the guardrail along the eastern/northern side of North Main Street with a new guardrail that meets MASH standards.	Medium	Short-Term	Medium	Town of Deerfield
Traffic Signs & Pavement Markings	21	Consider replacement of the existing intersection warning signs along both Greenfield Road approaches to be oversized 48"x48" versions of the same signs.	Medium	Short-Term	Low	MassDOT
Traffic Signs & Pavement Markings	22	Replace the "Stop Ahead" warning sign on North Main Street with a current MUTCD compliant version of the same sign. Relocate the position of the sign to not conflict with the chevron signage along the roadway curve.	Low	Short-Term	Low	Town of Deerfield
Traffic Signs & Pavement Markings	23	Clear the vegetation overgrowth along the southerly side of Mill Village Road to extend visibility to the existing 'Stop Ahead' warning sign.	Low	Short-Term	Low	Town of Deerfield
Traffic Signs & Pavement Markings	24	Consider the installation of high-visibility-colored strips along the key warning sign posts.	Low	Short-Term	Low	Town of West Deerfield / MassDOT
Traffic Signs & Pavement Markings	25	Consider LED enhanced intersection and 'Stop Ahead' warning signage to extend the visibility and importance of the downstream traffic condition.	Medium	Short-Term	Medium	Town of West Deerfield / MassDOT

Table 6: Potential Safety Enhancement Summary (Continued)

Safety Issue	#	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Traffic Signs & Pavement Markings	26	Replace the faded stop signs (R1-1) on the right side of both North Main Street and Mill Village Road on each approach to the intersection.	Medium	Short-Term	Low	MassDOT
Traffic Signs & Pavement Markings	27	Replace or install stop lines on both the North Main Street and Mill Village Road approaches.	Medium	Short-Term	Low	MassDOT
Traffic Signs & Pavement Markings	28	Reconstruct the raised median islands along both the North Main Street and Mill Village Road approaches. Position 'Keep Right' (R4-7) signs to each end of the island with a 4-foot height to the bottom of sign. Reposition the stop signs (R1-1) in the islands to align with the corresponding stop lines. Remove all other signage from the raised median islands.	Medium	Short-Term	Medium	MassDOT
Traffic Signs & Pavement Markings	29	Reposition, reset to recommended height, and increase the size of the street name signage at the intersection to increase visibility of the street name signs.	Low	Short-Term	Low	MassDOT
Traffic Signs & Pavement Markings	30	Consider the installation of street name signage overhead to increase visibility to the presence of North Main Street and Mill Village Road.	Low	Mid-Term	Medium	MassDOT
Multimodal Accommodations	31	Reconstruct sidewalks along Greenfield Road and at the audit intersection. Evaluate the expansion of such pedestrian accommodations. Where applicable, construct accessible pedestrian curb ramps and high-visibility crosswalks at the intersection.	Medium	Long-Term	High	Town of Deerfield / MassDOT
Multimodal Accommodations	32	Consider designating an area in the vicinity of the intersection to accommodate accessible bus stops along Greenfield Road with separate areas for passengers to board and/or alight away from the vehicular path of travel and appropriate lighting.	Medium	Mid-Term	Medium	FRTA / MassDOT

**Table 6: Potential Safety Enhancement Summary (Continued)**

Safety Issue	#	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Multimodal Accommodations	33	Provide high-visibility and/or reflective crosswalk pavement markings at Mill Village Road and North Main Street upon installation of pedestrian accommodations.	Medium	Long-Term	Low	MassDOT
Multimodal Accommodations	34	Consider repurposing the wide shoulders along Greenfield Road to continue the buffered bicycle lanes further to the north. <i>[See #3 – Greenfield Road Cross Section &amp; Visibility]</i>	Medium	Short-Term	Low to Medium	MassDOT
Multimodal Accommodations	35	Install necessary bicycle lane (R3-17) signs with associated plaques at the start, in advance of (R3-17aP), and at the end of (R3-17bP) the existing buffered bicycle lanes along Greenfield Road to indicate the presence of the bicycle lanes to drivers.	Medium	Short-Term	Low	MassDOT

## Appendix A. RSA Meeting Agenda

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# Agenda

## Road Safety Audit

Deerfield, MA

Greenfield Road (Rte 5/10) at North Main Street and Mill Village Road

Meeting Location: South Deerfield Fire District HQ

84 Greenfield Road, Deerfield, MA

Wednesday, October 30<sup>th</sup>, 2024

10:00 AM – 1:00 PM

Type of meeting:

High crash locations – 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

Discussion of Safety Issues

- Crash history, recent and existing projects – all provided in advance
- Existing geometries and conditions

11:15 AM

Site Visit

- Drive and walk the area of the North Main St/Mill Village Rd/Greenfield Rd intersection
- As a group, identify areas for improvement

12:00 PM

Discussion of Potential Improvements

- Discuss observations and finalize safety issue areas
- Discuss potential improvements and finalize recommendations

1:00 PM

Adjourn for the Day – but the RSA process has not ended

### Instructions for Participants:

- The conference room is immediately inside the entrance from the parking lot on the left side of the Fire District HQ.
- Before attending the RSA on October 30<sup>th</sup>, 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 ensure it is reflective of the RSA completed by the multidisciplinary team.

## Appendix B. RSA Audit Team Contact List

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## Participating Audit Team Members

Audit Team Members	Agency/Affiliation	Email Address
Trevor D. McDaniel	Deerfield - Select Board	<a href="mailto:TMcDaniel@town.deerfield.ma.us">TMcDaniel@town.deerfield.ma.us</a>
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Wayne Waldron	FRTA	<a href="mailto:waynew@frta.org">waynew@frta.org</a>
Ana Fill	MassDOT - HQ Traffic & Safety	<a href="mailto:ana.fill@dot.state.ma.us">ana.fill@dot.state.ma.us</a>
Dakota Delsignore	MassDOT - HQ Traffic & Safety	<a href="mailto:dakota.d.delsignore@state.ma.us">dakota.d.delsignore@state.ma.us</a>
Patiphol (Nick) Rujipattanapong	MassDOT - HQ Traffic & Safety	<a href="mailto:PatipholNick.L.Rujipattanapong@dot.state.ma.us">PatipholNick.L.Rujipattanapong@dot.state.ma.us</a>
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## Appendix C. Detailed Crash Data

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New York State, Maxar, Microsoft  
\*Not to scale



### CRASH DIAGRAM

SYMBOLS		TYPE OF CRASH	SEVERITY
	Moving Vehicle		Head on
	Backing Vehicle		Rear End
	Non-Involved Vehicle		Angle
	Involved Pedestrian		Turning Movement
	Involved Bicycle		Sideswipe
	Involved Animal		Out of Control
	Direction of Motion		Night Time or Twilight Crash
	Parked Vehicle		
	Fixed Object		
			Injury
			Fatal
			Property Damage Only

**Deerfield, MA**  
Greenfield Road (U.S. Rte 5/ SR 10) at North Main Street and Mill Village Road

Time Period Analyzed: 01/01/2018-12/31/2023  
Source: Deerfield Police Department  
Date Prepared: 8/16/2024  
Prepared by: Curtis Wiemann



## Crash Data Summary Table

Greenfield Road (U.S. Rte 5/ SR 10) at North Main Street and Mill Village Road, Deerfield MA  
2018 - 2023

Crash Diagram Ref #	Crash Date	Crash Day	Time of Day	Manner of Collision	Light Condition	Weather Condition	Road Surface	Driver Contributing Code	Injury Severity	D1 Age	D2 Age	D3 Age	Comments
#	mm/dd/yy	Day	hh:mm	Type	Type	Type	Type	Type	Type	#	#	#	
1	07/19/18	Thursday	6:35 PM	Single vehicle crash	Daylight	Clear	Dry	No improper driving	Non-fatal injury	28			V1 and Cyclist 1 traveling WB on N Main St and turning right onto Greenfield Rd NB. Once both parties have completed the turn, Cyclist 1, who was still clipped into their pedals, attempts U-turn to return to the intersection and travel WB onto Mill Village Road. Cyclist 1 collides with passenger rear of V1.
2	04/13/19	Saturday	12:17 PM	Angle	Daylight	Clear	Dry	Failed to yield right of way	Non-fatal injury	16	54	53	V1 headed southbound on Greenfield Rd; V2 traveling NB on Greenfield Rd. V1 attempts to turn left onto N Main St and V2 collides with passenger side front of V1. Following this collision, V1 collides with V3 which was stopped at the stop sign on N Main St WB.
3	11/12/19	Tuesday	7:36 AM	Angle	Daylight	Rain	Wet	Failed to yield right of way	No Injury	72	24		V1 traveling NB on Greenfield Rd, V2 traveling WB on N Main to Mill Village. V2 pulls into Greenfield Rd and brakes, resulting in a collision.
4	12/11/19	Wednesday	5:06 PM	Angle	Dark - roadway not lighted	Clear	Dry	Failed to yield right of way	No Injury	24	54		V2 traveling NB on Greenfield Rd, V1 traveling SB on Greenfield Rd. V1 attempts to turn left onto N Main Street and collides with V2. Operator of V1 claims she does not see V2, and operator of V2 claims that V1 cut them off as V1 was attempting to turn.
5	07/10/20	Friday	9:51 PM	Single vehicle crash	Dark - lighted roadway	Clear	Dry	Physical impairment	No Injury	27			V1 traveling NB on Greenfield Rd. V1 attempts a left turn onto Mill Village Road, but fails to complete the turn and leaves the right side of the roadway. Operator of V1 arrested for OUI.
6	09/07/20	Monday	5:27 PM	Angle	Daylight	Clear	Dry	Inattention	No Injury	62	51		V2 attempts left turn from Greenfield Rd NB onto Mill Village Road. V1 attempts same turn at same time and collides with the driver's side rear of V2.
7	10/04/20	Sunday	3:30 PM	Angle	Daylight	Clear	Dry	Failed to yield right of way	Non-fatal injury	24	57		V1 traveling WB stopped on North Main Street. MC1 (motorcycle) traveling SB on Greenfield Rd. V1 attempts to cross WB from North Main to Mill Village and is struck by MC1 heading SB on Greenfield Rd.
8	06/08/21	Tuesday	3:08 PM	Angle	Daylight	Cloudy	Dry	Failed to yield right of way	Non-fatal injury	34	56		V1 traveling WB on N Main St; V2 traveling SB on Greenfield Rd. V1 enters intersection to travel to Mill Village Road and collides with driver's side front of V2.
9	08/03/21	Tuesday	1:49 PM	Angle	Daylight	Clear	Dry	Failed to yield right of way	No Injury	17	36	35	V1 traveling NB on Greenfield Rd, V2 traveling SB on Greenfield Rd. V1 attempts to make left turn onto Mill Village Road into the path of V2 and V2 collides with passenger front of V1. Operator of V1 leaves vehicle and it collides with V3 stopped at Mill Village Road EB.
10	08/17/21	Tuesday	2:34 PM	Angle	Daylight	Clear	Dry	Inattention	Non-fatal injury	17	48		V1 attempts to cross WB from North Main Street to Mill Village Road and collided with V2 (tractor-trailer) heading SB on Greenfield Rd after an attempt to avert the crash. Witnesses state that V1 crossed in front of V2 after stopping.
11	05/04/22	Wednesday	8:36 AM	Single vehicle crash	Daylight	Rain	Wet	Failure to keep in proper lane or running off road	No Injury	26			V1 headed NB on North Main Street towards intersection. While bearing left at the curve, V1 leaves the roadway and strikes the guardrail due to rainy conditions. Police report states that speed was not a contributing factor.
12	07/20/22	Wednesday	3:58 PM	Angle	Daylight	Cloudy	Dry	Failed to yield right of way	Non-fatal injury	86	40	34	V1 attempts to cross WB from North Main to Mill Village and strikes V2 heading NB on Greenfield Rd. After this impact, V2 skids into the SB lane of Greenfield Rd and collides with V3 heading SB.
13	05/23/23	Tuesday	4:47 PM	Angle	Daylight	Clear	Dry	Failed to yield right of way	Non-fatal injury	16	41		V2 traveling SB on Greenfield Rd; V1 traveling WB from N Main Street to Mill Village Road. V1 attempts to navigate around a third uninvolved vehicle attempting to turn right onto Greenfield Rd NB and travels through the intersection, colliding with V2. Operator of V1 states that visibility was obstructed by third uninvolved vehicle before collision.
14	07/07/23	Friday	9:51 AM	Rear-end	Daylight	Clear	Dry	Inattention	No Injury	39	49		V1 and V2 traveling WB on North Main Street and stopped at stop sign. V1 begins to enter intersection to turn right onto Greenfield Rd, then stops. V2 fails to stop and rear-ends V1.
15	07/11/23	Tuesday	4:59 PM	Angle	Daylight	Clear	Dry	Inattention	No Injury	31	38		V1 traveling WB from North Main Street to Mill Village Road; V2 traveling SB on Greenfield Rd. V1 attempts to cross the intersection to Mill Village Road and strikes V2 in the driver's side front. Operator of V1 states that they did not see V2.
16	08/09/23	Wednesday	4:28 PM	Angle	Daylight	Clear	Dry	Failed to yield right of way	No Injury	74	Unknown		V1 traveling SB on Greenfield Rd; V2 traveling NB. V2 executes U-turn to travel SB and strikes driver's side rear of V1. V1 left the scene.

