Falmouth Road Safety Audit
Sandwich Road: Carriage Shop Road to Hatchville Road

September 2011
Prepared by
the Cape Cod Commission
in cooperation with
the Town of Falmouth and
Massachusetts Department of Transportation
Table of Contents

Background............................................................................................................................................. 1
Introduction............................................................................................................................................ 1
Project Data ............................................................................................................................................ 2
Project Location and Description............................................................................................................ 3
Audit Observations and Potential Safety Enhancements ....................................................................... 5
Summary of Road Safety Audit ............................................................................................................. 13

LIST OF APPENDICES

Appendix A. RSA Meeting Agenda ................................................................................................................... 15
Appendix B. RSA Audit Team Contact List........................................................................................................17
Appendix C. Detailed Crash Data .....................................................................................................................19
Appendix D. Additional Information ..............................................................................................................22
Appendix E. Road Safety Audit References .......................................................................................................39

LIST OF FIGURES

Figure 1. Locus Map................................................................................................................................ 3

LIST OF TABLES

Table 1. Participating Audit Team Members ........................................................................................................2
Table 2. Potential Safety Enhancements Summary......................................................................................... 14
Background

All levels of government—local, regional, state, and federal—have been considering locations where crashes are most severe for many years. Several years ago the national consensus was that there should be goals to reduce crashes, and in the 2005 federal legislation: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), there was more emphasis on improving highway safety along with a dedicated funding program—the Highway Safety Improvement Program (HSIP).

In an effort to reduce the number of crash-related fatalities and incapacitating injuries, Massachusetts developed a Strategic Highway Safety Plan in 2006. The mission of the Safety Plan is to “Develop, promote, implement, and evaluate data-driven, multidisciplinary strategies to maximize safety for users of the roadway system.” One of the many strategies noted in the Safety Plan is to “conduct Road Safety Audits (RSA) at high-crash locations throughout the Commonwealth.” MassDOT incorporated the RSA as a requirement for securing Federal funding (Highway Safety Improvement Program [HSIP] funds) for safety projects.

The Federal Highway Administration (FHWA) defines a Road Safety Audit (RSA) as the formal safety examination of an existing or future road or intersection by an independent, multidisciplinary team. The purpose of an RSA is to identify potential safety issues and possible opportunities for safety improvements while considering all roadway users.

The Cape Cod Commission, serving as the regional planning agency for the fifteen towns on Cape Cod, has reviewed many transportation locations over the years during various processes, including the Regional Transportation Plan, the Transportation Improvement Program, and Developments of Regional Impact, considering the existing safety issues and potential improvements. In addition, the CCC began looking at specific safety locations annually through safety studies and Road Safety Audits (RSAs). A portion of the federal HSIP funds are allocated for improvements to the region’s highest crash locations.

Introduction

About 31,000 year round residents inhabit the Town of Falmouth, one of fifteen towns on Cape Cod. As with most Cape Cod towns, there are visitors in town adding to the numbers of people moving around for various activities. Falmouth is a coastal area town or destination for residents and visitors with an historic downtown, scientific institutions, and other attractions.

In Falmouth, there are ports with ferry services to the Islands, intercity bus connections, local bus services provided by the Cape Cod Regional Transit Authority,
and the Shining Sea Bikeway along with the walkable, livable sections of downtown Woods Hole and Falmouth. However, most of the travel in and around town is accomplished by private automobile.

The Sandwich Road section of roadway, between and including the intersections of Carriage Shop Road and Hatchville Road, based on Equivalent Property Damage Only (EPDO) rate is the tenth highest crash location on Cape Cod, and was selected by the Cape Cod Joint Transportation Committee (CCJTC) as a Road Safety Audit location.

In the spring of 2011 CCC staff requested crash reports and information from the Town of Falmouth for this Road Safety Audit. The crash data were reviewed with a resulting crash diagram and summary developed.

The Town of Falmouth was contacted for a list of participants in September 2011, and the Road Safety Audit was scheduled with MassDOT and the Town of Falmouth.

**Project Data**

The Road Safety Audit meeting and site visit took place on Friday, September 16, 2011, at 10:00 a.m., at Falmouth Town Hall and on site at the Sandwich Road section and intersections.

**Table 1. Participating Audit Team Members**

<table>
<thead>
<tr>
<th>Audit Team Member</th>
<th>Agency/Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marlene McCollem</td>
<td>Falmouth Planning Department</td>
</tr>
<tr>
<td>Peter McConarty</td>
<td>Falmouth Engineering Division</td>
</tr>
<tr>
<td>Bob Williams</td>
<td>Falmouth Engineering Division</td>
</tr>
<tr>
<td>Lisa Schletzbaum</td>
<td>MassDOT – Safety Division</td>
</tr>
<tr>
<td>Alolade Campbell</td>
<td>MassDOT Highway Division District 5 Projects</td>
</tr>
<tr>
<td>Glenn Cannon, P.E.</td>
<td>Technical Services Director, Cape Cod Commission</td>
</tr>
<tr>
<td>Priscilla N. Leclerc</td>
<td>Senior Transportation Planner, Cape Cod Commission</td>
</tr>
</tbody>
</table>
Project Location and Description

Sandwich Road in the Town of Falmouth is a two-lane roadway that extends from approximately the Massachusetts Military Reservation in the Hatchville village, across Nathan Ellis Highway / Route 151, to Route 28 in the Teaticket village area. The section of Sandwich Road reviewed during the Road Safety Audit is about 500 linear feet and included the intersections of Carriage Shop Road and Hatchville Road.

