

OLD COLONY PLANNING COUNCIL



Halifax/Bridgewater

Heavy Vehicle Traffic Pattern Study

Local Highway Technical Assistance Project

9/26/2011



The preparation of this report has been financed in part through grants from the Federal Highway Administration, U.S. Department of Transportation, under Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code, under Contract 0052455. The views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

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September 26, 2011

Mr. Charlie Seelig, Town Administrator
Town of Halifax
499 Plymouth Street
Halifax, MA 02338

Dear Mr. Seelig:

Per your request, through the Local Highway Transportation Planning Technical Assistance Program, Old Colony Planning Council (OCPC) has completed the ***Halifax/Bridgewater Heavy Vehicle Traffic Pattern Study***.

The purpose of this project was to analyze the traffic patterns on the study area roadways of Halifax and Bridgewater. Specifically, this study focused on heavy vehicle traffic patterns in order to identify the potential for Heavy Commercial Vehicle Exclusion (HCVE) Zones.

In 2010, the Town of Halifax initiated this project by requesting that OCPC collect traffic data on Walnut Street in response to residents' concerns related to the volume of heavy vehicles utilizing that facility. Walnut Street begins in Halifax, at the intersection with Thompson Street (Route 105) and travels northwest into Bridgewater, where it becomes East Street. In addition, the Town of Halifax requested that OCPC collect data from two side streets (East Street and Plymouth Street) as it was thought that the heavy vehicle traffic might be originating from those streets and then using East Street in Bridgewater and Walnut Street in Halifax to access Thompson Street (Route 105).

In addition, the Town of Halifax has been monitoring the heavy vehicle traffic on Elm Street as it too provides a convenient connection between Plymouth Street (Route 106) and Main Street (Route 27) in Hanson. As such, considering the geographic proximity and similar characteristics, the Elm Street Corridor (including Pine Street) was included in this traffic study. The Elm Street Corridor has been counted numerous times over the past several years in order to track the usage of this popular connector road and to determine the possibility of a future Heavy Commercial Vehicle Exclusion (HCVE) Zone.

Overall, the following conclusions were identified as a result of this study:

- The Walnut Street and Elm Street Corridors appear to serve as cut-through streets
- A large number of heavy vehicles are using these corridors

- Cars are traveling above the posted speed limits by an excessive amount
- Pavement conditions are in disrepair and demonstrate safety issues for vehicular travel
- Vehicles traveling northbound on Walnut Street sometimes drive in southbound lane to avoid poor pavement conditions
- There are no bicycle and pedestrian accommodations present

Material regarding MassDOT Heavy Commercial Vehicle Exclusion Zones is included with this study. It is recommended that traffic conditions on these roadways be routinely monitored, and appropriate enforcement and/or additional countermeasures be explored if conditions continue to deteriorate. As previously mentioned, OCPC will conduct such monitoring as advised by the Town. All information provided in this release is included on the enclosed CD-ROM.

Please note the preparation of this study has been financed in part through grants from the Federal Highway Administration, U.S. Department of Transportation, under Metropolitan Planning Program, Section 404(f) of Title 23, U.S. Code, under Contract 0052455. In addition, the views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

Should you have any questions regarding these findings or require further assistance, please contact Jed Cornock at jcornock@ocpcrpa.org or at (508) 583-1833 x215.

Sincerely,



Charles Kilmer
Transportation Program Manager

Enclosure: Halifax/Bridgewater Heavy Vehicle Traffic Pattern Study & CD-ROM

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This Planning Level Traffic Study was prepared by the following members of the Old Colony Planning Council staff under the direction of Pat Ciaramella, Executive Director, and the supervision of Charles Kilmer, Transportation Program Manager.

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1. INTRODUCTION

1.1 Project Purpose

This planning level traffic study focuses on multiple roadways in the communities of Halifax and Bridgewater, and was completed with funding from Task 3200 – Local Highway Technical Assistance (LTA). The objective of the Local Highway Technical Assistance Program is to handle special, short term transportation issues as they arise, including studies initiated upon the written request from local officials. The purpose of this project was to study the traffic patterns on the study area roadways of Halifax and Bridgewater. Specifically, this study focused on heavy vehicle traffic patterns in order to identify the potential for Heavy Commercial Vehicle Exclusion (HCVE) Zones.

2. METHODOLOGY

This project was completed utilizing standard traffic engineering practices in data collection techniques and traffic analyses published in the *Institute of Transportation Engineers' Manual on Traffic Engineering Studies*, the *Highway Capacity Manual*, the *Manual on Traffic Control Devices (MUTCD)* by Federal Highway Administration (FHWA), the *2006 Massachusetts Amendments to the Manual on Traffic Control Devices (MUTCD)*, and the *Policy on Geometric Design of Highways and Streets* by AASHTO.

Specifically, Section 11A-9 of the 2006 Massachusetts Amendments to the 2003 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) identifies the guidelines and procedures necessary for applying for a Heavy Commercial Vehicle Exclusion (HCVE) Zones. It reads:

2.1 Heavy Commercial Vehicle Exclusions (HCVE)

A truck exclusion from a municipal way may be authorized provided a suitable alternate route is available. The alternate route shall have an effective width and pavement structure which can safely accommodate the additional truck traffic. In addition, the alternate route must meet one of the following conditions:

- (1) Lie wholly within the community making application,*
- (2) Lie partially in an adjacent community but only on State Highway, or*
- (3) Lie partially in an adjacent community but have the adjacent community's written approval.*

An engineering study, as outlined in the Data requested below, must be made. In addition, one or more of the following may be sufficient justification for truck exclusion:

Warrants

- *A volume of heavy commercial vehicles, which usually is in the range of five (5) to eight (8) percent, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.*
- *The condition of the pavement structure of the route to be excluded indicated that further repeated heavy wheel loads will result in severe deterioration of the roadway (subject to MassDOT review).*
- *Notwithstanding the foregoing, in certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.*

Data

Before the MassDOT can consider an exclusion proposal, the following data must be submitted by the municipality:

- A twenty-four (24) hour consecutive count of all vehicles using the subject street. (If the exclusion is requested for only twelve hours, a twelve (12) hour count will suffice). The count shall be broken into one-half hour intervals showing:*
 - *Commercial vehicles with a carrying capacity over 2½ tons*
 - *Other vehicles*
- Map of the area, with the excluded street marked in red, and the alternate route in green.*
- Physical characteristics of excluded and alternate streets in question (i.e. – length, width, type and condition of surface and sidewalk).*
- Types of buildings or property abutting street (Residential, Business, School, Playground, etc).*
- Zoning of Street (Residential, Industrial, etc.).*
- Proximity of probable alternate route to the proposed excluded route and the additional distance to be traveled using the alternate route.*
- Types of traffic control existing on street.*
- Hours during which exclusion is to be in effect.*
- A written statement from the municipality as to the need for the exclusion.*

The 2006 Massachusetts Amendments to the 2003 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) is included in the Appendix of this report.

As required by the 2006 Massachusetts Amendments to the 2003 Edition of the Manual on Uniform Traffic Control Devices (MUTCD), OCPC utilized Automatic Traffic Recorder (ATR) machines to collect vehicle volumes, speeds, and classifications on the study area roadways. These ATR machines collected traffic data over two 48 hour mid-week periods in December, 2010.

3. BACKGROUND

In 2010, the Town of Halifax initiated this project by requesting that OCPC collect traffic data on Walnut Street in response to residents' concerns related to the volume of heavy vehicles utilizing that facility. Walnut Street begins in Halifax, at the intersection with Thompson Street (Route 105) and travels northwest into Bridgewater, where it becomes East Street. In addition, the Town of Halifax requested that OCPC collect data from two side streets (East Street and

Plymouth Street) as it was thought that the heavy vehicle traffic might be originating from those streets and then using East Street in Bridgewater and Walnut Street in Halifax to access Thompson Street (Route 105).

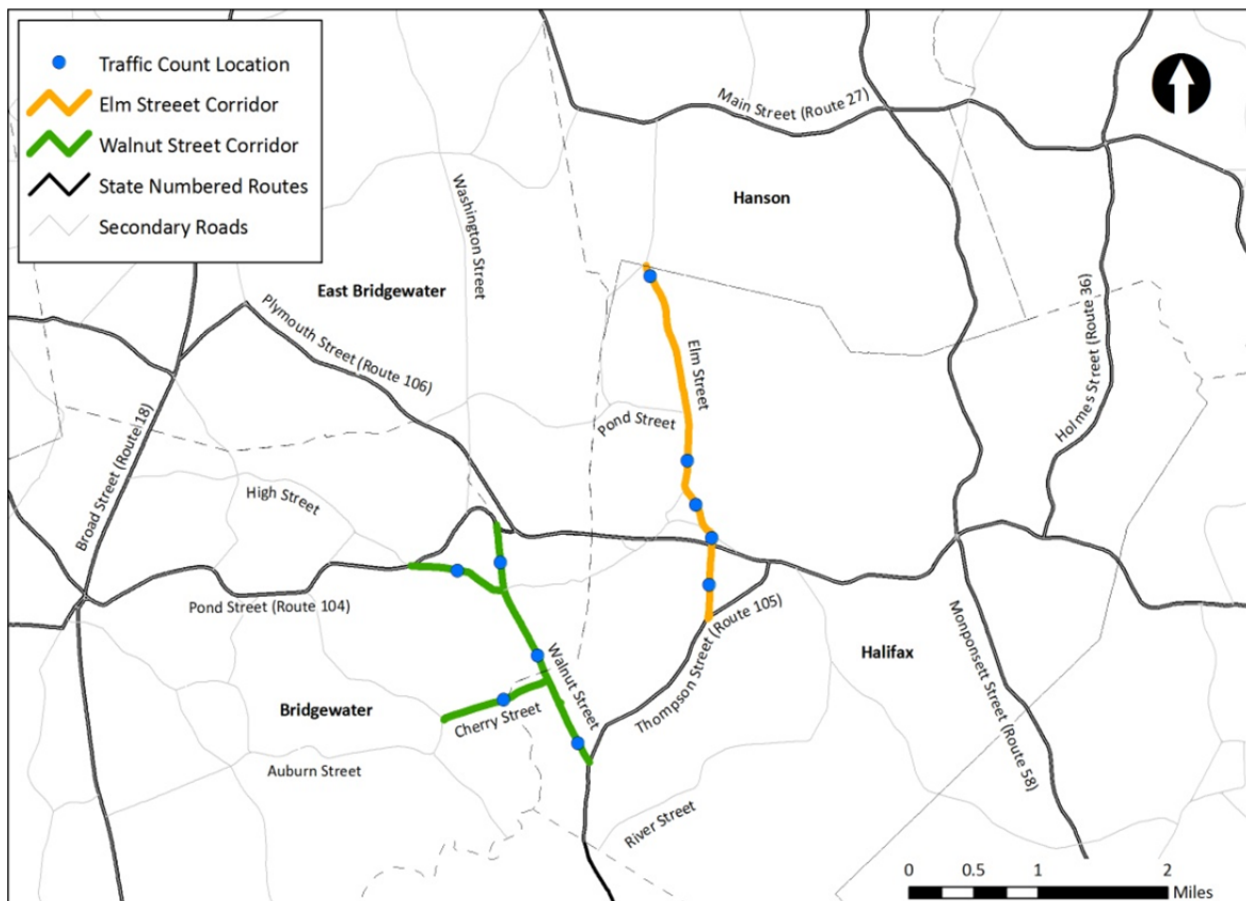
In addition, the Town of Halifax has been monitoring the heavy vehicle traffic on Elm Street as it too provides a convenient connection between Plymouth Street (Route 106) and Main Street (Route 27) in Hanson. As such, considering the geographic proximity and similar characteristics, the Elm Street Corridor (including Pine Street) was included in the same traffic study. Elm Street and Pine Street provide vehicular connection from Thompson Street (Route 105) in Halifax to Main Street (Route 27) in Hanson and is very popular for commuters because of that connection. The Elm Street Corridor has been counted by OCPC numerous times over the past several years in order to track the usage of this popular connector road and to determine the possibility of a future Heavy Commercial Vehicle Exclusion (HCVE) Zone.

4. EXISTING CONDITIONS

4.1 Study Area

For the purpose of this study, the Walnut Street area (including Cherry Street and Plymouth Street in Bridgewater) will be referred to as the “Walnut Street Corridor” and the Elm Street area (including Pine Street) will be referred to as the “Elm Street Corridor”. **Figure 1** displays the Walnut Street and Elm Street Corridors. The following sections of this report describe the results of the data collection project; summarize the findings; and highlight some potential solutions.

Figure 1: Study Area Roadways



4.1.1 Walnut Street Corridor

The Walnut Street Corridor (approximately 1.94 miles) includes Walnut Street (approximately 0.77 miles) in Halifax and East Street (approximately 1.17 miles) in Bridgewater. In addition, Cherry Street (side street) in Halifax and Plymouth Street (side street) in Bridgewater were included in the “Walnut Street Corridor”. As previously mentioned Walnut Street begins in Halifax, at the intersection with Thompson Street (Route 105) and travels northwest into Bridgewater (becoming East Street) and terminates at Old Plymouth Street (Route 104). This connection allows motorists to bypass a 2.1 mile section of Thompson Street (Route 105) which ultimately terminates at Plymouth Street (Route 106) in Halifax. In addition, this corridor provides a quicker connection to the Bridgewater MBTA Old Colony Commuter Rail Station (Middleboro/Lakeville Line), located adjacent to Bridgewater State University (BSU).

The Walnut Street Corridor is located in primarily residential neighborhoods of Halifax and Bridgewater and exhibits rural physical characteristics. The roadways tend to be narrow with no pedestrian or bicycle accommodations and have significant vegetation along the pavement edge. Single family homes are the predominant feature along the corridor; however, agricultural land use can be found in the southern section of the corridor. Roadway widths average approximately 22-24 feet, providing lane widths of 11-12 feet. Pavement conditions vary dramatically between Walnut Street in Halifax and East Street in Bridgewater. The pavement conditions on Walnut Street are very poor; exhibiting numerous potholes, severe rutting, and extensive cracking while East Street, recently repaved, demonstrates very good pavement conditions. **Figures 2 and 3** show the different roadway characteristics of the Walnut Street Corridor in Halifax and Bridgewater.

Figure 2:
Walnut Street, Halifax, MA



Figure 3:
East Street, Bridgewater, MA



4.1.2 Elm Street Corridor

The Elm Street Corridor (approximately 2.76 miles) includes Pine Street (approximately 0.63 miles) and Elm Street (approximately 2.13 miles) in Halifax. The Elm Street Corridor begins with Pine Street in Halifax, at the intersection with Thompson Street (Route 105) and travels north (becoming Elm Street) and terminates at Main Street (Route 27) in Hanson. This connection allows motorists to bypass a .65 mile section of Thompson Street (Route 105) which ultimately terminates at Plymouth Street (Route 106) in Halifax. In addition, this corridor provides a connection to the Hanson MBTA Old Colony Commuter Rail Station (Kingston/Plymouth Line), located in downtown Hanson.

The Elm Street Corridor is located in primarily residential neighborhoods of Halifax and exhibits rural physical characteristics. Similar to the Walnut Street Corridor, the roadways tend to be narrow with little to no pedestrian or bicycle accommodations and have significant vegetation along the pavement edge. Single family homes are the predominant feature along the corridor; however, agricultural land use can be found in the southern section of the corridor.

Roadway widths average approximately 20-22 feet, providing lane widths of 10-11 feet. Pavement conditions vary dramatically between Pine Street and Elm Street as Pine Street conditions are very poor; exhibiting numerous potholes, severe rutting, and extensive cracking while Elm Street, being recently repaved, demonstrates very good pavement conditions.

