

INTRODUCTION

Two principles govern setting speed limits; the first is to protect the traveling public, and second to mitigate unsafe and unwise behavior. Motorists need an assurance that the risk of having an accident is low on a particular road segment and that other drivers will operate their vehicle at a reasonable and proper speed for the prevailing road and traffic conditions.

Principles for Setting Speed Limits

Local officials should avoid setting a uniform town-wide speed limit for all roads and streets. Nor should they succumb to pressure from community members to set artificially low speed limits. The random installation of warning signs and speed limits can breed disrespect for all speed limits. The majority of motorists will drive at a speed that they perceive to be safe. In the absence of a study identifying that speed limit, setting a speed limit too low merely punishes motorists who otherwise obey the law. Many national studies indicate that the operating speed that most drivers perceive as safe is at or very close to the speed limit established by a traffic study. A local traffic study allows town officials to carefully consider present vehicle speeds combined with the characteristics of each road, its surrounding features, on-road activities, and other factors. You then have accurate quantitative information to make a reasonable and informed judgment in assigning a speed limit that is reasonable and safe.

Speed Survey Counters

Traffic counters used to measure vehicle speeds use a sophisticated timing program to measure the differential between two equally spaces and parallel tubes. Then later, after computer processing, calculate each vehicle's speed into one of fifteen (15) speed categories from 0 MPH to 100 MPH. The fifteen (15) speed categories are designated by the USDOT and are shown in the graphs for each speed survey location.

GENERAL CONCEPTS

The definitions listed below were measured for each location for both combined and directional traffic.

Table 1: Spot Speed Measures

Spot Speed Measure	Category / Measure
MODAL SPEED	The modal speed is the speed at which the highest number of vehicles are traveling.
MEDIAN SPEED	The average (median) speed is the speed at which at least 50% of the vehicles are traveling.
85TH PERCENTILE	The 85 th percentile of speed is the speed category by which at least 85% of the vehicles are traveling. The 85 th percentile speed is a value that is used by many states including Vermont for establishing speed zones.
10 MILE PACE RANGE	The ten mile pace is the block of ten miles per hour which contains the most number of vehicles.
SPEED LIMIT RANGE	The speed limit range is the upper most speed category within the Ten Mile Pace.
PERCENT OF 10 MILE PACE	This is the percent of vehicles traveling within the ten mile pace.

Methodology

Traffic counts and vehicle speed surveys were performed at thirteen (13) locations and listed below. All locations were measured for a seven day period and were measured in accordance with VTrans' traffic count guidelines.

Speed Survey Locations

- VT Route 15 – east of Glenside Avenue
- VT Route 14 – south of Marshall Street
- Spring Street – midway along length
- Granite Street – midway along length
- Church Street – midway along length
- West Church Street – midway along length
- Glenside Avenue – near end of pavement
- Mackville Road – south of Marshall Street
- North Main Street – near end of pavement
- Center Road – north of Vermont Avenue
- Vermont Avenue – midway along length
- North Main Street – north of Church Street
- Belfry Road – east of VT Route 16

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: VT Route 15 – east of Glenside Avenue

Average Daily Traffic Volume: 4,400

Posted Speed Limits:

Eastbound – no posted speed limit sign nearby – assumed to be 30 MPH

Westbound – posted MPH about 0.25 miles east of site

Figure 1: Combined traffic directions

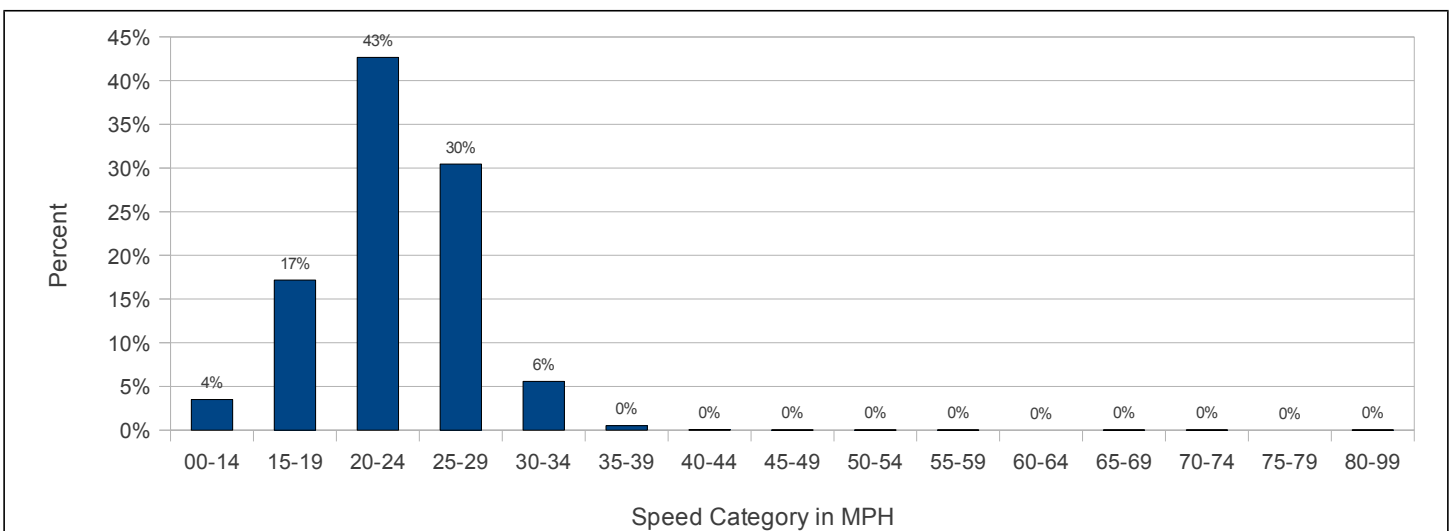


Table 2: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to9
MEDIAN SPEED	20 to4
85TH PERCENTILE	25 to9
10 MILE PACE RANGE	20 to0
SPEED LIMIT RANGE	25 to9
PERCENT OF 10 MILE PACE	73.12%

Comments:

In a combined format the traffic appears to meet the posted and assumed speed limits.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 2: Eastbound traffic

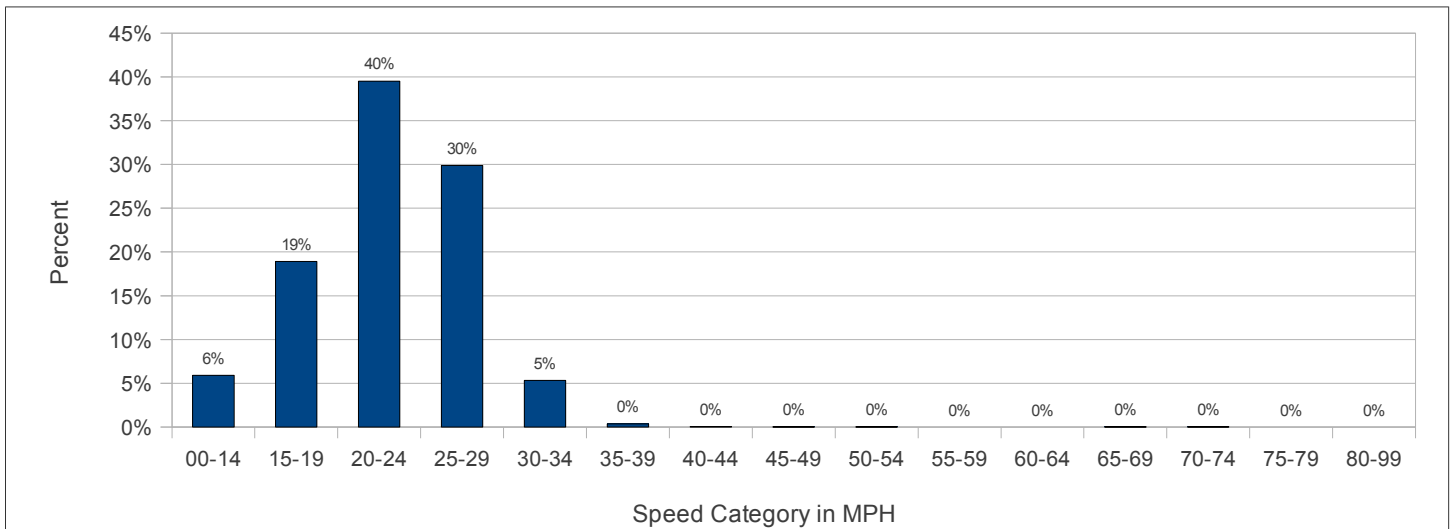


Table 3: Eastbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	20 to 24
85TH PERCENTILE	25 to 29
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	69.40%

Comments:

Eastbound traffic appears to meet the assumed speed limit for this traffic lane.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 3: Westbound traffic

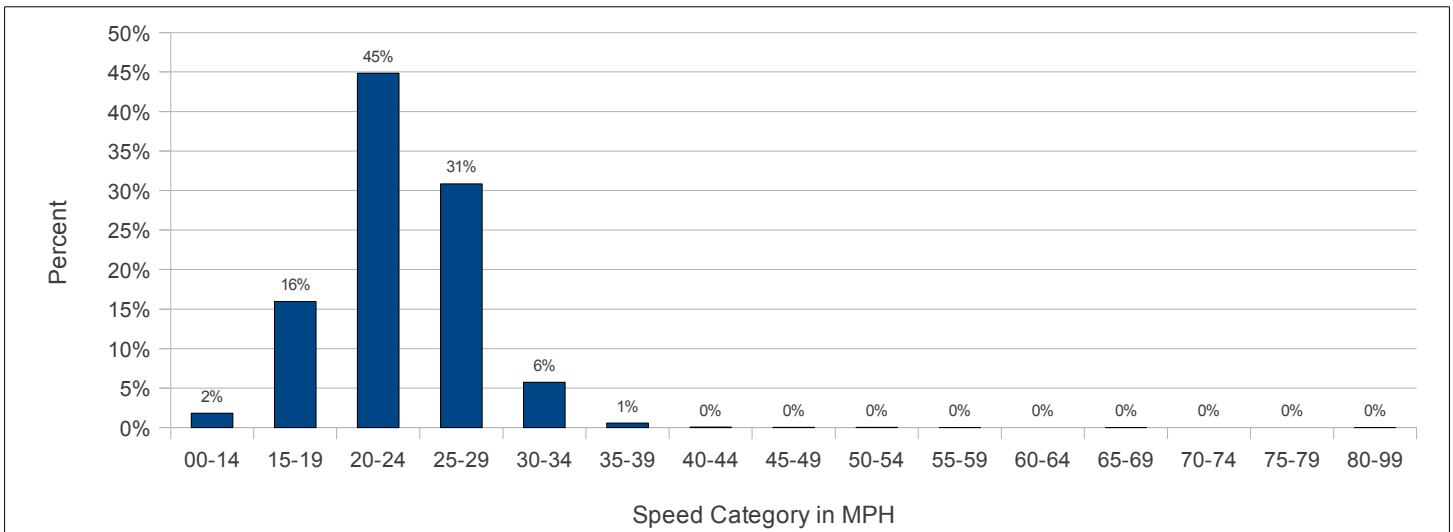


Table 4: Westbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	20 to 24
MEDIAN SPEED	20 to 24
85TH PERCENTILE	25 to 29
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	75.70%

Comments:

Westbound traffic appears to meet the posted speed limit for this traffic lane.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: VT Route 14 – south of Marshall Street

Average Daily Traffic Volume; 2,700

Posted Speed Limits:

Northbound – posted at 30 MPH immediately at site

Southbound – posted at 40 MPH immediately at site

Figure 4: Combined traffic directions

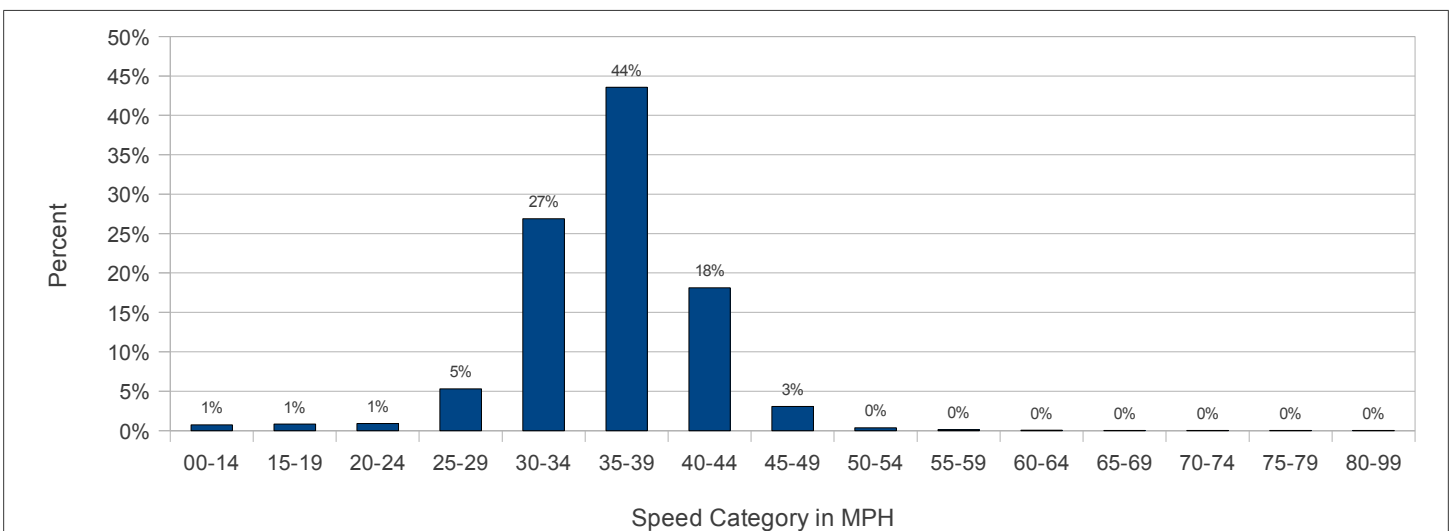


Table 5: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	40 to 44
MEDIAN SPEED	35 to 39
85TH PERCENTILE	40 to 44
10 MILE PACE RANGE	30 to 40
SPEED LIMIT RANGE	35 to 39
PERCENT OF 10 MILE PACE	70.45%

Comments:

Combined traffic speeds are 5 MPH to 10 MPH higher than the posted speed limit for the northbound lane. Northbound traffic is entering the village area and its speed zone.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 5: Northbound traffic