## Crash Data Summary Table

Greenfield Road (U.S. Rte 5/ SR 10) at North Main Street and Mill Village Road, Deerfield MA  
2018 - 2023

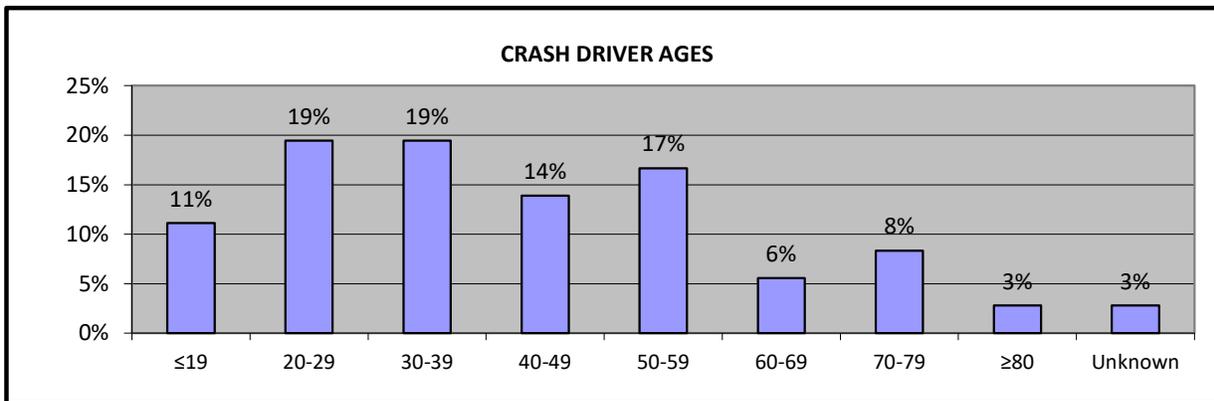
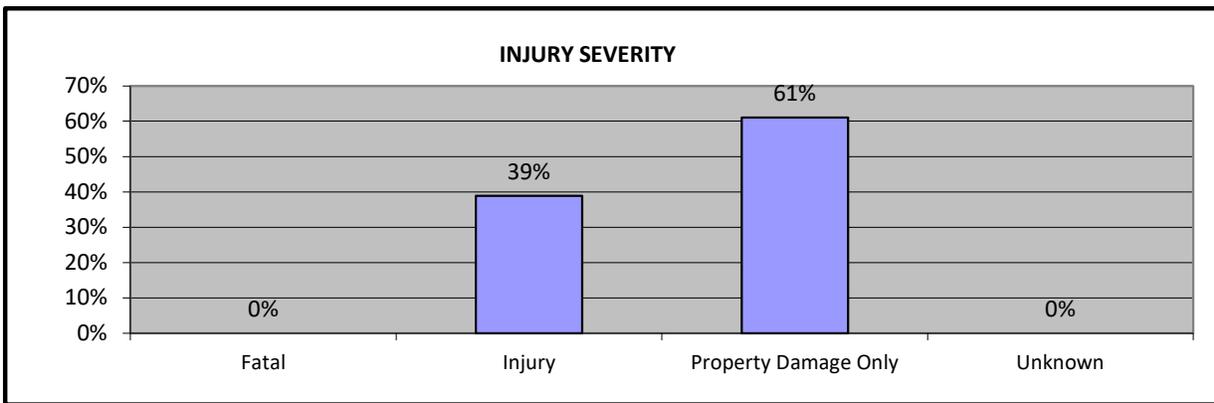
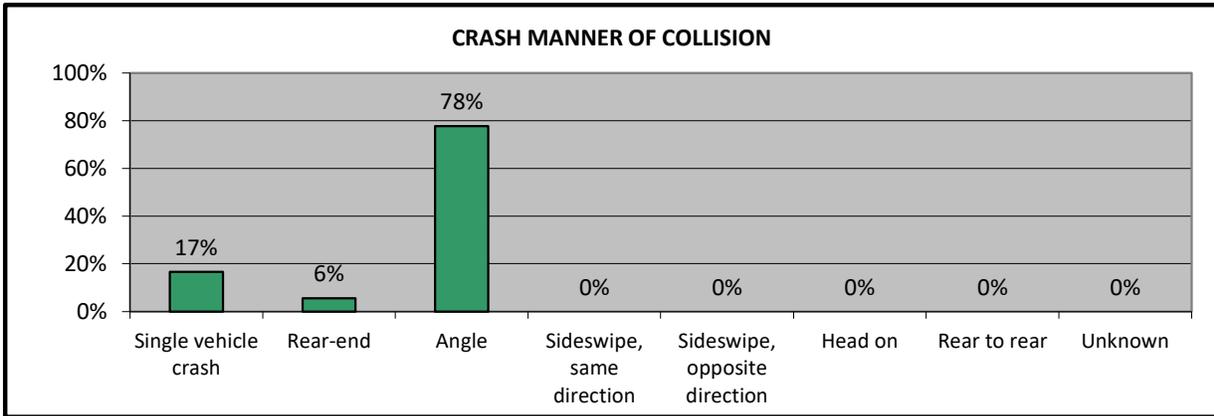
Crash Diagram Ref #	Crash Date	Crash Day	Time of Day	Manner of Collision	Light Condition	Weather Condition	Road Surface	Driver Contributing Code	Injury Severity	D1 Age	D2 Age	D3 Age	Comments
#	mm/dd/yy	Day	hh:mm	Type	Type	Type	Type	Type	Type	#	#	#	
17	09/26/23	Tuesday	2:39 PM	Angle	Daylight	Clear	Dry	Failure to keep in proper lane or running off road	No Injury	67	45		V1 traveling EB from Mill Village Road to N Main St; V2 traveling SB on Greenfield Rd. V2 attempts to pass queue of left-turning vehicles in order to continue south on Greenfield Rd while V1 is completing navigation of intersection. V2 strikes passenger side rear of V1.
18	10/20/23	Friday	3:27 PM	Angle	Daylight	Rain	Wet	Failed to yield right of way	No Injury	71	24		V2 traveling SB on Greenfield Rd, V1 traveling WB from North Main Street to Mill Village Road. Other motorist on Greenfield Rd SB had stopped to allow V1 into intersection; V2 navigates around stopped vehicle and collides with V1 passenger side. The impact pushes V1 into the stop sign on Mill Village Road. Courtesy crash.

\*Courtesy Crash - A term used to describe a crash that occurs subsequent to a non-involved mainline driver who gives the right of way, contrary to the rules of the road, to another driver.

Summaries based on crash reports obtained from the Deerfield Police Department.

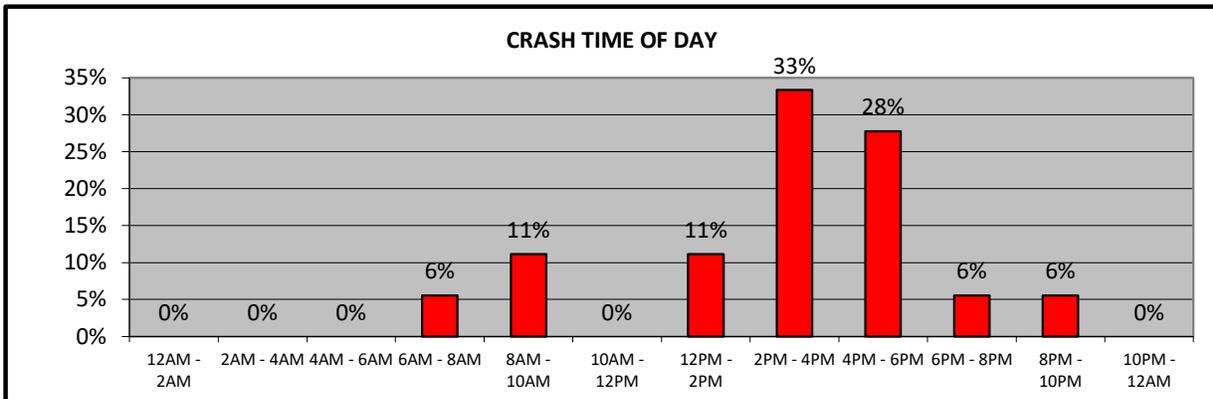
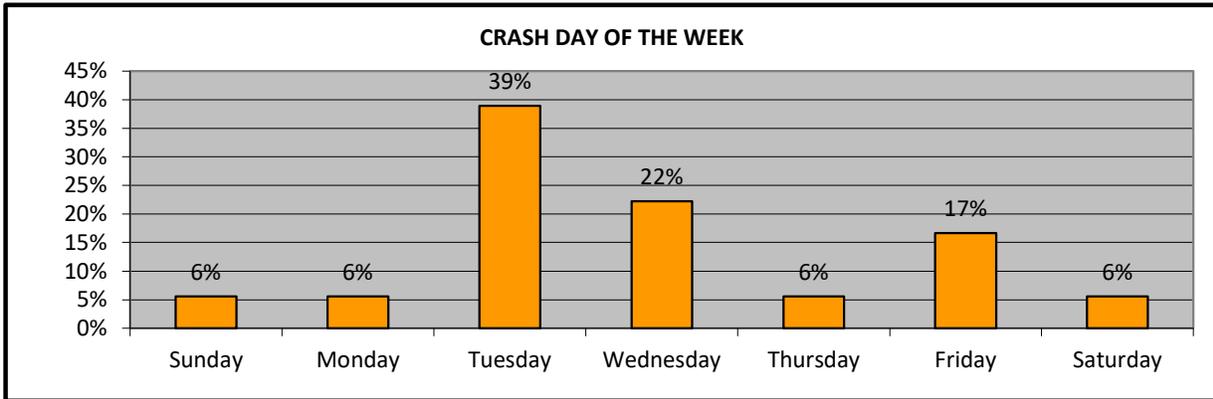
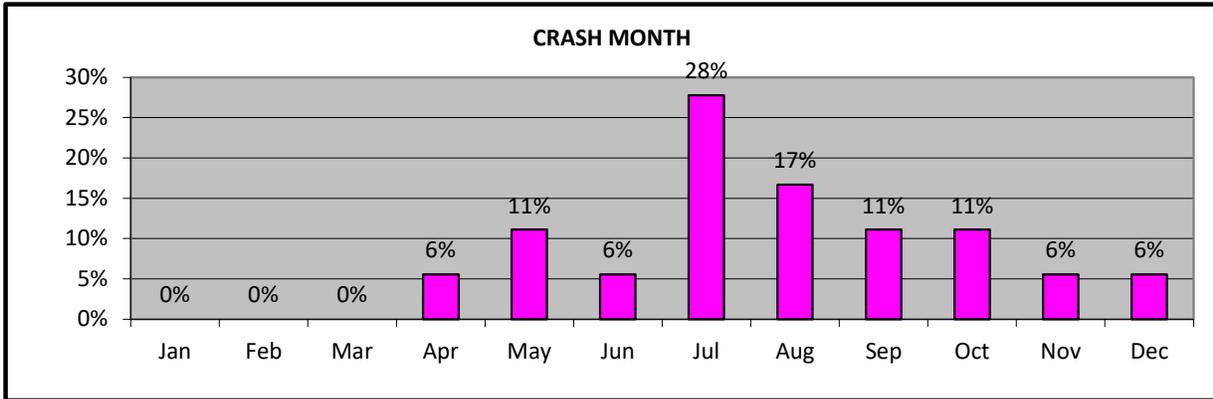
### Crash Data Summary Charts

Greenfield Road (U.S. Rte 5/ SR 10) at North Main Street and Mill Village Road, Deerfield MA