Sandwich Road is functionally classified as an urban extension of a rural minor arterial, and runs in a north/south direction. Carriage Shop Road is classified as an urban minor arterial and Hatchville Road is an urban collector.

Figure 1. Locus Map
Figure 1. Land Use and Environmental Map
The RSA Team reviewed the crash diagram, the crash summary, the traffic volumes and turning movement counts, and the speed regulations.

The Sandwich Road crashes from 2008-2010 included eight at the intersection with Carriage Shop Road and two at the intersection with Hatchville Road. Injury crashes accounted for 50% of the crashes at each intersection and overall.

Of the Carriage Shop Road intersection crashes, 62.5% were angle crashes, and the others were rear-end crashes. All of these angle crashes occurred between vehicles turning left from Carriage Shop Road in conflict with vehicles heading northbound on Sandwich Road. The rear-end crashes at this location were between vehicles heading southbound on Sandwich Road that were slowing or waiting to turn left onto Carriage Shop Road and vehicles behind them.

At the Hatchville Road intersection with Sandwich Road two crashes were reported in the 2008-2010 time frame. An injury rear-end crash happened between two vehicles heading northbound on Sandwich Road as the first slowed to turn left into Hatchville Road. One angle crash followed when a northbound vehicle on Sandwich Road
attempting a left turn into Hatchville Road came into conflict with a southbound Sandwich Road vehicle.

The regulatory speed limit for Sandwich Road in the vicinity of Hatchville Road is 35 miles per hour, and this regulatory speed changes about 100 feet northerly toward the Carriage Shop Road intersection.

The posted speed limits reflect these regulatory speeds. On Sandwich Road heading southbound the speed is posted at 40 miles per hour prior to the Carriage Shop Road intersection, and the speed limit sign for 35 miles per hour is on the island at Hatchville Road. Heading northbound on Sandwich Road, the speed is posted at 40 miles per hour about 100 feet south of the Carriage Shop Road intersection.

The regulatory speed for Carriage Shop Road is 35 miles per hour heading westbound to the stop at the intersection with Sandwich Road.

The speed regulations for Sandwich Road and Carriage Shop Road are included in the appendices.
Audit Observations and Potential Safety Enhancements

SAFETY ISSUE #1. SIGNAGE

**Observation:** Sandwich Road has intersection warning signs at other intersections, and it was reported that it is advisable to add intersection warning signs to maintain consistency in alerting drivers for the Carriage Shop Road and Hatchville Road intersections.

Another sign note is the curve warning sign on the island at Hatchville Road as fairly close to the other signs on the island, but may need to remain because of distance to the curve.

The Carriage Shop Road street sign is worn and should be replaced for improved visibility.

Local destination and informational signs in rural historic character of the area were observed and it was noted that it may be beneficial to relocate the Falmouth Country Club sign northerly prior to the Carriage Shop Road intersection. It was thought that drivers looking for the location may be stopping too quickly for the traffic behind them to take it in and adjust.

A litter free zone sign should be moved away from the busy Sandwich Road section with the intersections.

**Enhancement:** Add intersection warning signs for both intersections in both directions along Sandwich Road, along with a supplemental tab noting the name of the cross street.

Install a new street sign at Carriage Shop Road and Hatchville Road in larger size (the standard according to the MUTCD).

Move the litter free zone sign to another section beyond the intersections.

Consider relocation of the Falmouth Country Club sign.
SAFETY ISSUE #2. SPEED

**Observation:** At the Carriage Shop Road intersection, 62.5% of crashes were between vehicles turning left from Carriage Shop Road and vehicles heading northbound on Sandwich Road. It was noted that although the speed limit is 40 miles per hour, vehicles are probably traveling faster along the straight stretch of Sandwich Road.

**Enhancement:** A speed study could be performed to detect traveling speeds and when there may be peaks in violations. The police could then follow-up with targeted enforcement at times to provide a presence and expectation of enforcement in the corridor.

SAFETY ISSUE #3. CONFLICTING VOLUMES

**Observation:** Sandwich Road southbound traffic turning left at Carriage Shop Road accounts for 21% (112 out of 541 vehicles). At the intersection 37.5% of crashes resulted in rear-ends to Sandwich Road southbound vehicles stopped or slowing to turn left onto Carriage Shop Road.

The northbound through vehicles on Sandwich Road numbered 595 conflicting with 64% or 158 vehicles entering from Carriage Shop Road turning left onto Sandwich Road. At the intersection, 62.5% of crashes were between vehicles turning left from Carriage Shop Road and vehicles heading northbound on Sandwich Road.