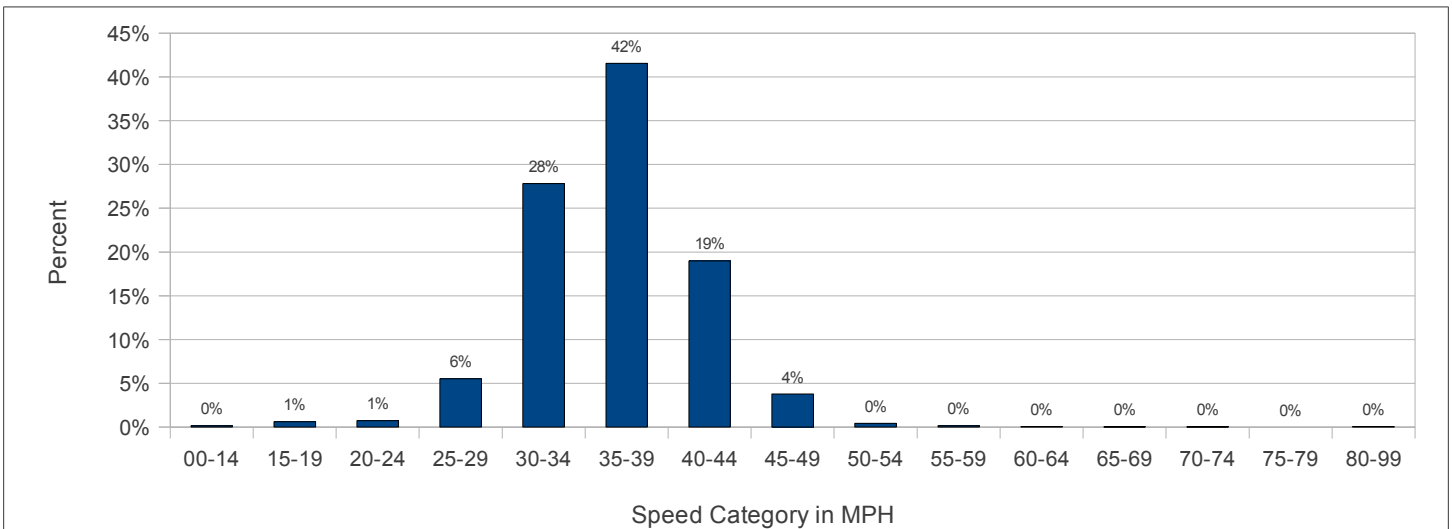


Table 6: Northbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	35 to 39
MEDIAN SPEED	35 to 39
85TH PERCENTILE	40 to 44
10 MILE PACE RANGE	30 to 40
SPEED LIMIT RANGE	35 to 39
PERCENT OF 10 MILE PACE	69.39%

Comments:

Northbound traffic is not fully decelerating to the posted speed limit of 30 MPH prior to entering this speed zone. The 85th percentile and Ten Mile Pace clearly show that northbound traffic is exceeding the posted speed limit.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 6: Southbound traffic

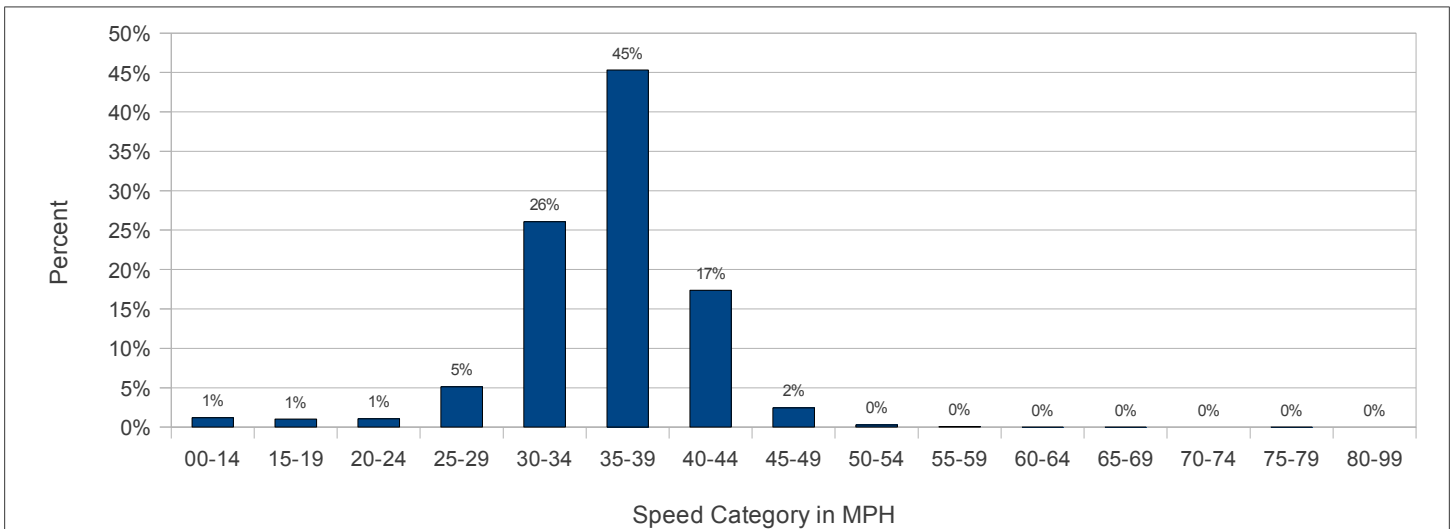


Table 7: Southbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	35 to 39
MEDIAN SPEED	35 to 39
85TH PERCENTILE	40 to 44
10 MILE PACE RANGE	30 to 40
SPEED LIMIT RANGE	35 to 39
PERCENT OF 10 MILE PACE	71.39%

Comments:

Southbound traffic is accelerating to the posted speed limit of 40 MPH, state highway speed, prior to entering that speed zone.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: Spring Street – midway along length

Average Daily Traffic Volume: 300

Posted Speed Limits:

Northbound – no posted speed limit sign nearby – assumed to be 25 MPH

Southbound – no posted speed limit sign nearby – assumed to be 25 MPH

Figure 7: Combined traffic directions

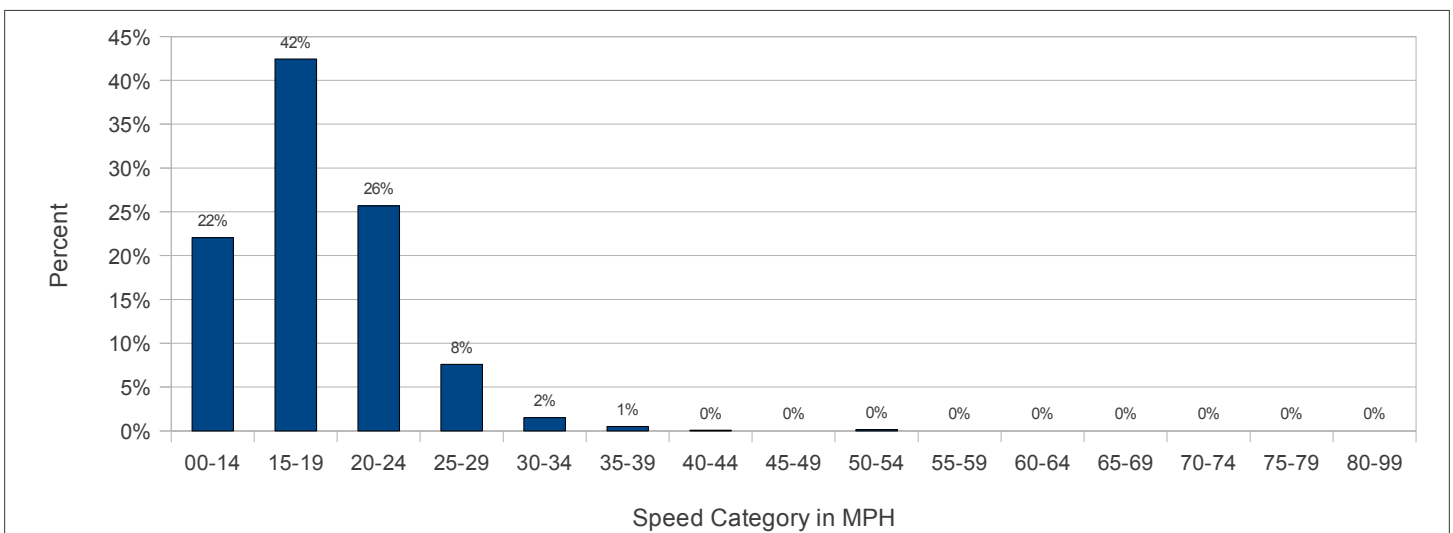


Table 8: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	15 to 19
MEDIAN SPEED	15 to 19
85TH PERCENTILE	20 to 24
10 MILE PACE RANGE	15 to 25
SPEED LIMIT RANGE	20 to 24
PERCENT OF 10 MILE PACE	68.11%

Comments:

In a combined format the traffic appears to meet the assumed speed limits.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 8: Northbound traffic

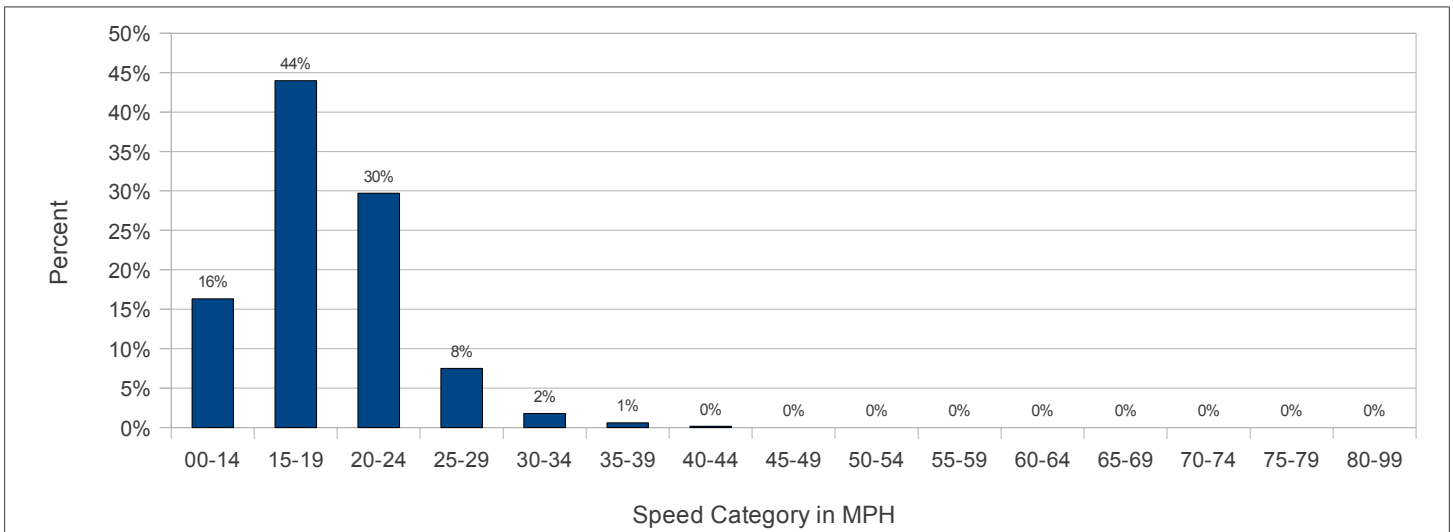


Table 9: Northbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	15 to 19
MEDIAN SPEED	15 to 19
85TH PERCENTILE	20 to 24
10 MILE PACE RANGE	15 to 25
SPEED LIMIT RANGE	20 to 24
PERCENT OF 10 MILE PACE	73.68%

Comments:

Northbound traffic appears to meet the assumed speed limit.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 9: Southbound traffic

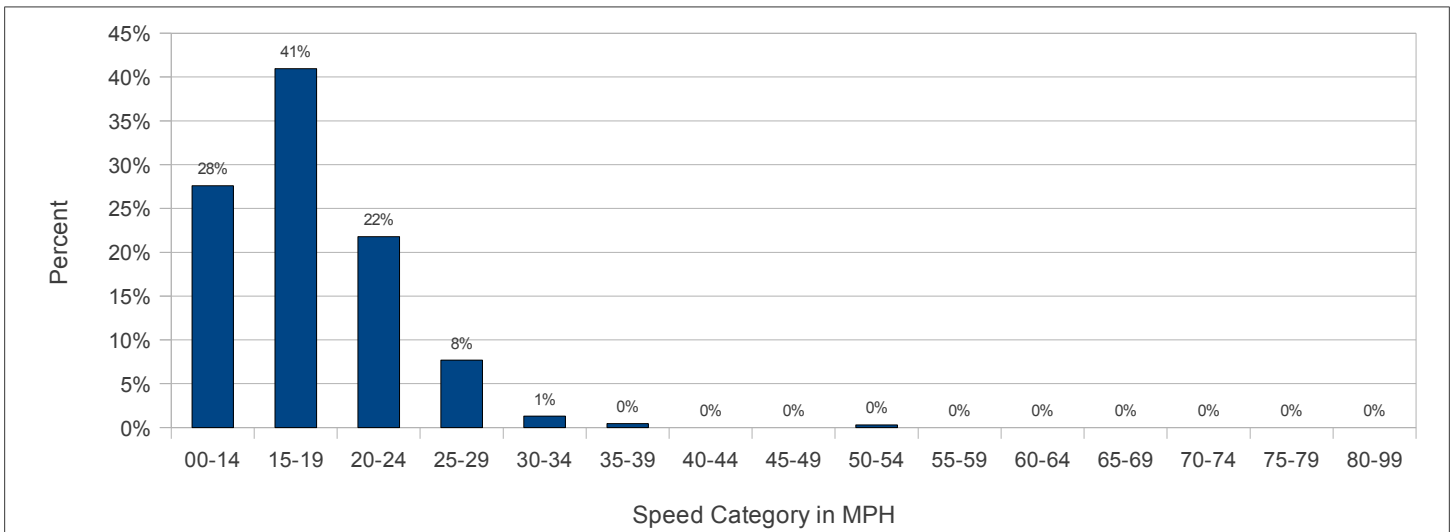


Table 10: Southbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	15 to 19
MEDIAN SPEED	15 to 19
85TH PERCENTILE	20 to 24
10 MILE PACE RANGE	15 to 25
SPEED LIMIT RANGE	20 to 24
PERCENT OF 10 MILE PACE	62.73%