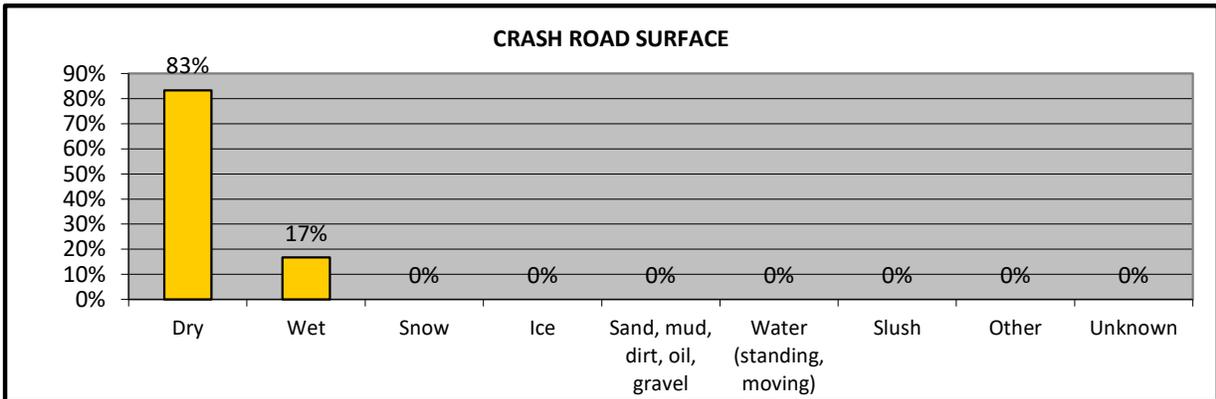
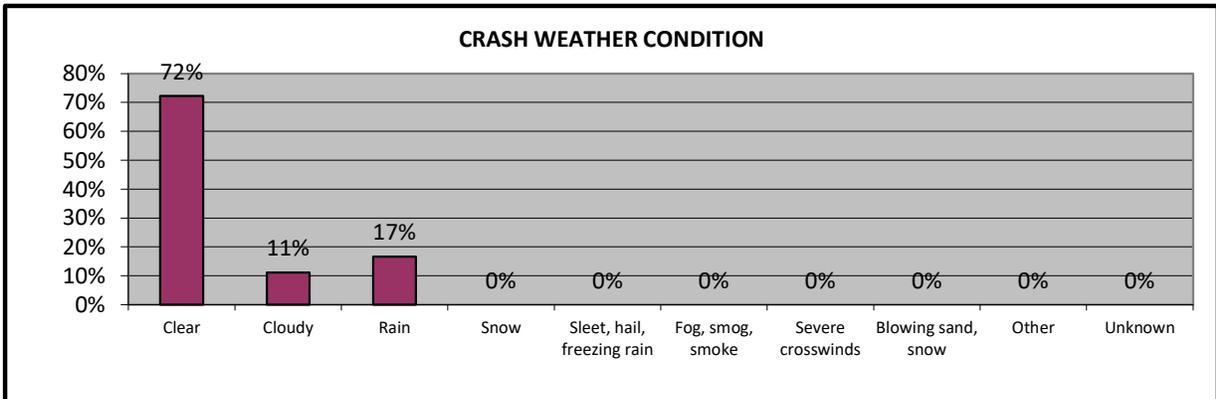
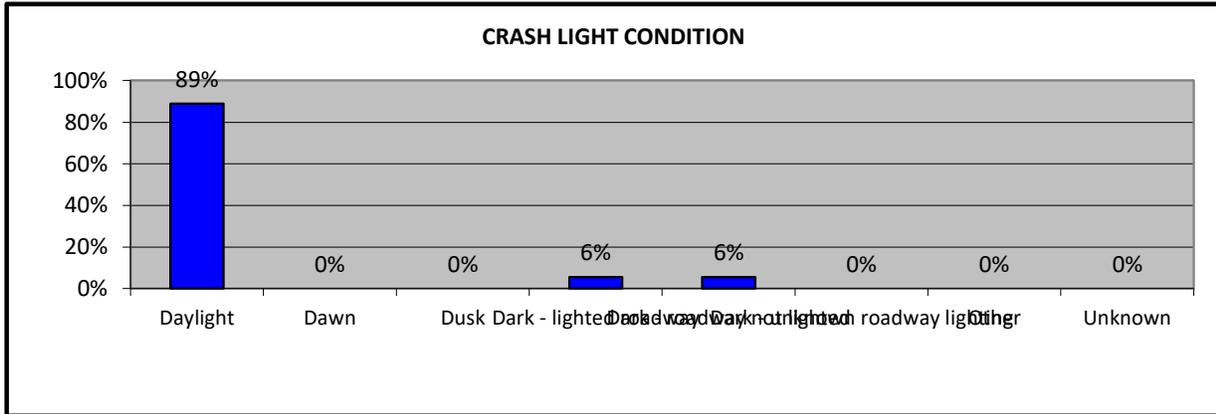
### Crash Data Summary Charts

Greenfield Road (U.S. Rte 5/ SR 10) at North Main Street and Mill Village Road, Deerfield MA



### Crash Data Summary Charts

Greenfield Road (U.S. Rte 5/ SR 10) at North Main Street and Mill Village Road, Deerfield MA





## Appendix D. Additional Information

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Leg Direction Start Time	Route 5/10 Southbound				North Main Street Westbound				Route 5/10 Northbound				Mill Village Road Eastbound				Peds CW	Peds CCW	Int Total										
	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru				Right	U-Turn	App Total	Peds CW	Peds CCW					
2024-10-09 07:45:00	0	70	0	0	70	0	0	0	0	0	0	0	0	0	12	110	1	0	123	0	0	3	0	12	0	15	0	0	208
2024-10-09 08:00:00	0	80	1	0	81	0	0	0	1	0	0	1	0	0	6	104	0	0	110	0	0	6	0	11	0	17	0	0	209
2024-10-09 08:15:00	0	102	1	0	103	0	0	0	0	0	0	0	0	0	9	57	0	0	66	0	0	4	0	21	0	25	0	0	194
2024-10-09 08:30:00	0	89	2	0	91	0	0	0	0	0	0	0	0	0	8	83	0	0	91	0	0	1	0	11	0	12	0	0	194
<b>Grand Total</b>	0	341	4	0	345	0	0	0	1	0	0	1	0	0	35	354	1	0	390	0	0	14	0	55	0	69	0	0	805
% Approach	0.0%	98.8%	1.2%	0.0%		0.0%	100.0%	0.0%	0.0%		9.0%	90.8%	0.3%	0.0%		90.8%	0.3%	0.0%		20.3%	0.0%	79.7%	0.0%						
% Total	0.0%	42.4%	0.5%	0.0%	42.9%	0.0%	0.1%	0.0%	0.0%	0.1%	4.3%	44.0%	0.1%	0.0%	48.4%	1.7%	0.0%	6.8%	0.0%	8.6%	0.0%	6.8%	0.0%	8.6%	0.0%	8.6%	0.0%	0	0.966
PHF (7:45 AM - 8:45 AM)	0	0.836	0.5	0	0.837	0	0.25	0	0	0.25	0.729	0.805	0.25	0	0.793	0.65	0	0.655	0	0.68	0	0.655	0	0.68	0	0.68	0	0.966	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Lights	0	309	4	0	313	0	1	0	0	1	28	318	1	0	347	13	0	51	0	64	0	51	0	64	0	64	0	725	
% Lights	0.0%	90.6%	100.0%	0.0%	90.7%	0.0%	100.0%	0.0%	0.0%	100.0%	80.0%	89.8%	100.0%	0.0%	89.0%	92.9%	0.0%	92.7%	0.0%	92.8%	0.0%	92.7%	0.0%	92.8%	0.0%	92.8%	0.0%	90.1%	
Single-Unit Trucks	0	25	0	0	25	0	0	0	0	0	4	27	0	0	31	0	0	3	0	3	0	3	0	3	0	3	0	59	
% Single-Unit Trucks	0.0%	7.3%	0.0%	0.0%	7.2%	0.0%	0.0%	0.0%	0.0%	0.0%	11.4%	7.6%	0.0%	0.0%	7.9%	0.0%	0.0%	5.5%	0.0%	4.3%	0.0%	5.5%	0.0%	4.3%	0.0%	4.3%	0.0%	7.3%	
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	3	7	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	16	
% Articulated Trucks	0.0%	1.8%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	8.6%	2.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	2.0%		
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	1	0	1	0	4	
% Buses	0.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.5%	0.0%	0.0%	1.8%	0.0%	1.4%	0.0%	1.8%	0.0%	1.4%	0.0%	1.4%	0.0%	0.5%	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	1	
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	1.4%	0.1%	
Pedestrians						0	0				0	0			0	0			0	0		0	0			0	0	0	
% Pedestrians						0.0%	0.0%				0.0%	0.0%			0.0%	0.0%			0.0%	0.0%		0.0%	0.0%			0.0%	0.0%	0.0%	
Bicycles on Crosswalk						0	0				0	0			0	0			0	0		0	0			0	0	0	
% Bicycles on Crosswalk						0.0%	0.0%				0.0%	0.0%			0.0%	0.0%			0.0%	0.0%		0.0%	0.0%			0.0%	0.0%	0.0%	

Leg Direction	Route 5/10 Southbound					North Main Street Westbound					Route 5/10 Northbound					Mill Village Road Eastbound					Peds CW	Peds CCW	Int Total							
	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW				Peds CCW						
2024-10-09 16:00:00	0	103	5	0	108	0	0	0	0	0	0	0	0	1	7	112	0	0	0	119	0	0	1	1	15	0	16	0	0	243
2024-10-09 16:15:00	0	108	0	0	108	0	0	0	1	0	0	1	0	0	9	107	1	0	0	117	0	0	0	0	0	1	6	0	0	233
2024-10-09 16:30:00	0	121	4	0	125	0	0	0	0	0	0	0	0	0	10	87	0	0	0	97	0	0	1	0	10	0	11	0	0	233
2024-10-09 16:45:00	0	146	2	0	148	0	0	0	1	1	0	2	0	0	14	79	1	0	0	94	0	0	0	0	0	18	0	18	0	262
<b>Grand Total</b>	0	478	11	0	489	0	0	0	2	1	0	3	0	1	40	385	2	0	0	427	0	1	1	2	1	49	0	52	0	971
% Approach	0.0%	97.8%	2.2%	0.0%	50.4%	0.0%	0.0%	66.7%	33.3%	0.0%	0.0%	0.3%	0.0%	0.0%	9.4%	90.2%	0.5%	0.0%	0.0%	44.0%	0.0%	0.0%	0.0%	0.0%	3.8%	1.9%	94.2%	0.0%	5.4%	0.0%
% Total	0.0%	49.2%	1.1%	0.0%	50.4%	0.0%	0.2%	0.1%	0.0%	0.3%	0.0%	0.25	0.0%	0.0%	4.1%	39.6%	0.2%	0.0%	0.0%	44.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	5.0%	0.0%	5.4%	0.0%
PHF (4 PM - 5 PM)	0	0.818	0.5	0	0.824	0	0	0.25	0	0.25	0	0.25	0	0	0.714	0.865	0.5	0	0.903	0	0	0	0	0	0.5	0.25	0.706	0	0.75	0.929
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
% Motorcycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	1.9%	0.2%
Lights	0	469	10	0	479	0	0	0	1	0	1	1	0	0	40	378	2	0	0	420	0	0	0	2	1	47	0	50	0	950
% Lights	0.0%	98.1%	90.9%	0.0%	98.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	100.0%	98.2%	100.0%	0.0%	0.0%	98.4%	0.0%	0.0%	0.0%	100.0%	100.0%	95.9%	0.0%	96.2%	0.0%	97.8%
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	6
% Single-Unit Trucks	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Buses	0	4	0	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
% Buses	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.7%
Bicycles on Road	0	0	1	0	1	0	0	2	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	5
% Bicycles on Road	0.0%	0.0%	9.1%	0.0%	0.2%	0.0%	100.0%	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	1.9%	0.5%
Pedestrians						0	0					0	1							0	1							0	0	
% Pedestrians						0.0%	0.0%					0.0%	100.0%							0.0%	100.0%							0.0%	0.0%	0.0%
Bicycles on Crosswalk						0	0					0	0							0	0							0	0	
% Bicycles on Crosswalk						0.0%	0.0%					0.0%	0.0%							0.0%	0.0%							0.0%	0.0%	0.0%

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1  
Starting: 10/7/2024

Page: 1

**STA 1 NB**

Station #: 240450000132  
Site ID: 000000000101  
Location: Rt5&10 NB, N of MillVillageRD & N.MainST  
Direction: NORTH

File: D1007001.prn  
City: Deerfield  
County: Class

TIME	MON 7	TUE 8	WED 9	THU 10	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		17	18	14		16			16	49
02:00		7	18	9		11			11	34
03:00		16	20	14		17			17	50
04:00		12	20	11		14			14	43
05:00		26	37	26		30			30	89
06:00		74	67	70		70			70	211
07:00		189	182	175		182			182	546
08:00		344	345	351		347			347	1040
09:00		342	350	334		342			342	1026
10:00		226	246	299		257			257	771
11:00		227	245	267		246			246	739
12:00		296	246	272		271			271	814
13:00	283	286	324	323		304			304	1216
14:00	237	331	288			285			285	856
15:00	349	351	368			356			356	1068
16:00	382	424	430			412			412	1236
17:00	359	409	389			386			386	1157
18:00	294	358	310			321			321	962
19:00	179	237	187			201			201	603
20:00	105	151	138			131			131	394
21:00	120	103	108			110			110	331
22:00	64	79	71			71			71	214
23:00	53	59	82			65			65	194
24:00	23	25	27			25			25	75
TOTALS	2448	4589	4516	2165		4470			4470	13718
% AVG WKDY	54.8	102.7	101.0	48.4						
% AVG WEEK	54.8	102.7	101.0	48.4						
AM Times		08:00	09:00	08:00		08:00			08:00	
AM Peaks		344	350	351		347			347	
PM Times	16:00	16:00	16:00	13:00		16:00			16:00	
PM Peaks	382	424	430	323		412			412	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1  
Starting: 10/7/2024