**Enhancement:** Installation of intersection warning signs should provide greater awareness of the potential conflicts.

A left turn pocket for the Sandwich Road traffic turning left onto Carriage Shop Road may reduce rear-end crashes at this location. A review of left turn lane warrants can help to determine the need.
SAFETY ISSUE #4. PAVEMENT MARKINGS

Observation:

Sandwich Road northbound through vehicles and vehicles turning left onto Sandwich Road from Carriage Shop Road account for 62.5% of crashes at the intersection. It was noted that vehicles were driving over the painted narrow median at the end of Carriage Shop Road. Town staff noted that it had been painted earlier this summer, but recently there was a fluid leak and resulting clean-up that dulled the painted median. A raised median may assist in delineation, but it was mentioned that truck traffic needs the wider area for turner. It was thought that rumble strips may be too loud at this spot.

At the Sandwich Road and Hatchville intersection, an island exists with two way traffic on both sides and may be the cause of confusion.

Enhancement: Repaint the median.

A possible long term enhancement may be to install a slightly raised median for improved vehicular delineation.
SAFETY ISSUE #5. ISLAND AT HATCHVILLE ROAD

Observation:

At the Sandwich Road and Hatchville Road intersection, an island exists with two way traffic on both sides. It was noted that it may be the cause of confusion—drivers that are not familiar with the area may not know which side of the island to use when traveling north on Sandwich Road and turning left at Hatchville Road.

Following the RSA Team meeting, a check for directions that required a left turn from Sandwich Road northbound into Hatchville Road on Google maps, directed drivers to turn left north of the island into Hatchville Road.

Enhancement:

It may be beneficial to look at traffic flow improvements and/or Global Positioning System (GPS) map directions to determine potential refinements.

A long term consideration may be to eliminate the island and convert the alignment into a right angled traditional intersection, or “T” intersection.
**SAFETY ISSUE #6. BICYCLE AND PEDESTRIAN ACCOMMODATION**

**Observation:**

Sandwich Road has a small paved shoulder in this section that widens at the Hatchville Road island on the southbound side. A grassy area also exists on both sides of the roadway. There are no separate facilities for bicycles or pedestrians. Town staff reported that funds for capital improvements are limited and that any costly improvements to Sandwich Road are not yet in line.

There is a crosswalk approximately 200 feet from Sandwich Road around the curve on Hatchville Road that is mentioned under the issue for sight distance.

**Enhancement:**

Consider improved bicycle/pedestrian accommodation when reconstruction for Sandwich Road is being considered.
SAFETY ISSUE #7. SIGHT DISTANCE

**Observation:**

On the Hatchville Road island there are several low bushes that are high enough to block views to the south at the northerly stop bar. Bushes could be trimmed or relocated to assure visibility.

On Hatchville Road approximately 200 feet west of the intersection is a crosswalk and it was noted that it is not visible until one is driving around the corner. It was mentioned that the brush could be cut back on the right side of Hatchville Road on approach to the crosswalk.

At Carriage Shop Road looking northerly onto Sandwich Road, brush on the northeasterly corner of the intersection should be trimmed to allow for vehicles stopped at Carriage Shop Road to have an improved view northbound.

A vehicle stopped on Carriage Shop Road to turn left onto Sandwich Road may have visibility blocked by a vehicle turning right from Carriage Shop Road. Drivers in left turning vehicles may find themselves creeping out into the intersection to see around vehicles stopped in the right lane and may accept a short gap at the last minute to move out of the lane.

**Enhancement:**

Trimming or cutting back brush to improve visibility.

After appropriate trimming review sight distance to ensure adequate sight distance for perception and reaction time is achieved.
Summary of Road Safety Audit

The following summary list of the Road Safety Audit observations and enhancements is provided to assist in the design and/or implementation of potential improvements elicited during the process. It is also recommended that for any more involved geometric changes, the design process include further analysis and public input.

“Safety Payoff” estimates are subjective and may be based on the relative percent of crashes that may be reduced by the enhancement based on known and documented crash reduction factors, if available, or estimated crash reduction based on a stated source. Estimates of crash reduction are categorized as “Low” (<30%), “Medium” (31% to 70%), and “High” (>71%). The time frame is categorized as “Short-term” (<1 year), “Medium-term” (1 to 3 years), or “Long-term” (>3 years). The costs are categorized as “Low” (<$10,000), “Medium” ($10,001 to $50,000), or “High” (> $50,001).