Comments:

Southbound traffic appears to meet the assumed speed limit.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: Granite Street – midway along length

Average Daily Traffic Volume: 200

Posted Speed Limits:

Northbound – no posted speed limit sign nearby – assumed to be 25 MPH

Southbound – no posted speed limit sign nearby – assumed to be 25 MPH

Figure 10: Combined traffic directions

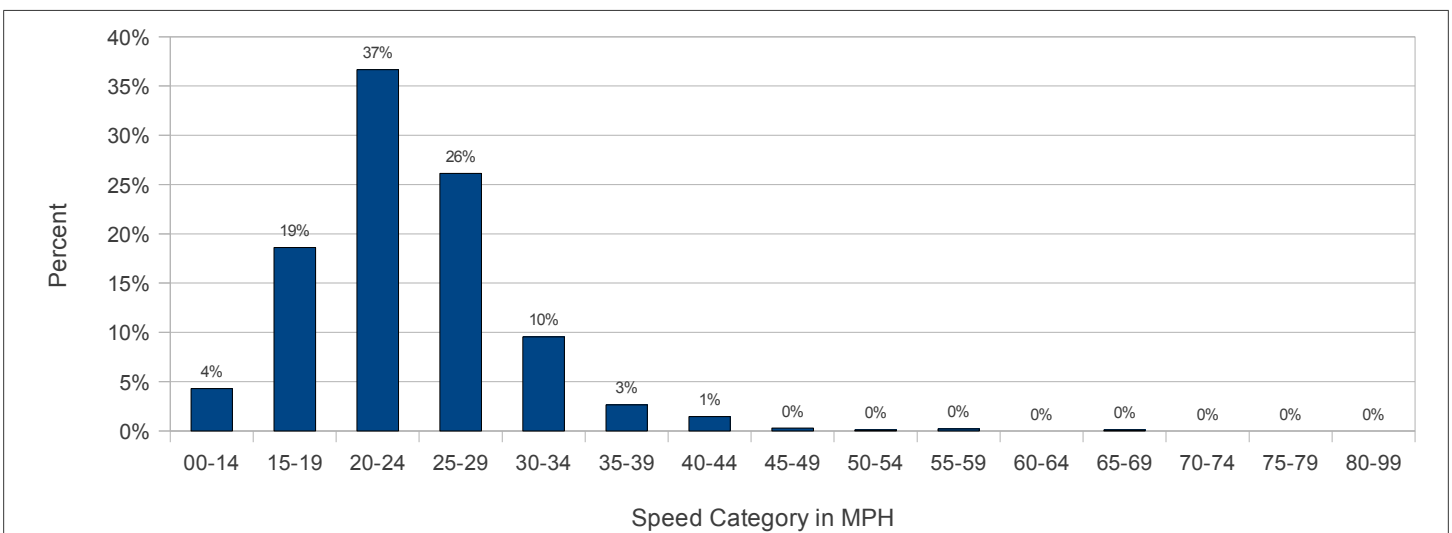


Table 11: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	20 to 24
MEDIAN SPEED	20 to 24
85TH PERCENTILE	25 to 29
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	62.77%

Comments:

In a combined format the traffic appears to be marginally higher than the assumed speed limits.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 11: Northbound traffic

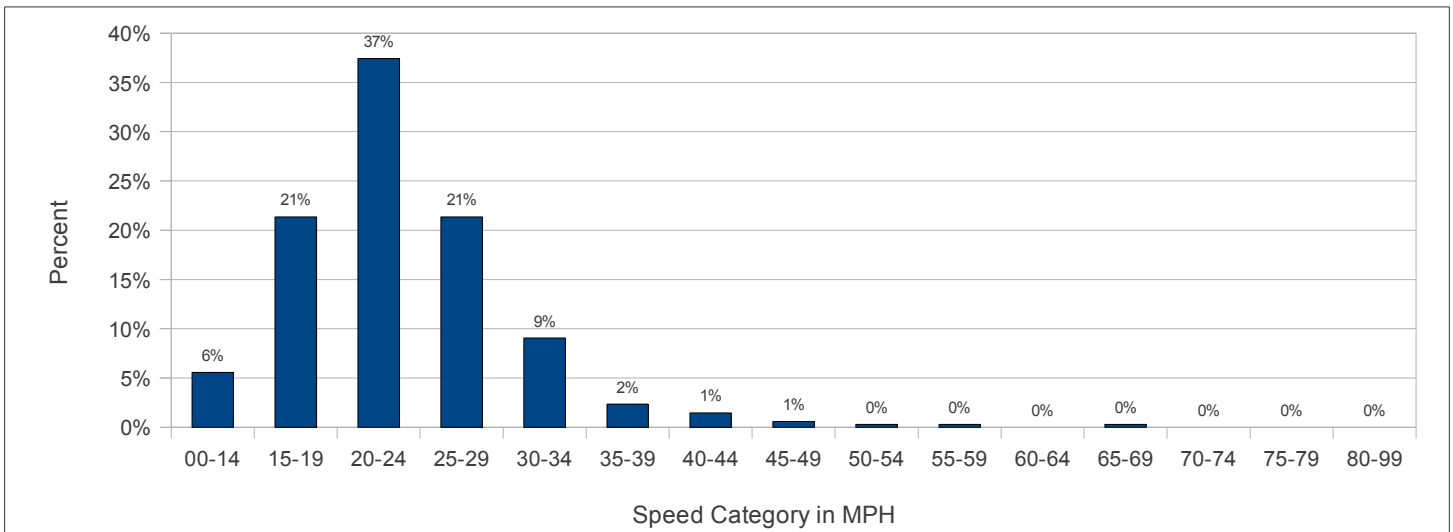


Table 12: Northbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	20 to 24
MEDIAN SPEED	20 to 24
85TH PERCENTILE	25 to 29
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	58.77%

Comments:

Northbound traffic appears to be marginally higher than the assumed speed limit.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 12: Southbound traffic

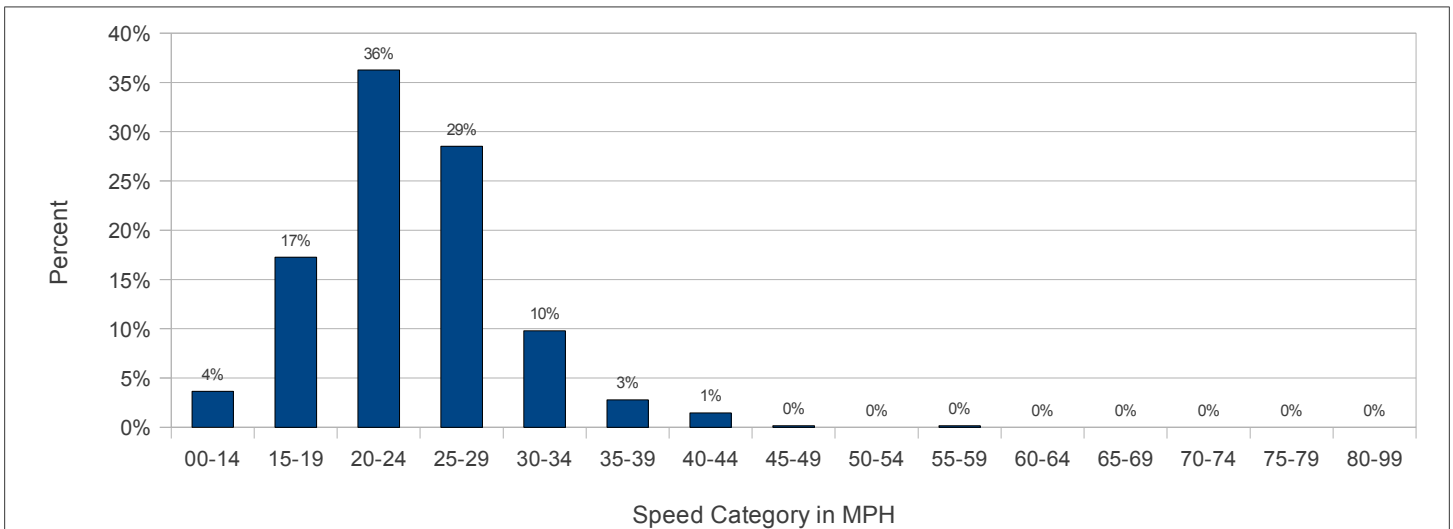


Table 13: Southbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	20 to 24
85TH PERCENTILE	25 to 29
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	64.77%

Comments:

Southbound traffic appears to be marginally higher than the assumed speed limit.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: Church Street – midway along length

Average Daily Traffic Volume: 1,400

Posted Speed Limits:

Eastbound – marked at 30 MPH immediately at site

Westbound – no posted speed limit sign nearby – assumed to be 30 MPH

Figure 13: Combined traffic directions

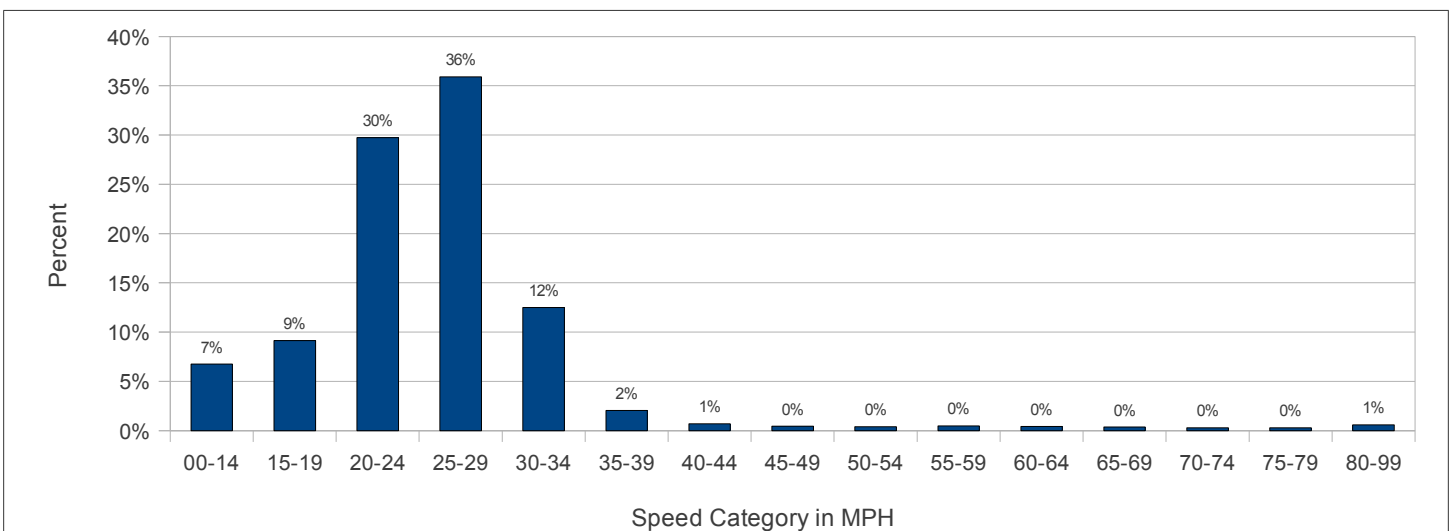


Table 14: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	25 to 29
85TH PERCENTILE	30 to 34
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	65.64%

Comments:

In a combined format traffic appears to be slightly higher than the assumed and posted speed limits. However, a portion of traffic is exceeding the posted and assumed speed limits by a huge margin and at an unsafe speed. Please see the graph above for speeds in excess of 35 MPH.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 14: Eastbound traffic

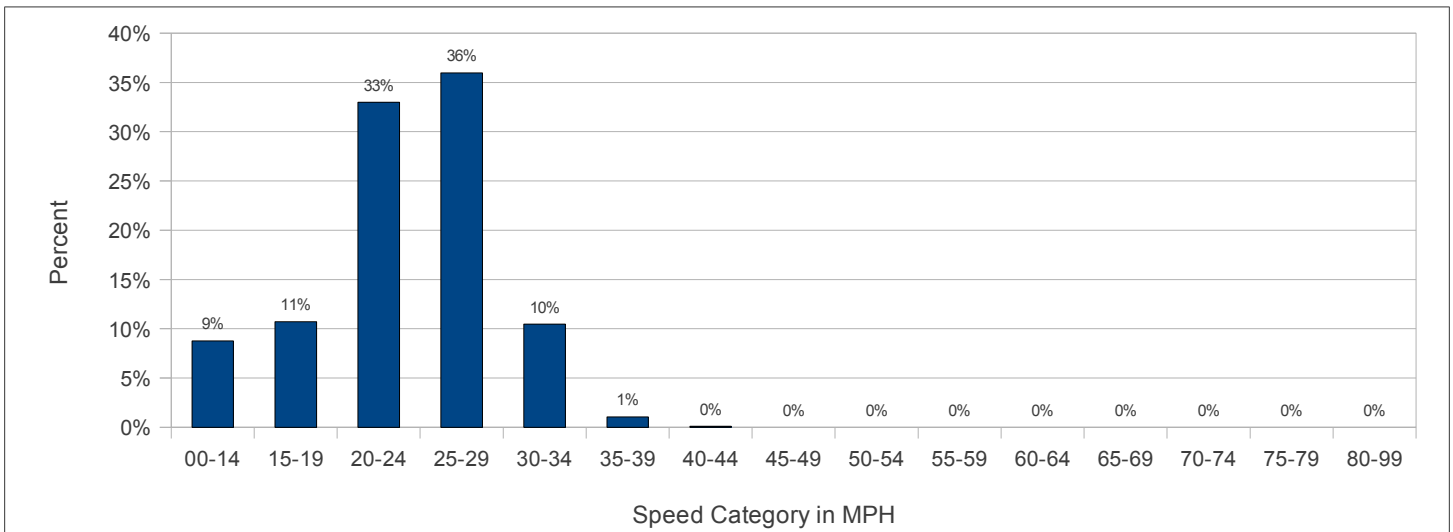


Table 15: Eastbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	20 to 24
85TH PERCENTILE	25 to 29
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	68.94%

Comments:

Eastbound traffic appears to meet the posted speed limit.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 15: Westbound traffic