Page: 1

Station #: 240450000117  
Site ID: 000000000102  
Location: Rt5&10 SB, N of MillVillageRD & N.MainST  
Direction: SOUTH

**STA 1 SB**

File: D1007003.prn  
City: Deerfield  
County: Class

TIME	MON 7	TUE 8	WED 9	THU 10	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		10	6	12		9			9	28
02:00		5	14	3		7			7	22
03:00		7	13	4		8			8	24
04:00		16	25	17		19			19	58
05:00		27	36	26		30			30	89
06:00		97	83	86		89			89	266
07:00		138	153	158		150			150	449
08:00		288	271	313		291			291	872
09:00		371	347	344		354			354	1062
10:00		225	223	233		227			227	681
11:00		255	230	264		250			250	749
12:00		263	248	278		263			263	789
13:00	272	288	332	300		298			298	1192
14:00	280	332	293			302			302	905
15:00	321	373	356			350			350	1050
16:00	400	463	430			431			431	1293
17:00	394	455	503			451			451	1352
18:00	353	364	361			359			359	1078
19:00	183	230	181			198			198	594
20:00	108	136	108			117			117	352
21:00	68	105	84			86			86	257
22:00	48	74	66			63			63	188
23:00	26	43	37			35			35	106
24:00	16	18	19			18			18	53
TOTALS	2469	4583	4419	2038		4405			4405	13509
% AVG WKDY	56.0	104.0	100.3	46.3						
% AVG WEEK	56.0	104.0	100.3	46.3						
AM Times		09:00	09:00	09:00		09:00			09:00	
AM Peaks		371	347	344		354			354	
PM Times	16:00	16:00	17:00	13:00		17:00			17:00	
PM Peaks	400	463	503	300		451			451	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1  
Starting: 10/7/2024

Page: 1

**STA 3 NB**

Station #: 240450000043

Site ID: 000000000301

Location: Rt5&10 NB, S of MillVillageRd + N.MainST

Direction: NORTH

File: D1007005.prn

City: Deerfield

County: Class

TIME	MON 7	TUE 8	WED 9	THU 10	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		22	20	19		20			20	61
02:00		8	16	10		11			11	34
03:00		16	20	14		17			17	50
04:00		13	19	11		14			14	43
05:00		28	35	26		30			30	89
06:00		72	64	77		71			71	213
07:00		186	176	179		180			180	541
08:00		357	360	370		362			362	1087
09:00		357	347	342		349			349	1046
10:00		258	270	317		282			282	845
11:00		250	271	284		268			268	805
12:00	278	305	263	301		287			287	1147
13:00	308	330	353	359		338			338	1350
14:00	262	353	311			309			309	926
15:00	396	403	413			404			404	1212
16:00	435	477	462			458			458	1374
17:00	405	456	411			424			424	1272
18:00	343	402	370			372			372	1115
19:00	207	293	217			239			239	717
20:00	127	174	156			152			152	457
21:00	153	127	134			138			138	414
22:00	74	90	92			85			85	256
23:00	58	63	86			69			69	207
24:00	25	27	31			28			28	83
TOTALS	3071	5067	4897	2309		4907			4907	15344
% AVG WKDY	62.6	103.3	99.8	47.1						
% AVG WEEK	62.6	103.3	99.8	47.1						
AM Times	12:00	08:00	08:00	08:00		08:00			08:00	
AM Peaks	278	357	360	370		362			362	
PM Times	16:00	16:00	16:00	13:00		16:00			16:00	
PM Peaks	435	477	462	359		458			458	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1  
Starting: 10/7/2024

Page: 1

Station #: 240450000138  
Site ID: 000000000302  
Location: Rt5&10 SB, S of MillVillageRd + N.MainST  
Direction: SOUTH

**STA 3 SB**

File: D1007007.prn  
City: Deerfield  
County: Class

TIME	MON 7	TUE 8	WED 9	THU 10	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		8	7	13		9			9	28
02:00		7	16	2		8			8	25
03:00		6	15	4		8			8	25
04:00		17	27	17		20			20	61
05:00		31	41	30		34			34	102
06:00		111	97	93		100			100	301
07:00		173	175	192		180			180	540
08:00		358	329	369		352			352	1056
09:00		419	383	400		401			401	1202
10:00		266	265	266		266			266	797
11:00		288	260	294		281			281	842
12:00	323	303	275	324		306			306	1225
13:00	319	333	354	335		335			335	1341
14:00	309	364	330			334			334	1003
15:00	354	422	396			391			391	1172
16:00	431	506	463			467			467	1400
17:00	429	500	547			492			492	1476
18:00	420	372	382			391			391	1174
19:00	201	268	214			228			228	683
20:00	118	143	121			127			127	382
21:00	71	113	94			93			93	278
22:00	50	73	68			64			64	191
23:00	28	49	41			39			39	118
24:00	23	20	24			22			22	67
TOTALS	3076	5150	4924	2339		4948			4948	15489
% AVG WKDY	62.2	104.1	99.5	47.3						
% AVG WEEK	62.2	104.1	99.5	47.3						
AM Times	12:00	09:00	09:00	09:00		09:00			09:00	
AM Peaks	323	419	383	400		401			401	
PM Times	16:00	16:00	17:00	13:00		17:00			17:00	
PM Peaks	431	506	547	335		492			492	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1  
Starting: 10/7/2024

Page: 1

Station #: 240450000150  
Site ID: 000000000403  
Location: Mill Village Rd EB, W of Rt 5 & 10  
Direction: EAST

**STA 4 EB**

File: D1007009.prn  
City: Deerfield  
County: Class

TIME	MON 7	TUE 8	WED 9	THU 10	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		2	1	2		2			2	5
02:00		1	0	0		0			0	1
03:00		0	0	0		0			0	0
04:00		2	5	5		4			4	12
05:00		5	4	4		4			4	13
06:00		24	18	20		21			21	62
07:00		37	30	35		34			34	102
08:00		80	68	65		71			71	213
09:00		70	76	81		76			76	227
10:00		57	42	58		52			52	157
11:00		50	41	61		51			51	152
12:00		59	37	55		50			50	151
13:00	55	69	41	57		56			56	222
14:00	36	68	66			57			57	170
15:00	64	70	65			66			66	199
16:00	60	80	84			75			75	224
17:00	66	62	55			61			61	183
18:00	66	44	38			49			49	148
19:00	25	50	49			41			41	124
20:00	21	19	11			17			17	51
21:00	8	11	11			10			10	30
22:00	5	6	8			6			6	19
23:00	7	11	8			9			9	26
24:00	5	1	3			3			3	9
TOTALS	418	878	761	443		815			815	2500
% AVG WKDY	51.3	107.7	93.4	54.4						
% AVG WEEK	51.3	107.7	93.4	54.4						
AM Times		08:00	09:00	09:00		09:00			09:00	
AM Peaks		80	76	81		76			76	
PM Times	17:00	16:00	16:00	13:00		16:00			16:00	
PM Peaks	66	80	84	57		75			75	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1  
Starting: 10/7/2024

Page: 1

Station #: 240450000102  
Site ID: 000000000404  
Location: Mill Village Rd WB, W of Rt 5 & 10  
Direction: WEST

**STA 4 WB**

File: D1007011.prn  
City: Deerfield  
County: Class

TIME	MON 7	TUE 8	WED 9	THU 10	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		5	1	4		3			3	10
02:00		2	2	0		1			1	4
03:00		0	0	0		0			0	0
04:00		2	1	3		2			2	6
05:00		3	2	4		3			3	9
06:00		12	11	11		11			11	34
07:00		16	5	14		12			12	35
08:00		29	35	34		33			33	98
09:00		36	37	34		36			36	107
10:00		42	26	42		37			37	110
11:00		47	28	45		40			40	120
12:00		43	33	55		44			44	131
13:00	32	56	58	61		52			52	207
14:00	43	60	51			51			51	154
15:00	72	75	67			71			71	214
16:00	84	83	68			78			78	235
17:00	69	76	52			66			66	197
18:00	67	80	79			75			75	226
19:00	35	63	39			46			46	137
20:00	29	28	27			28			28	84
21:00	35	19	19			24			24	73
22:00	15	12	24			17			17	51
23:00	10	9	6			8			8	25
24:00	3	2	4			3			3	9
TOTALS	494	800	675	307		741			741	2276
% AVG WKDY	66.7	108.0	91.1	41.4						
% AVG WEEK	66.7	108.0	91.1	41.4						
AM Times		11:00	09:00	12:00		12:00			12:00	
AM Peaks		47	37	55		44			44	
PM Times	16:00	16:00	18:00	13:00		16:00			16:00	
PM Peaks	84	83	79	61		78			78	

SPEED SUMMARY  
 Mon 10/7/2024

**STA 1 NB**

Station #: 240450000132  
 Site ID: 000000000101  
 Location: Rt5&10 NB, N of MillVillagerD & N.MainST  
 Direction: NORTH  
 Lane: 1

File: D1007002.prn  
 City: Deerfield  
 County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
13:00	7	0	0	3	3	2	2	36	97	77	52	3	0	1	283
14:00	6	0	3	0	12	3	8	31	72	52	37	11	0	2	237
15:00	6	2	0	0	4	12	17	30	108	95	63	7	1	4	349
16:00	10	0	0	0	9	17	17	43	106	103	63	9	2	3	382
17:00	14	0	0	0	7	8	27	32	79	108	56	16	0	12	359
18:00	8	1	0	0	3	5	24	30	79	79	53	9	3	0	294
19:00	3	1	0	0	1	1	4	17	61	45	30	14	1	1	179
20:00	0	0	0	0	2	0	2	7	43	28	19	2	0	2	105
21:00	1	0	0	0	2	0	11	17	39	29	15	6	0	0	120
22:00	0	0	0	0	1	0	1	3	15	23	13	7	1	0	64
23:00	0	0	0	0	2	3	1	0	18	17	9	3	0	0	53
24:00	0	0	0	0	0	0	0	3	6	7	5	0	1	1	23
DAY TOTAL	55	4	3	3	46	51	114	249	723	663	415	87	9	26	2448
PERCENTS	2.2%	0.2%	0.1%	0.1%	1.9%	2.1%	4.7%	10.2%	29.5%	27.1%	17.0%	3.6%	0.4%	1.1%	100.0%

Statistical Information...

15th Percentile Speed  
 42.7 mph

85th Percentile Speed  
 56.9 mph

Median Speed  
 49.9 mph

Average Speed  
 49.4 mph

10 MPH Pace Speed  
 40 mph to 50 mph  
 723 vehicles in pace  
 Representing 30.5% of the total vehicles

Vehicles > 65 MPH  
 9  
 0.4%

Mass Highway Department

SPEED SUMMARY  
Tue 10/8/2024

Station #: 240450000132  
Site ID: 000000000101  
Location: Rt5&10 NB, N of MillVillagerD & N.MainST  
Direction: NORTH  
Lane: 1

File: D1007002.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	1	0	0	0	0	3	2	4	4	1	2	0	0	17
02:00	0	0	0	0	0	0	0	0	5	1	0	1	0	0	7
03:00	1	0	0	0	0	0	0	1	6	4	3	1	0	0	16
04:00	1	0	0	1	0	0	0	3	3	0	3	1	0	0	12
05:00	1	0	0	0	0	0	0	0	8	8	6	3	0	0	26
06:00	0	0	0	1	1	1	0	4	22	24	14	7	0	0	74
07:00	7	1	0	0	1	7	11	21	44	51	34	7	1	4	189
08:00	3	0	0	0	4	8	16	50	79	92	79	10	1	2	344
09:00	15	0	1	0	6	8	23	47	77	88	61	12	0	4	342
10:00	13	1	1	0	3	5	10	26	65	61	34	5	2	0	226
11:00	6	0	0	0	5	6	7	15	77	58	32	12	3	6	227
12:00	11	0	0	2	4	12	10	51	77	60	63	6	0	0	296
13:00	8	2	5	6	14	11	32	63	91	40	12	1	1	0	286
14:00	13	0	0	1	8	5	22	50	84	111	25	11	1	0	331
15:00	5	0	0	1	9	25	34	53	99	77	38	5	2	3	351
16:00	19	0	1	0	6	24	25	63	123	101	46	14	0	2	424
17:00	8	0	0	3	3	2	36	66	113	120	45	10	1	2	409
18:00	5	1	0	0	3	4	11	54	99	99	56	18	0	8	358
19:00	4	0	0	0	3	3	4	29	63	82	39	9	0	1	237
20:00	2	1	0	0	1	2	6	28	54	30	20	6	1	0	151
21:00	0	1	0	0	0	3	1	10	33	29	21	4	1	0	103
22:00	0	0	0	0	0	0	6	6	20	27	9	9	0	2	79
23:00	0	0	0	1	3	0	0	3	14	22	11	4	0	1	59
24:00	0	0	0	0	0	0	0	1	7	10	2	4	0	1	25
DAY TOTAL	122	8	8	16	74	126	257	646	1267	1199	654	162	14	36	4589
PERCENTS	2.7%	0.2%	0.2%	0.3%	1.6%	2.7%	5.6%	14.1%	27.6%	26.1%	14.3%	3.5%	0.3%	0.8%	100.0%

Statistical Information...