Figures 4 and 5 show the typical roadway layouts of the Elm Street Corridor

Figure 4:
Pine Street, Halifax, MA



Figure 5:
Elm Street, Halifax, MA



Table 1: Roadway Conditions

Corridor	Traffic Counter Location	Roadway Width (Feet)	Pavement Condition	Pavement Markings	Shoulder (Yes/No)	Sidewalks (Yes/No)
Walnut Street Corridor	East Street, south of Old Plymouth Street (Route 104)	23	Good	Good	No	No
	Plymouth Street, west of East Street	23	Fair	Fair	No	No
	East Street, at Halifax Town Line	24	Good	Good	No	No
	Cherry Street, at Halifax Town Line	22	Poor	Good	No	No
	Walnut Street, north of Thompson Street (Route 105)	22	Poor	Poor	No	No
Elm Street Corridor	Elm Street, at Hanson Town Line	22	Good	Good	No	No
	Elm Street, south of Pond Street	22	Good	Good	No	No
	Elm Street, south of Furnace Street	21	Good	Good	No	No
	Pine Street, north of Plymouth Street (Route 106)	21	Poor	Poor	No	No
	Pine Street, south of Plymouth Street (Route 106)	20	Poor	Poor	No	No

Table 1 shows the Walnut Street and Elm Street Corridor roadway characteristics.

Observations made by OCPC include:

- Narrow roadway widths
- Mixed pavement conditions and markings
- No marked or physical shoulders
- No sidewalks

The combination of narrow roadways, poor pavement conditions, lack of pavement markings, and the absence of sidewalks make it very dangerous for bicyclists and pedestrians utilizing these corridors. In addition, the connectivity character of these corridors (providing commuters with options rather than relying on main roads to access other state numbered routes) allow shorter travel times and therefore create potential safety issues for the traveling public due to the increase of cut through traffic levels.

4.2 Traffic Data

The ten (10) Automatic Traffic Recorder (ATR) machines collected traffic data over two 48 hour mid-week periods in December, 2010. The machines recorded vehicle volumes, speeds, and classifications during those time periods and produced traffic information representing conditions for a typical 24 hour period.

The following traffic information is included for each traffic count location:

Average Daily Traffic (ADT)

The average number of vehicles for a weekday (24 hours, non weekend or holiday) collected over a 24 to 48 hour period.

85th Percentile Speed

The speed at or below which 85 percent of all vehicles in the sample area are traveling.

Heavy Vehicle Percentage

The percentage of buses and vehicles with two (2) or more axles and six or more tires.

According to the 2005 MassDOT (formerly MassHighway) Procedures for Speed Zoning on State and Municipal Roadways, the 85th Percentile Speed is the principal value used for establishing speed controls. In addition, the 2006 Massachusetts Amendments to the 2003 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) states that a subject roadway must demonstrate a heavy vehicle percentage of more than 5% in order to apply for a MassDOT Heavy Commercial Vehicle Exclusion (HCVE) Zone.

Table 2 summarizes the Average Daily (24-hour period) Traffic (ADT), 85th Percentile Speeds, and Heavy Vehicle Percentages recorded on the study area roadways.

Table 2: Automatic Traffic Recorder (ATR) Results

Corridor	Traffic Count Location	Average Daily Traffic (ADT)	85th Percentile Speed	Heavy Vehicle %
Walnut Street Corridor	East Street, south of Old Plymouth Street (Route 104)	1,775	47 MPH	10.2%
	Plymouth Street, west of East Street	1,434	43 MPH	18.7%
	East Street, at Halifax Town Line	2,379	47 MPH	15.7%
	Cherry Street, at Halifax Town Line	713	48 MPH	14.8%
	Walnut Street, north of Thompson Street (Route 105)	1,945	45 MPH	16.7%
Elm Street Corridor	Elm Street, at Hanson Town Line	2,540	47 MPH	11.8%
	Elm Street, south of Pond Street	2,891	45 MPH	8.7%
	Elm Street, south of Furnace Street	2,520	45 MPH	13.7%
	Pine Street, north of Plymouth Street (Route 106)	890	32 MPH	12.2%
	Pine Street, south of Plymouth Street (Route 106)	1,065	43 MPH	13.8%

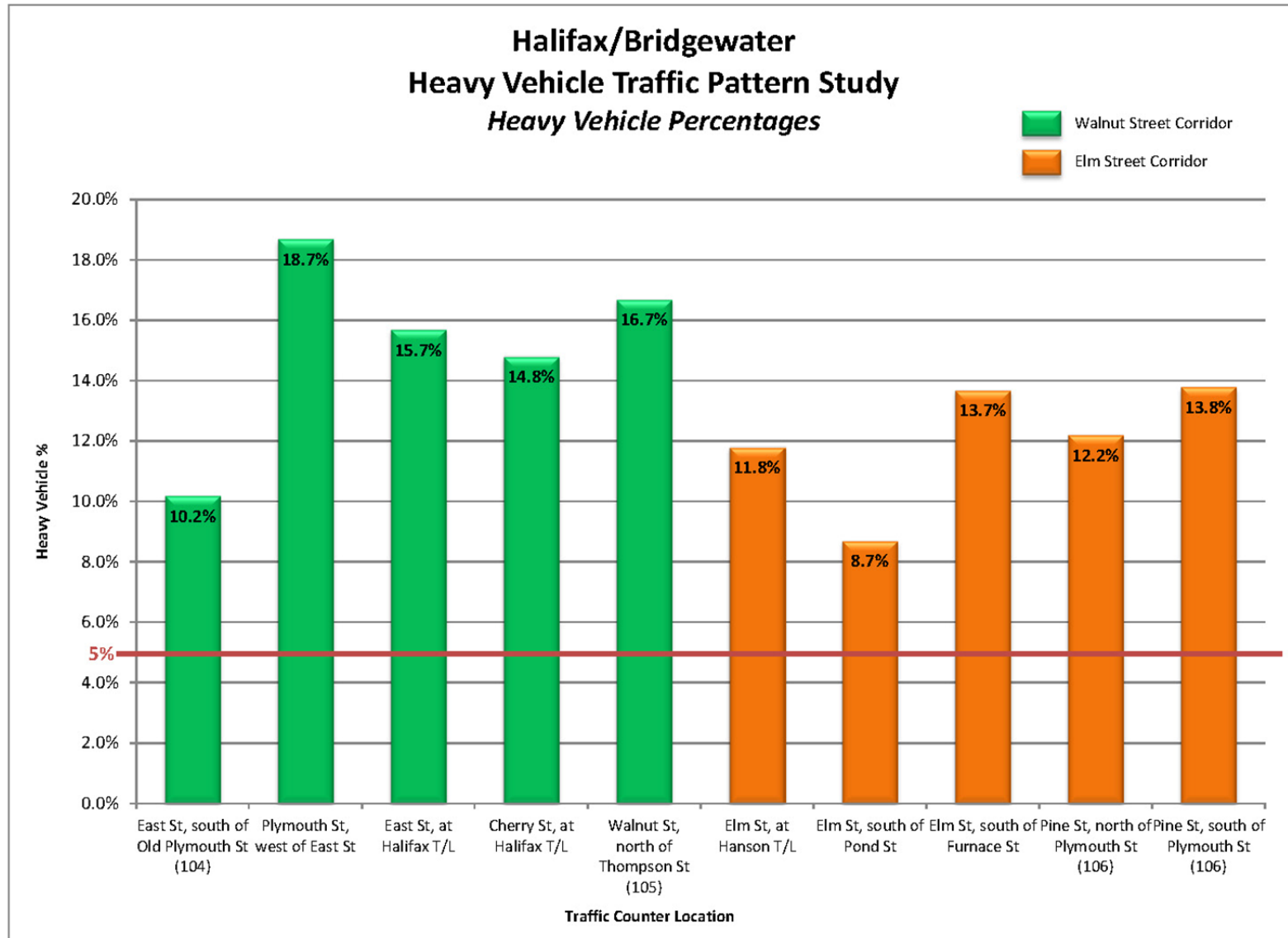
The only posted speed limits observed were on Plymouth Street (30 MPH) in Bridgewater and Elm Street (35 MPH) in Hanson. The remaining roadways did not have posted speed limits so for analysis purposes a 30 MPH prima facie speed limit was used because roadways satisfied the definition of a thickly settled area. All but one traffic count location demonstrated an 85th Percentile Speed of at least 13 MPH over the observed speed limit. The traffic counters on the Walnut Street and Elm Street Corridor averaged 46 MPH, resulting in 16 MPH over the observed speed limit.

In addition, all of the count locations met and greatly exceeded the minimum 5% heavy vehicle threshold for a Heavy Commercial Vehicle Exclusion (HCVE) Zone. The Plymouth Street, west of East Street location had the highest heavy vehicle percentage at 18.7% and the Elm Street, south of Pond Street location had the lowest heavy vehicle percentage at 8.7%.

Table 2 shows that all of the roadways on both the Walnut Street and Elm Street Corridors have 85th Percentile Speeds in excess of 40 miles per hour and satisfy the minimum threshold for applying for a MassDOT Heavy Commercial Vehicle Exclusion (HCVE) Zone.

The traffic counts (volume, speed, and classification information) are included in the appendix of this report in order to provide the Town(s) with as much information as possible as they decide the appropriate course of action.

Chart 1: Heavy Vehicle Percentages



5. OBSERVATIONS

From the data collected during the time periods of December, 2010, there are several observations that may be noted.

- Heavy vehicles are traveling on secondary roads in order to cut across to other state numbered routes.
- All counter locations well exceed the 5% threshold of heavy vehicles.
- Cars are traveling above the observed speed limits by an excessive amount.
- Pavement conditions are in disrepair and demonstrate safety issues for vehicular travel.
- There are no bicycle and pedestrian accommodations.

5.1 Walnut Street Corridor

Average Daily Traffic

Average Daily Traffic (ADT) on the Walnut Street Corridor ranges from a high of 2,379 to a low of 1,775 vehicles per day. The two side street count locations (Cherry Street and Plymouth Street) demonstrated 713 and 1,434 vehicles per day respectively. The morning peak period occurred at 7:00 AM (approximately 160 vehicles) and the afternoon peak period occurred at 4:00 PM (approximately 180 vehicles). A clear commuter pattern is evident on the corridor as the highest volumes in the morning were recorded traveling northbound and southbound in the evening.

85th Percentile Speeds

Overall, the 85th Percentile Speeds recorded on the Walnut Street Corridor averaged 46 MPH; demonstrating speeds in excess of observed speed limits. Not surprisingly, the speeds recorded on the East Street (Bridgewater) section of the corridor were higher than those recorded on the Walnut Street (Halifax) section. The pavement conditions on East Street are better than Walnut Street, thus allowing vehicles to travel at higher speeds. In addition, OCPC observed numerous vehicles traveling north on Walnut Street in the opposite travel lane in order to avoid the poor pavement conditions. This condition along with the high travel speeds make any pedestrian or bicycle usage very dangerous.

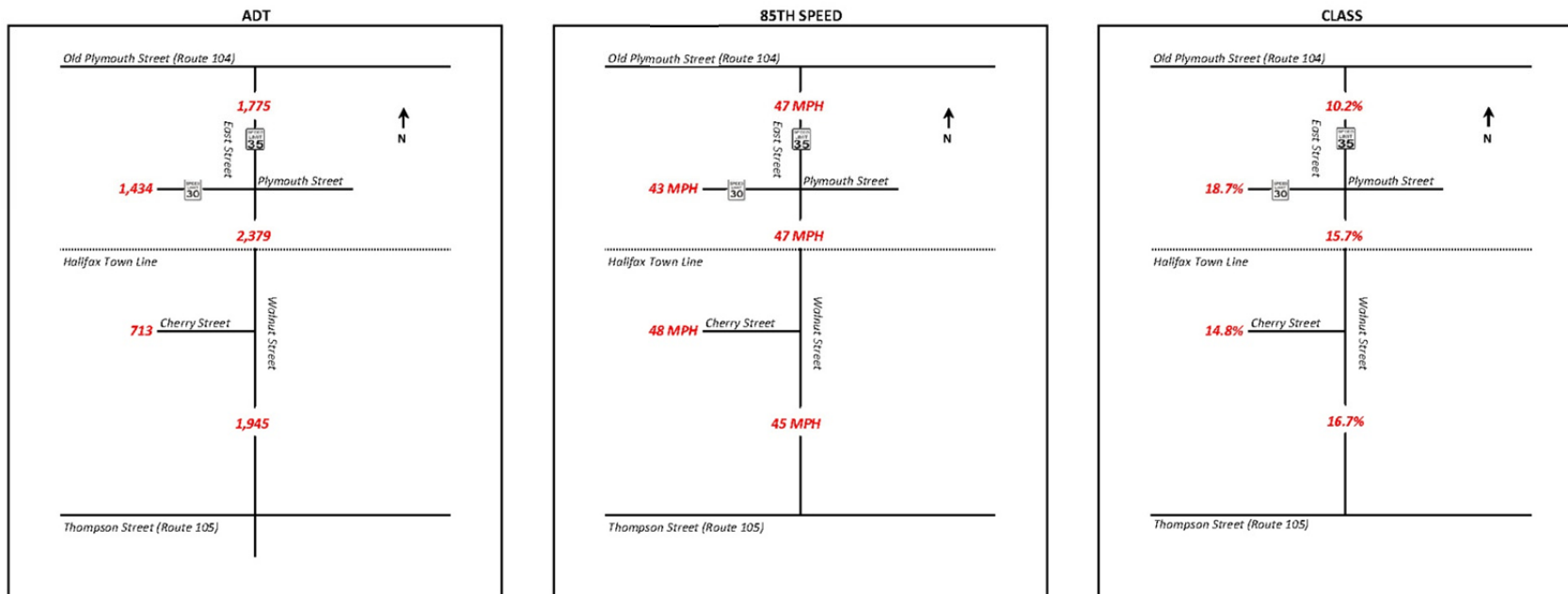
Heavy Vehicle Percentages

All Heavy Vehicle Percentages recorded on the Walnut Street Corridor reached the 10% threshold and higher. The highest heavy vehicle percentage (18.7%) was recorded on Plymouth Street and the lowest (10.2%) was recorded on East Street, just south of Old Plymouth Street (Route 104). All of the 3 locations on the Walnut Street Corridor did exceed the minimum 5% threshold for applying for a MassDOT HCVE zone.

Figure 6: Walnut Street Corridor Traffic Conditions

Halifax / Bridgewater
Heavy Vehicle Traffic Pattern Study
Walnut Street Corridor Traffic Data Summary Table

STREET NAME	LOCATION	FUNCTIONAL CLASS	JURISDICTION	ADT	85TH % SPEED	HEAVY VEHICLE %
East Street	South of Old Plymouth Street (Route 104)	Urban Minor Arterial	Town	1,775	47 MPH	10.2%
Plymouth Street	West of East Street	Local Road	Town	1,434	43 MPH	18.7%
East Street	At the Halifax Town Line	Local Road	Town	2,379	47 MPH	15.7%
Cherry Street	At the Halifax Town Line	Local Road	Town	713	48 MPH	14.8%
Walnut Street	North of Thompson Street (Route 105)	Urban Minor Arterial	Town	1,945	45 MPH	16.7%



Notes:
 Data Collection Points Listed in Table Represent Geographic Placement on East Street, Walnut Street, Cherry Street, and Plymouth Street
 Data Collection Period = December 8-9, 2010

5.2 Elm Street Corridor

Average Daily Traffic

Average Daily Traffic (ADT) on the Elm Street Corridor ranges from a high of 2,891 to a low of 2,520 vehicles per day and the Pine Street (north and south of Plymouth Street (Route 106)) section demonstrated 1,065 and 890 vehicles per day respectively. The morning peak period occurred at 7:00 AM (approximately 165 vehicles) and the afternoon peak period occurred at 4:00 PM (approximately 188 vehicles). A clear commuter pattern is evident on the corridor as the highest volumes in the morning were recorded traveling northbound and southbound in the evening.