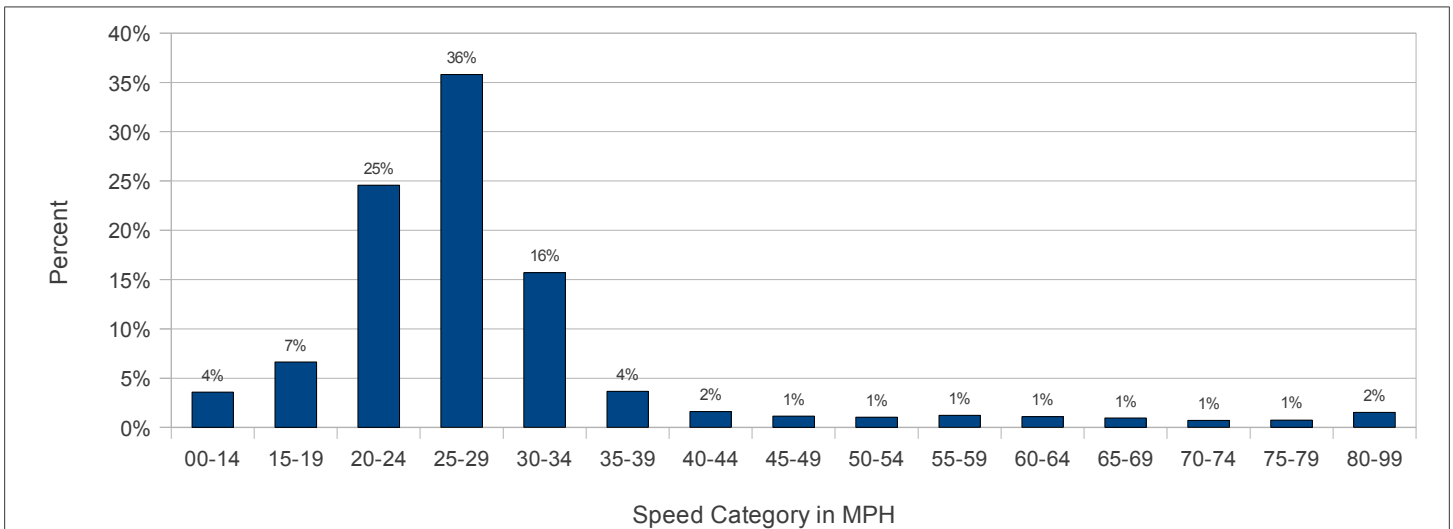


Table 16: Westbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	25 to 29
85TH PERCENTILE	30 to 34
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	60.39%

Comments:

Westbound traffic, based on the 85th percentile, is marginally higher than the assumed speed limit. However, appropriately 5% of westbound traffic is exceeding the posted speed limit by a huge margin and at an unsafe speed. Please see the graph above for speeds in excess of 35 MPH.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: West Church Street – midway along length

Average Daily Traffic Volume: 900

Posted Speed Limits:

Eastbound – no posted speed limit sign nearby – assumed to be 25 MPH

Westbound – no posted speed limit sign nearby – assumed to be 25 MPH

Figure 16: Combined traffic directions

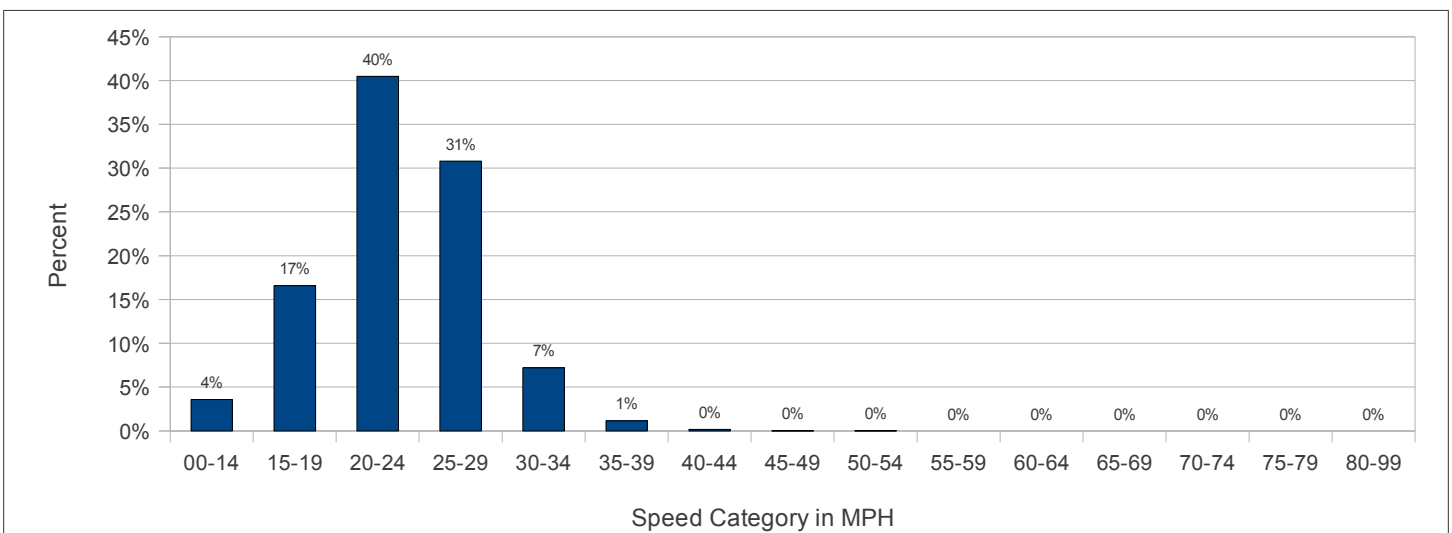


Table 17: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	20 to 24
MEDIAN SPEED	20 to 24
85TH PERCENTILE	25 to 29
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	71.27%

Comments:

In a combined format the traffic appears to be marginally higher than the assumed speed limits based on the 85th percentile and the Speed Limit Range measures.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 17: Eastbound traffic

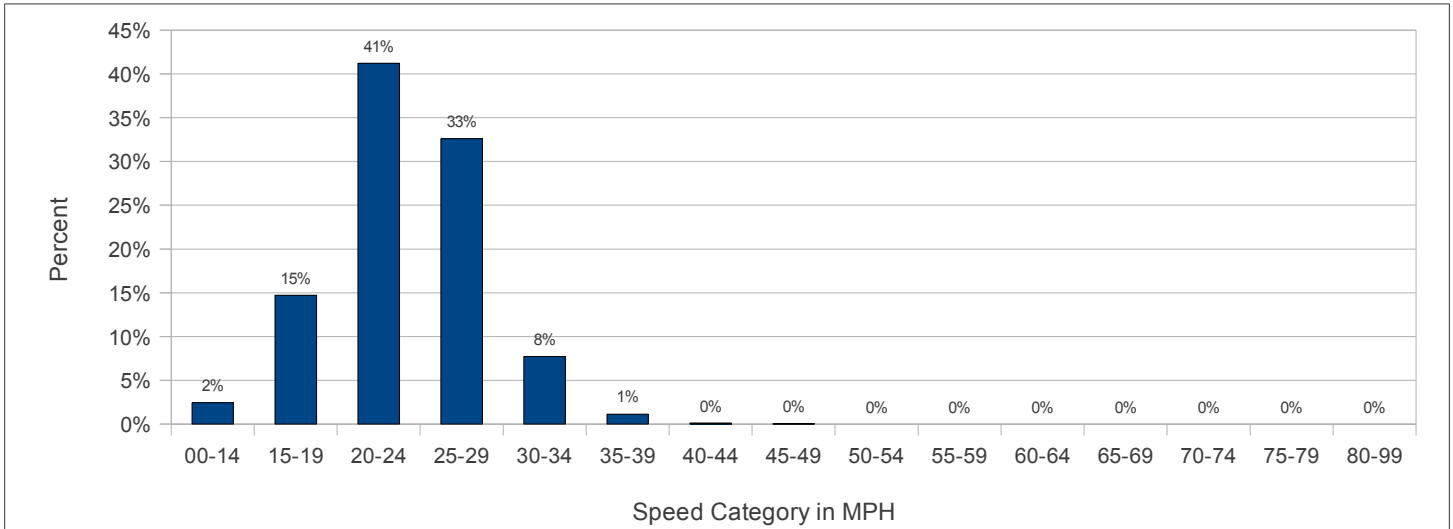


Table 18: Eastbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	20 to 24
MEDIAN SPEED	20 to 24
85TH PERCENTILE	25 to 29
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	73.79%

Comments:

Eastbound traffic is marginally higher than the assumed speed limit for this travel lane based on the 85th percentile and the Speed Limit Range measures.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 18: Westbound traffic

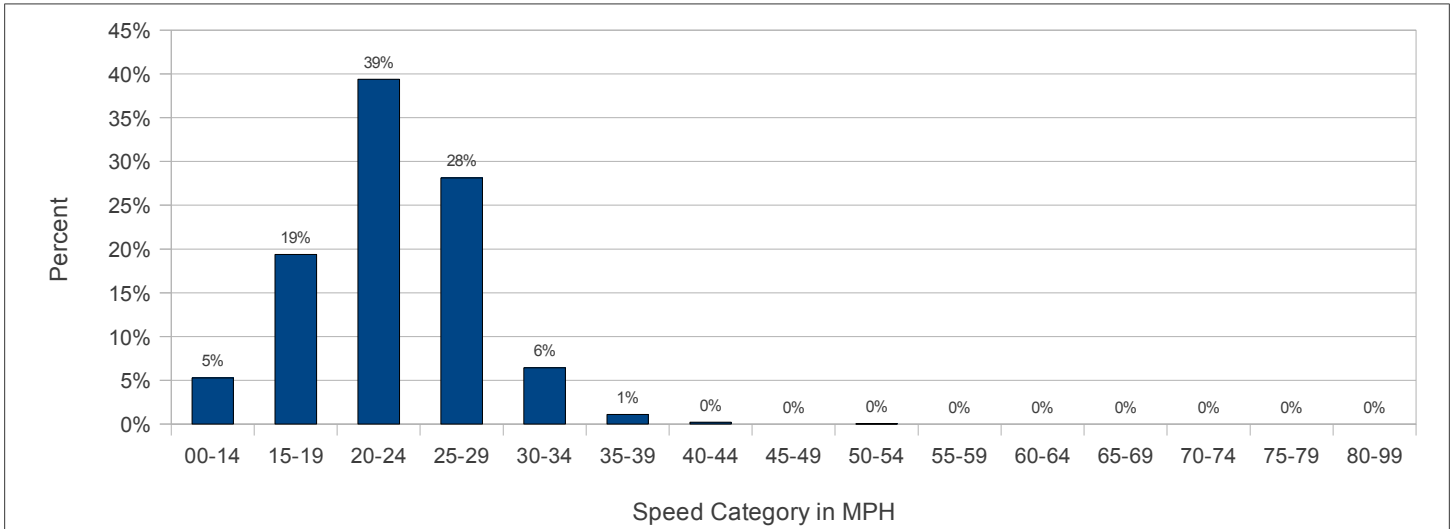


Table 19: Westbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	20 to 24
MEDIAN SPEED	20 to 24
85TH PERCENTILE	25 to 29
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	67.52%

Comments:

Westbound traffic is marginally higher than the assumed speed limit for this travel lane based on the 85th percentile and the Speed Limit Range measures.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: Glenside Avenue – near end of pavement

Average Daily Traffic Volume: 600

Posted Speed Limits:

Northbound – no posted speed limit sign nearby – assumed to be 30 MPH

Southbound – marked at 30 MPH near survey location

Figure 19: Combined traffic directions

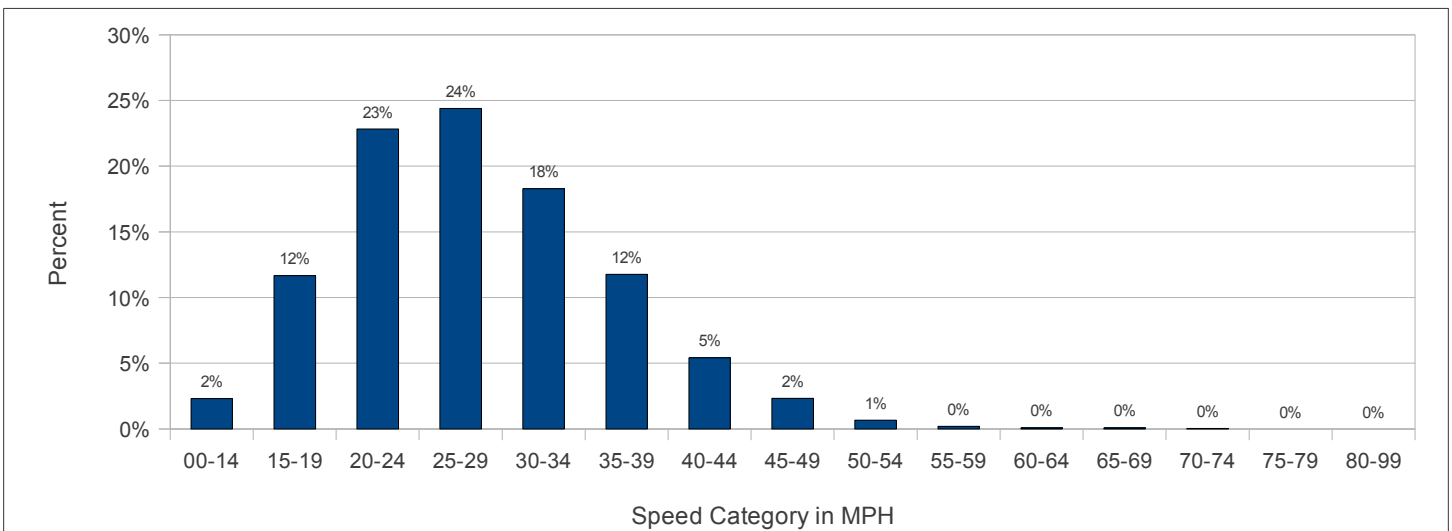


Table 20: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	25 to 29
85TH PERCENTILE	35 to 39
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	47.21%

Comments:

The 85th percentile in a combined format shows traffic is clearly higher than the assumed and posted speed limits.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 20: Northbound traffic