15th Percentile Speed  
41.4 mph

85th Percentile Speed  
56.3 mph

Median Speed  
49.3 mph

Average Speed  
48.7 mph

10 MPH Pace Speed  
40 mph to 50 mph  
1267 vehicles in pace  
Representing 28.6% of the total vehicles

Vehicles > 65 MPH  
14  
0.3%

Mass Highway Department

SPEED SUMMARY  
Wed 10/9/2024

Station #: 240450000132  
 Site ID: 000000000101  
 Location: Rt5&10 NB, N of MillVillageRD & N.MainST  
 Direction: NORTH  
 Lane: 1

File: D1007002.prn  
 City: Deerfield  
 County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	1	0	1	1	2	6	4	2	0	1	18
02:00	3	0	0	0	0	0	0	0	1	10	3	1	0	0	18
03:00	0	2	0	0	0	0	1	0	3	9	1	4	0	0	20
04:00	1	1	0	0	2	0	0	1	5	4	5	1	0	0	20
05:00	2	0	1	0	0	0	1	4	7	12	8	1	0	1	37
06:00	0	0	0	0	1	0	0	7	22	18	16	2	0	1	67
07:00	10	0	0	0	4	6	6	9	58	56	27	6	0	0	182
08:00	4	0	0	0	1	15	10	34	81	110	62	26	1	1	345
09:00	7	1	0	2	8	18	10	55	71	104	61	8	0	5	350
10:00	7	0	0	1	0	2	5	11	68	99	46	4	2	1	246
11:00	13	0	1	0	4	4	15	26	67	61	39	14	0	1	245
12:00	5	0	1	1	4	6	14	27	56	72	41	18	1	0	246
13:00	9	4	0	0	6	8	25	48	104	71	34	15	0	0	324
14:00	5	0	0	1	7	6	24	42	97	63	25	11	0	7	288
15:00	20	0	0	1	3	13	17	60	130	68	36	19	0	1	368
16:00	17	0	0	3	2	10	15	79	130	113	50	4	1	6	430
17:00	8	0	0	2	1	2	24	48	123	124	47	4	1	5	389
18:00	5	0	0	0	5	3	15	36	85	98	48	4	1	10	310
19:00	0	0	0	1	4	1	2	30	70	41	27	6	0	5	187
20:00	1	0	0	0	0	3	4	20	45	37	21	5	0	2	138
21:00	0	0	0	0	0	0	1	12	45	31	13	6	0	0	108
22:00	0	0	0	0	0	0	2	4	20	23	19	3	0	0	71
23:00	1	0	0	1	3	0	1	9	25	24	11	5	1	1	82
24:00	0	0	0	0	0	0	1	10	5	8	2	1	0	0	27
DAY TOTAL	118	8	3	13	56	97	194	573	1320	1262	646	170	8	48	4516
PERCENTS	2.6%	0.2%	0.1%	0.3%	1.2%	2.1%	4.3%	12.7%	29.2%	27.9%	14.3%	3.8%	0.2%	1.1%	100.0%

Statistical Information...

15th Percentile Speed  
42.5 mph

85th Percentile Speed  
56.3 mph

Median Speed  
49.7 mph

Average Speed  
49.2 mph

10 MPH Pace Speed  
40 mph to 50 mph  
1320 vehicles in pace  
Representing 30.3% of the total vehicles

Vehicles > 65 MPH  
8  
0.2%

SPEED SUMMARY  
Thu 10/10/2024

Station #: 240450000132  
Site ID: 000000000101  
Location: Rt5&10 NB, N of MillVillagerD & N.MainST  
Direction: NORTH  
Lane: 1

File: D1007002.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	0	0	1	3	5	4	1	0	0	14
02:00	1	0	0	0	0	0	0	1	2	3	1	1	0	0	9
03:00	1	0	0	0	0	0	0	2	0	4	5	2	0	0	14
04:00	0	1	0	0	0	0	0	0	1	2	6	1	0	0	11
05:00	1	0	0	0	0	1	0	1	4	10	7	1	1	0	26
06:00	2	0	0	1	1	0	1	1	15	17	26	2	4	0	70
07:00	8	0	0	1	4	0	7	18	46	47	35	7	0	2	175
08:00	10	1	0	0	4	6	23	27	103	91	66	13	3	4	351
09:00	11	0	0	1	3	2	18	27	81	111	64	12	1	3	334
10:00	12	1	1	1	5	4	27	50	85	63	41	4	1	4	299
11:00	11	0	1	1	10	7	13	29	76	64	37	16	0	2	267
12:00	10	0	0	1	2	9	3	38	90	70	38	8	2	1	272
13:00	17	1	1	0	17	26	22	38	80	71	35	12	0	3	323
DAY TOTAL	84	4	3	6	46	55	114	233	586	558	365	80	12	19	2165
PERCENTS	3.9%	0.2%	0.1%	0.3%	2.1%	2.5%	5.3%	10.8%	27.1%	25.8%	16.9%	3.7%	0.6%	0.9%	100.0%

Statistical Information...

15th Percentile Speed  
41.8 mph

85th Percentile Speed  
57.0 mph

Median Speed  
49.9 mph

Average Speed  
49.2 mph

10 MPH Pace Speed  
40 mph to 50 mph  
586 vehicles in pace  
Representing 28.4% of the total vehicles

Vehicles > 65 MPH  
12  
0.6%

SPEED SUMMARY  
 Mon 10/7/2024

**STA 1 SB**

Station #: 240450000117  
 Site ID: 000000000102  
 Location: Rt5&10 SB, N of MillVillageRD & N.MainST  
 Direction: SOUTH  
 Lane: 1

File: D1007004.prn  
 City: Deerfield  
 County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
13:00	3	1	1	0	6	4	45	102	88	20	1	1	0	0	272
14:00	5	1	1	0	6	2	14	109	99	33	3	1	0	6	280
15:00	2	2	0	1	7	9	25	120	123	26	6	0	0	0	321
16:00	9	4	0	6	11	10	45	131	153	25	5	0	0	1	400
17:00	1	0	0	2	11	12	19	176	153	15	0	3	0	2	394
18:00	5	2	1	7	9	8	25	152	112	23	2	1	2	4	353
19:00	1	0	0	0	7	1	13	52	65	19	9	3	0	13	183
20:00	0	0	0	4	4	2	8	38	35	13	3	1	0	0	108
21:00	0	0	0	0	1	0	0	25	24	13	1	1	0	3	68
22:00	0	0	0	1	3	1	1	8	21	10	1	0	0	2	48
23:00	0	0	0	0	0	1	1	5	15	3	0	0	0	1	26
24:00	0	0	0	0	0	0	0	4	7	5	0	0	0	0	16
DAY TOTAL	26	10	3	21	65	50	196	922	895	205	31	11	2	32	2469
PERCENTS	1.1%	0.4%	0.1%	0.9%	2.6%	2.0%	7.9%	37.3%	36.2%	8.3%	1.3%	0.4%	0.1%	1.3%	100.0%

Statistical Information...

15th Percentile Speed  
 40.1 mph

85th Percentile Speed  
 49.4 mph

Median Speed  
 44.7 mph

Average Speed  
 44.2 mph

10 MPH Pace Speed  
 35 mph to 45 mph  
 922 vehicles in pace  
 Representing 38.2% of the total vehicles

Vehicles > 65 MPH  
 2  
 0.1%

Mass Highway Department

SPEED SUMMARY  
Tue 10/8/2024

Station #: 240450000117  
Site ID: 000000000102  
Location: Rt5&10 SB, N of MillVillageRD & N.MainST  
Direction: SOUTH  
Lane: 1

File: D1007004.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	1	2	1	1	3	2	0	0	0	0	10
02:00	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5
03:00	0	0	0	0	0	0	0	3	2	2	0	0	0	0	7
04:00	0	0	0	0	0	0	0	7	4	4	0	0	0	1	16
05:00	0	0	0	0	0	0	0	7	16	2	1	0	0	1	27
06:00	0	0	0	3	5	2	3	18	38	19	5	0	0	4	97
07:00	3	0	0	0	0	0	1	33	68	26	5	0	0	2	138
08:00	2	0	0	0	3	0	2	78	153	40	4	1	0	5	288
09:00	5	1	1	2	10	1	19	126	141	45	5	0	0	15	371
10:00	0	1	1	4	4	3	11	67	110	15	4	0	4	1	225
11:00	5	6	0	1	3	6	13	79	116	22	4	0	0	0	255
12:00	8	1	0	2	8	4	17	75	119	22	4	0	0	3	263
13:00	5	8	0	3	18	11	33	116	84	7	1	0	0	2	288
14:00	2	3	0	5	8	7	33	116	134	20	2	0	0	2	332
15:00	9	3	0	1	9	29	29	100	143	38	12	0	0	0	373
16:00	9	6	0	2	22	12	53	168	150	29	5	0	0	7	463
17:00	5	3	0	5	16	4	39	176	165	33	4	2	1	2	455
18:00	4	5	1	3	11	6	30	123	124	37	5	3	0	12	364
19:00	2	0	0	4	3	2	14	76	106	17	2	0	0	4	230
20:00	1	1	0	0	2	1	5	46	53	17	6	1	0	3	136
21:00	1	0	0	1	1	0	5	37	39	15	4	0	0	2	105
22:00	0	2	0	1	1	0	0	22	34	8	1	0	0	5	74
23:00	0	0	0	0	0	0	0	9	24	6	3	0	0	1	43
24:00	0	0	0	0	0	0	2	2	10	2	2	0	0	0	18
DAY TOTAL	61	40	3	37	125	90	310	1486	1839	429	79	7	5	72	4583
PERCENTS	1.3%	0.9%	0.1%	0.8%	2.7%	2.0%	6.8%	32.4%	40.1%	9.4%	1.7%	0.2%	0.1%	1.6%	100.0%

Statistical Information...

15th Percentile Speed  
40.2 mph

85th Percentile Speed  
49.6 mph

Median Speed  
45.4 mph

Average Speed  
44.4 mph

10 MPH Pace Speed  
40 mph to 50 mph  
1839 vehicles in pace  
Representing 41.3% of the total vehicles

Vehicles > 65 MPH  
5  
0.1%

Station #: 240450000117  
Site ID: 000000000102  
Location: Rt5&10 SB, N of MillVillagerD & N.MainST  
Direction: SOUTH  
Lane: 1

File: D1007004.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	0	0	0	4	1	0	1	0	0	6
02:00	0	0	0	0	0	0	0	2	8	0	2	1	0	1	14
03:00	1	0	0	0	0	0	0	6	2	2	2	0	0	0	13
04:00	3	0	0	0	0	0	2	5	10	1	2	2	0	0	25
05:00	1	1	0	0	0	0	1	2	21	8	1	1	0	0	36
06:00	2	0	0	7	1	1	5	7	31	28	1	0	0	0	83
07:00	2	0	0	2	0	2	1	27	91	22	4	0	0	2	153
08:00	3	1	0	0	3	1	5	65	138	46	6	0	0	3	271
09:00	2	0	0	2	1	3	11	89	169	53	9	0	0	8	347
10:00	4	1	0	2	2	5	3	55	106	34	7	3	0	1	223
11:00	6	6	0	0	5	0	23	84	72	19	10	0	0	5	230
12:00	1	2	1	0	5	2	22	71	109	20	10	2	0	3	248
13:00	12	2	0	9	12	10	36	112	114	25	0	0	0	0	332
14:00	7	0	0	1	7	3	38	96	119	15	3	1	0	3	293
15:00	8	4	0	7	10	8	52	146	112	8	0	0	1	0	356
16:00	5	2	1	5	7	17	33	169	157	23	5	2	0	4	430
17:00	8	1	2	1	9	9	52	240	149	26	2	0	0	4	503
18:00	2	1	0	8	10	1	32	120	149	18	7	0	1	12	361
19:00	0	0	0	3	8	1	10	84	66	6	2	0	0	1	181
20:00	0	0	0	1	1	0	4	35	60	7	0	0	0	0	108
21:00	0	0	0	0	1	0	3	22	47	10	0	0	0	1	84
22:00	0	0	0	3	2	0	3	14	32	8	3	0	0	1	66
23:00	0	0	0	0	0	1	2	9	16	7	0	0	0	2	37
24:00	0	0	0	0	0	0	1	4	6	7	0	0	0	1	19
DAY TOTAL	67	21	4	51	84	64	339	1464	1788	394	76	13	2	52	4419
PERCENTS	1.5%	0.5%	0.1%	1.2%	1.9%	1.4%	7.7%	33.1%	40.5%	8.9%	1.7%	0.3%	0.0%	1.2%	100.0%

Statistical Information...