Many of the “Safety Payoff” estimates in this report were based on crash reduction factors in the Desktop Reference for Crash Reduction Factors, Report No. FHWA-SA-08-011 by the U.S. Department of Transportation, Federal Highway Administration, September 2008.
<table>
<thead>
<tr>
<th>Safety Issue</th>
<th>Potential Safety Enhancement</th>
<th>Safety Payoff</th>
<th>Time Frame</th>
<th>Cost</th>
<th>Responsible Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage Intersection warning signs</td>
<td>The addition of intersection warning signs on Sandwich Road will provide advance warning and corridor consistency</td>
<td>Low</td>
<td></td>
<td>Low</td>
<td>Town</td>
</tr>
<tr>
<td>Signage Street and informational signs</td>
<td>Replacement or adjustment of location to improve visibility</td>
<td>Low</td>
<td>Short-term</td>
<td>Low</td>
<td>Town</td>
</tr>
<tr>
<td>Speed</td>
<td>Speed study / document level of violators</td>
<td>Low</td>
<td>Medium-term</td>
<td>Medium</td>
<td>Region/Town</td>
</tr>
<tr>
<td>Speed</td>
<td>Short focused periodic enforcement to slow vehicles</td>
<td>Low</td>
<td>Medium-term</td>
<td>Medium</td>
<td>Town</td>
</tr>
<tr>
<td>Conflicting Volumes Left turns in and out of side roads conflicting with Sandwich Road volumes</td>
<td>Intersection warning signage (above)</td>
<td>Low</td>
<td>Long-term</td>
<td>High</td>
<td>Town</td>
</tr>
<tr>
<td>Pavement Markings Carriage Shop Rd. painted median</td>
<td>Generally in good condition with the painted median at Carriage Shop Rd. fading and needs repainting</td>
<td>Low</td>
<td>Short-term</td>
<td>Low</td>
<td>Town</td>
</tr>
<tr>
<td>Pavement Markings Carriage Shop Rd. painted median</td>
<td>Median at Carriage Shop Rd. may improve delineation with a slightly raised treatment for the median.</td>
<td>Medium-High</td>
<td>Medium-term</td>
<td>Medium</td>
<td>Town</td>
</tr>
<tr>
<td>Island at Hatchville Road Driver confusion / Google map directs Sandwich Rd. NB drivers to turn left northerly of the island.</td>
<td>Review potential traffic flow improvements around the island through striping changes to reduce driver confusion. Google map directs Sandwich Rd. NB drivers to turn left northerly of the island.</td>
<td>Low</td>
<td>Medium-term</td>
<td>Low</td>
<td>Region/Town</td>
</tr>
<tr>
<td>Island at Hatchville Road</td>
<td>Eliminate the island for “T” intersection</td>
<td>Medium</td>
<td>Long-term</td>
<td>High</td>
<td>Town</td>
</tr>
<tr>
<td>Bicycle and Pedestrian Accommodation, narrow paved shoulder &amp; grass shoulder</td>
<td>Consider improved bicycle/pedestrian accommodation when reconstruction for Sandwich Road is being considered.</td>
<td>Medium</td>
<td>Long-term</td>
<td>High</td>
<td>Town</td>
</tr>
<tr>
<td>Sight Distance Trimming brush / bushes</td>
<td>Improved visibility</td>
<td>Low</td>
<td>Short-term</td>
<td>Low-Medium</td>
<td>Town</td>
</tr>
</tbody>
</table>
Appendix A. RSA Meeting Agenda
Road Safety Audit Meeting

Falmouth, Sandwich Road at Carriage Shop Road and at Hatchville Road

September 16, 20:1

10:00 a.m. – 12:00 noon

Location: FALMOUTH TOWN HALL, 59 Town Hall Square, Falmouth, MA 02540

10:00 a.m. Welcome and Introductions

10:15 a.m. Review of Site Specific Material
- Crash, Speed & Volume Summaries—provided in advance
- Existing Geometries and Conditions

11:00 a.m. Visit the Site
- Assemble as a group at the site for observation of conditions
- As a group, identify areas for improvement

11:30 a.m. Post Visit Discussion / Completion of RSA
- Discuss observations and finalize findings
- Discuss potential improvements and finalize recommendations

12:00 noon Adjourn for the Day

Next Steps: After the RSA meeting, participants will be asked to comment and respond to the draft document materials to assure it is reflective of the RSA completed by the multidisciplinary team.
Appendix B. RSA Audit Team Contact List
# Participating Audit Team Members

**Date:** September 16, 2011  **Location:** Falmouth Town Hall and site visit

<table>
<thead>
<tr>
<th>Audit Team Members</th>
<th>Agency/Affiliation</th>
<th>Email Address</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
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<td><a href="mailto:mmccollem@falmouthmass.us">mmccollem@falmouthmass.us</a></td>
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<td>508-457-2543</td>
</tr>
<tr>
<td>Bob Williams</td>
<td>Falmouth Engineering Division</td>
<td></td>
<td>508-457-2543</td>
</tr>
<tr>
<td>Lisa Schletzbaum</td>
<td>MassDOT – Safety Division</td>
<td><a href="mailto:Lisa.schletzbaum@state.ma.us">Lisa.schletzbaum@state.ma.us</a></td>
<td>617-973-7685</td>
</tr>
<tr>
<td>Alolade Campbell</td>
<td>MassDOT Highway Division District 5 Projects</td>
<td><a href="mailto:Alolade.Campbell@state.ma.us">Alolade.Campbell@state.ma.us</a></td>
<td>508-884-4352</td>
</tr>
<tr>
<td>Glenn Cannon</td>
<td>Technical Services Director, Cape Cod Commission</td>
<td><a href="mailto:gcannon@capecodcommission.org">gcannon@capecodcommission.org</a></td>
<td>508-362-3828</td>
</tr>
<tr>
<td>Priscilla N. Leclerc</td>
<td>Senior Transportation Planner, Cape Cod Commission</td>
<td><a href="mailto:pleclerc@capecodcommission.org">pleclerc@capecodcommission.org</a></td>
<td>508-362-3828</td>
</tr>
</tbody>
</table>
Appendix C. Detailed Crash Data
Falmouth Police Department Crash Reports for the locations, 2008-2010