85th Percentile Speeds

Overall, the 85th Percentile Speeds recorded on the Elm Street Corridor averaged 46 MPH; demonstrating speeds in excess of observed speed limits. Not surprisingly, the speeds recorded on the Elm Street section of the corridor were higher than those recorded on the Pine Street section. The pavement conditions on Elm Street are far better than Pine Street allowing vehicles to travel at higher speeds. In addition, the section of Pine Street, north of Plymouth Street (Route 106) is approximately 430 feet long with stop signs on both ends, therefore, not allowing for high travel speeds. However, 85th percentile speeds on the Pine Street, south of Plymouth (Route 106) section (43 MPH) were well above the observed speed limit of 30 MPH.

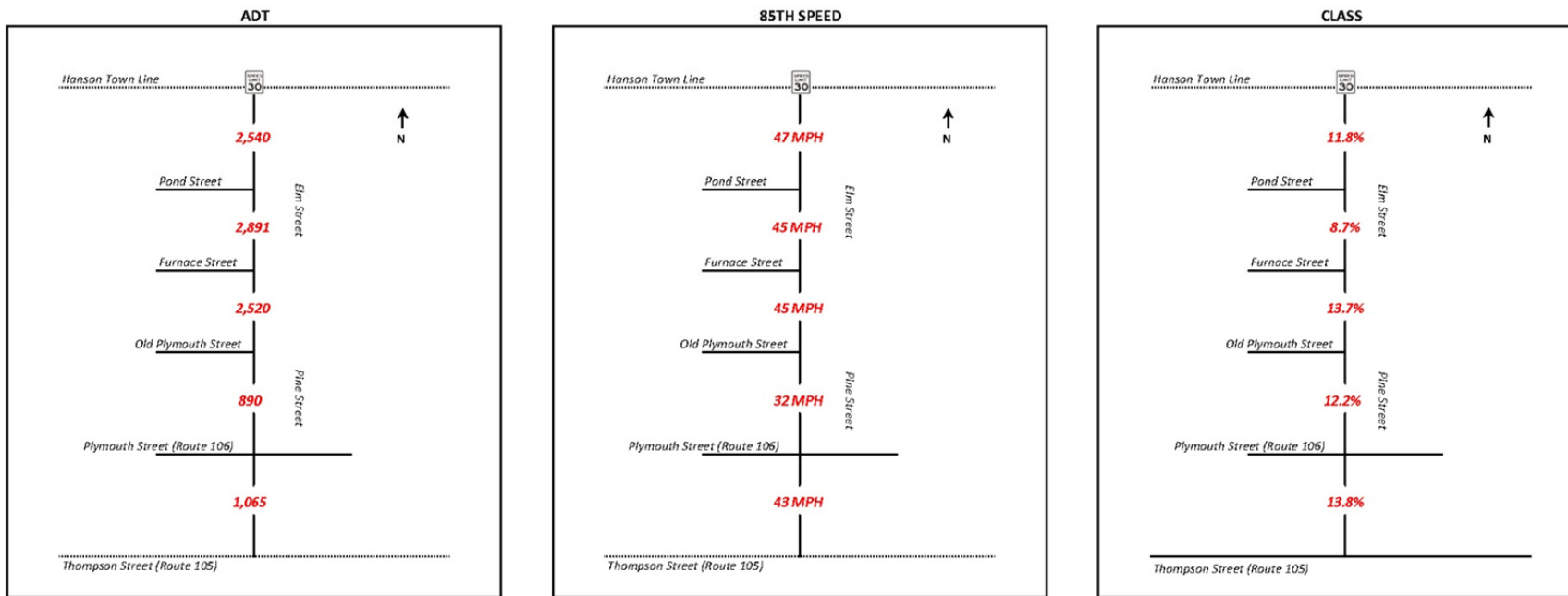
Heavy Vehicle Percentages

All of the heavy vehicle percentages on the Elm Street Corridor seem to be consistent with the exception of the counter located south of Pond Street. As previously mentioned, the Elm Street Corridor has been counted in previous years and all counts demonstrated the same pattern. There is a clear drop-off in the amount of heavy vehicles utilizing Elm Street in that stretch of road; however, it still demonstrates a heavy vehicle percentage greater than 5% and therefore, meets the minimum threshold for a HCVE Zone application.

Figure 7: Elm Street Corridor Traffic Conditions

Halifax / Bridgewater
Heavy Vehicle Traffic Pattern Study
Elm Street Corridor Traffic Data Summary Table

STREET NAME	LOCATION	FUNCTIONAL CLASS	JURISDICTION	ADT	85TH % SPEED	HEAVY VEHICLE %
Elm Street	At the Hanson Town Line	Urban Collector	Town	2,540	47 MPH	11.8%
Elm Street	South of Pond Street	Urban Collector	Town	2,891	45 MPH	8.7%
Elm Street	South of Furnace Street	Urban Collector	Town	2,520	45 MPH	13.7%
Pine Street	North of Plymouth Street (Route 106)	Local Road	Town	890	32 MPH	12.2%
Pine Street	South of Plymouth Street (Route 106)	Local Road	Town	1,065	43 MPH	13.8%



Notes:
 Data Collection Points Listed in Table Represent Geographic Placement on Elm Street and Pine Street
 Data Collection Period = Pine Street- December 8-9, 2010 ; Elm Street- December 15-16, 2010

6. CONCLUSIONS

In 2010, the Town of Halifax initiated this project by requesting that OCPC collect traffic data on Walnut Street in response to residents' concerns related to the volume of heavy vehicles utilizing that facility. Walnut Street begins in Halifax, at the intersection with Thompson Street (Route 105) and travels northwest into Bridgewater, where it becomes East Street. In addition, the Town of Halifax requested that OCPC collect data from two side streets (East Street and Plymouth Street) as it was thought that the heavy vehicle traffic might be originating from those streets and then using East Street in Bridgewater and Walnut Street in Halifax to access Thompson Street (Route 105).

In addition, the Town of Halifax has been monitoring the heavy vehicle traffic on Elm Street as it too provides a convenient connection between Plymouth Street (Route 106) and Main Street (Route 27) in Hanson. As such, considering the geographic proximity and similar characteristics, the Elm Street Corridor (including Pine Street) was included in the same traffic study. Elm Street and Pine Street provide vehicular connection from Thompson Street (Route 105) in Halifax to Main Street (Route 27) in Hanson and is very popular for commuters because of that connection. The Elm Street Corridor has been counted by OCPC numerous times over the past several years in order to track the usage of this popular connector road and to determine the possibility of a future Heavy Commercial Vehicle Exclusion (HCVE) Zone.

Figure 1 (pg. 4) illustrates the study area roadways and the connections they provide from one state route to another. The traffic counts conducted by Old Colony Planning Council demonstrate the popularity of these roads for heavy vehicles as well highlight the high travel speeds, which make bicycle and pedestrian usage very dangerous. In addition, the pavement conditions of several of the roadways are in disrepair and continued heavy vehicle usage only expedites the deterioration of the infrastructure.

Overall, the following conclusions were identified as a result of this study:

- The Walnut Street and Elm Street Corridors appear to serve as cut-through streets
- A large number of heavy vehicles are using these corridors
- Vehicles are traveling above the observed speed limits by an excessive amount
- Pavement conditions are in disrepair and demonstrate safety issues for vehicular travel
- Vehicles traveling northbound on Walnut Street sometimes drive in southbound lane to avoid poor pavement conditions
- There are no bicycle and pedestrian accommodations present

In the short term, the Town of Halifax should consider improving pavement conditions and pavement markings on both Walnut Street and Pine Street. The absence of clear lane designations and shoulder areas create safety issues for both vehicles and bicyclists or pedestrians. In addition, strict speed enforcement along both corridors is encouraged in order

to eliminate Walnut Street northbound vehicles traveling in the oncoming lane as well as to reduce travel speeds.

These corridors provide vehicles with connections between popular state numbered routes (Route 27, 104, 105 & 106) in the Halifax, Bridgewater, and Hanson area. Traffic volumes on these state numbered routes are high as they serve as main roads connecting communities in the OCPC region and beyond. However, as more development happens along these state numbered routes the level of congestion increases and travel speeds decrease. Ultimately, this pattern results in people choosing to use side streets to avoid traffic on the main roads. Heavy vehicles on time schedules relying on GPS units have also started using side streets in order maintain on time delivery of goods. The Walnut Street and Elm Street Corridors are serving as heavy vehicle connections between these state numbered routes and are adding to the safety issues discussed earlier in the report. It is recommended that the Town of Halifax consult with both Towns of Bridgewater and Hanson before considering applying for a Heavy Commercial Vehicle Exclusion (HCVE) Zone. In addition, it is also recommended that the Town of Halifax work closely with MassDOT and Old Colony Planning Council if the chosen course of action is to apply for a HCVE zone.

Clearly, the Walnut Street and Elm Street Corridors have similar issues related to heavy vehicle traffic, travel speeds, bicycle and pedestrian accommodations, and physical conditions. As such, it is also recommended that the Town of Halifax work closely with the Town of Bridgewater, the Town of Hanson, MassDOT, and Old Colony Planning Council (OCPC) in order to make these corridors safer for the traveling public.

Appendix

Automatic Traffic Recorder (ATR) Counts

*2006 Massachusetts Amendments to the 2003 Edition of the
Manual on Uniform Traffic Control Devices (MUTCD)*

*2005 MassHighway Procedures for Speed Zoning on State and
Municipal Roadways*

*Massachusetts Traffic Safety Toolbox Series – Pavement
Markings: Centerlines and Edgelines*

*Massachusetts Traffic Safety Toolbox Series – Speed Limits
and Speed Limit Setting*

Town of Halifax Project Request Letters

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

Start Time	06-Dec-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	3	3	1	5	*	*	*	*	*	*	2	4
01:00	*	*	*	*	3	4	1	3	*	*	*	*	*	*	2	4
02:00	*	*	*	*	1	0	1	1	*	*	*	*	*	*	1	0
03:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*	0	0
04:00	*	*	*	*	7	2	8	4	*	*	*	*	*	*	8	3
05:00	*	*	*	*	41	11	36	6	*	*	*	*	*	*	38	8
06:00	*	*	*	*	90	12	89	18	*	*	*	*	*	*	90	15
07:00	*	*	*	*	113	41	112	35	*	*	*	*	*	*	112	38
08:00	*	*	*	*	104	31	87	33	*	*	*	*	*	*	96	32
09:00	*	*	*	*	60	32	69	35	*	*	*	*	*	*	64	34
10:00	*	*	*	*	53	39	49	43	*	*	*	*	*	*	51	41
11:00	*	*	*	*	40	38	50	39	*	*	*	*	*	*	45	38
12:00 PM	*	*	*	*	45	39	40	54	*	*	*	*	*	*	42	46
01:00	*	*	*	*	36	48	49	49	*	*	*	*	*	*	42	48
02:00	*	*	*	*	50	68	34	59	*	*	*	*	*	*	42	64
03:00	*	*	*	*	53	74	48	80	*	*	*	*	*	*	50	77
04:00	*	*	*	*	55	108	60	97	*	*	*	*	*	*	58	102
05:00	*	*	*	*	55	112	50	97	*	*	*	*	*	*	52	104
06:00	*	*	*	*	37	66	44	70	*	*	*	*	*	*	40	68
07:00	*	*	*	*	25	51	19	47	*	*	*	*	*	*	22	49
08:00	*	*	*	*	16	43	25	39	*	*	*	*	*	*	20	41
09:00	*	*	*	*	19	25	17	25	*	*	*	*	*	*	18	25
10:00	*	*	*	*	6	13	10	21	*	*	*	*	*	*	8	17
11:00	*	*	*	*	6	9	5	6	*	*	*	*	*	*	6	8
Total	0	0	0	0	918	869	904	866	0	0	0	0	0	0	909	866
Day	0	0	0	0	1787		1770		0	0	0	0	0	0	1775	
AM Peak					07:00	07:00	07:00	10:00							07:00	10:00
Vol.					113	41	112	43							112	41
PM Peak					16:00	17:00	16:00	16:00							16:00	17:00
Vol.					55	112	60	97							58	104
Comb. Total	0	0	0	0	1787		1770		0	0	0	0	0	0	1775	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
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Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

Start Time	08-Dec-10 Wed		NB		SB		Combined		09-Dec-Thu		NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	12	1	12	1	12	1	24	0	11	2	11	2	22		
12:15	0	11	1	5	1	16	1	16	0	4	2	11	2	15		
12:30	2	10	0	12	2	22	2	22	0	8	1	17	1	25		
12:45	1	12	1	10	2	22	2	22	1	17	0	15	1	32		
01:00	1	6	1	9	2	15	2	15	0	12	2	15	2	27		
01:15	2	9	2	11	4	20	4	20	1	9	0	11	1	20		
01:30	0	10	1	14	1	24	1	24	0	19	1	14	1	33		
01:45	0	11	0	14	0	25	0	25	0	9	0	9	0	18		
02:00	0	16	0	15	0	31	0	31	0	10	0	10	0	20		
02:15	1	7	0	16	1	23	1	23	1	6	1	11	2	17		
02:30	0	12	0	22	0	34	0	34	0	10	0	15	0	25		
02:45	0	15	0	15	0	30	0	30	0	8	0	23	0	31		
03:00	0	19	0	11	0	30	0	30	0	10	0	15	0	25		
03:15	0	11	0	22	0	33	0	33	0	14	0	18	0	32		
03:30	0	8	0	18	0	26	0	26	0	16	0	24	0	40		
03:45	0	15	0	23	0	38	0	38	0	8	0	23	0	31		
04:00	1	12	2	22	3	34	3	34	1	14	2	26	3	40		
04:15	2	15	0	34	2	49	2	49	0	16	0	19	0	35		
04:30	2	16	0	27	2	43	2	43	4	14	0	21	4	35		
04:45	2	12	0	25	2	37	2	37	3	16	2	31	5	47		
05:00	6	14	0	29	6	43	6	43	5	14	1	23	6	37		
05:15	11	15	4	32	15	47	15	47	8	13	0	25	8	38		
05:30	15	14	4	25	19	39	19	39	12	11	4	23	16	34		
05:45	9	12	3	26	12	38	12	38	11	12	1	26	12	38		
06:00	15	13	4	21	19	34	19	34	10	11	6	19	16	30		
06:15	20	9	3	15	23	24	23	24	24	10	1	15	25	25		
06:30	32	9	5	14	37	23	23	23	29	13	9	15	38	28		
06:45	23	6	0	16	23	22	22	22	26	10	2	21	28	31		
07:00	32	6	11	17	43	23	23	23	25	10	9	12	34	22		
07:15	30	5	10	17	40	22	22	22	25	6	10	15	35	21		
07:30	19	2	9	8	28	10	10	10	34	1	7	11	41	12		
07:45	32	12	11	9	43	21	21	21	28	2	9	9	37	11		
08:00	31	5	9	10	40	15	15	15	30	5	11	12	41	17		
08:15	28	8	7	10	35	18	18	18	25	7	10	7	35	14		
08:30	27	1	8	9	35	10	10	10	17	9	4	8	21	17		
08:45	18	2	7	14	25	16	16	16	15	4	8	12	23	16		
09:00	18	4	7	10	25	14	14	14	19	2	8	6	27	8		
09:15	13	8	8	9	21	17	17	17	13	6	6	7	19	13		
09:30	17	4	13	4	30	8	8	8	18	5	6	9	24	14		
09:45	12	3	4	2	16	5	5	5	19	4	15	3	34	7		
10:00	11	0	7	4	18	4	4	4	11	3	11	8	22	11		
10:15	14	2	15	4	29	6	6	6	13	4	11	6	24	10		
10:30	14	2	8	1	22	3	3	3	13	2	10	5	23	7		
10:45	14	2	9	4	23	6	6	6	12	1	11	2	23	3		
11:00	4	1	11	3	15	4	4	4	12	1	10	1	22	2		
11:15	12	3	11	4	23	7	7	7	17	1	8	3	25	4		
11:30	8	1	9	2	17	3	3	3	11	2	10	1	21	3		
11:45	16	1	7	0	23	1	1	1	10	1	11	1	21	2		
Total	515	403	213	656	728	1059	1059	1059	503	401	222	644	725	1045		
Day Total	918		869		1787		1787	1787	904		866		1770			
% Total	0.0%	28.8%	22.6%	11.9%	36.7%				28.4%	22.7%	12.5%	36.4%				
Peak	07:45	03:45	10:15	04:15	07:00	04:15			07:15	04:00	09:45	04:45	07:15	04:00		
Vol.	118	58	43	115	154	172			117	60	47	102	154	157		
P.H.F.	0.922	0.763	0.717	0.846	0.895	0.878			0.860	0.789	0.783	0.823	0.939	0.835		