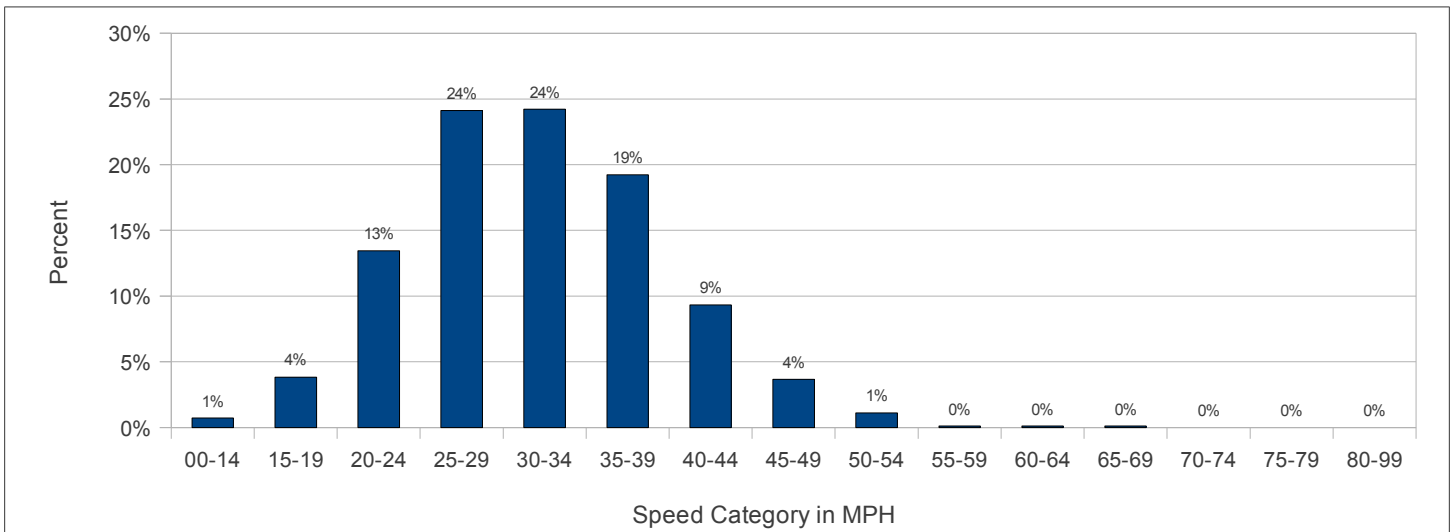


Table 21: Northbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	30 to 34
MEDIAN SPEED	30 to 34
85TH PERCENTILE	35 to 39
10 MILE PACE RANGE	25 to 35
SPEED LIMIT RANGE	30 to 34
PERCENT OF 10 MILE PACE	48.33%

Comments:

Northbound is the down hill direction. Northbound traffic under most spot speed measures is marginally higher than the assumed speed limit with the 85th percentile clearly exceeding the assumed speed limit.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 21: Southbound traffic

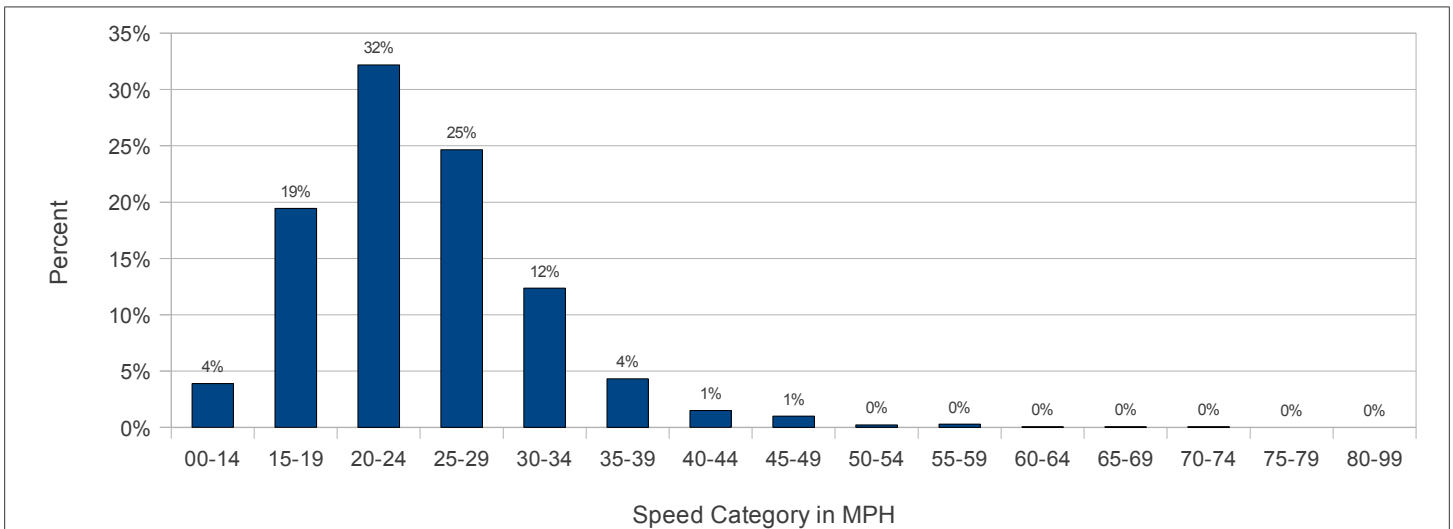


Table 22: Southbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	20 to 24
MEDIAN SPEED	20 to 24
85TH PERCENTILE	30 to 34
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	56.84%

Comments:

Southbound is the uphill direction. Only the 85th percentile for southbound traffic is marginally higher than the assumed speed limit for this travel lane.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: Mackville Road – south of Marshall Street

Average Daily Traffic Volume: 500

Posted Speed Limits:

Northbound – no posted speed limit sign nearby – assumed to be 30 MPH

Southbound – marked at 30 MPH near survey location

Figure 22: Combined traffic direction

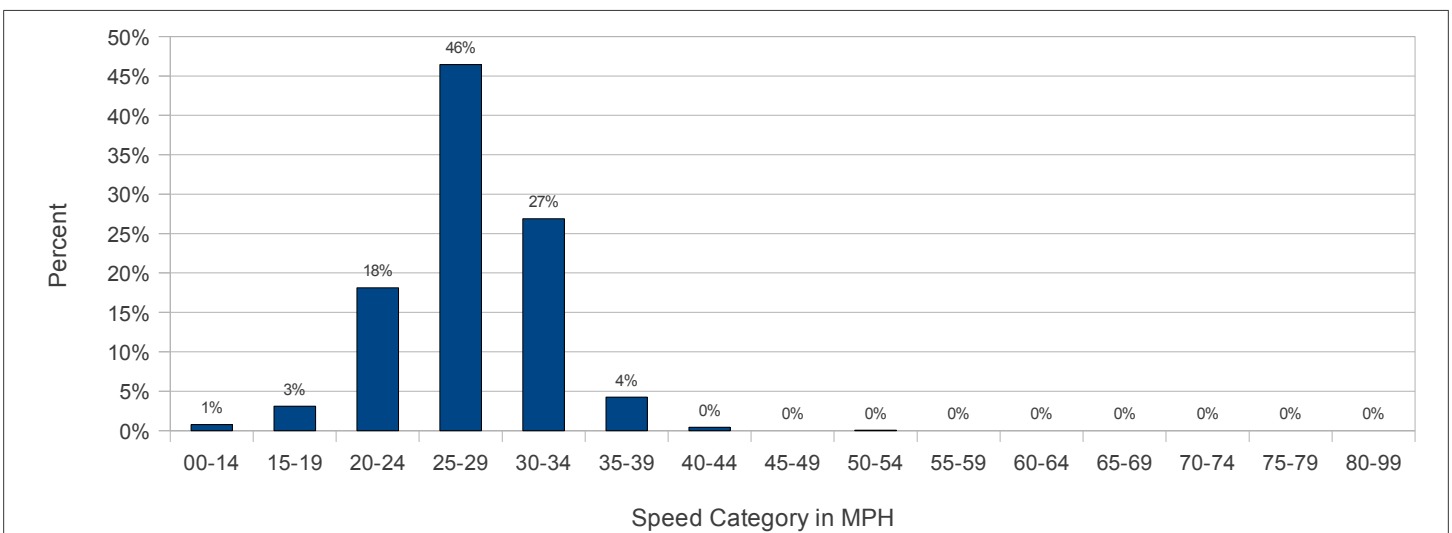


Table 23: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	25 to 29
85TH PERCENTILE	30 to 34
10 MILE PACE RANGE	25 to 35
SPEED LIMIT RANGE	30 to 34
PERCENT OF 10 MILE PACE	73.32%

Comments:

In a combined format the 85th percentile and Speed Limit Range measures are marginally higher than the assumed and posted speed limits.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 23: Northbound traffic

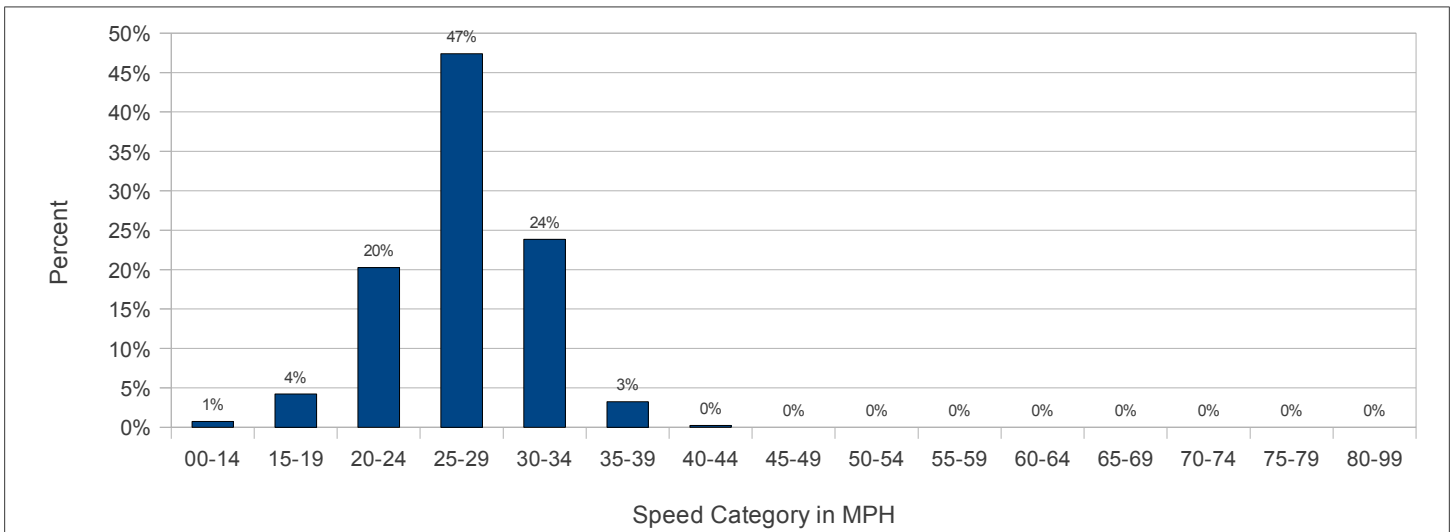


Table 24: Northbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	25 to 29
85TH PERCENTILE	30 to 34
10 MILE PACE RANGE	25 to 35
SPEED LIMIT RANGE	30 to 34
PERCENT OF 10 MILE PACE	71.25%

Comments:

Northbound traffic, using the the 85th percentile and Speed Limit Range measures, is marginally higher than the assumed speed limit for this travel lane.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 24: Southbound traffic

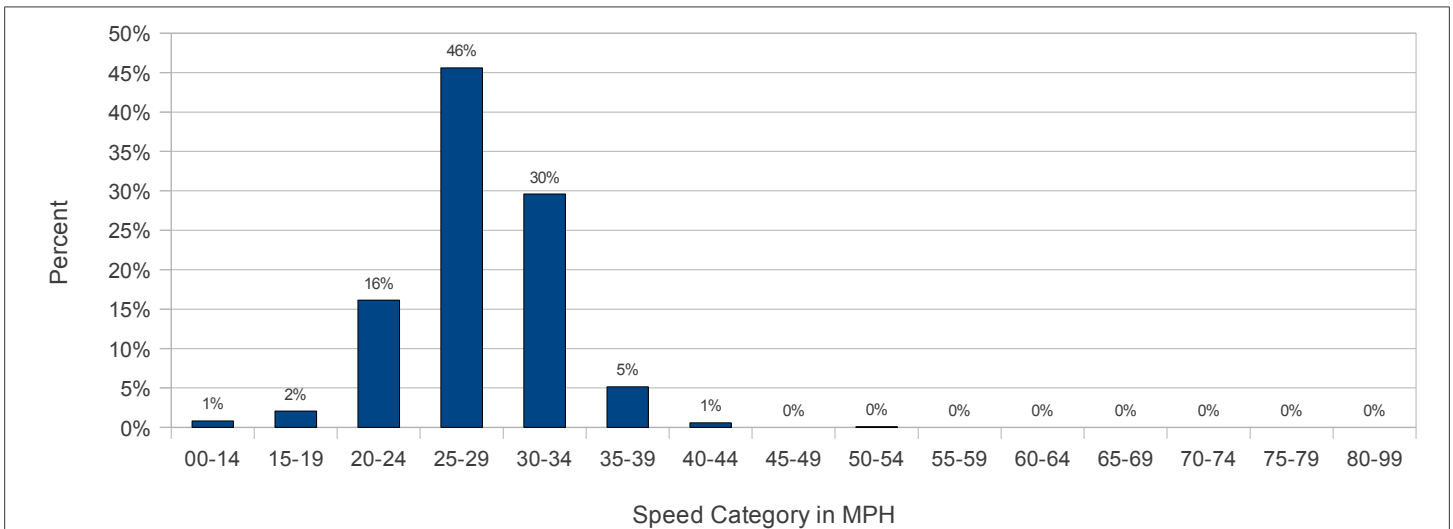


Table 25: Southbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	25 to 29
85TH PERCENTILE	30 to 34
10 MILE PACE RANGE	25 to 35
SPEED LIMIT RANGE	30 to 34
PERCENT OF 10 MILE PACE	75.18%

Comments:

Southbound traffic, using the the 85th percentile and Speed Limit Range measures, is marginally higher than the posted speed limit for this travel lane.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: North Main Street – near end of pavement

Average Daily Traffic Volume: 400

Posted Speed Limits:

Northbound – marked at 35 MPH immediately at site

Southbound – marked at 30 MPH immediately at site

Figure 25: Combined traffic direction

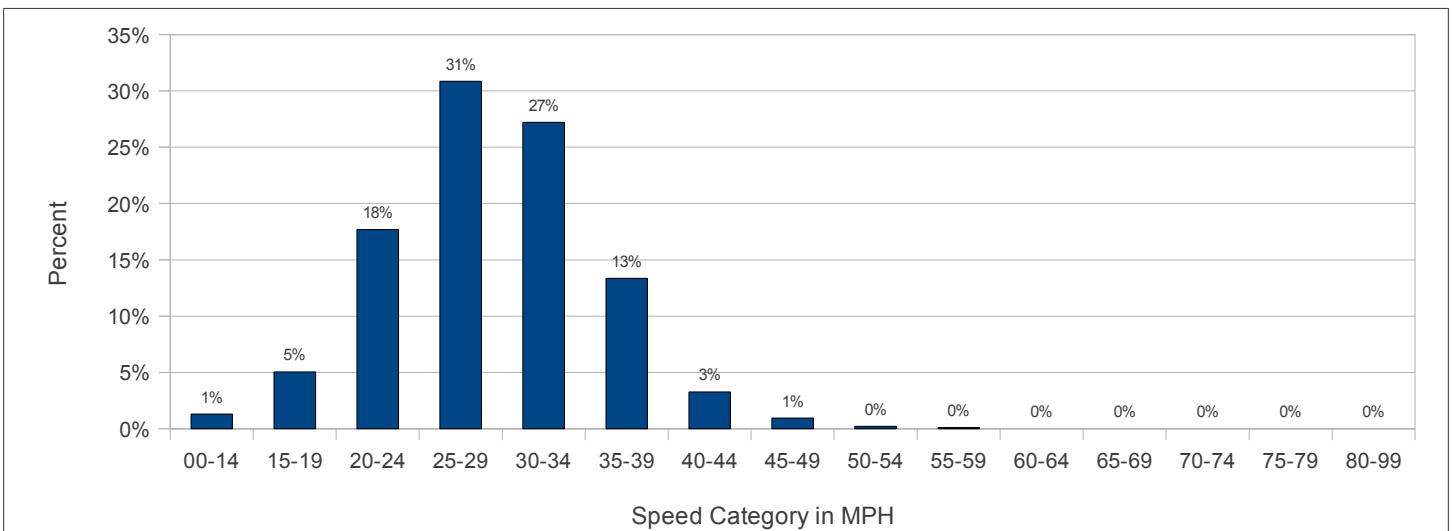


Table 26: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	25 to 29
85TH PERCENTILE	35 to 39
10 MILE PACE RANGE	25 to 35
SPEED LIMIT RANGE	30 to 34
PERCENT OF 10 MILE PACE	58.06%

Comments:

In a combined format the traffic is nominally higher than the posted speed limits.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 26: Northbound traffic

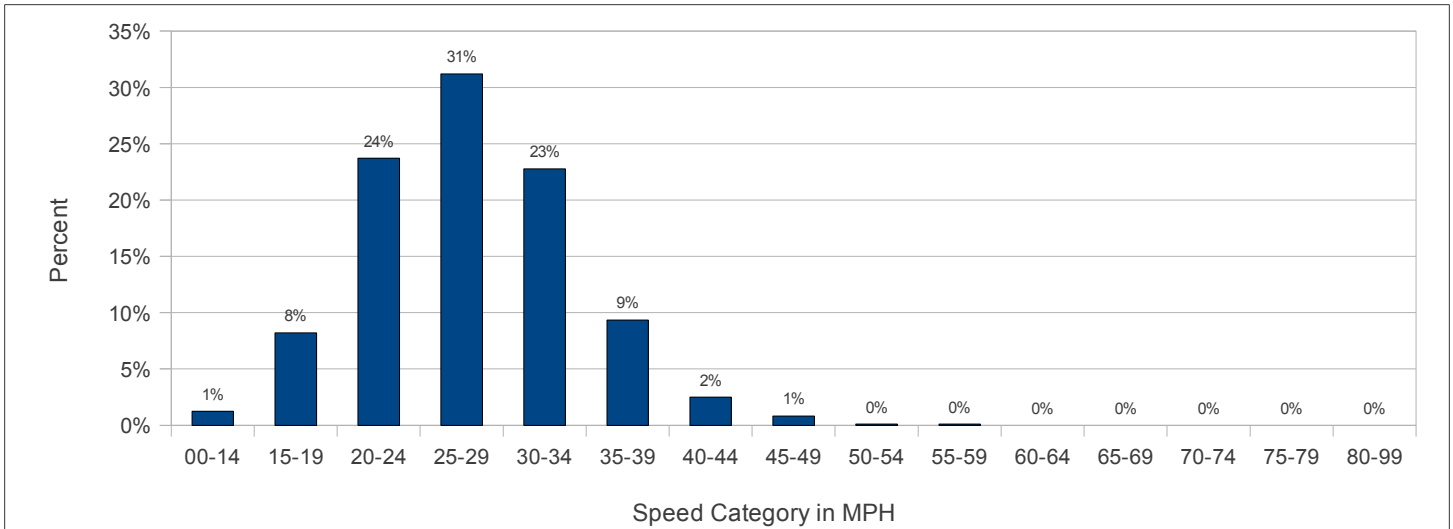


Table 27: Northbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	25 to 29
85TH PERCENTILE	30 to 34
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	54.89%

Comments:

Northbound traffic, the direction that is exiting the village area, is meeting the posted speed limit.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 27: Southbound traffic

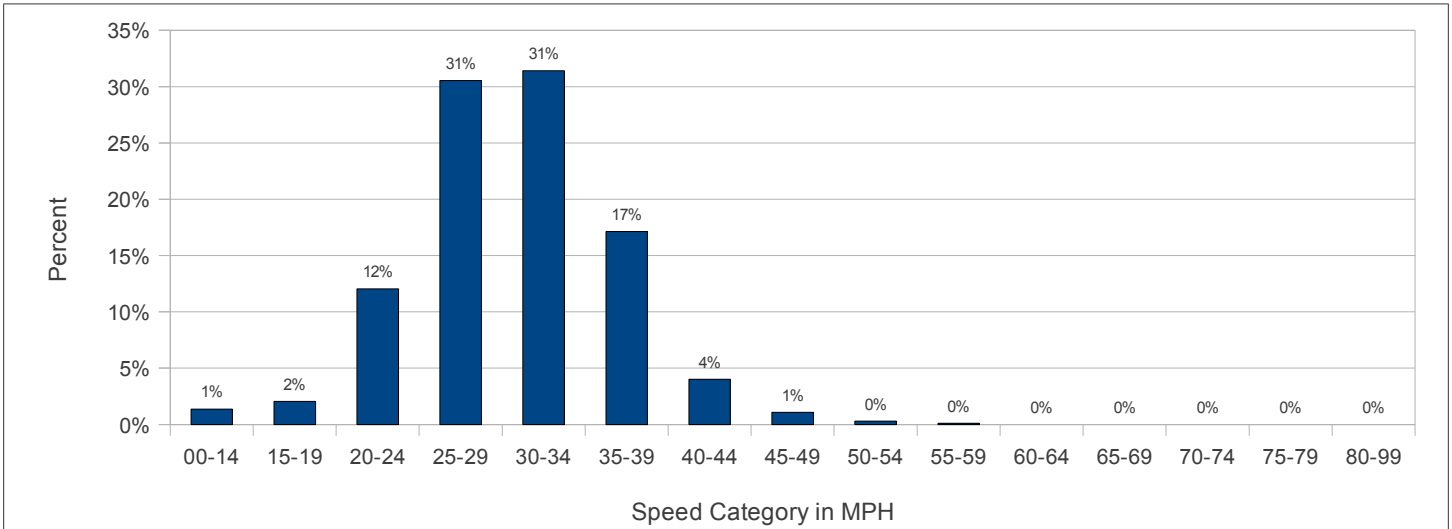


Table 28: Southbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	30 to 34
MEDIAN SPEED	30 to 34
85TH PERCENTILE	35 to 39
10 MILE PACE RANGE	25 to 35
SPEED LIMIT RANGE	30 to 34
PERCENT OF 10 MILE PACE	61.94%

Comments:

Southbound traffic, the direction that is entering the village area and is in a down hill direction, is higher than the posted speed limit.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: Center Road – north of Vermont Avenue

Average Daily Traffic Volume: 1,100

Posted Speed Limits:

Northbound – marked at 50 MPH near survey location

Southbound – marked at 30 MPH near survey location

Figure 28: Combined traffic direction

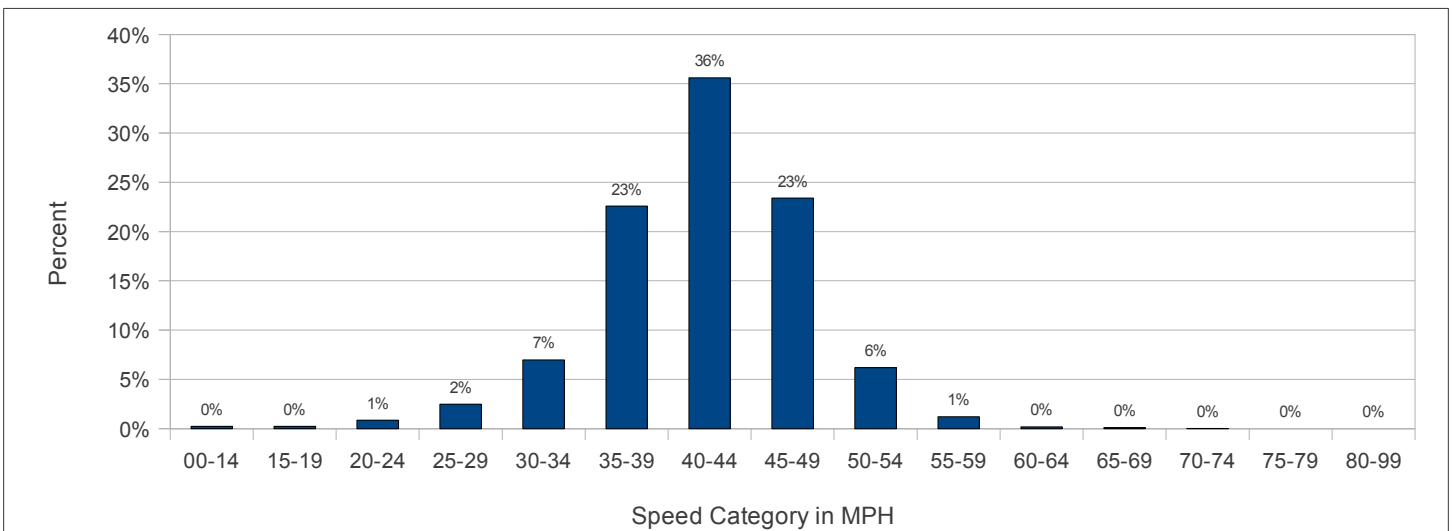


Table 29: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	40 to 44
MEDIAN SPEED	40 to 44
85TH PERCENTILE	45 to 49
10 MILE PACE RANGE	35 to 45
SPEED LIMIT RANGE	40 to 44
PERCENT OF 10 MILE PACE	58.20%

Comments:

Combined traffic speeds are at least 10 MPH higher than the posted speed limit for the southbound lane. Southbound traffic is entering the village area and a 30 MPH speed zone.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 29: Northbound traffic

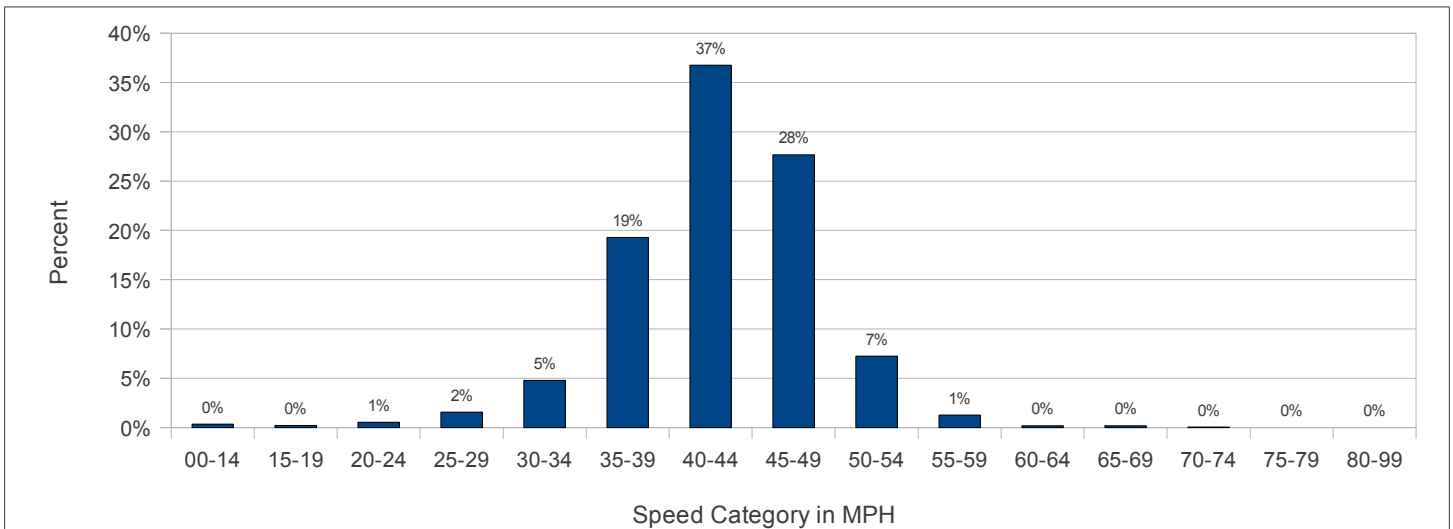


Table 30: Northbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	40 to 44
MEDIAN SPEED	40 to 44
85TH PERCENTILE	45 to 49
10 MILE PACE RANGE	40 to 50
SPEED LIMIT RANGE	45 to 49
PERCENT OF 10 MILE PACE	64.43%

Comments:

Northbound traffic, based on the 85th percentile, is meeting the posted speed limit. Northbound is the traffic exiting the village area and in an up hill direction.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 30: Southbound traffic