15th Percentile Speed  
40.3 mph

85th Percentile Speed  
49.6 mph

Median Speed  
45.4 mph

Average Speed  
44.6 mph

10 MPH Pace Speed  
40 mph to 50 mph  
1788 vehicles in pace  
Representing 41.6% of the total vehicles

Vehicles > 65 MPH  
2  
0.0%

SPEED SUMMARY  
Thu 10/10/2024

Station #: 240450000117  
Site ID: 000000000102  
Location: Rt5&10 SB, N of MillVillagerD & N.MainST  
Direction: SOUTH  
Lane: 1

File: D1007004.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	1	1	3	5	2	0	0	0	0	12
02:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
03:00	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
04:00	0	0	0	1	0	0	1	2	5	5	3	0	0	0	17
05:00	0	0	0	1	0	0	0	5	14	3	2	1	0	0	26
06:00	0	1	1	3	3	1	5	13	34	14	6	0	0	5	86
07:00	5	0	0	0	1	0	4	15	92	34	3	1	0	3	158
08:00	7	2	0	0	0	1	9	101	147	31	6	0	0	9	313
09:00	3	1	0	0	2	12	9	84	172	40	12	0	0	9	344
10:00	2	3	0	2	6	4	19	89	88	14	0	0	0	6	233
11:00	2	1	0	0	17	6	12	75	127	22	2	0	0	0	264
12:00	6	2	0	2	8	5	22	82	95	46	5	0	0	5	278
13:00	4	5	0	5	11	12	22	115	103	21	2	0	0	0	300
DAY TOTAL	29	15	1	14	48	42	104	587	882	235	41	3	0	37	2038
PERCENTS	1.4%	0.7%	0.0%	0.7%	2.4%	2.1%	5.1%	28.8%	43.3%	11.5%	2.0%	0.1%	0.0%	1.8%	100.0%

Statistical Information...

15th Percentile Speed  
40.6 mph

85th Percentile Speed  
49.9 mph

Median Speed  
46.0 mph

Average Speed  
45.1 mph

10 MPH Pace Speed  
40 mph to 50 mph  
882 vehicles in pace  
Representing 44.7% of the total vehicles

Vehicles > 65 MPH  
0  
0.0%

**STA 3 NB**

Station #: 240450000043  
Site ID: 000000000301  
Location: Rt5&10 NB, S of MillVillageRd + N.MainST  
Direction: NORTH  
Lane: 1

File: D1007006.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
12:00	29	16	20	29	28	22	20	26	43	42	3	0	0	0	278
13:00	27	0	2	7	16	10	10	43	107	58	27	1	0	0	308
14:00	20	2	4	13	20	9	11	38	71	50	20	3	1	0	262
15:00	22	6	10	26	44	16	17	34	118	76	24	3	0	0	396
16:00	28	5	17	24	46	18	17	47	111	81	33	7	1	0	435
17:00	22	5	10	28	43	20	14	40	94	92	33	4	0	0	405
18:00	22	4	8	22	40	12	8	28	94	70	32	2	0	1	343
19:00	11	0	1	11	19	7	0	21	67	44	20	5	0	1	207
20:00	2	0	4	5	13	3	5	11	46	20	15	0	0	3	127
21:00	5	0	3	26	11	5	4	19	43	25	10	1	0	1	153
22:00	2	0	1	6	4	1	1	4	28	16	9	2	0	0	74
23:00	1	2	1	5	4	0	0	1	21	16	6	1	0	0	58
24:00	1	1	0	2	1	0	0	3	7	9	0	1	0	0	25
DAY TOTAL	192	41	81	204	289	123	107	315	850	599	232	30	2	6	3071
PERCENTS	6.3%	1.3%	2.6%	6.6%	9.4%	4.0%	3.5%	10.3%	27.7%	19.5%	7.6%	1.0%	0.1%	0.2%	100.0%

Statistical Information...

15th Percentile Speed  
26.8 mph

85th Percentile Speed  
53.6 mph

Median Speed  
46.6 mph

Average Speed  
42.8 mph

10 MPH Pace Speed  
40 mph to 50 mph  
850 vehicles in pace  
Representing 29.6% of the total vehicles

Vehicles > 65 MPH  
2  
0.1%

Mass Highway Department

SPEED SUMMARY  
Tue 10/8/2024

Station #: 240450000043  
Site ID: 000000000301  
Location: Rt5&10 NB, S of MillVillageRd + N.MainST  
Direction: NORTH  
Lane: 1

File: D1007006.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	5	0	0	0	4	1	0	3	4	3	2	0	0	0	22
02:00	0	0	0	0	2	0	0	1	3	0	1	1	0	0	8
03:00	1	0	0	0	0	0	0	3	5	4	2	1	0	0	16
04:00	1	0	0	0	2	0	0	3	2	1	4	0	0	0	13
05:00	2	0	0	1	0	0	0	4	9	5	6	0	0	1	28
06:00	6	0	0	3	2	2	0	6	35	10	4	4	0	0	72
07:00	14	2	7	9	13	3	1	19	59	36	15	5	2	1	186
08:00	35	5	7	7	19	13	14	46	84	83	35	2	0	7	357
09:00	26	6	8	12	13	7	23	50	89	84	26	3	0	10	357
10:00	21	3	2	18	20	12	5	34	68	53	17	1	0	4	258
11:00	22	2	2	15	24	7	7	23	70	57	14	6	1	0	250
12:00	33	4	5	7	36	10	5	32	86	66	21	0	0	0	305
13:00	29	7	14	34	28	22	35	56	77	20	7	1	0	0	330
14:00	23	3	9	20	25	12	12	44	132	59	9	5	0	0	353
15:00	24	12	14	34	38	13	22	51	115	62	16	1	0	1	403
16:00	57	11	19	29	41	13	26	62	130	67	19	3	0	0	477
17:00	22	2	7	40	34	25	38	51	134	76	22	2	1	2	456
18:00	24	5	10	25	34	17	10	49	104	89	23	9	0	3	402
19:00	6	2	4	27	22	9	9	30	86	69	26	1	1	1	293
20:00	4	0	4	15	11	4	9	40	51	18	10	2	0	6	174
21:00	3	1	6	10	5	2	4	12	45	23	10	4	0	2	127
22:00	1	1	0	4	7	2	3	5	36	19	7	4	0	1	90
23:00	2	0	1	1	6	1	0	5	22	15	9	0	1	0	63
24:00	0	1	0	0	1	0	1	2	12	5	4	1	0	0	27
DAY TOTAL	361	67	119	311	387	175	224	631	1458	924	309	56	6	39	5067
PERCENTS	7.1%	1.3%	2.3%	6.1%	7.6%	3.5%	4.4%	12.5%	28.8%	18.2%	6.1%	1.1%	0.1%	0.8%	100.0%

Statistical Information...

15th Percentile Speed  
27.6 mph

85th Percentile Speed  
53.2 mph

Median Speed  
46.4 mph

Average Speed  
43.1 mph

10 MPH Pace Speed  
40 mph to 50 mph  
1458 vehicles in pace  
Representing 31.2% of the total vehicles

Vehicles > 65 MPH  
6  
0.1%

Mass Highway Department

SPEED SUMMARY  
Wed 10/9/2024

Station #: 240450000043  
Site ID: 000000000301  
Location: Rt5&10 NB, S of MillVillageRd + N.MainST  
Direction: NORTH  
Lane: 1

File: D1007006.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	0	2	0	2	1	0	2	6	2	4	0	0	0	20
02:00	4	0	0	0	1	1	0	0	5	2	3	0	0	0	16
03:00	0	0	0	0	0	1	0	2	6	8	3	0	0	0	20
04:00	9	0	0	0	1	0	0	1	0	6	2	0	0	0	19
05:00	4	0	0	2	0	0	0	10	14	3	2	0	0	0	35
06:00	4	0	0	0	4	1	1	9	21	17	5	2	0	0	64
07:00	13	4	2	3	3	1	4	20	76	35	9	4	0	2	176
08:00	23	3	4	14	22	7	9	39	97	88	38	10	1	5	360
09:00	39	7	8	7	17	9	18	44	98	71	27	1	0	1	347
10:00	18	2	0	14	10	5	4	20	103	71	19	3	0	1	270
11:00	21	3	4	17	6	9	9	32	90	56	19	4	0	1	271
12:00	12	4	8	7	19	8	6	28	90	53	24	3	1	0	263
13:00	13	0	10	17	27	15	16	55	117	62	18	3	0	0	353
14:00	10	2	9	13	26	9	16	35	124	45	20	1	0	1	311
15:00	24	7	3	28	37	17	14	81	113	62	27	0	0	0	413
16:00	19	3	10	22	35	13	19	60	168	83	24	3	1	2	462
17:00	18	2	7	20	30	12	14	51	152	87	16	2	0	0	411
18:00	17	4	10	22	48	11	9	43	112	71	19	2	1	1	370
19:00	6	3	2	11	22	4	3	33	70	52	10	1	0	0	217
20:00	1	0	1	11	16	4	1	30	46	31	11	2	0	2	156
21:00	2	0	0	10	8	2	3	29	40	30	9	1	0	0	134
22:00	1	0	3	4	12	3	5	6	23	26	8	1	0	0	92
23:00	2	0	2	2	3	0	3	13	33	15	10	2	1	0	86
24:00	0	0	1	2	1	1	1	9	10	5	1	0	0	0	31
DAY TOTAL	261	44	86	226	350	134	155	652	1614	981	328	45	5	16	4897
PERCENTS	5.3%	0.9%	1.8%	4.6%	7.1%	2.7%	3.2%	13.3%	33.0%	20.0%	6.7%	0.9%	0.1%	0.3%	100.0%

Statistical Information...

15th Percentile Speed  
29.8 mph

85th Percentile Speed  
53.4 mph

Median Speed  
47.1 mph

Average Speed  
44.3 mph

10 MPH Pace Speed  
40 mph to 50 mph  
1614 vehicles in pace  
Representing 34.9% of the total vehicles

Vehicles > 65 MPH  
5  
0.1%

SPEED SUMMARY  
Thu 10/10/2024

Station #: 240450000043  
Site ID: 000000000301  
Location: Rt5&10 NB, S of MillVillageRd + N.MainST  
Direction: NORTH  
Lane: 1

File: D1007006.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	1	1	0	3	0	0	2	5	4	2	0	0	0	19
02:00	0	0	0	0	0	0	0	3	4	2	0	1	0	0	10
03:00	1	0	0	0	0	0	1	2	3	5	2	0	0	0	14
04:00	0	1	0	0	1	0	0	1	1	6	1	0	0	0	11
05:00	0	0	0	2	1	0	0	1	10	6	3	2	0	1	26
06:00	11	0	1	2	2	0	3	2	23	25	5	1	0	2	77
07:00	16	2	4	6	5	3	6	22	51	46	16	1	0	1	179
08:00	22	2	6	19	13	12	13	43	113	96	25	6	0	0	370
09:00	21	2	3	7	17	5	16	25	118	83	35	5	1	4	342
10:00	26	1	5	10	25	14	9	46	89	67	22	3	0	0	317
11:00	15	5	3	12	24	8	15	28	81	65	25	3	0	0	284
12:00	14	2	6	15	24	15	6	40	102	60	17	0	0	0	301
13:00	17	11	17	27	24	14	12	44	106	61	22	3	0	1	359
DAY TOTAL	144	27	46	100	139	71	81	259	706	526	175	25	1	9	2309
PERCENTS	6.2%	1.2%	2.0%	4.3%	6.0%	3.1%	3.5%	11.2%	30.6%	22.8%	7.6%	1.1%	0.0%	0.4%	100.0%

Statistical Information...