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

Start Time	06-Dec-10 Mon	07-Dec-10 Tue	08-Dec-10 Wed	09-Dec-10 Thu	10-Dec-10 Fri	11-Dec-10 Sat	12-Dec-10 Sun	Week Average
12:00 AM	*	*	6	6	*	*	*	6
01:00	*	*	7	4	*	*	*	6
02:00	*	*	1	2	*	*	*	2
03:00	*	*	0	0	*	*	*	0
04:00	*	*	9	12	*	*	*	10
05:00	*	*	52	42	*	*	*	47
06:00	*	*	102	107	*	*	*	104
07:00	*	*	154	147	*	*	*	150
08:00	*	*	135	120	*	*	*	128
09:00	*	*	92	104	*	*	*	98
10:00	*	*	92	92	*	*	*	92
11:00	*	*	78	89	*	*	*	84
12:00 PM	*	*	84	94	*	*	*	89
01:00	*	*	84	98	*	*	*	91
02:00	*	*	118	93	*	*	*	106
03:00	*	*	127	128	*	*	*	128
04:00	*	*	163	157	*	*	*	160
05:00	*	*	167	147	*	*	*	157
06:00	*	*	103	114	*	*	*	108
07:00	*	*	76	66	*	*	*	71
08:00	*	*	59	64	*	*	*	62
09:00	*	*	44	42	*	*	*	43
10:00	*	*	19	31	*	*	*	25
11:00	*	*	15	11	*	*	*	13
Total	0	0	1787	1770	0	0	0	1780
Percentage	0.0%	0.0%	100.4%	99.4%	0.0%	0.0%	0.0%	
AM Peak Vol.			07:00 154	07:00 147				07:00 150
PM Peak Vol.			17:00 167	16:00 157				16:00 160

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 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12/8/10	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
01:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	1	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	0	0	0	1	2	3	1	0	0	0	0	0	7
05:00	0	0	0	0	0	4	15	15	4	2	1	0	0	0	41
06:00	0	0	0	2	3	16	44	13	10	2	0	0	0	0	90
07:00	1	0	1	1	1	12	47	28	20	1	1	0	0	0	113
08:00	0	0	0	1	3	8	43	31	17	1	0	0	0	0	104
09:00	1	0	0	0	5	14	18	13	7	2	0	0	0	0	60
10:00	0	0	0	0	5	11	20	12	5	0	0	0	0	0	53
11:00	1	0	1	5	2	6	11	9	4	1	0	0	0	0	40
12 PM	1	0	2	1	2	7	20	4	7	1	0	0	0	0	45
13:00	0	0	1	2	0	5	14	12	2	0	0	0	0	0	36
14:00	0	0	1	2	6	14	16	8	3	0	0	0	0	0	50
15:00	1	0	0	1	0	7	19	19	5	1	0	0	0	0	53
16:00	1	0	0	0	4	8	22	17	2	0	1	0	0	0	55
17:00	0	0	0	1	4	9	29	10	2	0	0	0	0	0	55
18:00	0	0	0	0	2	9	9	10	6	1	0	0	0	0	37
19:00	0	0	0	0	3	5	12	1	2	2	0	0	0	0	25
20:00	1	0	0	0	2	5	4	3	1	0	0	0	0	0	16
21:00	0	0	0	1	2	4	7	3	0	1	1	0	0	0	19
22:00	0	0	0	0	2	1	2	0	0	0	0	0	0	1	6
23:00	0	0	0	0	1	1	2	0	2	0	0	0	0	0	6
Total	7	0	6	17	47	147	359	212	103	15	4	0	0	1	918

Daily
 15th Percentile : 38 MPH
 50th Percentile : 44 MPH
 85th Percentile : 50 MPH
 95th Percentile : 54 MPH
 Mean Speed(Average) : 44 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 571
 Percent in Pace : 62.2%
 Number of Vehicles > 35 MPH : 841
 Percent of Vehicles > 35 MPH : 91.6%

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

NB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	1	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	0	0	0	1	1	3	1	1	1	0	0	0	8
05:00	0	0	0	0	0	6	16	8	5	1	0	0	0	0	36
06:00	0	1	0	1	1	11	43	22	8	2	0	0	0	0	89
07:00	0	0	0	2	12	16	33	32	11	6	0	0	0	0	112
08:00	0	1	0	3	6	12	32	22	9	2	0	0	0	0	87
09:00	0	0	0	0	0	16	31	11	6	5	0	0	0	0	69
10:00	0	0	0	2	3	11	23	7	2	1	0	0	0	0	49
11:00	1	0	0	2	5	12	15	11	4	0	0	0	0	0	50
12 PM	0	0	0	0	6	7	15	9	3	0	0	0	0	0	40
13:00	2	1	3	2	3	7	18	7	4	2	0	0	0	0	49
14:00	1	0	1	2	8	13	6	1	2	0	0	0	0	0	34
15:00	0	1	1	1	6	7	18	11	2	0	1	0	0	0	48
16:00	1	0	1	2	4	17	28	4	2	1	0	0	0	0	60
17:00	1	0	1	0	3	12	13	18	1	1	0	0	0	0	50
18:00	0	0	0	0	1	15	16	8	4	0	0	0	0	0	44
19:00	0	0	0	0	1	3	4	9	2	0	0	0	0	0	19
20:00	0	0	0	0	2	6	8	7	2	0	0	0	0	0	25
21:00	1	0	0	3	2	0	9	0	1	1	0	0	0	0	17
22:00	0	0	0	0	0	4	4	1	1	0	0	0	0	0	10
23:00	0	0	0	0	1	1	2	0	0	0	0	0	1	0	5
Total	7	4	7	20	64	177	335	192	71	24	2	0	1	0	904

Daily
 15th Percentile : 36 MPH
 50th Percentile : 43 MPH
 85th Percentile : 49 MPH
 95th Percentile : 54 MPH
 Mean Speed(Average) : 43 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 527
 Percent in Pace : 58.3%
 Number of Vehicles > 35 MPH : 802
 Percent of Vehicles > 35 MPH : 88.7%

Grand Total	14	4	13	37	111	324	694	404	174	39	6	0	1	1	1822
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Overall
 15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 50 MPH
 95th Percentile : 54 MPH
 Mean Speed(Average) : 43 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 1098
 Percent in Pace : 60.3%
 Number of Vehicles > 35 MPH : 1643
 Percent of Vehicles > 35 MPH : 90.2%

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:00	0	0	1	0	0	0	2	0	0	1	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	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	1	6	2	2	0	0	0	0	0	0	11
06:00	0	0	0	0	4	3	5	0	0	0	0	0	0	0	12
07:00	1	0	2	2	7	19	7	3	0	0	0	0	0	0	41
08:00	0	0	0	2	3	14	9	2	1	0	0	0	0	0	31
09:00	1	0	0	3	7	13	7	0	1	0	0	0	0	0	32
10:00	0	0	0	1	10	19	8	1	0	0	0	0	0	0	39
11:00	3	4	2	5	2	12	9	1	0	0	0	0	0	0	38
12 PM	1	0	0	2	11	14	11	0	0	0	0	0	0	0	39
13:00	1	0	1	3	9	17	15	2	0	0	0	0	0	0	48
14:00	0	1	0	4	15	32	14	2	0	0	0	0	0	0	68
15:00	1	0	0	2	23	30	14	3	1	0	0	0	0	0	74
16:00	0	0	0	2	31	52	21	1	1	0	0	0	0	0	108
17:00	0	0	0	4	35	56	14	3	0	0	0	0	0	0	112
18:00	0	0	0	1	21	31	12	1	0	0	0	0	0	0	66
19:00	0	0	0	0	13	21	13	4	0	0	0	0	0	0	51
20:00	0	0	1	0	13	19	10	0	0	0	0	0	0	0	43
21:00	0	0	0	0	11	8	6	0	0	0	0	0	0	0	25
22:00	0	0	0	2	1	7	3	0	0	0	0	0	0	0	13
23:00	0	0	0	0	4	3	1	0	0	1	0	0	0	0	9
Total	8	5	7	33	223	378	184	25	4	2	0	0	0	0	869

Daily
 15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH

 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 601
 Percent in Pace : 69.2%
 Number of Vehicles > 35 MPH : 593
 Percent of Vehicles > 35 MPH : 68.2%

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12/9/10	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	1	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	0
04:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	6
06:00	0	0	0	2	6	7	3	0	0	0	0	0	0	0	0	18
07:00	0	0	1	1	11	12	8	2	0	0	0	0	0	0	0	35
08:00	0	0	1	4	6	8	12	2	0	0	0	0	0	0	0	33
09:00	0	0	0	1	9	19	5	0	1	0	0	0	0	0	0	35
10:00	0	0	1	1	15	18	7	1	0	0	0	0	0	0	0	43
11:00	1	0	0	1	6	24	6	1	0	0	0	0	0	0	0	39
12 PM	0	2	2	1	5	25	14	5	0	0	0	0	0	0	0	54
13:00	0	0	1	1	12	22	13	0	0	0	0	0	0	0	0	49
14:00	1	1	0	1	26	22	8	0	0	0	0	0	0	0	0	59
15:00	2	1	1	2	16	39	18	1	0	0	0	39	0	0	0	80
16:00	1	0	0	2	24	56	13	1	0	0	0	0	0	0	0	97
17:00	0	0	3	3	29	44	16	1	0	1	0	0	0	0	0	97
18:00	0	0	0	0	20	38	9	3	0	0	0	0	0	0	0	70
19:00	0	0	0	2	9	22	12	1	1	0	0	0	0	0	0	47
20:00	0	0	0	0	13	17	9	0	0	0	0	0	0	0	0	39
21:00	1	0	1	0	7	10	5	1	0	0	0	0	0	0	0	25
22:00	0	0	1	0	7	13	0	0	0	0	0	0	0	0	0	21
23:00	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	6
Total	6	4	12	22	224	408	167	20	2	1	0	0	0	0	0	866

Daily
 15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 42 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 632
 Percent in Pace : 73.0%
 Number of Vehicles > 35 MPH : 598
 Percent of Vehicles > 35 MPH : 69.1%

Grand Total	14	9	19	55	447	786	351	45	6	3	0	0	0	0	0	1735
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Overall
 15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 1233
 Percent in Pace : 71.1%
 Number of Vehicles > 35 MPH : 1191
 Percent of Vehicles > 35 MPH : 68.6%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

NB, SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12/8/10	0	0	0	0	1	1	2	1	1	0	0	0	0	0	6
01:00	0	0	1	0	0	0	4	0	1	1	0	0	0	0	7
02:00	0	0	0	0	0	0	0	0	1	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	0	0	1	2	2	3	1	0	0	0	0	0	9
05:00	0	0	0	0	1	10	17	17	4	2	1	0	0	0	52
06:00	0	0	0	2	7	19	49	13	10	2	0	0	0	0	102
07:00	2	0	3	3	8	31	54	31	20	1	1	0	0	0	154
08:00	0	0	0	3	6	22	52	33	18	1	0	0	0	0	135
09:00	2	0	0	3	12	27	25	13	8	2	0	0	0	0	92
10:00	0	0	0	1	15	30	28	13	5	0	0	0	0	0	92
11:00	4	4	3	10	4	18	20	10	4	1	0	0	0	0	78
12 PM	2	0	2	3	13	21	31	4	7	1	0	0	0	0	84
13:00	1	0	2	5	9	22	29	14	2	0	0	0	0	0	84
14:00	0	1	1	6	21	46	30	10	3	0	0	0	0	0	118
15:00	2	0	0	3	23	37	33	22	6	1	0	0	0	0	127
16:00	1	0	0	2	35	60	43	18	3	0	1	0	0	0	163
17:00	0	0	0	5	39	65	43	13	2	0	0	0	0	0	167
18:00	0	0	0	1	23	40	21	11	6	1	0	0	0	0	103
19:00	0	0	0	0	16	26	25	5	2	2	0	0	0	0	76
20:00	1	0	1	0	15	24	14	3	1	0	0	0	0	0	59
21:00	0	0	0	1	13	12	13	3	0	1	1	0	0	0	44
22:00	0	0	0	2	3	8	5	0	0	0	0	0	0	1	19
23:00	0	0	0	0	5	4	3	0	2	1	0	0	0	0	15
Total	15	5	13	50	270	525	543	237	107	17	4	0	0	1	1787

Daily
 15th Percentile : 34 MPH
 50th Percentile : 41 MPH
 85th Percentile : 48 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1068
 Percent in Pace : 59.8%
 Number of Vehicles > 35 MPH : 1434
 Percent of Vehicles > 35 MPH : 80.2%

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

NB, SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12/9/10	0	0	0	0	1	0	4	1	0	0	0	0	0	0	6
01:00	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
02:00	0	0	0	0	1	0	0	0	0	1	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	0	0	0	3	3	3	1	1	1	0	0	0	12
05:00	0	0	0	0	0	10	17	9	5	1	0	0	0	0	42
06:00	0	1	0	3	7	18	46	22	8	2	0	0	0	0	107
07:00	0	0	1	3	23	28	41	34	11	6	0	0	0	0	147
08:00	0	1	1	7	12	20	44	24	9	2	0	0	0	0	120
09:00	0	0	0	1	9	35	36	11	7	5	0	0	0	0	104
10:00	0	0	1	3	18	29	30	8	2	1	0	0	0	0	92
11:00	2	0	0	3	11	36	21	12	4	0	0	0	0	0	89
12 PM	0	2	2	1	11	32	29	14	3	0	0	0	0	0	94
13:00	2	1	4	3	15	29	31	7	4	2	0	0	0	0	98
14:00	2	1	1	3	34	35	14	1	2	0	0	0	0	0	93
15:00	2	2	2	3	22	46	36	12	2	0	1	0	0	0	128
16:00	2	0	1	4	28	73	41	5	2	1	0	0	0	0	157
17:00	1	0	4	3	32	56	29	19	1	2	0	0	0	0	147
18:00	0	0	0	0	21	53	25	11	4	0	0	0	0	0	114
19:00	0	0	0	2	10	25	16	10	3	0	0	0	0	0	66
20:00	0	0	0	0	15	23	17	7	2	0	0	0	0	0	64
21:00	2	0	1	3	9	10	14	1	1	1	0	0	0	0	42
22:00	0	0	1	0	7	17	4	1	1	0	0	0	0	0	31
23:00	0	0	0	0	2	6	2	0	0	0	0	0	1	0	11
Total	13	8	19	42	288	585	502	212	73	25	2	0	1	0	1770