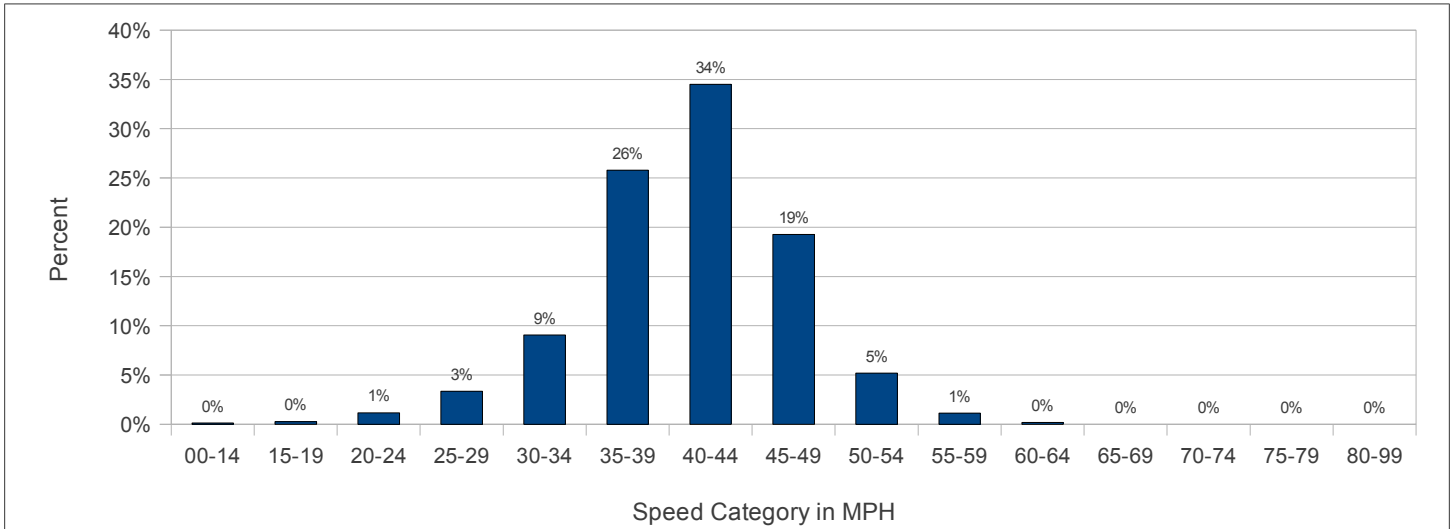


Table 31: Southbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	40 to 44
MEDIAN SPEED	40 to 44
85TH PERCENTILE	45 to 49
10 MILE PACE RANGE	40 to 50
SPEED LIMIT RANGE	45 to 49
PERCENT OF 10 MILE PACE	60.28%

Comments:

Southbound traffic speeds are at least 10 MPH higher than the posted speed limit. Southbound traffic is entering the village area and a 30 MPH speed zone.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: Vermont Avenue – midway along length

Average Daily traffic Volume: 300

Posted Speed Limits:

Eastbound – no posted speed limit sign nearby – assumed to be 25 MPH

Westbound – no posted speed limit sign nearby – assumed to be 25 MPH

Figure 31: Combined traffic direction

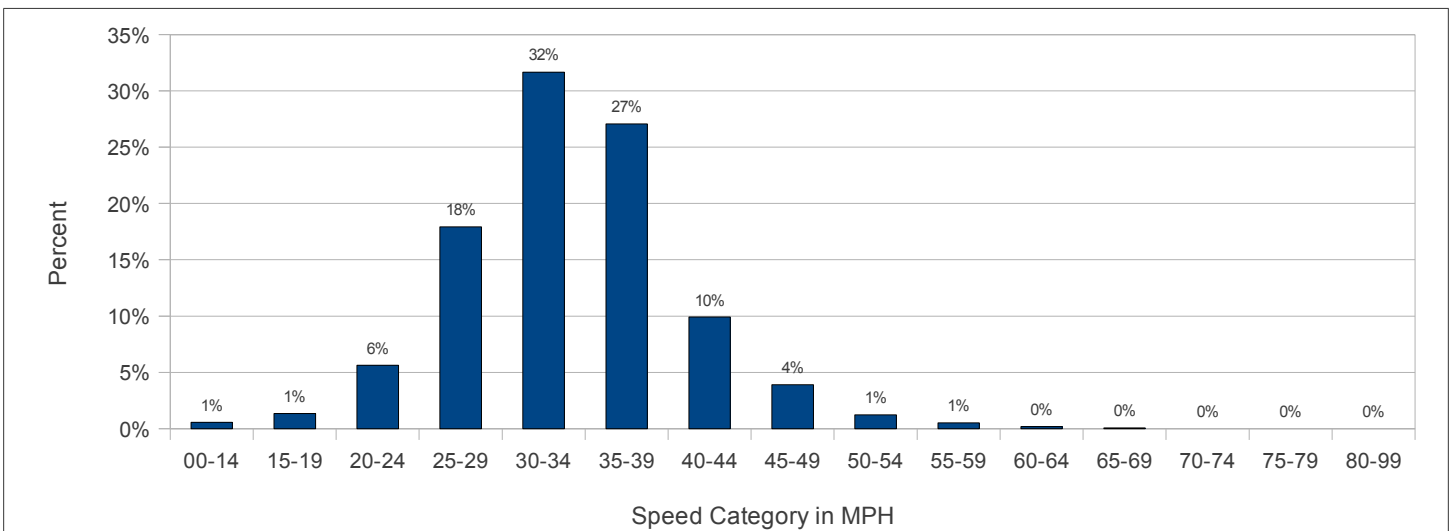


Table 32: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	30 to 34
MEDIAN SPEED	30 to 34
85TH PERCENTILE	40 to 44
10 MILE PACE RANGE	30 to 40
SPEED LIMIT RANGE	35 to 39
PERCENT OF 10 MILE PACE	58.73%

Comments:

In a combined format, and by any measure, traffic is speeding along this road. Appropriately 75% of drivers are speeding along this road.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 32: Eastbound traffic

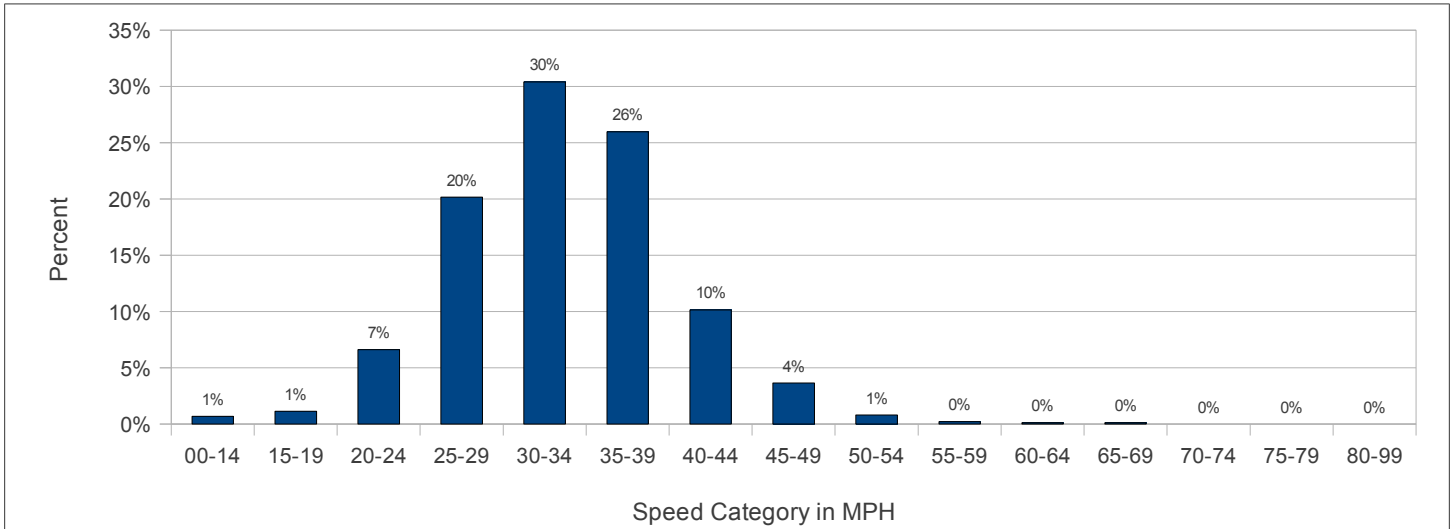


Table 33: Eastbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	30 to 34
MEDIAN SPEED	30 to 34
85TH PERCENTILE	35 to 39
10 MILE PACE RANGE	30 to 40
SPEED LIMIT RANGE	35 to 39
PERCENT OF 10 MILE PACE	56.38%

Comments:

Eastbound traffic, by any measure, is speeding along this road. Appropriately 72% of drivers are speeding in this direction.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 33: Westbound traffic

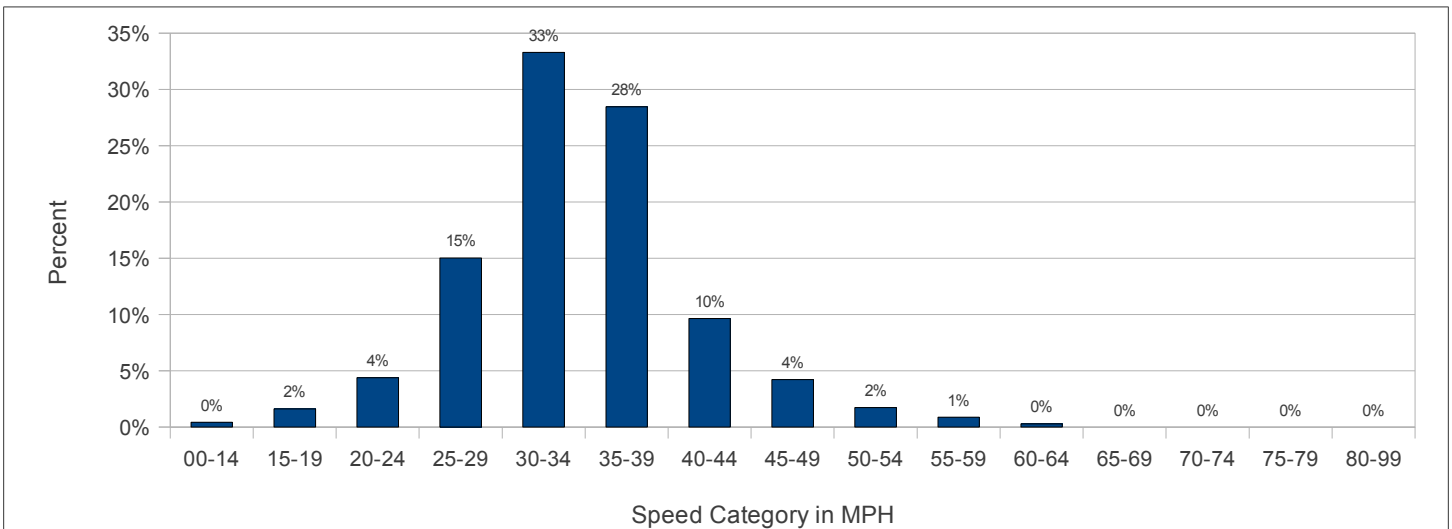


Table 34: Westbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	30 to 34
MEDIAN SPEED	30 to 34
85TH PERCENTILE	40 to 45
10 MILE PACE RANGE	30 to 40
SPEED LIMIT RANGE	35 to 39
PERCENT OF 10 MILE PACE	61.75%

Comments:

Westbound traffic, by any measure, is speeding along this road. Over 75% of drivers are speeding in this direction.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: North Main Street – north of Church Street

Average Daily Traffic Volume: 1,300

Posted Speed Limits:

Northbound – no posted speed limit sign nearby – assumed to be 30 MPH

Southbound – no posted speed limit sign nearby – assumed to be 30 MPH

Figure 34: Combined traffic direction

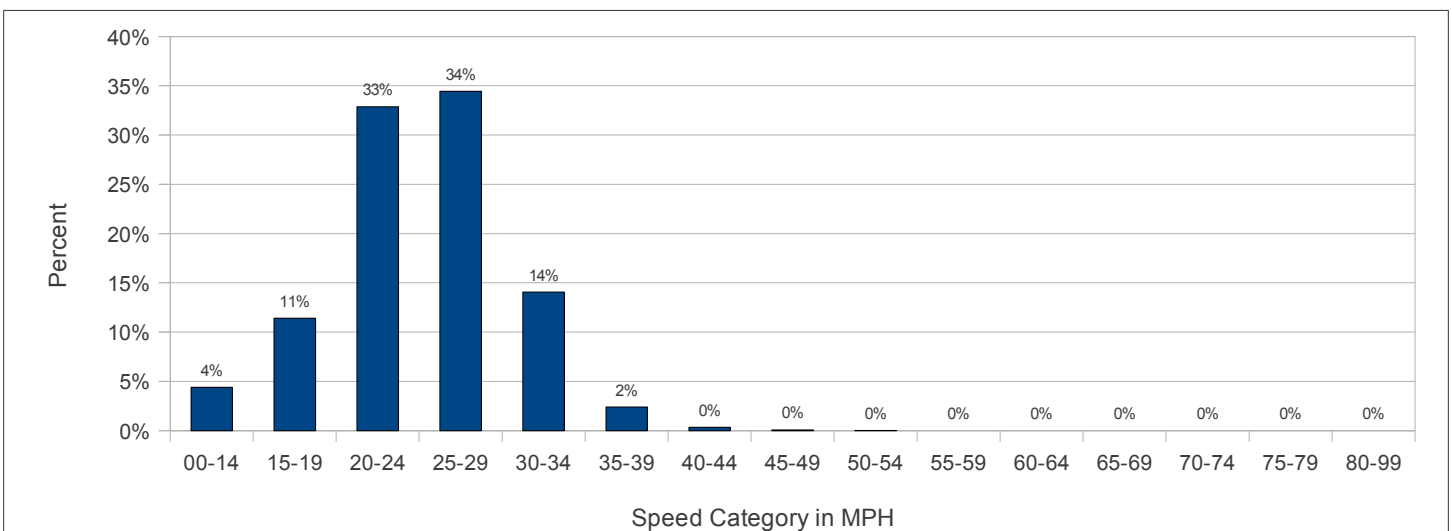


Table 35: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	25 to 29
85TH PERCENTILE	30 to 34
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	67.33%

Comments:

In a combined format the traffic appears to meet the assumed speed limits. The town's police station is easily visible from this count location.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 35: Northbound traffic