Source:
### Sandwich Road @ Carriage Shop Road

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Day</th>
<th>Severity</th>
<th>Cars</th>
<th>Manner</th>
<th>Bike/Ped</th>
<th>Weather</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/21/2008</td>
<td>11:03:00 AM</td>
<td>Mon</td>
<td>PDO</td>
<td>2</td>
<td>Angle</td>
<td>n/a</td>
<td>clear / cloudy</td>
<td>Veh 1 did not use care entering from Carriage Shop Rd turning left onto Sandwich Rd SB and struck Veh 2 --as Veh 2 was heading NB on Sand Rd. No injuries &amp; damage to both vehicles but able to drive away</td>
</tr>
<tr>
<td>5/25/2008</td>
<td>4:26:00 PM</td>
<td>Sun</td>
<td>Injury</td>
<td>2</td>
<td>Angle</td>
<td>n/a</td>
<td>clear</td>
<td>Veh 1 NB Sand Rd and hit by Veh 2 failing to yield the ROW when turning L from CS Rd</td>
</tr>
<tr>
<td>8/27/2008</td>
<td>8:33:00 PM</td>
<td>Wed</td>
<td>Injury</td>
<td>2</td>
<td>Angle</td>
<td>n/a</td>
<td>clear</td>
<td>Veh 1 NB Sand Rd and hit by Veh 2 failing to yield the ROW when turning L from CS Rd</td>
</tr>
<tr>
<td>11/4/2008</td>
<td>1:11:00 PM</td>
<td>Tue</td>
<td>Injury</td>
<td>2</td>
<td>Rear-end</td>
<td>n/a</td>
<td>clear</td>
<td>Veh 1 NB Sand Rd slowing to turn LEFT onto CS Rd and hit by Veh 2 also SB on Sandwich Rd -- reported sun in eyes heading SB did not see Veh 1</td>
</tr>
<tr>
<td>11/6/2008</td>
<td>5:25:00 PM</td>
<td>Thu</td>
<td>PDO</td>
<td>2</td>
<td>Rear-end</td>
<td>n/a</td>
<td>rain</td>
<td>Veh 1 NB Sand Rd stopped to turn LEFT onto CS Rd, and hit by Veh 2 also SB on Sandwich Rd unable to stop due to excessive speed under wet road conditions</td>
</tr>
<tr>
<td>8/8/2009</td>
<td>7:49:00 PM</td>
<td>Sat</td>
<td>PDO</td>
<td>3</td>
<td>Rear-end</td>
<td>n/a</td>
<td>clear</td>
<td>Veh 1 did not use care entering from Carriage Shop Rd turning left onto Sandwich Rd SB, and struck Veh 2 --as Veh 2 was heading NB on Sand Rd hits Veh 2 pushing Veh 2 into Veh 1.</td>
</tr>
<tr>
<td>8/12/2010</td>
<td>2:49:00 PM</td>
<td>Thu</td>
<td>PDO</td>
<td>2</td>
<td>Angle</td>
<td>n/a</td>
<td>clear</td>
<td>Veh 1 did not use care entering from Carriage Shop Rd turning left onto Sandwich Rd SB and struck Veh 2 --as Veh 2 was heading NB on Sand Rd. Both vehicles towed.</td>
</tr>
<tr>
<td>10/7/2010</td>
<td>3:20:00 PM</td>
<td>Thu</td>
<td>Injury</td>
<td>2</td>
<td>Angle</td>
<td>n/a</td>
<td>clear</td>
<td>Veh 1 did not use care entering from Carriage Shop Rd turning left onto Sandwich Rd SB and struck Veh 2 --as Veh 2 was heading NB on Sand Rd. Injury to passenger of Veh 2.</td>
</tr>
</tbody>
</table>

### Sandwich Road @ Hatchville Road

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Day</th>
<th>Severity</th>
<th>Cars</th>
<th>Manner</th>
<th>Bike/Ped</th>
<th>Weather</th>
<th>Summary</th>
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<tbody>
<tr>
<td>1/31/2008</td>
<td>10:35:00 AM</td>
<td>Thu</td>
<td>PDO</td>
<td>2</td>
<td>Angle</td>
<td>n/a</td>
<td>cloudy / rain</td>
<td>Veh 1 (Sand.Rd NB) attempted LEFT into Hatchville Rd, and hit by Veh 2 SB on Sandwich Rd.</td>
</tr>
<tr>
<td>7/11/2009</td>
<td>1:40:00 PM</td>
<td>Sat</td>
<td>Injury</td>
<td>2</td>
<td>Rear-end</td>
<td>n/a</td>
<td>clear</td>
<td>Veh 1 Sand.Rd NB slowing to turn LEFT into Hatchville Rd, and hit by Veh 2 also travelling NB on Sandwich Rd but did not see Veh 1 slowing down.</td>
</tr>
</tbody>
</table>

Source: Falmouth Police Department Crash Reports for the locations, 2008-2010
Appendix D. Additional Information

- Traffic Volumes
- Turning Movement Counts
  - Carriage Shop Road
  - Hatchville Road
- Speed Regulations
  - Sandwich Road
  - Carriage Shop Road
### Groups Printed- Car