Daily
 15th Percentile : 34 MPH
 50th Percentile : 40 MPH
 85th Percentile : 47 MPH
 95th Percentile : 51 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1087
 Percent in Pace : 61.4%
 Number of Vehicles > 35 MPH : 1400
 Percent of Vehicles > 35 MPH : 79.1%

Grand Total	28	13	32	92	558	1110	1045	449	180	42	6	0	1	1	3557
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Overall
 15th Percentile : 34 MPH
 50th Percentile : 40 MPH
 85th Percentile : 47 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 2155
 Percent in Pace : 60.6%
 Number of Vehicles > 35 MPH : 2834
 Percent of Vehicles > 35 MPH : 79.7%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
01:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0
05:00	0	20	14	0	7	0	0	0	0	0	0	0	0	41	7
06:00	0	41	34	0	15	0	0	0	0	0	0	0	0	90	15
07:00	0	60	40	0	12	0	0	0	1	0	0	0	0	113	13
08:00	0	60	34	0	8	1	0	0	1	0	0	0	0	104	10
09:00	0	31	19	0	4	1	0	0	5	0	0	0	0	60	10
10:00	0	26	18	0	6	0	0	0	3	0	0	0	0	53	9
11:00	0	14	16	0	6	1	0	0	3	0	0	0	0	40	10
12 PM	0	19	19	0	4	0	1	0	2	0	0	0	0	45	7
13:00	0	14	13	0	5	0	0	0	4	0	0	0	0	36	9
14:00	0	27	15	0	6	0	0	0	2	0	0	0	0	50	8
15:00	0	32	15	0	4	0	0	0	2	0	0	0	0	53	6
16:00	0	31	18	0	6	0	0	0	0	0	0	0	0	55	6
17:00	0	34	17	0	4	0	0	0	0	0	0	0	0	55	4
18:00	0	19	16	0	2	0	0	0	0	0	0	0	0	37	2
19:00	0	14	8	0	3	0	0	0	0	0	0	0	0	25	3
20:00	0	10	2	0	4	0	0	0	0	0	0	0	0	16	4
21:00	0	8	8	0	3	0	0	0	0	0	0	0	0	19	3
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
23:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6	1
Total	0	477	313	0	101	3	1	0	23	0	0	0	0	918	128
Percent	0.0%	52.0%	34.1%	0.0%	11.0%	0.3%	0.1%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%		13.9%
AM Peak		07:00	07:00		06:00	08:00			09:00					07:00	06:00
Vol.		60	40		15	1			5					113	15
PM Peak		17:00	12:00		14:00		12:00		13:00					16:00	13:00
Vol.		34	19		6		1		4					55	9

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
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Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

NB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/09/10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	4	2	0	2	0	0	0	0	0	0	0	0	8	2
	05:00	0	15	17	0	4	0	0	0	0	0	0	0	0	36	4
	06:00	0	47	32	0	9	0	0	1	0	0	0	0	0	89	10
	07:00	0	68	27	0	15	0	0	0	2	0	0	0	0	112	17
	08:00	0	52	25	0	6	1	0	1	2	0	0	0	0	87	10
	09:00	0	33	27	0	7	0	0	0	2	0	0	0	0	69	9
	10:00	0	24	16	0	7	0	0	0	2	0	0	0	0	49	9
	11:00	0	29	12	1	5	0	0	0	3	0	0	0	0	50	9
	12 PM	0	15	13	1	7	0	0	1	3	0	0	0	0	40	12
	13:00	0	24	15	0	7	0	0	0	3	0	0	0	0	49	10
	14:00	1	13	11	1	6	0	0	0	2	0	0	0	0	34	9
	15:00	0	26	13	0	7	0	0	0	2	0	0	0	0	48	9
	16:00	0	33	16	0	7	0	0	0	4	0	0	0	0	60	11
	17:00	0	30	13	0	7	0	0	0	0	0	0	0	0	50	7
	18:00	0	21	20	0	3	0	0	0	0	0	0	0	0	44	3
	19:00	0	10	8	0	1	0	0	0	0	0	0	0	0	19	1
	20:00	0	16	8	0	1	0	0	0	0	0	0	0	0	25	1
	21:00	0	11	5	0	1	0	0	0	0	0	0	0	0	17	1
	22:00	0	2	8	0	0	0	0	0	0	0	0	0	0	10	0
	23:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5	1
	Total	1	477	291	3	103	1	0	3	25	0	0	0	0	904	135
	Percent	0.1%	52.8%	32.2%	0.3%	11.4%	0.1%	0.0%	0.3%	2.8%	0.0%	0.0%	0.0%	0.0%		14.9%
	AM Peak		07:00	06:00	11:00	07:00	08:00		06:00	11:00					07:00	07:00
	Vol.		68	32	1	15	1		1	3					112	17
	PM Peak		14:00	16:00	18:00	12:00	12:00		12:00	16:00					16:00	12:00
	Vol.		1	33	20	1	7		1	4					60	12
	Grand Total	1	954	604	3	204	4	1	3	48	0	0	0	0	1822	263
	Percent	0.1%	52.4%	33.2%	0.2%	11.2%	0.2%	0.1%	0.2%	2.6%	0.0%	0.0%	0.0%	0.0%		14.4%

Old Colony Planning Council
 70 School Street
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Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4	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	0	1	0	1	0	0	0	0	0	0	0	0	0	2	1
05:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11	0
06:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12	1
07:00	0	32	7	0	1	1	0	0	0	0	0	0	0	41	2
08:00	0	24	4	1	0	0	0	0	2	0	0	0	0	31	3
09:00	0	21	7	1	0	0	0	0	3	0	0	0	0	32	4
10:00	0	24	10	0	1	0	0	0	4	0	0	0	0	39	5
11:00	1	27	7	0	0	0	0	0	3	0	0	0	0	38	3
12 PM	0	23	10	0	2	0	0	0	4	0	0	0	0	39	6
13:00	0	37	6	1	2	0	0	0	2	0	0	0	0	48	5
14:00	0	51	13	0	1	1	0	0	2	0	0	0	0	68	4
15:00	0	64	7	1	1	0	0	0	1	0	0	0	0	74	3
16:00	0	87	18	0	2	1	0	0	0	0	0	0	0	108	3
17:00	0	91	20	0	1	0	0	0	0	0	0	0	0	112	1
18:00	0	52	13	0	1	0	0	0	0	0	0	0	0	66	1
19:00	0	45	6	0	0	0	0	0	0	0	0	0	0	51	0
20:00	0	34	9	0	0	0	0	0	0	0	0	0	0	43	0
21:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25	0
22:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13	1
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0
Total	1	670	154	5	15	3	0	0	21	0	0	0	0	869	44
Percent	0.1%	77.1%	17.7%	0.6%	1.7%	0.3%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%		5.1%
AM Peak	11:00	07:00	10:00	04:00	01:00	07:00			10:00					07:00	10:00
Vol.	1	32	10	1	1	1			4					41	5
PM Peak		17:00	17:00	13:00	12:00	14:00			12:00					17:00	12:00
Vol.		91	20	1	2	1			4					112	6

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
06:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0
07:00	0	22	11	0	1	0	0	0	1	0	0	0	0	35	2
08:00	0	19	8	1	2	1	0	0	2	0	0	0	0	33	6
09:00	0	21	7	1	2	0	0	0	4	0	0	0	0	35	7
10:00	0	27	12	0	0	0	0	1	3	0	0	0	0	43	4
11:00	0	27	8	1	1	0	0	0	2	0	0	0	0	39	4
12 PM	0	42	8	0	0	2	1	0	1	0	0	0	0	54	4
13:00	0	33	7	0	5	0	0	0	4	0	0	0	0	49	9
14:00	0	49	8	0	0	0	0	0	2	0	0	0	0	59	2
15:00	0	61	13	0	2	0	0	1	3	0	0	0	0	80	6
16:00	0	70	21	0	5	0	0	0	1	0	0	0	0	97	6
17:00	0	77	17	0	2	1	0	0	0	0	0	0	0	97	3
18:00	0	57	12	0	0	0	0	0	1	0	0	0	0	70	1
19:00	0	40	5	0	2	0	0	0	0	0	0	0	0	47	2
20:00	0	31	8	0	0	0	0	0	0	0	0	0	0	39	0
21:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0
22:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
Total	0	651	159	3	22	4	1	2	24	0	0	0	0	866	56
Percent	0.0%	75.2%	18.4%	0.3%	2.5%	0.5%	0.1%	0.2%	2.8%	0.0%	0.0%	0.0%	0.0%		6.5%
AM Peak		10:00	10:00	08:00	08:00	08:00		10:00	09:00					10:00	09:00
Vol.		27	12	1	2	1		1	4					43	7
PM Peak		17:00	16:00		13:00	12:00	12:00	15:00	13:00					16:00	13:00
Vol.		77	21		5	2	1	1	4					97	9
Grand Total	1	1321	313	8	37	7	1	2	45	0	0	0	0	1735	100
Percent	0.1%	76.1%	18.0%	0.5%	2.1%	0.4%	0.1%	0.1%	2.6%	0.0%	0.0%	0.0%	0.0%		5.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
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Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

NB, SB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/08/10	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
	01:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7	2
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	5	3	1	0	0	0	0	0	0	0	0	0	9	1
	05:00	0	26	19	0	7	0	0	0	0	0	0	0	0	52	7
	06:00	0	49	37	0	16	0	0	0	0	0	0	0	0	102	16
	07:00	0	92	47	0	13	1	0	0	1	0	0	0	0	154	15
	08:00	0	84	38	1	8	1	0	0	3	0	0	0	0	135	13
	09:00	0	52	26	1	4	1	0	0	8	0	0	0	0	92	14
	10:00	0	50	28	0	7	0	0	0	7	0	0	0	0	92	14
	11:00	1	41	23	0	6	1	0	0	6	0	0	0	0	78	13
	12 PM	0	42	29	0	6	0	1	0	6	0	0	0	0	84	13
	13:00	0	51	19	1	7	0	0	0	6	0	0	0	0	84	14
	14:00	0	78	28	0	7	1	0	0	4	0	0	0	0	118	12
	15:00	0	96	22	1	5	0	0	0	3	0	0	0	0	127	9
	16:00	0	118	36	0	8	1	0	0	0	0	0	0	0	163	9
	17:00	0	125	37	0	5	0	0	0	0	0	0	0	0	167	5
	18:00	0	71	29	0	3	0	0	0	0	0	0	0	0	103	3
	19:00	0	59	14	0	3	0	0	0	0	0	0	0	0	76	3
	20:00	0	44	11	0	4	0	0	0	0	0	0	0	0	59	4
	21:00	0	28	13	0	3	0	0	0	0	0	0	0	0	44	3
	22:00	0	14	4	0	1	0	0	0	0	0	0	0	0	19	1
	23:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15	1
	Total	1	1147	467	5	116	6	1	0	44	0	0	0	0	1787	172
	Percent	0.1%	64.2%	26.1%	0.3%	6.5%	0.3%	0.1%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%		9.6%
	AM Peak	11:00	07:00	07:00	04:00	06:00	07:00			09:00					07:00	06:00
	Vol.	1	92	47	1	16	1			8					154	16
	PM Peak		17:00	17:00	13:00	16:00	14:00	12:00		12:00					17:00	13:00
	Vol.		125	37	1	8	1	1		6					167	14

Old Colony Planning Council
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Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #7
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, south of Old Plymouth St (104)

NB, SB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/09/10	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
	01:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	7	3	0	2	0	0	0	0	0	0	0	0	12	2
	05:00	0	21	17	0	4	0	0	0	0	0	0	0	0	42	4
	06:00	0	61	36	0	9	0	0	1	0	0	0	0	0	107	10
	07:00	0	90	38	0	16	0	0	0	3	0	0	0	0	147	19
	08:00	0	71	33	1	8	2	0	1	4	0	0	0	0	120	16
	09:00	0	54	34	1	9	0	0	0	6	0	0	0	0	104	16
	10:00	0	51	28	0	7	0	0	1	5	0	0	0	0	92	13
	11:00	0	56	20	2	6	0	0	0	5	0	0	0	0	89	13
	12 PM	0	57	21	1	7	2	1	1	4	0	0	0	0	94	16
	13:00	0	57	22	0	12	0	0	0	7	0	0	0	0	98	19
	14:00	1	62	19	1	6	0	0	0	4	0	0	0	0	93	11
	15:00	0	87	26	0	9	0	0	1	5	0	0	0	0	128	15
	16:00	0	103	37	0	12	0	0	0	5	0	0	0	0	157	17
	17:00	0	107	30	0	9	1	0	0	0	0	0	0	0	147	10
	18:00	0	78	32	0	3	0	0	0	1	0	0	0	0	114	4
	19:00	0	50	13	0	3	0	0	0	0	0	0	0	0	66	3
	20:00	0	47	16	0	1	0	0	0	0	0	0	0	0	64	1
	21:00	0	32	9	0	1	0	0	0	0	0	0	0	0	42	1
	22:00	0	20	11	0	0	0	0	0	0	0	0	0	0	31	0
	23:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11	1
	Total	1	1128	450	6	125	5	1	5	49	0	0	0	0	1770	191
	Percent	0.1%	63.7%	25.4%	0.3%	7.1%	0.3%	0.1%	0.3%	2.8%	0.0%	0.0%	0.0%	0.0%		10.8%
	AM Peak		07:00	07:00	11:00	07:00	08:00		06:00	09:00					07:00	07:00
	Vol.		90	38	2	16	2		1	6					147	19
	PM Peak	14:00	17:00	16:00	12:00	13:00	12:00	12:00	12:00	13:00					16:00	13:00
	Vol.	1	107	37	1	12	2	1	1	7					157	19
	Grand Total	2	2275	917	11	241	11	2	5	93	0	0	0	0	3557	363
	Percent	0.1%	64.0%	25.8%	0.3%	6.8%	0.3%	0.1%	0.1%	2.6%	0.0%	0.0%	0.0%	0.0%		10.2%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
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Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #8
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

Start Time	06-Dec-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	3	1	10	4	*	*	*	*	*	*	6	2
01:00	*	*	*	*	3	1	4	3	*	*	*	*	*	*	4	2
02:00	*	*	*	*	0	3	2	2	*	*	*	*	*	*	1	2
03:00	*	*	*	*	0	0	1	2	*	*	*	*	*	*	0	1
04:00	*	*	*	*	2	9	3	9	*	*	*	*	*	*	2	9
05:00	*	*	*	*	3	30	5	33	*	*	*	*	*	*	4	32
06:00	*	*	*	*	10	62	20	56	*	*	*	*	*	*	15	59
07:00	*	*	*	*	20	67	15	69	*	*	*	*	*	*	18	68
08:00	*	*	*	*	35	71	21	51	*	*	*	*	*	*	28	61
09:00	*	*	*	*	33	50	26	57	*	*	*	*	*	*	30	54
10:00	*	*	*	*	27	32	25	47	*	*	*	*	*	*	26	40
11:00	*	*	*	*	44	36	37	36	*	*	*	*	*	*	40	36
12:00 PM	*	*	*	*	50	34	44	33	*	*	*	*	*	*	47	34
01:00	*	*	*	*	44	49	44	33	*	*	*	*	*	*	44	41
02:00	*	*	*	*	61	44	51	42	*	*	*	*	*	*	56	43
03:00	*	*	*	*	67	37	72	36	*	*	*	*	*	*	70	36
04:00	*	*	*	*	97	50	74	45	*	*	*	*	*	*	86	48
05:00	*	*	*	*	75	47	65	36	*	*	*	*	*	*	70	42
06:00	*	*	*	*	63	29	56	32	*	*	*	*	*	*	60	30
07:00	*	*	*	*	45	20	47	13	*	*	*	*	*	*	46	16
08:00	*	*	*	*	31	11	30	15	*	*	*	*	*	*	30	13
09:00	*	*	*	*	36	11	27	10	*	*	*	*	*	*	32	10
10:00	*	*	*	*	21	3	18	9	*	*	*	*	*	*	20	6
11:00	*	*	*	*	3	3	17	5	*	*	*	*	*	*	10	4
Total	0	0	0	0	773	700	714	678	0	0	0	0	0	0	745	689
Day	0	0	0	0	1473		1392		0	0	0	0	0	0	1434	
AM Peak					11:00	08:00	11:00	07:00							11:00	07:00
Vol.					44	71	37	69							40	68
PM Peak					16:00	16:00	16:00	16:00							16:00	16:00
Vol.					97	50	74	45							86	48
Comb. Total	0		0		1473		1392		0		0		0		1434	