15th Percentile Speed  
30.8 mph

85th Percentile Speed  
53.8 mph

Median Speed  
47.5 mph

Average Speed  
44.7 mph

10 MPH Pace Speed  
40 mph to 50 mph  
706 vehicles in pace  
Representing 32.7% of the total vehicles

Vehicles > 65 MPH  
1  
0.0%

SPEED SUMMARY  
 Mon 10/7/2024

**STA 3 SB**

Station #: 240450000138  
 Site ID: 000000000302  
 Location: Rt5&10 SB, S of MillVillageRd + N.MainST  
 Direction: SOUTH  
 Lane: 1

File: D1007008.prn  
 City: Deerfield  
 County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
12:00	10	1	17	32	22	21	32	45	102	16	3	0	0	22	323
13:00	5	2	8	32	9	2	15	75	114	37	6	0	0	14	319
14:00	2	2	7	19	3	0	6	66	126	50	9	4	0	15	309
15:00	6	0	11	33	8	0	16	82	129	49	5	0	0	15	354
16:00	7	4	6	39	9	2	13	93	169	40	8	0	0	41	431
17:00	9	2	14	33	5	0	10	99	175	25	5	4	0	48	429
18:00	13	1	8	45	9	6	8	85	144	45	1	3	3	49	420
19:00	2	0	4	16	4	1	2	34	75	32	7	4	0	20	201
20:00	1	0	2	13	2	1	7	22	34	29	3	2	0	2	118
21:00	0	0	2	4	0	0	0	10	35	15	4	1	0	0	71
22:00	0	0	0	4	2	0	0	6	21	12	3	0	0	2	50
23:00	0	0	1	2	0	0	0	4	14	4	3	0	0	0	28
24:00	0	0	2	3	0	0	0	2	11	3	2	0	0	0	23
DAY TOTAL	55	12	82	275	73	33	109	623	1149	357	59	18	3	228	3076
PERCENTS	1.8%	0.4%	2.7%	8.9%	2.4%	1.1%	3.5%	20.3%	37.4%	11.6%	1.9%	0.6%	0.1%	7.4%	100.0%

Statistical Information...

15th Percentile Speed  
 28.4 mph

85th Percentile Speed  
 50.3 mph

Median Speed  
 45.8 mph

Average Speed  
 42.8 mph

10 MPH Pace Speed  
 40 mph to 50 mph  
 1149 vehicles in pace  
 Representing 41.1% of the total vehicles

Vehicles > 65 MPH  
 3  
 0.1%

Mass Highway Department

SPEED SUMMARY  
Tue 10/8/2024

Station #: 240450000138  
Site ID: 000000000302  
Location: Rt5&10 SB, S of MillVillageRd + N.MainST  
Direction: SOUTH  
Lane: 1

File: D1007008.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	2	0	0	0	0	4	1	1	0	0	0	8
02:00	2	0	0	1	0	0	0	0	3	1	0	0	0	0	7
03:00	0	0	0	0	0	0	0	1	4	0	0	1	0	0	6
04:00	0	0	1	0	0	0	0	5	4	6	1	0	0	0	17
05:00	1	1	0	2	1	0	1	3	13	6	1	0	0	2	31
06:00	0	0	5	13	2	1	1	6	40	36	1	4	0	2	111
07:00	2	1	13	16	3	0	0	22	58	46	10	0	0	2	173
08:00	1	0	8	54	9	0	4	36	154	68	7	6	1	10	358
09:00	4	1	10	39	8	3	5	76	164	73	15	1	0	20	419
10:00	5	3	5	33	12	1	8	24	97	56	7	1	0	14	266
11:00	4	0	5	34	10	1	3	24	125	55	7	1	0	19	288
12:00	7	1	8	37	13	0	6	45	128	31	10	0	0	17	303
13:00	9	1	13	33	13	5	24	78	97	21	5	2	2	30	333
14:00	5	1	14	32	4	1	13	93	144	28	3	0	0	26	364
15:00	11	0	18	33	9	2	27	75	132	57	15	1	0	42	422
16:00	12	1	6	51	11	1	24	120	169	47	6	1	1	56	506
17:00	12	1	6	40	9	4	13	105	173	75	12	1	1	48	500
18:00	4	0	4	23	8	2	13	77	165	44	5	0	2	25	372
19:00	6	3	9	26	5	0	6	47	115	29	7	0	0	15	268
20:00	0	0	3	12	2	0	1	30	54	27	6	1	0	7	143
21:00	0	1	0	6	2	0	1	31	39	21	9	0	0	3	113
22:00	0	0	1	2	2	0	0	13	37	13	2	2	0	1	73
23:00	0	0	2	3	2	0	0	4	25	10	3	0	0	0	49
24:00	0	0	0	1	0	0	1	2	9	3	2	0	0	2	20
DAY TOTAL	85	15	131	493	125	21	151	917	1953	754	135	22	7	341	5150
PERCENTS	1.7%	0.3%	2.5%	9.6%	2.4%	0.4%	2.9%	17.8%	37.9%	14.6%	2.6%	0.4%	0.1%	6.6%	100.0%

Statistical Information...

15th Percentile Speed  
27.8 mph

85th Percentile Speed  
51.4 mph

Median Speed  
46.3 mph

Average Speed  
43.3 mph

10 MPH Pace Speed  
40 mph to 50 mph  
1953 vehicles in pace  
Representing 41.3% of the total vehicles

Vehicles > 65 MPH  
7  
0.1%

Mass Highway Department

SPEED SUMMARY  
Wed 10/9/2024

Station #: 240450000138  
Site ID: 000000000302  
Location: Rt5&10 SB, S of MillVillageRd + N.MainST  
Direction: SOUTH  
Lane: 1

File: D1007008.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	1	0	0	0	0	2	2	0	1	0	1	7
02:00	1	0	0	0	0	0	0	0	10	4	1	0	0	0	16
03:00	1	0	1	0	0	0	0	3	4	4	2	0	0	0	15
04:00	0	1	0	1	0	1	2	3	9	5	3	2	0	0	27
05:00	2	0	3	1	0	0	1	1	16	11	3	1	0	2	41
06:00	2	0	4	10	2	0	2	10	30	30	4	0	0	3	97
07:00	3	0	7	17	4	2	0	21	84	29	4	1	2	1	175
08:00	3	1	8	49	4	1	1	37	150	59	12	3	1	0	329
09:00	3	0	5	41	9	0	5	44	180	73	12	2	0	9	383
10:00	5	2	4	34	4	1	1	23	102	56	15	3	2	13	265
11:00	4	2	5	28	8	1	6	58	89	37	7	0	0	15	260
12:00	4	2	4	22	9	8	4	37	116	48	5	1	0	15	275
13:00	1	0	7	28	5	2	15	80	140	44	10	2	0	20	354
14:00	3	0	10	35	6	1	10	78	129	35	5	0	0	18	330
15:00	11	0	17	35	14	1	12	116	127	33	4	1	0	25	396
16:00	3	2	11	41	8	2	25	115	171	48	7	0	1	29	463
17:00	8	3	4	37	14	0	13	151	211	40	4	0	1	61	547
18:00	9	2	4	29	2	3	9	88	154	43	8	1	3	27	382
19:00	2	1	10	31	3	0	6	49	82	16	4	0	2	8	214
20:00	0	0	3	8	0	0	2	23	58	12	4	1	0	10	121
21:00	0	0	3	8	1	0	1	14	52	13	2	0	0	0	94
22:00	0	0	5	3	1	0	3	8	34	12	1	1	0	0	68
23:00	1	0	3	1	0	1	1	7	15	8	4	0	0	0	41
24:00	0	0	0	2	2	0	0	8	3	8	1	0	0	0	24
DAY TOTAL	66	16	118	462	96	24	119	974	1968	670	122	20	12	257	4924
PERCENTS	1.3%	0.3%	2.4%	9.4%	1.9%	0.5%	2.4%	19.8%	40.0%	13.6%	2.5%	0.4%	0.2%	5.2%	100.0%

Statistical Information...

15th Percentile Speed  
29.9 mph

85th Percentile Speed  
51.0 mph

Median Speed  
46.3 mph

Average Speed  
43.4 mph

10 MPH Pace Speed  
40 mph to 50 mph  
1968 vehicles in pace  
Representing 42.8% of the total vehicles

Vehicles > 65 MPH  
12  
0.3%

Mass Highway Department

SPEED SUMMARY  
Thu 10/10/2024

Page: 4

Station #: 240450000138  
Site ID: 000000000302  
Location: Rt5&10 SB, S of MillVillageRd + N.MainST  
Direction: SOUTH  
Lane: 1

File: D1007008.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	1	0	0	2	2	6	2	0	0	0	0	13
02:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
03:00	0	0	0	0	0	0	0	2	1	0	0	1	0	0	4
04:00	0	1	1	0	0	0	1	2	3	7	2	0	0	0	17
05:00	0	0	1	1	2	0	0	4	12	6	2	2	0	0	30
06:00	1	0	4	11	2	1	1	7	37	21	6	0	0	2	93
07:00	0	0	8	27	3	1	2	13	84	41	10	0	0	3	192
08:00	6	1	8	39	11	1	7	62	155	63	9	2	0	5	369
09:00	7	4	6	48	8	1	7	42	183	68	19	1	0	6	400
10:00	3	4	6	39	3	1	3	58	114	24	1	1	0	9	266
11:00	4	2	4	42	10	1	5	47	119	42	6	2	0	10	294
12:00	3	1	8	37	8	2	7	54	114	54	13	5	0	18	324
13:00	4	0	9	36	9	2	14	74	134	35	5	1	0	12	335
DAY TOTAL	28	13	55	281	56	10	49	367	962	365	73	15	0	65	2339
PERCENTS	1.2%	0.6%	2.4%	12.0%	2.4%	0.4%	2.1%	15.7%	41.1%	15.6%	3.1%	0.6%	0.0%	2.8%	100.0%

Statistical Information...

15th Percentile Speed  
24.8 mph

85th Percentile Speed  
51.6 mph

Median Speed  
46.5 mph

Average Speed  
43.1 mph

10 MPH Pace Speed  
40 mph to 50 mph  
962 vehicles in pace  
Representing 42.8% of the total vehicles

Vehicles > 65 MPH  
0  
0.0%

Station #: 240450000150  
Site ID: 000000000403  
Location: Mill Village Rd EB, W of Rt 5 & 10  
Direction: EAST  
Lane: 1

**STA 4 EB**

File: D1007010.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
13:00	10	17	25	3	0	0	0	0	0	0	0	0	0	0	55
14:00	4	10	19	3	0	0	0	0	0	0	0	0	0	0	36
15:00	6	16	38	4	0	0	0	0	0	0	0	0	0	0	64
16:00	8	12	38	2	0	0	0	0	0	0	0	0	0	0	60
17:00	10	20	34	1	0	0	0	1	0	0	0	0	0	0	66
18:00	3	16	45	2	0	0	0	0	0	0	0	0	0	0	66
19:00	0	5	18	2	0	0	0	0	0	0	0	0	0	0	25
20:00	0	2	11	7	1	0	0	0	0	0	0	0	0	0	21
21:00	0	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:00	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	6	1	0	0	0	0	0	0	0	0	0	0	7
24:00	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
DAY TOTAL	41	98	250	27	1	0	0	1	0	0	0	0	0	0	418
PERCENTS	9.8%	23.4%	59.8%	6.5%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed  
12.9 mph

85th Percentile Speed  
19.5 mph

Median Speed  
16.8 mph

Average Speed  
16.7 mph

10 MPH Pace Speed  
5 mph to 15 mph  
98 vehicles in pace  
Representing 26.0% of the total vehicles

Vehicles > 65 MPH  
0  
0.0%

Mass Highway Department

SPEED SUMMARY  
Tue 10/8/2024

Station #: 240450000150  
Site ID: 000000000403  
Location: Mill Village Rd EB, W of Rt 5 & 10  
Direction: EAST  
Lane: 1

File: D1007010.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	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	0
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5
06:00	0	5	14	4	1	0	0	0	0	0	0	0	0	0	24
07:00	1	7	25	4	0	0	0	0	0	0	0	0	0	0	37
08:00	4	16	53	7	0	0	0	0	0	0	0	0	0	0	80
09:00	4	15	47	4	0	0	0	0	0	0	0	0	0	0	70
10:00	1	11	35	10	0	0	0	0	0	0	0	0	0	0	57
11:00	4	7	29	10	0	0	0	0	0	0	0	0	0	0	50
12:00	2	14	40	3	0	0	0	0	0	0	0	0	0	0	59
13:00	9	25	32	3	0	0	0	0	0	0	0	0	0	0	69
14:00	7	16	40	5	0	0	0	0	0	0	0	0	0	0	68
15:00	9	16	39	3	0	0	2	1	0	0	0	0	0	0	70
16:00	8	21	46	3	0	0	0	0	1	0	1	0	0	0	80
17:00	5	8	46	1	0	0	0	0	0	0	2	0	0	0	62
18:00	1	12	30	1	0	0	0	0	0	0	0	0	0	0	44
19:00	7	7	33	3	0	0	0	0	0	0	0	0	0	0	50
20:00	0	4	11	4	0	0	0	0	0	0	0	0	0	0	19
21:00	0	2	8	1	0	0	0	0	0	0	0	0	0	0	11
22:00	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	1	8	2	0	0	0	0	0	0	0	0	0	0	11
24:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
DAY TOTAL	63	188	547	72	1	0	2	1	1	0	3	0	0	0	878
PERCENTS	7.2%	21.4%	62.3%	8.2%	0.1%	0.0%	0.2%	0.1%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed  
13.3 mph