<table>
<thead>
<tr>
<th>Start Time</th>
<th>From North</th>
<th>From East</th>
<th>From South</th>
<th>From West</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Left</td>
<td>Thru</td>
<td>Right</td>
<td>Peds</td>
</tr>
<tr>
<td>16:00</td>
<td>23</td>
<td>71</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16:15</td>
<td>19</td>
<td>82</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16:30</td>
<td>21</td>
<td>81</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16:45</td>
<td>23</td>
<td>69</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>81</td>
<td>294</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>17:00</td>
<td>17</td>
<td>48</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>17:15</td>
<td>13</td>
<td>75</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Grand Total</td>
<td>111</td>
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<tr>
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<td>Total %</td>
<td>6.2</td>
<td>25.5</td>
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</tbody>
</table>

### Diagram

- **North:**
  - Left: 0
  - Thru: 0
  - Right: 0
  - Peds: 0

- **Out:**
  - Total: 128
  - Right Thru: 0
  - Left: 0

- **Traffic:**
  - 8/13/2011 16:00
  - 8/13/2011 17:15

### Counted By: LAM

- **Location:** Sandwich Rd @ Carriage Shop Rd
- **Date:** 9/13/2011
- **File Name:** 3012_09132011
- **Site Code:** 00003012
- **Start Date:** 9/13/2011
- **Page No:** 1

---

**Counter #: 5**

CAPE COD COMMISSION
3225 Main Street • P.O. Box 226
Barnstable, MA 02630
Tel: 508.362.1828 • Fax: 508.362.3136
E-Mail: trans@capecodcommission.org

Road Safety Audit—Falmouth, Sandwich Road: Carriage Shop Road to Hatchville Road
### Groups Printed Bikes

<table>
<thead>
<tr>
<th>Start Time</th>
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<th>From East</th>
<th>From South</th>
<th>From West</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
<tr>
<td>16:00</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>*** BREAK ***</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
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</tr>
<tr>
<td>Total</td>
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<td>0</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>17:00</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>17:15</td>
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<td>Total %</td>
<td>33.3</td>
<td>0</td>
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<td>50</td>
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</table>

### Diagrams

- [Diagram of Road Network](#)
- [Detailed Schematic](#)
### Cape Cod Commission

3225 Main Street • P.O. Box 226
Barnstable, MA 02630
Tel: 508.362.3826 • Fax: 508.362.3136
E-Mail: trans@capecodcommission.org

**Counter #.5**

**Counted By:** LAM

**Location:** Sandwich Rd @ Carriage Shcp Rd

**Date:** 9/13/2011

File Name: 3012_09132011
Site Code: 00003012
Start Date: 9/13/2011
Page No: 2

---

#### Road Safety Audit—Falmouth, Sandwich Road: Carriage Shop Rd to Hatchville Road

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<thead>
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<th>From South</th>
<th>From West</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Start Time</strong></td>
<td><strong>Left</strong></td>
<td><strong>Thru</strong></td>
<td><strong>Right</strong></td>
</tr>
<tr>
<td>16:30</td>
<td>24</td>
<td>82</td>
<td>0</td>
</tr>
<tr>
<td>16:45</td>
<td>20</td>
<td>81</td>
<td>0</td>
</tr>
<tr>
<td>17:00</td>
<td>17</td>
<td>85</td>
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</tr>
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<td>13</td>
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<td><strong>Total Volume</strong></td>
<td>74</td>
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<td><strong>% App. Total</strong></td>
<td>21.6</td>
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**Peak Hour Analysis From 16:00 to 17:15: Peak 1 of 1**

Peak hour for entire intersection begins at 16:30

PHI | 771 | 817 | 0 | 0 | 0 | 867 | 796 | 0 | 809 | 0 | 601 | 0 | 0 | 0 | 858 |

---

#### Peak Hour Data

### North

- **Peak Hour Begins at 16:30**
- **Cars**
- **Trucks**

---

#### Out | In | Total
---

- **North
  - Right Thru
  - Left
  - Peds**

---

#### Out | In | Total
---

- **Right
  - Left Thru
  - Peds**

---

#### Out | In | Total
---

- **Left
  - Thru
  - Right Peds**

---

#### Out | In | Total
---

- **0 | 268 | 741**

---

#### Out | In | Total
---

- **364 | 619 | 972**
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<tr>
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<th>From South</th>
<th>From West</th>
<th>Int. Total</th>
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<td>Right</td>
<td>Peds</td>
<td>Left</td>
</tr>
<tr>
<td>16:00</td>
<td>0</td>
<td>108</td>
<td>7</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16:15</td>
<td>1</td>
<td>100</td>
<td>8</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>16:30</td>
<td>1</td>
<td>83</td>
<td>10</td>
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<td>0</td>
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<tr>
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<td>1</td>
<td>80</td>
<td>2</td>
<td>1</td>
<td>1</td>
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<td>Total</td>
<td>3</td>
<td>371</td>
<td>27</td>
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<th>Int. Total</th>
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<tr>
<td>17:00</td>
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<tr>
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<td>95</td>
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<tr>
<td>Grand Total</td>
<td>5</td>
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<td>38</td>
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<td>0.9</td>
<td>92.3</td>
<td>6.6</td>
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<tr>
<td>Percent %</td>
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**Diagram:**