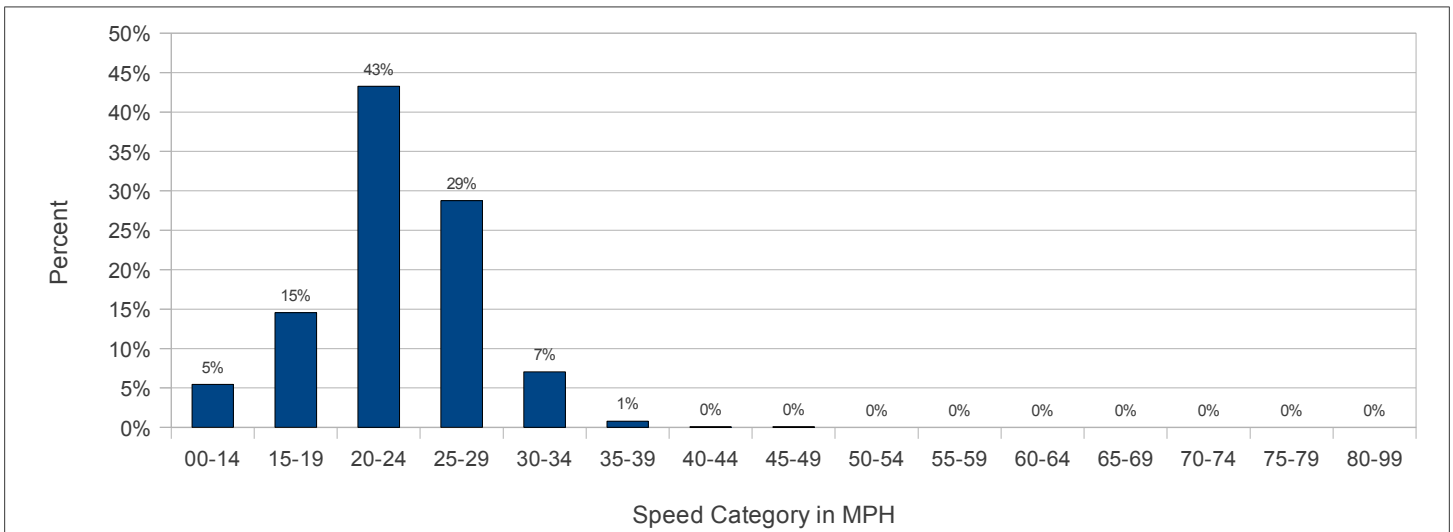


Table 36: Northbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	20 to 24
MEDIAN SPEED	20 to 24
85TH PERCENTILE	25 to 29
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	72.04%

Comments:

Northbound traffic is meeting the assumed speed limit. Northbound is the uphill direction.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 36: Southbound traffic

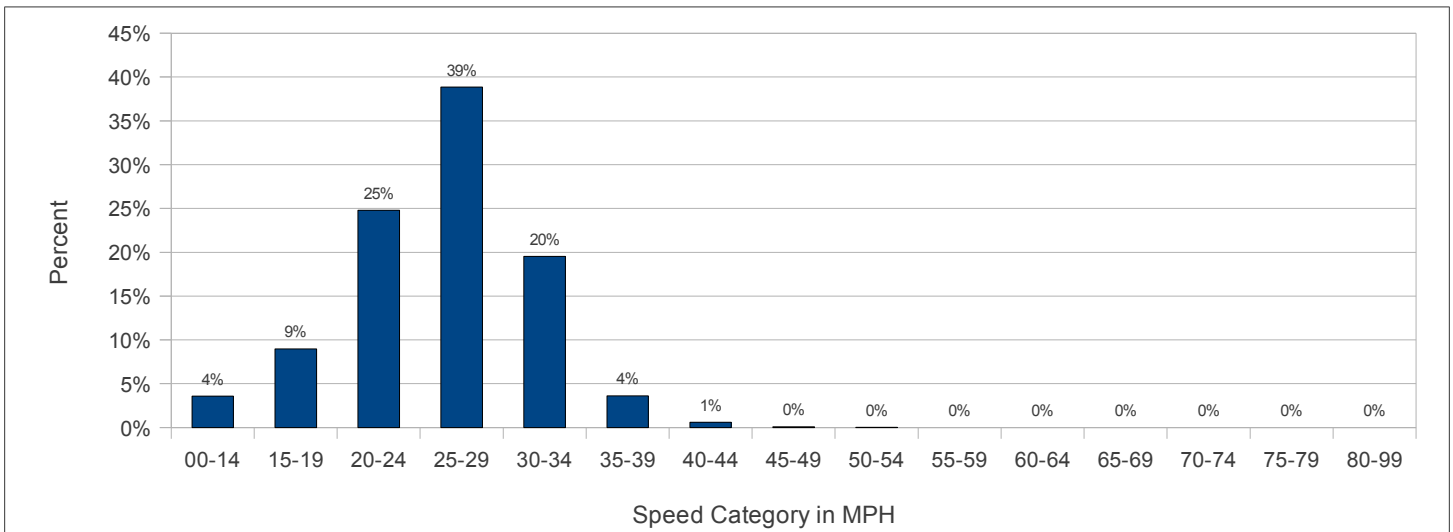


Table 37: Southbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	25 to 29
MEDIAN SPEED	25 to 29
85TH PERCENTILE	30 to 34
10 MILE PACE RANGE	20 to 30
SPEED LIMIT RANGE	25 to 29
PERCENT OF 10 MILE PACE	63.66%

Comments:

Southbound traffic is meeting the assumed speed limit. Southbound is the downhill direction.

**Town of Hardwick - Vehicle Speed Survey
2012**

SITE DESCRIPTION: Belfry Road – east of VT Route 16

Average Daily Traffic Volume: 500

Posted Speed Limits:

Eastbound – no posted speed limit sign nearby – assumed to be 35 MPH

Westbound – no posted speed limit sign nearby – assumed to be 35 MPH

Figure 37: Combined traffic direction

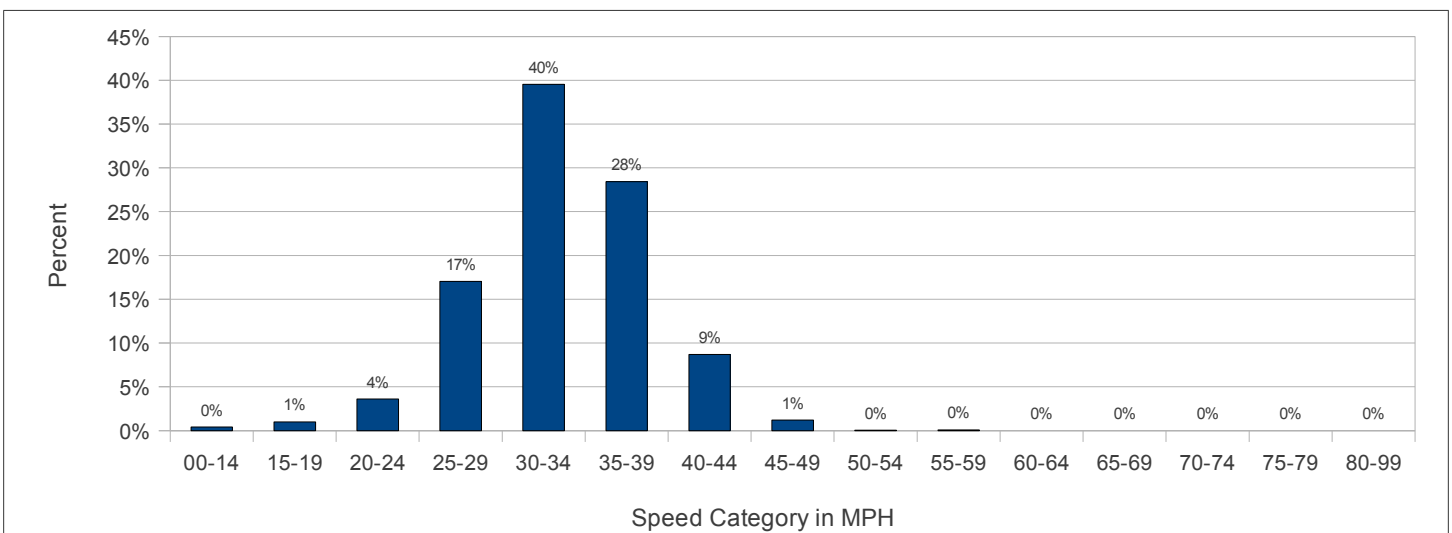


Table 38: Combined traffic directions – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	30 to 34
MEDIAN SPEED	30 to 34
85TH PERCENTILE	35 to 39
10 MILE PACE RANGE	30 to 40
SPEED LIMIT RANGE	35 to 39
PERCENT OF 10 MILE PACE	67.98%

Comments:

This site was initially done as part of a traffic counting contract with NVDA and the speed data collection was added during the survey. In a combined format the traffic appears to be marginally exceeding the assumed speed limits in the 85th percentile and the Speed Limit Range measures.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 38: Eastbound traffic

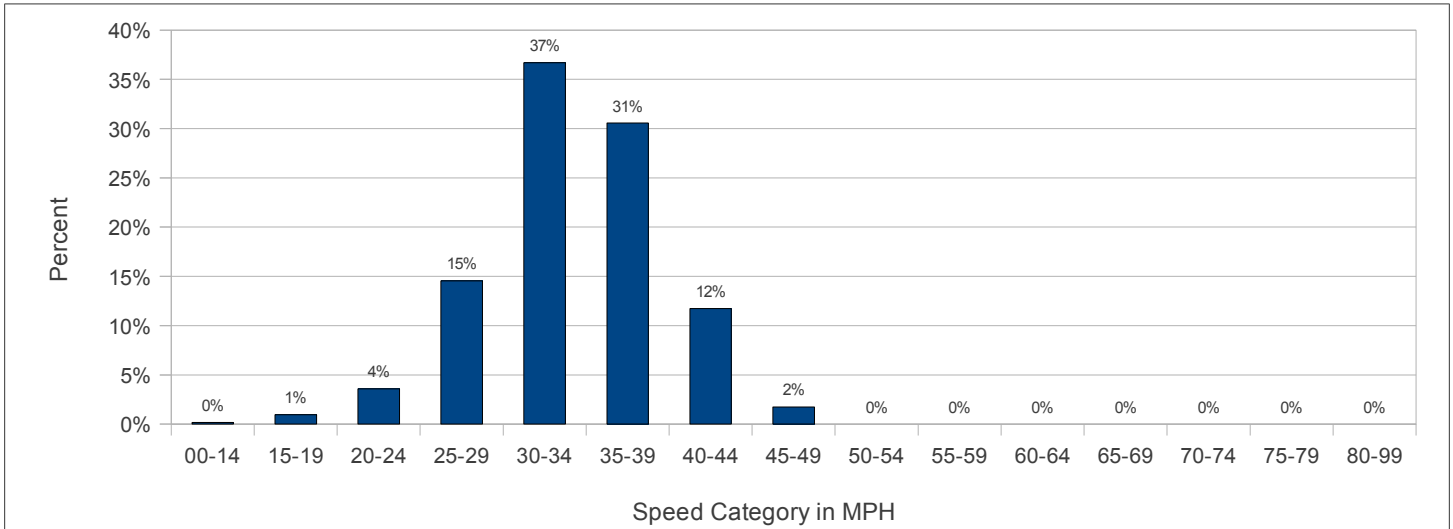


Table 39: Eastbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	30 to 34
MEDIAN SPEED	30 to 34
85TH PERCENTILE	35 to 39
10 MILE PACE RANGE	30 to 40
SPEED LIMIT RANGE	35 to 39
PERCENT OF 10 MILE PACE	67.25%

Comments:

Eastbound traffic, based on the 85th percentile and the Speed Limit Range measures, is marginally exceeding the assumed speed limit.

**Town of Hardwick - Vehicle Speed Survey
2012**

Figure 39: Westbound traffic

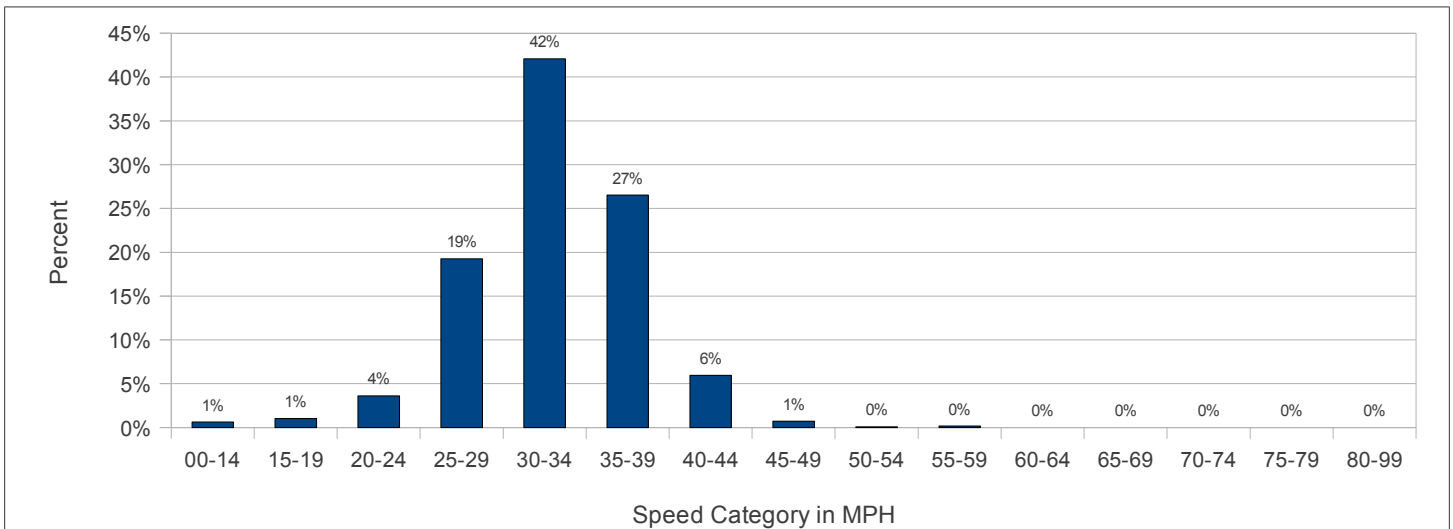


Table 40: Westbound traffic – spot speed measures

Spot Speed Measure	Category/ Measure
MODAL SPEED	30 to 34
MEDIAN SPEED	30 to 34
85TH PERCENTILE	35 to 39
10 MILE PACE RANGE	30 to 40
SPEED LIMIT RANGE	35 to 39
PERCENT OF 10 MILE PACE	68.62%

Comments:

Westbound traffic, based on the 85th percentile and the Speed Limit Range measures, is marginally exceeding the assumed speed limit.