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Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #8
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

Start Time	08-Dec-10 Wed		EB		WB		Combined		09-Dec-Thu		EB		WB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	1	14	1	13	2	27	1	13	1	13	2	26	1	13	2	26
12:15	0	10	0	11	0	21	4	6	0	5	4	11	4	6	0	5
12:30	1	19	0	3	1	22	2	13	2	6	4	19	2	13	2	6
12:45	1	7	0	7	1	14	3	12	1	9	4	21	3	12	1	9
01:00	0	10	0	11	0	21	2	16	0	9	2	25	2	16	0	9
01:15	2	10	1	14	3	24	0	10	2	9	2	19	0	10	2	9
01:30	0	13	0	15	0	28	0	9	1	4	1	13	0	9	1	4
01:45	1	11	0	9	1	20	2	9	0	11	2	20	2	9	0	11
02:00	0	18	0	10	0	28	0	12	0	13	0	25	0	12	0	13
02:15	0	17	0	14	0	31	0	9	0	9	0	18	0	9	0	9
02:30	0	16	2	11	2	27	1	14	1	12	2	26	1	14	1	12
02:45	0	10	1	9	1	19	1	16	1	8	2	24	1	16	1	8
03:00	0	25	0	11	0	36	1	19	1	6	2	25	1	19	1	6
03:15	0	13	0	9	0	22	0	16	0	8	0	24	0	16	0	8
03:30	0	20	0	10	0	30	0	18	0	10	0	28	0	18	0	10
03:45	0	9	0	7	0	16	0	19	1	12	1	31	1	19	1	12
04:00	1	25	3	13	4	38	0	23	1	14	1	37	0	23	1	14
04:15	1	22	2	12	3	34	2	22	2	7	4	29	2	22	2	7
04:30	0	18	1	18	1	36	0	17	2	8	2	25	0	17	2	8
04:45	0	32	3	7	3	39	1	12	4	16	5	28	1	12	4	16
05:00	0	23	4	11	4	34	0	21	6	8	6	29	0	21	6	8
05:15	0	17	3	10	3	27	0	9	7	7	7	16	0	9	7	7
05:30	0	15	11	14	11	29	2	16	7	11	9	27	2	16	7	11
05:45	3	20	12	12	15	32	3	19	13	10	16	29	3	19	13	10
06:00	3	15	13	6	16	21	1	20	8	8	9	28	1	20	8	8
06:15	1	21	15	9	16	30	5	13	14	9	19	22	5	13	14	9
06:30	2	17	16	8	18	25	6	15	18	8	24	23	6	15	18	8
06:45	4	10	18	6	22	16	8	8	16	7	24	15	8	8	16	7
07:00	6	12	20	6	26	18	3	12	14	5	17	17	3	12	14	5
07:15	4	17	15	6	19	23	6	14	14	4	20	18	6	14	14	4
07:30	5	7	13	4	18	11	4	12	20	2	24	14	4	12	20	2
07:45	5	9	19	4	24	13	2	9	21	2	23	11	2	9	21	2
08:00	11	4	20	4	31	8	7	7	14	4	21	11	7	7	14	4
08:15	11	7	12	3	23	10	3	6	9	5	12	11	3	6	9	5
08:30	4	14	22	1	26	15	8	9	16	3	24	12	8	9	16	3
08:45	9	6	17	3	26	9	3	8	12	3	15	11	3	8	12	3
09:00	9	7	16	3	25	10	5	4	15	3	20	7	5	4	15	3
09:15	7	11	9	4	16	15	5	8	11	3	16	11	5	8	11	3
09:30	5	9	13	2	18	11	6	11	20	2	26	13	6	11	20	2
09:45	12	9	12	2	24	11	10	4	11	2	21	6	10	4	11	2
10:00	8	6	10	1	18	7	7	4	13	5	20	9	7	4	13	5
10:15	6	7	4	0	10	7	2	6	9	2	11	8	2	6	9	2
10:30	7	5	12	0	19	5	7	4	9	1	16	5	7	4	9	1
10:45	6	3	6	2	12	5	9	4	16	1	25	5	6	4	16	1
11:00	9	1	5	0	14	1	14	5	4	0	18	5	9	5	4	0
11:15	11	1	7	1	18	2	9	2	14	2	23	4	11	2	14	2
11:30	12	0	12	1	24	1	6	3	7	3	13	6	12	3	7	3
11:45	12	1	12	1	24	2	8	7	11	0	19	7	12	7	11	0
Total	180	593	362	338	542	931	169	545	369	309	538	854	180	593	362	338
Day Total	773		700		1473		714		678		1392		773		700	
% Total	0.0%	12.2%	40.3%	24.6%	22.9%		12.1%	39.2%	26.5%	22.2%			0.0%	12.2%	40.3%	24.6%
Peak	11:00	04:00	07:45	03:45	08:00	04:00	10:30	03:30	07:00	01:45	07:15	03:30	11:00	04:00	07:45	03:45
Vol.	44	97	73	50	106	147	39	82	69	45	88	125	44	97	73	50
P.H.F.	0.917	0.758	0.830	0.694	0.855	0.942	0.696	0.891	0.821	0.865	0.917	0.845	0.917	0.758	0.830	0.694

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #8
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

Start Time	06-Dec-10 Mon	07-Dec-10 Tue	08-Dec-10 Wed	09-Dec-10 Thu	10-Dec-10 Fri	11-Dec-10 Sat	12-Dec-10 Sun	Week Average
12:00 AM	*	*	4	14	*	*	*	9
01:00	*	*	4	7	*	*	*	6
02:00	*	*	3	4	*	*	*	4
03:00	*	*	0	3	*	*	*	2
04:00	*	*	11	12	*	*	*	12
05:00	*	*	33	38	*	*	*	36
06:00	*	*	72	76	*	*	*	74
07:00	*	*	87	84	*	*	*	86
08:00	*	*	106	72	*	*	*	89
09:00	*	*	83	83	*	*	*	83
10:00	*	*	59	72	*	*	*	66
11:00	*	*	80	73	*	*	*	76
12:00 PM	*	*	84	77	*	*	*	80
01:00	*	*	93	77	*	*	*	85
02:00	*	*	105	93	*	*	*	99
03:00	*	*	104	108	*	*	*	106
04:00	*	*	147	119	*	*	*	133
05:00	*	*	122	101	*	*	*	112
06:00	*	*	92	88	*	*	*	90
07:00	*	*	65	60	*	*	*	62
08:00	*	*	42	45	*	*	*	44
09:00	*	*	47	37	*	*	*	42
10:00	*	*	24	27	*	*	*	26
11:00	*	*	6	22	*	*	*	14
Total	0	0	1473	1392	0	0	0	1436
Percentage	0.0%	0.0%	102.6%	96.9%	0.0%	0.0%	0.0%	
AM Peak Vol.			08:00 106	07:00 84				08:00 89
PM Peak Vol.			16:00 147	16:00 119				16:00 133

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Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #8
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
01:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
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	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
06:00	0	1	1	2	4	1	1	0	0	0	0	0	0	0	10
07:00	2	2	1	2	8	2	3	0	0	0	0	0	0	0	20
08:00	1	0	0	2	10	19	3	0	0	0	0	0	0	0	35
09:00	0	0	2	6	11	11	3	0	0	0	0	0	0	0	33
10:00	0	0	0	4	8	12	3	0	0	0	0	0	0	0	27
11:00	2	0	1	5	15	14	7	0	0	0	0	0	0	0	44
12 PM	0	1	3	4	10	21	9	2	0	0	0	0	0	0	50
13:00	0	0	1	3	17	16	6	0	1	0	0	0	0	0	44
14:00	5	0	1	5	17	22	10	1	0	0	0	0	0	0	61
15:00	2	1	2	8	17	33	3	1	0	0	0	0	0	0	67
16:00	2	0	1	6	30	51	6	1	0	0	0	0	0	0	97
17:00	0	0	0	5	31	32	7	0	0	0	0	0	0	0	75
18:00	1	0	1	2	25	29	5	0	0	0	0	0	0	0	63
19:00	0	0	1	1	15	24	4	0	0	0	0	0	0	0	45
20:00	0	0	0	3	9	16	2	1	0	0	0	0	0	0	31
21:00	0	0	0	4	11	15	6	0	0	0	0	0	0	0	36
22:00	0	0	0	3	6	9	3	0	0	0	0	0	0	0	21
23:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
Total	15	5	16	66	248	330	86	6	1	0	0	0	0	0	773

Daily
 15th Percentile : 31 MPH
 50th Percentile : 36 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 578
 Percent in Pace : 74.8%
 Number of Vehicles > 30 MPH : 671
 Percent of Vehicles > 30 MPH : 86.8%

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #8
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12/9/10	0	0	0	3	2	3	1	0	0	0	0	0	0	1	0	10
01:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
06:00	1	1	3	3	4	5	2	1	0	0	0	0	0	0	0	20
07:00	1	0	1	1	4	5	3	0	0	0	0	0	0	0	0	15
08:00	2	1	1	4	3	9	1	0	0	0	0	0	0	0	0	21
09:00	1	1	2	4	10	5	2	1	0	0	0	0	0	0	0	26
10:00	1	1	0	1	7	11	4	0	0	0	0	0	0	0	0	25
11:00	2	1	0	5	8	13	8	0	0	0	0	0	0	0	0	37
12 PM	1	0	1	5	16	16	5	0	0	0	0	0	0	0	0	44
13:00	0	1	0	1	15	20	6	1	0	0	0	0	0	0	0	44
14:00	0	1	1	2	13	28	4	2	0	0	0	0	0	0	0	51
15:00	5	1	2	0	21	32	10	1	0	0	0	32	0	0	0	72
16:00	2	0	1	7	19	38	7	0	0	0	0	0	0	0	0	74
17:00	0	0	0	3	29	30	3	0	0	0	0	0	0	0	0	65
18:00	0	0	2	4	22	23	5	0	0	0	0	0	0	0	0	56
19:00	0	0	0	3	27	12	5	0	0	0	0	0	0	0	0	47
20:00	0	0	0	1	13	10	5	1	0	0	0	0	0	0	0	30
21:00	0	0	1	2	11	13	0	0	0	0	0	0	0	0	0	27
22:00	0	0	0	0	8	7	3	0	0	0	0	0	0	0	0	18
23:00	0	0	0	0	5	9	2	1	0	0	0	0	0	0	0	17
Total	16	8	15	50	241	295	80	8	0	0	0	0	0	1	0	714

Daily
 15th Percentile : 31 MPH
 50th Percentile : 36 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 536
 Percent in Pace : 75.1%
 Number of Vehicles > 30 MPH : 625
 Percent of Vehicles > 30 MPH : 87.5%

Grand Total	31	13	31	116	489	625	166	14	1	0	0	0	0	1	0	1487
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Overall
 15th Percentile : 31 MPH
 50th Percentile : 36 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 1114
 Percent in Pace : 74.9%
 Number of Vehicles > 30 MPH : 1296
 Percent of Vehicles > 30 MPH : 87.2%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #8
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12/8/10	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	2	3	3	1	0	0	0	0	0	0	9
05:00	0	0	0	0	5	8	10	5	2	0	0	0	0	0	30
06:00	1	0	0	2	7	21	22	9	0	0	0	0	0	0	62
07:00	6	0	3	3	11	15	19	7	2	1	0	0	0	0	67
08:00	3	0	1	4	14	11	26	9	2	1	0	0	0	0	71
09:00	1	0	2	7	7	13	13	6	1	0	0	0	0	0	50
10:00	0	0	1	3	10	6	6	5	0	0	0	1	0	0	32
11:00	2	1	0	2	10	7	7	7	0	0	0	0	0	0	36
12 PM	4	0	0	5	7	8	4	6	0	0	0	0	0	0	34
13:00	0	0	2	3	6	17	19	1	1	0	0	0	0	0	49
14:00	3	1	2	3	8	9	13	3	1	1	0	0	0	0	44
15:00	0	0	1	11	9	8	5	1	2	0	0	0	0	0	37
16:00	3	0	1	10	6	14	10	5	1	0	0	0	0	0	50
17:00	0	0	0	3	10	16	13	4	1	0	0	0	0	0	47
18:00	1	0	0	1	5	12	6	3	0	0	0	0	0	1	29
19:00	0	0	1	0	1	8	9	1	0	0	0	0	0	0	20
20:00	0	0	0	0	1	3	4	3	0	0	0	0	0	0	11
21:00	0	0	0	0	2	6	3	0	0	0	0	0	0	0	11
22:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
23:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
Total	24	2	14	58	123	187	197	76	14	3	0	1	0	1	700

Daily
 15th Percentile : 31 MPH
 50th Percentile : 39 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 384
 Percent in Pace : 54.9%
 Number of Vehicles > 30 MPH : 602
 Percent of Vehicles > 30 MPH : 86.0%

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #8
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	1	0	0	0	2	1	0	0	0	0	0	0	0	4
01:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:00	0	0	0	1	2	4	1	1	0	0	0	0	0	0	9
05:00	0	0	0	0	1	7	13	9	3	0	0	0	0	0	33
06:00	2	0	0	2	10	18	15	4	4	1	0	0	0	0	56
07:00	3	1	4	1	5	18	19	15	3	0	0	0	0	0	69
08:00	1	0	1	6	11	10	17	2	2	1	0	0	0	0	51
09:00	2	1	3	5	8	15	14	6	3	0	0	0	0	0	57
10:00	1	1	0	6	9	12	11	6	0	1	0	0	0	0	47
11:00	2	1	2	3	6	5	16	1	0	0	0	0	0	0	36
12 PM	3	0	3	4	5	9	6	3	0	0	0	0	0	0	33
13:00	0	0	2	3	3	11	8	5	1	0	0	0	0	0	33
14:00	2	0	5	3	4	13	13	2	0	0	0	0	0	0	42
15:00	4	0	2	4	4	8	8	6	0	0	0	0	0	0	36
16:00	2	0	1	3	9	14	13	3	0	0	0	0	0	0	45
17:00	1	0	1	0	4	15	13	2	0	0	0	0	0	0	36
18:00	0	0	0	3	2	12	12	2	1	0	0	0	0	0	32
19:00	0	0	0	1	1	5	5	1	0	0	0	0	0	0	13
20:00	0	0	0	0	4	3	6	2	0	0	0	0	0	0	15
21:00	0	0	0	1	1	1	5	1	1	0	0	0	0	0	10
22:00	0	0	0	0	2	7	0	0	0	0	0	0	0	0	9
23:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
Total	23	5	24	46	93	192	202	72	18	3	0	0	0	0	678