- [Diagram Image]

---

**Road Safety Audit—Falmouth, Sandwich Road: Carriage Shop Road to Hatchville Road**

Page 29
<table>
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<tr>
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<th>From East</th>
<th>From South</th>
<th>From West</th>
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<tr>
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<td>Right</td>
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</tr>
<tr>
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<td>1</td>
<td>0</td>
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</tr>
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</tr>
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<td>0</td>
<td>0</td>
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</tr>
<tr>
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<table>
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<th>From South</th>
<th>From West</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Left</td>
<td>Thru</td>
<td>Right</td>
<td>Peds</td>
<td>Left</td>
</tr>
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<td>0</td>
</tr>
<tr>
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</tr>
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Approach %
- From North: 94.1%
- From East: 5.9%

Total %
- 46.5%

Diagram:

- Road Safety Audit—Falmouth, Sandwich Road: Carriage Shop Road to Hatchville Road
### Groups Printed- Bikes

<table>
<thead>
<tr>
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<th>From East</th>
<th>From South</th>
<th>From West</th>
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<td>Thru</td>
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</tr>
<tr>
<td>16:00</td>
<td>C</td>
<td>1</td>
<td>C</td>
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<tr>
<td>*** BREAK ***</td>
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</tr>
<tr>
<td>16:45</td>
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<td>0</td>
</tr>
<tr>
<td>Total</td>
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<td>C</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Grand Total</td>
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<td>2</td>
<td>0</td>
<td>0</td>
</tr>
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<tr>
<td>Total %</td>
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<td>42.5</td>
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</table>

### Diagrams

- [Diagram 1](#)
- [Diagram 2](#)
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<th>From East</th>
<th>From South</th>
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<tr>
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<tr>
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<td>1</td>
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<tr>
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<th>Total %</th>
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<tr>
<td>% Cars</td>
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<td>97.4</td>
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<td>1</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>2.9</td>
<td>2.6</td>
<td>0</td>
<td>0</td>
<td>0.02</td>
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</tbody>
</table>

![Diagram of traffic flow](image)
### Road Safe

**Location:** Sandwich Rd @ Hatchville Rd  
**Date:** 9/13/2011

#### Peak Hour Analysis From 16:00 to 17:15 - Peak 1 of 1

<table>
<thead>
<tr>
<th>Start Time</th>
<th>From North</th>
<th>From East</th>
<th>From South</th>
<th>From West</th>
<th>Int Total</th>
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</thead>
<tbody>
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<td></td>
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<td>Thru</td>
<td>Right</td>
<td>Peds</td>
<td>App. Total</td>
</tr>
<tr>
<td>16:30</td>
<td>1</td>
<td>84</td>
<td>10</td>
<td>85</td>
<td>0</td>
</tr>
<tr>
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<td>82</td>
<td>2</td>
<td>86</td>
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</tr>
<tr>
<td>17:00</td>
<td>2</td>
<td>65</td>
<td>7</td>
<td>74</td>
<td>1</td>
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<tr>
<td>17:15</td>
<td>0</td>
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<td>4</td>
<td>99</td>
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<table>
<thead>
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<th>From South</th>
<th>From West</th>
<th>Int Total</th>
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<td>23</td>
<td>384</td>
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<td>% App. Total</td>
<td>1.1</td>
<td>0.1</td>
<td>0.3</td>
<td>3.3</td>
<td>1.5</td>
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</table>

### Peak Hour Data

- **Peak Hour Begins at 16:30**
- **Cars**
- **Trucks**

#### Diagram

- Out In
- Right Thru Left Peds
- Left Thru Right Peds
- 1 1 1
- 1 1 1
- 1 1 1
- 1 1 1

- Total: 1 1 1
- Total: 1 1 1
- Total: 1 1 1
- Total: 1 1 1

- Out In Total
- 1 1 1
- 1 1 1

---

Road Safety Audit—Falmouth, Sandwich Road: Carriage Shop Road to Hatchville Road  
Page 33
THE COMMONWEALTH OF MASSACHUSETTS

Department of Public Works

SPECIAL REGULATION GOVERNING THE SPEED OF MOTOR VEHICLES ON

TOWN WAY, IN THE TOWN OF FALMOUTH

September 10, 1957

SPECIAL SPEED REGULATION NO. 141

Highway Location: FALMOUTH

Authority in Control: TOWN OF FALMOUTH

Name of Highway: Sandwich Road

In accordance with the provisions of Section 18 of Chapter 90 of the General Laws (Ter., Ed.), as amended by Section 2 of Chapter 5612 of the Acts of 1941, the following Special Speed Regulation made by the Board of Selectmen of the Town of Falmouth shall be effective immediately upon compliance with the applicable provisions of the above-referenced Section 2.

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

SOUTHBOUND

Beginning at the town line Mashpee - Falmouth,

thence southerly 0.95 miles at 15 miles per hour ending at a point 300 feet north of the intersection of Sandwich Road and Coonamssett Highway.