85th Percentile Speed  
19.6 mph

Median Speed  
17.0 mph

Average Speed  
17.1 mph

10 MPH Pace Speed  
5 mph to 15 mph  
188 vehicles in pace  
Representing 23.1% of the total vehicles

Vehicles > 65 MPH  
0  
0.0%

Station #: 240450000150  
Site ID: 000000000403  
Location: Mill Village Rd EB, W of Rt 5 & 10  
Direction: EAST  
Lane: 1

File: D1007010.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	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	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00	1	1	14	2	0	0	0	0	0	0	0	0	0	0	18
07:00	1	3	23	3	0	0	0	0	0	0	0	0	0	0	30
08:00	4	14	45	5	0	0	0	0	0	0	0	0	0	0	68
09:00	7	26	32	9	0	0	0	2	0	0	0	0	0	0	76
10:00	4	8	27	3	0	0	0	0	0	0	0	0	0	0	42
11:00	5	4	25	5	0	0	0	0	0	0	0	2	0	0	41
12:00	0	5	27	5	0	0	0	0	0	0	0	0	0	0	37
13:00	1	3	35	1	1	0	0	0	0	0	0	0	0	0	41
14:00	7	8	43	6	0	0	0	1	1	0	0	0	0	0	66
15:00	1	12	44	6	0	0	2	0	0	0	0	0	0	0	65
16:00	27	27	25	4	0	0	0	0	0	0	1	0	0	0	84
17:00	5	10	37	3	0	0	0	0	0	0	0	0	0	0	55
18:00	1	13	21	3	0	0	0	0	0	0	0	0	0	0	38
19:00	3	12	30	2	0	2	0	0	0	0	0	0	0	0	49
20:00	0	2	8	1	0	0	0	0	0	0	0	0	0	0	11
21:00	0	1	6	4	0	0	0	0	0	0	0	0	0	0	11
22:00	0	1	6	1	0	0	0	0	0	0	0	0	0	0	8
23:00	0	2	5	1	0	0	0	0	0	0	0	0	0	0	8
24:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
DAY TOTAL	68	154	463	64	1	2	2	3	1	0	1	2	0	0	761
PERCENTS	8.9%	20.2%	60.8%	8.4%	0.1%	0.3%	0.3%	0.4%	0.1%	0.0%	0.1%	0.3%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed  
13.4 mph

85th Percentile Speed  
19.7 mph

Median Speed  
17.1 mph

Average Speed  
17.3 mph

10 MPH Pace Speed  
5 mph to 15 mph  
154 vehicles in pace  
Representing 22.2% of the total vehicles

Vehicles > 65 MPH  
0  
0.0%

SPEED SUMMARY  
Thu 10/10/2024

Station #: 240450000150  
Site ID: 000000000403  
Location: Mill Village Rd EB, W of Rt 5 & 10  
Direction: EAST  
Lane: 1

File: D1007010.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	0	17	3	0	0	0	0	0	0	0	0	0	0	20
07:00	0	2	27	6	0	0	0	0	0	0	0	0	0	0	35
08:00	2	11	49	3	0	0	0	0	0	0	0	0	0	0	65
09:00	10	18	45	6	0	0	0	0	2	0	0	0	0	0	81
10:00	2	17	36	2	1	0	0	0	0	0	0	0	0	0	58
11:00	0	14	43	4	0	0	0	0	0	0	0	0	0	0	61
12:00	2	12	36	5	0	0	0	0	0	0	0	0	0	0	55
13:00	4	13	37	3	0	0	0	0	0	0	0	0	0	0	57
DAY TOTAL	23	89	296	32	1	0	0	0	2	0	0	0	0	0	443
PERCENTS	5.2%	20.1%	66.8%	7.2%	0.2%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed  
13.5 mph

85th Percentile Speed  
19.5 mph

Median Speed  
17.1 mph

Average Speed  
17.0 mph

10 MPH Pace Speed  
5 mph to 15 mph  
89 vehicles in pace  
Representing 21.2% of the total vehicles

Vehicles > 65 MPH  
0  
0.0%

Station #: 240450000102  
Site ID: 000000000404  
Location: Mill Village Rd WB, W of Rt 5 & 10  
Direction: WEST  
Lane: 1

**STA 4 WB**

File: D1007012.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
13:00	0	0	18	11	3	0	0	0	0	0	0	0	0	0	32
14:00	0	5	24	13	1	0	0	0	0	0	0	0	0	0	43
15:00	1	6	33	32	0	0	0	0	0	0	0	0	0	0	72
16:00	1	5	30	44	2	2	0	0	0	0	0	0	0	0	84
17:00	1	4	31	28	5	0	0	0	0	0	0	0	0	0	69
18:00	0	5	26	33	3	0	0	0	0	0	0	0	0	0	67
19:00	0	1	17	17	0	0	0	0	0	0	0	0	0	0	35
20:00	0	1	12	15	1	0	0	0	0	0	0	0	0	0	29
21:00	0	3	17	13	2	0	0	0	0	0	0	0	0	0	35
22:00	0	0	9	5	1	0	0	0	0	0	0	0	0	0	15
23:00	0	0	4	6	0	0	0	0	0	0	0	0	0	0	10
24:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
DAY TOTAL	3	32	222	217	18	2	0	0	0	0	0	0	0	0	494
PERCENTS	0.6%	6.5%	44.9%	43.9%	3.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed  
15.9 mph

85th Percentile Speed  
23.8 mph

Median Speed  
19.8 mph

Average Speed  
19.8 mph

10 MPH Pace Speed  
15 mph to 25 mph  
217 vehicles in pace  
Representing 44.2% of the total vehicles

Vehicles > 65 MPH  
0  
0.0%

Mass Highway Department

SPEED SUMMARY  
Tue 10/8/2024

Station #: 240450000102  
Site ID: 000000000404  
Location: Mill Village Rd WB, W of Rt 5 & 10  
Direction: WEST  
Lane: 1

File: D1007012.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
02:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	0	6	6	0	0	0	0	0	0	0	0	0	0	12
07:00	0	6	7	3	0	0	0	0	0	0	0	0	0	0	16
08:00	0	1	16	11	1	0	0	0	0	0	0	0	0	0	29
09:00	0	4	20	10	0	0	0	0	2	0	0	0	0	0	36
10:00	0	1	15	22	2	0	0	0	0	0	0	2	0	0	42
11:00	3	1	21	20	2	0	0	0	0	0	0	0	0	0	47
12:00	0	4	20	18	1	0	0	0	0	0	0	0	0	0	43
13:00	7	8	31	10	0	0	0	0	0	0	0	0	0	0	56
14:00	0	5	30	24	0	1	0	0	0	0	0	0	0	0	60
15:00	1	7	33	31	3	0	0	0	0	0	0	0	0	0	75
16:00	1	5	36	36	4	1	0	0	0	0	0	0	0	0	83
17:00	0	3	34	35	2	0	0	0	0	0	0	2	0	0	76
18:00	0	4	33	39	4	0	0	0	0	0	0	0	0	0	80
19:00	1	6	22	31	0	1	0	2	0	0	0	0	0	0	63
20:00	0	0	17	11	0	0	0	0	0	0	0	0	0	0	28
21:00	0	2	8	9	0	0	0	0	0	0	0	0	0	0	19
22:00	0	1	5	5	1	0	0	0	0	0	0	0	0	0	12
23:00	0	0	4	5	0	0	0	0	0	0	0	0	0	0	9
24:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
DAY TOTAL	14	58	364	332	21	3	0	2	2	0	0	4	0	0	800
PERCENTS	1.8%	7.3%	45.5%	41.5%	2.6%	0.4%	0.0%	0.3%	0.3%	0.0%	0.0%	0.5%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed  
15.8 mph

85th Percentile Speed  
23.7 mph

Median Speed  
19.6 mph

Average Speed  
19.9 mph

10 MPH Pace Speed  
15 mph to 25 mph  
332 vehicles in pace  
Representing 42.2% of the total vehicles

Vehicles > 65 MPH  
0  
0.0%

Mass Highway Department

SPEED SUMMARY  
Wed 10/9/2024

Station #: 240450000102  
Site ID: 000000000404  
Location: Mill Village Rd WB, W of Rt 5 & 10  
Direction: WEST  
Lane: 1

File: D1007012.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	8	2	0	0	0	0	0	0	0	0	0	0	11
07:00	0	0	3	1	0	1	0	0	0	0	0	0	0	0	5
08:00	0	3	13	19	0	0	0	0	0	0	0	0	0	0	35
09:00	3	6	10	16	2	0	0	0	0	0	0	0	0	0	37
10:00	0	1	12	10	1	0	0	0	2	0	0	0	0	0	26
11:00	2	2	12	8	4	0	0	0	0	0	0	0	0	0	28
12:00	0	4	17	12	0	0	0	0	0	0	0	0	0	0	33
13:00	0	3	19	30	2	0	0	0	4	0	0	0	0	0	58
14:00	1	4	15	30	1	0	0	0	0	0	0	0	0	0	51
15:00	0	3	26	30	6	0	0	0	2	0	0	0	0	0	67
16:00	0	4	25	37	2	0	0	0	0	0	0	0	0	0	68
17:00	0	0	18	33	1	0	0	0	0	0	0	0	0	0	52
18:00	0	4	36	36	3	0	0	0	0	0	0	0	0	0	79
19:00	1	3	17	18	0	0	0	0	0	0	0	0	0	0	39
20:00	0	0	13	12	2	0	0	0	0	0	0	0	0	0	27
21:00	0	1	9	9	0	0	0	0	0	0	0	0	0	0	19
22:00	0	0	11	12	1	0	0	0	0	0	0	0	0	0	24
23:00	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6
24:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
DAY TOTAL	8	41	273	319	25	1	0	0	8	0	0	0	0	0	675
PERCENTS	1.2%	6.1%	40.4%	47.3%	3.7%	0.1%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed  
16.1 mph

85th Percentile Speed  
24.0 mph

Median Speed  
20.3 mph

Average Speed  
20.4 mph

10 MPH Pace Speed  
15 mph to 25 mph  
319 vehicles in pace  
Representing 47.8% of the total vehicles

Vehicles > 65 MPH  
0  
0.0%

Station #: 240450000102  
Site ID: 000000000404  
Location: Mill Village Rd WB, W of Rt 5 & 10  
Direction: WEST  
Lane: 1

File: D1007012.prn  
City: Deerfield  
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	1	8	1	1	0	0	0	0	0	0	0	0	0	11
07:00	0	3	7	3	1	0	0	0	0	0	0	0	0	0	14
08:00	0	4	12	16	2	0	0	0	0	0	0	0	0	0	34
09:00	0	2	15	17	0	0	0	0	0	0	0	0	0	0	34
10:00	1	4	15	22	0	0	0	0	0	0	0	0	0	0	42
11:00	0	1	27	17	0	0	0	0	0	0	0	0	0	0	45
12:00	0	2	19	32	2	0	0	0	0	0	0	0	0	0	55
13:00	0	4	32	23	2	0	0	0	0	0	0	0	0	0	61
DAY TOTAL	3	22	138	136	8	0	0	0	0	0	0	0	0	0	307
PERCENTS	1.0%	7.2%	45.0%	44.3%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed  
15.9 mph

85th Percentile Speed  
23.6 mph

Median Speed  
19.7 mph

Average Speed  
19.6 mph

10 MPH Pace Speed  
15 mph to 25 mph  
136 vehicles in pace  
Representing 44.7% of the total vehicles

Vehicles > 65 MPH  
0  
0.0%

## Appendix E. Road Safety Audit References

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## Road Safety Audit References

*FHWA Office of Safety - Proven Safety Countermeasures*, U.S. Department of Transportation, Federal Highway Administration <https://safety.fhwa.dot.gov/provencountermeasures/>.

*Road Safety Audits, A Synthesis of Highway Practice*. NCHRP Synthesis 336. Transportation Research Board, National Cooperative Highway Research Program, 2004.

*Road Safety Audits*. U.S. Department of Transportation, Federal Highway Administration, <https://safety.fhwa.dot.gov/rsa/>

*FHWA Road Safety Audit Guidelines*. U.S. Department of Transportation, Federal Highway Administration, 2006.

*Road Safety Audit*, 2<sup>nd</sup> edition. Austroads, 2000.

*Road Safety Audits*. ITE Technical Council Committee 4S-7. Institute of Transportation Engineers, February 1995.