Daily
 15th Percentile : 31 MPH
 50th Percentile : 39 MPH
 85th Percentile : 45 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 394
 Percent in Pace : 58.1%
 Number of Vehicles > 30 MPH : 580
 Percent of Vehicles > 30 MPH : 85.5%

Grand Total	47	7	38	104	216	379	399	148	32	6	0	1	0	1	1378
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Overall
 15th Percentile : 31 MPH
 50th Percentile : 39 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 778
 Percent in Pace : 56.5%
 Number of Vehicles > 30 MPH : 1182
 Percent of Vehicles > 30 MPH : 85.8%

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #8
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

EB, WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4
01:00	0	0	0	1	0	1	1	0	1	0	0	0	0	0	4
02:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	2	4	4	1	0	0	0	0	0	0	11
05:00	0	0	0	0	7	8	11	5	2	0	0	0	0	0	33
06:00	1	1	1	4	11	22	23	9	0	0	0	0	0	0	72
07:00	8	2	4	5	19	17	22	7	2	1	0	0	0	0	87
08:00	4	0	1	6	24	30	29	9	2	1	0	0	0	0	106
09:00	1	0	4	13	18	24	16	6	1	0	0	0	0	0	83
10:00	0	0	1	7	18	18	9	5	0	0	0	1	0	0	59
11:00	4	1	1	7	25	21	14	7	0	0	0	0	0	0	80
12 PM	4	1	3	9	17	29	13	8	0	0	0	0	0	0	84
13:00	0	0	3	6	23	33	25	1	2	0	0	0	0	0	93
14:00	8	1	3	8	25	31	23	4	1	1	0	0	0	0	105
15:00	2	1	3	19	26	41	8	2	2	0	0	0	0	0	104
16:00	5	0	2	16	36	65	16	6	1	0	0	0	0	0	147
17:00	0	0	0	8	41	48	20	4	1	0	0	0	0	0	122
18:00	2	0	1	3	30	41	11	3	0	0	0	0	0	1	92
19:00	0	0	2	1	16	32	13	1	0	0	0	0	0	0	65
20:00	0	0	0	3	10	19	6	4	0	0	0	0	0	0	42
21:00	0	0	0	4	13	21	9	0	0	0	0	0	0	0	47
22:00	0	0	0	3	6	11	4	0	0	0	0	0	0	0	24
23:00	0	0	1	1	3	0	1	0	0	0	0	0	0	0	6
Total	39	7	30	124	371	517	283	82	15	3	0	1	0	1	1473

Daily
 15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 888
 Percent in Pace : 60.3%
 Number of Vehicles > 30 MPH : 1273
 Percent of Vehicles > 30 MPH : 86.4%

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #8
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

EB, WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	1	0	3	2	5	2	0	0	0	0	0	1	0	14
01:00	0	0	0	0	2	1	4	0	0	0	0	0	0	0	7
02:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
04:00	0	0	0	1	3	6	1	1	0	0	0	0	0	0	12
05:00	0	0	0	0	2	9	15	9	3	0	0	0	0	0	38
06:00	3	1	3	5	14	23	17	5	4	1	0	0	0	0	76
07:00	4	1	5	2	9	23	22	15	3	0	0	0	0	0	84
08:00	3	1	2	10	14	19	18	2	2	1	0	0	0	0	72
09:00	3	2	5	9	18	20	16	7	3	0	0	0	0	0	83
10:00	2	2	0	7	16	23	15	6	0	1	0	0	0	0	72
11:00	4	2	2	8	14	18	24	1	0	0	0	0	0	0	73
12 PM	4	0	4	9	21	25	11	3	0	0	0	0	0	0	77
13:00	0	1	2	4	18	31	14	6	1	0	0	0	0	0	77
14:00	2	1	6	5	17	41	17	4	0	0	0	0	0	0	93
15:00	9	1	4	4	25	40	18	7	0	0	0	0	0	0	108
16:00	4	0	2	10	28	52	20	3	0	0	0	0	0	0	119
17:00	1	0	1	3	33	45	16	2	0	0	0	0	0	0	101
18:00	0	0	2	7	24	35	17	2	1	0	0	0	0	0	88
19:00	0	0	0	4	28	17	10	1	0	0	0	0	0	0	60
20:00	0	0	0	1	17	13	11	3	0	0	0	0	0	0	45
21:00	0	0	1	3	12	14	5	1	1	0	0	0	0	0	37
22:00	0	0	0	0	10	14	3	0	0	0	0	0	0	0	27
23:00	0	0	0	0	6	11	4	1	0	0	0	0	0	0	22
Total	39	13	39	96	334	487	282	80	18	3	0	0	1	0	1392

Daily
 15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 44 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 821
 Percent in Pace : 59.0%
 Number of Vehicles > 30 MPH : 1205
 Percent of Vehicles > 30 MPH : 86.6%

Grand Total	78	20	69	220	705	1004	565	162	33	6	0	1	1	1	2865
-------------	----	----	----	-----	-----	------	-----	-----	----	---	---	---	---	---	------

Overall
 15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 1709
 Percent in Pace : 59.7%
 Number of Vehicles > 30 MPH : 2478
 Percent of Vehicles > 30 MPH : 86.5%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #8
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
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	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
06:00	0	6	2	1	1	0	0	0	0	0	0	0	0	10	2
07:00	0	10	2	0	5	0	0	0	2	1	0	0	0	20	8
08:00	0	15	10	0	1	1	0	1	7	0	0	0	0	35	10
09:00	0	14	7	0	0	0	1	1	10	0	0	0	0	33	12
10:00	0	15	2	0	1	1	0	0	8	0	0	0	0	27	10
11:00	0	27	5	0	2	2	0	0	7	1	0	0	0	44	12
12 PM	0	26	9	1	6	0	0	0	8	0	0	0	0	50	15
13:00	0	32	2	0	1	0	0	0	9	0	0	0	0	44	10
14:00	0	41	10	0	3	0	0	0	7	0	0	0	0	61	10
15:00	0	42	15	1	1	0	0	0	8	0	0	0	0	67	10
16:00	0	72	20	0	4	0	0	0	1	0	0	0	0	97	5
17:00	0	58	15	0	2	0	0	0	0	0	0	0	0	75	2
18:00	0	52	11	0	0	0	0	0	0	0	0	0	0	63	0
19:00	0	41	4	0	0	0	0	0	0	0	0	0	0	45	0
20:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31	0
21:00	0	27	6	0	2	1	0	0	0	0	0	0	0	36	3
22:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	538	126	3	29	5	1	2	67	2	0	0	0	773	109
Percent	0.0%	69.6%	16.3%	0.4%	3.8%	0.6%	0.1%	0.3%	8.7%	0.3%	0.0%	0.0%	0.0%		
AM Peak		11:00	08:00	06:00	07:00	11:00	09:00	08:00	09:00	07:00				11:00	09:00
Vol.		27	10	1	5	2	1	1	10	1				44	12
PM Peak		16:00	16:00	12:00	12:00	21:00			13:00					16:00	12:00
Vol.		72	20	1	6	1			9					97	15

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 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	8	1	0	1	0	0	0	0	0	0	0	0	10	1
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
06:00	0	12	5	1	1	0	0	0	1	0	0	0	0	20	3
07:00	0	8	4	0	1	0	0	0	2	0	0	0	0	15	3
08:00	0	10	4	0	1	0	0	0	6	0	0	0	0	21	7
09:00	0	14	3	0	1	1	0	1	6	0	0	0	0	26	9
10:00	0	16	7	0	1	0	0	0	0	1	0	0	0	25	2
11:00	0	22	6	0	3	0	0	0	6	0	0	0	0	37	9
12 PM	0	29	8	0	3	1	0	0	3	0	0	0	0	44	7
13:00	0	32	6	1	1	0	0	0	4	0	0	0	0	44	6
14:00	0	34	6	0	6	1	0	0	4	0	0	0	0	51	11
15:00	1	50	17	0	1	0	0	0	2	1	0	0	0	72	4
16:00	0	45	26	0	2	0	0	0	1	0	0	0	0	74	3
17:00	0	53	10	0	2	0	0	0	0	0	0	0	0	65	2
18:00	0	44	9	0	3	0	0	0	0	0	0	0	0	56	3
19:00	0	37	8	0	2	0	0	0	0	0	0	0	0	47	2
20:00	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0
21:00	0	21	4	0	2	0	0	0	0	0	0	0	0	27	2
22:00	0	13	4	0	1	0	0	0	0	0	0	0	0	18	1
23:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17	0
Total	1	498	140	2	32	3	0	1	35	2	0	0	0	714	75
Percent	0.1%	69.7%	19.6%	0.3%	4.5%	0.4%	0.0%	0.1%	4.9%	0.3%	0.0%	0.0%	0.0%		
AM Peak		11:00	10:00	06:00	11:00	09:00		09:00	08:00	10:00				11:00	09:00
Vol.		22	7	1	3	1		1	6	1				37	9
PM Peak	15:00	17:00	16:00	13:00	14:00	12:00			13:00	15:00				16:00	14:00
Vol.	1	53	26	1	6	1			4	1				74	11
Grand Total	1	1036	266	5	61	8	1	3	102	4	0	0	0	1487	184
Percent		69.7%	17.9%	0.3%	4.1%	0.5%	0.1%	0.2%	6.9%	0.3%	0.0%	0.0%	0.0%		12.4%

Old Colony Planning Council
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Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #8
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/08/10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	3	3	1	2	0	0	0	0	0	0	0	0	9	3
	05:00	0	13	10	0	7	0	0	0	0	0	0	0	0	30	7
	06:00	0	14	33	1	14	0	0	0	0	0	0	0	0	62	15
	07:00	0	21	34	0	9	0	0	1	2	0	0	0	0	67	12
	08:00	0	20	29	2	11	0	0	2	6	1	0	0	0	71	22
	09:00	0	14	16	2	6	2	1	1	7	1	0	0	0	50	20
	10:00	0	10	9	2	3	0	1	0	7	0	0	0	0	32	13
	11:00	0	11	9	0	7	1	1	0	7	0	0	0	0	36	16
	12 PM	1	8	15	1	2	0	1	0	6	0	0	0	0	34	10
	13:00	0	15	15	1	12	0	0	0	6	0	0	0	0	49	19
	14:00	0	11	20	1	5	0	0	0	7	0	0	0	0	44	13
	15:00	0	10	11	3	4	0	0	0	9	0	0	0	0	37	16
	16:00	1	10	27	2	5	0	0	0	5	0	0	0	0	50	12
	17:00	0	20	20	0	7	0	0	0	0	0	0	0	0	47	7
	18:00	0	10	17	1	1	0	0	0	0	0	0	0	0	29	2
	19:00	0	6	10	0	4	0	0	0	0	0	0	0	0	20	4
	20:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0
	21:00	0	5	5	0	1	0	0	0	0	0	0	0	0	11	1
	22:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
	23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
	Total	2	214	292	17	100	3	4	4	62	2	0	0	0	700	192
	Percent	0.3%	30.6%	41.7%	2.4%	14.3%	0.4%	0.6%	0.6%	8.9%	0.3%	0.0%	0.0%	0.0%		
	AM Peak		07:00	07:00	08:00	06:00	09:00	09:00	08:00	09:00	08:00				08:00	08:00
	Vol.		21	34	2	14	2	1	2	7	1				71	22
	PM Peak	12:00	17:00	16:00	15:00	13:00		12:00		15:00					16:00	13:00
	Vol.	1	20	27	3	12		1		9					50	19

Old Colony Planning Council
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Community: Bridgewater
Com#_UR/FC: 42_U0
Recorder #: Jamar #8
Layout: L6 Basic (2')

Station ID:
Site Code: 42
Date Start: 08-Dec-10
Date End: 09-Dec-10
Plymouth St, west of East St

WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/09/10	0	3	0	0	1	0	0	0	0	0	0	0	0	4	1
	01:00	0	0	2	0	1	0	0	0	0	0	0	0	0	3	1
	02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
	04:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9	1
	05:00	0	11	15	0	7	0	0	0	0	0	0	0	0	33	7
	06:00	0	13	26	1	15	0	0	1	0	0	0	0	0	56	17
	07:00	0	24	32	0	13	0	0	0	0	0	0	0	0	69	13
	08:00	0	15	20	2	8	0	0	0	6	0	0	0	0	51	16
	09:00	0	19	22	1	7	1	0	0	7	0	0	0	0	57	16
	10:00	0	21	12	2	7	0	0	0	5	0	0	0	0	47	14
	11:00	0	11	12	0	11	0	0	0	2	0	0	0	0	36	13
	12 PM	1	10	16	1	0	2	0	0	3	0	0	0	0	33	6
	13:00	0	8	11	4	6	0	0	0	3	1	0	0	0	33	14
	14:00	0	15	18	0	4	0	0	2	3	0	0	0	0	42	9
	15:00	0	10	20	1	3	0	0	0	2	0	0	0	0	36	6
	16:00	1	14	22	1	3	0	0	0	4	0	0	0	0	45	8
	17:00	0	17	16	0	3	0	0	0	0	0	0	0	0	36	3
	18:00	0	15	11	0	6	0	0	0	0	0	0	0	0	32	6
	19:00	0	1	9	0	3	0	0	0	0	0	0	0	0	13	3
	20:00	0	6	8	0	1	0	0	0	0	0	0	0	0	15	1
	21:00	0	2	6	0	2	0	0	0	0	0	0	0	0	10	2
	22:00	0	4	5	0	0	0	0	0	0	0	0	0	0	9	0
	23:00	0	1	2	0	2	0	0	0	0	0	0	0	0	5	2
	Total	2	225	292	13	104	3	0	3	35	1	0	0	0	678	159
	Percent	0.3%	33.2%	43.1%	1.9%	15.3%	0.4%	0.0%	0.4%	5.2%	0.1%	0.0%	0.0%	0.0%		
	AM Peak		07:00	07:00	08:00	06:00	09:00		06:00	09:00					07:00	06:00
	Vol.		24	32	2	15	1		1	7					69	17
	PM Peak	12:00	17:00	16:00	13:00	13:00	12:00		14:00	16:00	13:00				16:00	13:00
	Vol.	1	17	22	4	6	2		2	4	1				45	14
	Grand Total	4	439	584	30	204	6	4	7	97	3	0	0	0	1378	351
	Percent		31.9%	42.4%	2.2%	14.8%	0.4%	0.3%	0.5%	7.0%	0.2%	0.0%	0.0%	0.0%		25.5%

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 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
01:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	4	4	1	2	0	0	0	0	0	0	0	0	11	3
05:00	0	16	10	0	7	0	0	0	0	0	0	0	0	33	7
06:00	0	20	35	2	15	0	0	0	0	0	0	0	0	72	17
07:00	0	31	36	0	14	0	0	1	4	1	0	0	0	87	20
08:00	0	35	39	2	12	1	0	3	13	1	0	0	0	106	32
09:00	0	28	23	2	6	2	2	2	17	1	0	0	0	83	32
10:00	0	25	11	2	4	1	1	0	15	0	0	0	0	59	23
11:00	0	38	14	0	9	3	1	0	14	1	0	0	0	80	28
12 PM	1	34	24	2	8	0	1	0	14	0	0	0	0	84	25
13:00	0	47	17	1	13	0	0	0	15	0	0	0	0	93	29
14:00	0	52	30	1	8	0	0	0	14	0	0	0	0	105	23
15:00	0	52	26	4	5	0	0	0	17	0	0	0	0	104	26
16:00	1	82	47	2	9	0	0	0	6	0	0	0	0	147	17
17:00	0	78	35	0	9	0	0	0	0	0	0	0	0	122	9
18:00	0	62	28	1	1	0	0	0	0	0	0	0	0	92	2
19:00	0	47	14	0	4	0	0	0	0	0	0	0	0	65	4
20:00	0	35	7	0	0	0	0	0	0	0	0	0	0	42	0
21:00	0	32	11	0	3	1	0	0	0	0	0	0	0	47	4
22:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
Total	2	752	418	20	129	8	5	6	129	4	0	0	0	1473	301
Percent	0.1%	51.1%	28.4%	1.4%	8.8%	0.5%	0.3%	0.4%	8.8%	0.3%	0.0%	0.0%	0.0%		
AM Peak		11:00	08:00	06:00	06:00	11:00	09:00	08:00	09:00	07:00				08:00	08:00
Vol.		38	39	2	15	3	2	3	17	1				106	32
PM Peak		12:00	16:00	16:00	15:00	13:00	21:00	12:00	15:00					16:00	13:00
Vol.		1	82	47	4	13	1	1	17					147	29