Then beginning again on the southerly side of the intersection of Sandwich Road and Coonamssett Highway,

thence southerly 1.00 miles at 15 miles per hour

" 0.56 "  " 10 "  " "

" 0.17 "  " 35 "  " "

" 1.97 "  " 10 "  " "

" 0.96 "  " 35 "  " "

the total distance being 5.61 miles.

NORTHBOUND

Beginning at a point 300 feet north of Route 28,

thence northerly 0.96 miles at 35 miles per hour

" 1.97 "  " 10 "  " "

" 0.17 "  " 35 "  " "

" 0.56 "  " 10 "  " "

" 1.00 "  " 15 "  " "

ending at a point 300 feet south of the intersection of Sandwich Road and Coonamssett Highway.

Then beginning again on the northerly side of the intersection of Sandwich Road and Coonamssett Highway,

thence northerly 0.98 miles at 15 miles per hour ending at the Mashpee-town line; the total distance being 5.36 miles.
Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense Section 11 of Chapter 90.

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

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

DEPARTMENT OF PUBLIC WORKS

Carl A. Sheridan  
Commissioner

Fred E. Cole  
Associate Commissioner

Rudolph F. King  
Registrar of Motor Vehicles

Lewis J. Fritz  
Associate Commissioner
TOWN OF FAIRMOUTH  
SPECIAL SPEED REGULATION NO. 7206  

Highway Location:  
FALMOUTH  

Authority In Control:  
TOWN OF FAIRMOUTH  

Name of Highway(s):  
CURLEY BOULEVARD, QUAKER ROAD,  
NASHAWENA STREET, GIFFORD STREET,  
FRESH POND ROAD AND CARRIAGE SHOP  
ROAD.  

In accordance with the provisions of Chapter 90, Section 18 of  
the General Laws (Ter. Ed.) as amended, the following Special Speed  
Regulation is hereby Adopted  
by the Board of Selectmen  
of the Town of Falmouth  
That the following speed limits are established at which motor  
vehicles may be operated in the areas described:  

CURLEY BOULEVARD, QUAKER ROAD & NASHAWENA STREET-SOUTHBOUND  

Beginning at a point 350 feet from Route 28A  
Thence southerly on Curley Boulevard, Quaker Road and Nashawena Street  
0.61 miles at 45 miles per hour  
0.66 miles at 35 " " " "  
0.60 " " 30 " " "  
1.06 " " 35 " " "  
0.43 " " 25 " " "  
ending at Old Dock Road;  
the total distance being 3.36 miles.  

NASHAWENA STREET, QUAKER ROAD & CURLEY BOULEVARD-NORTHBOUND  

Beginning at Old Dock Road  
Thence northerly on Nashawena Street, Quaker Road and Curley Boulevard  
0.43 miles at 25 miles per hour  
1.06 " " 35 " " "  
0.60 " " 30 " " "  
0.66 " " 35 " " "  
0.58 " " 45 " " "  
0.10 " " 30 " " "  
ending at Route 28A;  
the total distance being 3.43 miles.
GIFFORD STREET-NORTHBOUND

Beginning at Main Street
Thence northerly on Gifford Street
0.46 miles at 35 miles per hour
0.28 " 25 " " "
0.43 " 35 " " "
1.18 " 45 " " "
0.05 " 30 " " "
the total distance being 2.40 miles.

ending at Brick Kiln Road;

GIFFORD STREET-SOUTHBOUND

Beginning at Brick Kiln Road
Thence southerly on Gifford Street
1.23 miles at 45 miles per hour
0.43 " 35 " " "
0.28 " 25 " " "
0.46 " 35 " " "
the total distance being 2.40 miles.

ending at Main Street;

FRESH POND ROAD-NORTHBOUND

Beginning at Route 28
Thence northerly on Fresh Pond Road
0.83 miles at 35 miles per hour ending at Carriage Shop Road; the total distance being 0.83 miles.

FRESH POND ROAD-SOUTHBOUND

Beginning at Carriage Shop Road
Thence southerly on Fresh Pond Road
0.83 miles at 35 miles per hour ending at Route 28; the total distance being 0.83 miles.

CARRIAGE SHOP ROAD-EASTBOUND

Beginning at Sandwich Road
Thence easterly on Carriage Shop Road
0.83 miles at 35 miles per hour
1.61 " 30 " " "
0.34 " 25 " " "
0.39 " 30 " " "
the total distance being 3.23 miles.

ending at Metoxit Road;
No. 7206

CARRIAGE SHOP ROAD—WESTBOUND

Beginning at Route 28;
Thence westerly on Carriage Shop Road
0.47 miles at 20 miles per hour
0.34 " " 25 " "
1.61 " " 30 " "
0.89 " " 35 " " ending at Sandwich Road;
the total distance being 3.31 miles.

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

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

Date of Passage 10/24/68

[Signatures]

Attest: William J. Seavey
Town Clerk
10/24/68

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 7206

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

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

DATE: OCT 24 1963

FOR THE DEPARTMENT OF PUBLIC WORKS
BY: [Signature]
Traffic Engineer
Appendix E. Road Safety Audit
References
Road Safety Audit References

Massachusetts Traffic Safety Toolbox, Massachusetts Highway Department,
www.mhd.state.ma.us/safetytoolbox.