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 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Plymouth St, west of East St

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	11	1	0	2	0	0	0	0	0	0	0	0	14	2
01:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7	1
02:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4	0
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
04:00	0	6	5	0	1	0	0	0	0	0	0	0	0	12	1
05:00	0	14	17	0	7	0	0	0	0	0	0	0	0	38	7
06:00	0	25	31	2	16	0	0	1	1	0	0	0	0	76	20
07:00	0	32	36	0	14	0	0	0	2	0	0	0	0	84	16
08:00	0	25	24	2	9	0	0	0	12	0	0	0	0	72	23
09:00	0	33	25	1	8	2	0	1	13	0	0	0	0	83	25
10:00	0	37	19	2	8	0	0	0	5	1	0	0	0	72	16
11:00	0	33	18	0	14	0	0	0	8	0	0	0	0	73	22
12 PM	1	39	24	1	3	3	0	0	6	0	0	0	0	77	13
13:00	0	40	17	5	7	0	0	0	7	1	0	0	0	77	20
14:00	0	49	24	0	10	1	0	2	7	0	0	0	0	93	20
15:00	1	60	37	1	4	0	0	0	4	1	0	0	0	108	10
16:00	1	59	48	1	5	0	0	0	5	0	0	0	0	119	11
17:00	0	70	26	0	5	0	0	0	0	0	0	0	0	101	5
18:00	0	59	20	0	9	0	0	0	0	0	0	0	0	88	9
19:00	0	38	17	0	5	0	0	0	0	0	0	0	0	60	5
20:00	0	33	11	0	1	0	0	0	0	0	0	0	0	45	1
21:00	0	23	10	0	4	0	0	0	0	0	0	0	0	37	4
22:00	0	17	9	0	1	0	0	0	0	0	0	0	0	27	1
23:00	0	13	7	0	2	0	0	0	0	0	0	0	0	22	2
Total	3	723	432	15	136	6	0	4	70	3	0	0	0	1392	234
Percent	0.2%	51.9%	31.0%	1.1%	9.8%	0.4%	0.0%	0.3%	5.0%	0.2%	0.0%	0.0%	0.0%		
AM Peak		10:00	07:00	06:00	06:00	09:00		06:00	09:00	10:00				07:00	09:00
Vol.		37	36	2	16	2		1	13	1				84	25
PM Peak		12:00	17:00	16:00	13:00	14:00	12:00	14:00	13:00	13:00				16:00	13:00
Vol.		1	70	48	5	10	3	2	7	1				119	20
Grand Total	5	1475	850	35	265	14	5	10	199	7	0	0	0	2865	535
Percent		51.5%	29.7%	1.2%	9.2%	0.5%	0.2%	0.3%	6.9%	0.2%	0.0%	0.0%	0.0%		18.7%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
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Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #6
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

Start Time	06-Dec-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	4	4	3	10	*	*	*	*	*	*	4	7
01:00	*	*	*	*	1	2	3	4	*	*	*	*	*	*	2	3
02:00	*	*	*	*	4	0	2	2	*	*	*	*	*	*	3	1
03:00	*	*	*	*	0	0	1	1	*	*	*	*	*	*	0	0
04:00	*	*	*	*	10	1	11	3	*	*	*	*	*	*	10	2
05:00	*	*	*	*	59	14	50	14	*	*	*	*	*	*	54	14
06:00	*	*	*	*	113	21	107	30	*	*	*	*	*	*	110	26
07:00	*	*	*	*	125	59	133	48	*	*	*	*	*	*	129	54
08:00	*	*	*	*	139	56	94	49	*	*	*	*	*	*	116	52
09:00	*	*	*	*	77	50	98	52	*	*	*	*	*	*	88	51
10:00	*	*	*	*	67	57	67	48	*	*	*	*	*	*	67	52
11:00	*	*	*	*	56	55	65	53	*	*	*	*	*	*	60	54
12:00 PM	*	*	*	*	48	70	48	71	*	*	*	*	*	*	48	70
01:00	*	*	*	*	57	64	58	61	*	*	*	*	*	*	58	62
02:00	*	*	*	*	77	102	56	88	*	*	*	*	*	*	66	95
03:00	*	*	*	*	74	103	74	108	*	*	*	*	*	*	74	106
04:00	*	*	*	*	75	144	86	131	*	*	*	*	*	*	80	138
05:00	*	*	*	*	68	139	63	123	*	*	*	*	*	*	66	131
06:00	*	*	*	*	55	97	51	92	*	*	*	*	*	*	53	94
07:00	*	*	*	*	37	71	26	63	*	*	*	*	*	*	32	67
08:00	*	*	*	*	18	45	34	51	*	*	*	*	*	*	26	48
09:00	*	*	*	*	21	41	19	36	*	*	*	*	*	*	20	38
10:00	*	*	*	*	5	23	15	22	*	*	*	*	*	*	10	22
11:00	*	*	*	*	5	7	7	14	*	*	*	*	*	*	6	10
Total	0	0	0	0	1195	1225	1171	1174	0	0	0	0	0	0	1182	1197
Day	0	0	0	0	2420		2345		0	0	0	0	0	0	2379	
AM Peak					08:00	07:00	07:00	11:00							07:00	07:00
Vol.					139	59	133	53							129	54
PM Peak					14:00	16:00	16:00	16:00							16:00	16:00
Vol.					77	144	86	131							80	138

Comb. Total 0 0 2420 2345 0 0 0 2379

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Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #6
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

Start Time	08-Dec-10 Wed		NB		SB		Combined		09-Dec-Thu		NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	13	2	19	2	32	1	14	3	16	4	30				
12:15	1	15	1	16	2	31	0	4	4	16	4	20				
12:30	1	10	1	23	2	33	2	9	2	21	4	30				
12:45	2	10	0	12	2	22	0	21	1	18	1	39				
01:00	0	11	0	13	0	24	0	17	3	20	3	37				
01:15	1	19	2	15	3	34	2	6	0	14	2	20				
01:30	0	12	0	21	0	33	0	14	0	16	0	30				
01:45	0	15	0	15	0	30	1	21	1	11	2	32				
02:00	1	22	0	30	1	52	1	10	0	17	1	27				
02:15	1	11	0	19	1	30	0	11	1	15	1	26				
02:30	2	20	0	32	2	52	0	20	1	21	1	41				
02:45	0	24	0	21	0	45	1	15	0	35	1	50				
03:00	0	27	0	31	0	58	0	16	1	27	1	43				
03:15	0	16	0	25	0	41	0	14	0	21	0	35				
03:30	0	11	0	26	0	37	1	22	0	31	1	53				
03:45	0	20	0	21	0	41	0	22	0	29	0	51				
04:00	3	17	0	25	3	42	1	24	1	44	2	68				
04:15	2	21	1	45	3	66	1	22	0	27	1	49				
04:30	4	16	0	35	4	51	4	14	1	28	5	42				
04:45	1	21	0	39	1	60	5	26	1	32	6	58				
05:00	11	14	0	36	11	50	9	14	1	32	10	46				
05:15	15	16	4	34	19	50	13	14	1	27	14	41				
05:30	15	22	6	33	21	55	15	18	6	35	21	53				
05:45	18	16	4	36	22	52	13	17	6	29	19	46				
06:00	18	19	7	28	25	47	17	13	7	26	24	39				
06:15	30	17	6	22	36	39	24	21	5	24	29	45				
06:30	38	11	7	26	45	37	36	8	13	21	49	29				
06:45	27	8	1	21	28	29	30	9	5	21	35	30				
07:00	35	10	19	27	54	37	33	8	13	16	46	24				
07:15	30	7	14	20	44	27	22	11	14	20	36	31				
07:30	26	10	12	11	38	21	42	3	10	18	52	21				
07:45	34	10	14	13	48	23	36	4	11	9	47	13				
08:00	39	6	16	6	55	12	25	10	17	18	42	28				
08:15	32	5	15	11	47	16	29	8	9	10	38	18				
08:30	34	3	12	16	46	19	21	12	11	9	32	21				
08:45	34	4	13	12	47	16	19	4	12	14	31	18				
09:00	24	7	14	12	38	19	26	6	13	5	39	11				
09:15	17	6	15	17	32	23	29	7	7	13	36	20				
09:30	22	5	11	7	33	12	25	3	11	13	36	16				
09:45	14	3	10	5	24	8	18	3	21	5	39	8				
10:00	13	1	14	10	27	11	19	6	14	5	33	11				
10:15	20	2	17	5	37	7	13	6	7	8	20	14				
10:30	19	0	13	2	32	2	20	0	14	7	34	7				
10:45	15	2	13	6	28	8	15	3	13	2	28	5				
11:00	5	2	17	3	22	5	10	0	18	4	28	4				
11:15	14	1	13	3	27	4	24	4	13	2	37	6				
11:30	18	2	14	1	32	3	13	3	14	2	27	5				
11:45	19	0	11	0	30	0	18	0	8	6	26	6				
Total	655	540	319	906	974	1446	634	537	314	860	948	1397				
Day Total	1195		1225		2420		1171		1174		2345					
% Total	0.0%	27.1%	22.3%	13.2%	37.4%		27.0%	22.9%	13.4%	36.7%						
Peak	07:45	02:30	10:15	04:15	07:45	04:15	07:00	03:30	10:30	03:30	07:00	03:30				
Vol.	139	87	60	155	196	227	133	90	58	131	181	221				
P.H.F.	0.891	0.806	0.882	0.861	0.891	0.860	0.792	0.938	0.806	0.744	0.870	0.813				

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Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #6
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

Start Time	06-Dec-10 Mon	07-Dec-10 Tue	08-Dec-10 Wed	09-Dec-10 Thu	10-Dec-10 Fri	11-Dec-10 Sat	12-Dec-10 Sun	Week Average
12:00 AM	*	*	8	13	*	*	*	10
01:00	*	*	3	7	*	*	*	5
02:00	*	*	4	4	*	*	*	4
03:00	*	*	0	2	*	*	*	1
04:00	*	*	11	14	*	*	*	12
05:00	*	*	73	64	*	*	*	68
06:00	*	*	134	137	*	*	*	136
07:00	*	*	184	181	*	*	*	182
08:00	*	*	195	143	*	*	*	169
09:00	*	*	127	150	*	*	*	138
10:00	*	*	124	115	*	*	*	120
11:00	*	*	111	118	*	*	*	114
12:00 PM	*	*	118	119	*	*	*	118
01:00	*	*	121	119	*	*	*	120
02:00	*	*	179	144	*	*	*	162
03:00	*	*	177	182	*	*	*	180
04:00	*	*	219	217	*	*	*	218
05:00	*	*	207	186	*	*	*	196
06:00	*	*	152	143	*	*	*	148
07:00	*	*	108	89	*	*	*	98
08:00	*	*	63	85	*	*	*	74
09:00	*	*	62	55	*	*	*	58
10:00	*	*	28	37	*	*	*	32
11:00	*	*	12	21	*	*	*	16
Total	0	0	2420	2345	0	0	0	2379
Percentage	0.0%	0.0%	101.7%	98.6%	0.0%	0.0%	0.0%	
AM Peak Vol.			08:00 195	07:00 181				07:00 182
PM Peak Vol.			16:00 219	16:00 217				16:00 218

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Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #6
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	1	0	0	0	2	1	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	1	1	0	1	1	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	2	3	3	1	0	0	0	0	0	0	10
05:00	0	0	0	3	3	23	22	6	1	1	0	0	0	0	59
06:00	0	0	2	3	14	71	21	2	0	0	0	0	0	0	113
07:00	0	0	0	9	17	43	47	7	2	0	0	0	0	0	125
08:00	0	0	6	12	23	39	52	6	1	0	0	0	0	0	139
09:00	1	0	4	8	13	21	22	7	1	0	0	0	0	0	77
10:00	0	0	4	3	16	22	17	5	0	0	0	0	0	0	67
11:00	0	1	3	2	12	22	12	3	1	0	0	0	0	0	56
12 PM	2	2	2	5	10	14	8	4	1	0	0	0	0	0	48
13:00	1	0	0	1	15	26	14	0	0	0	0	0	0	0	57
14:00	1	2	0	3	18	36	16	1	0	0	0	0	0	0	77
15:00	2	1	0	13	17	19	18	4	0	0	0	0	0	0	74
16:00	0	0	4	3	15	28	20	2	3	0	0	0	0	0	75
17:00	3	1	0	4	18	24	15	3	0	0	0	0	0	0	68
18:00	0	1	0	4	6	26	18	0	0	0	0	0	0	0	55
19:00	0	0	0	2	10	13	10	2	0	0	0	0	0	0	37
20:00	0	0	0	0	3	10	4	1	0	0	0	0	0	0	18
21:00	0	0	0	1	2	10	6	0	2	0	0	0	0	0	21
22:00	0	1	0	0	1	2	1	0	0	0	0	0	0	0	5
23:00	0	0	0	1	0	2	1	1	0	0	0	0	0	0	5
Total	10	10	26	78	216	456	329	57	12	1	0	0	0	0	1195

Daily
 15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 44 MPH
 95th Percentile : 46 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 785
 Percent in Pace : 65.7%
 Number of Vehicles > 30 MPH : 1071
 Percent of Vehicles > 30 MPH : 89.6%

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Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #6
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12/9/10	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
02:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	1	1	3	3	2	1	0	0	0	0	0	0	11
05:00	0	0	1	0	5	19	16	7	2	0	0	0	0	0	0	50
06:00	0	0	1	2	9	50	38	3	4	0	0	0	0	0	0	107
07:00	0	0	0	2	24	51	37	18	1	0	0	0	0	0	0	133
08:00	0	0	3	9	15	24	37	5	1	0	0	0	0	0	0	94
09:00	1	1	3	10	14	42	18	8	1	0	0	0	0	0	0	98
10:00	0	0	0	13	12	23	12	5	2	0	0	0	0	0	0	67
11:00	1	0	1	5	10	27	15	6	0	0	0	0	0	0	0	65
12 PM	2	1	1	6	10	13	11	3	1	0	0	0	0	0	0	48
13:00	1	1	5	4	10	14	18	4	0	1	0	0	0	0	0	58
14:00	0	0	2	6	11	24	10	3	0	0	0	0	0	0	0	56
15:00	1	0	0	6	15	25	23	3	1	0	0	0	0	0	0	74
16:00	0	0	0	8	28	34	14	2	0	0	0	0	0	0	0	86
17:00	1	0	0	4	12	25	20	0	1	0	0	0	0	0	0	63
18:00	0	1	0	4	8	21	14	2	1	0	0	0	0	0	0	51
19:00	0	0	0	1	4	16	4	1	0	0	0	0	0	0	0	26
20:00	0	0	1	3	8	17	3	2	0	0	0	0	0	0	0	34
21:00	0	0	0	1	0	13	4	1	0	0	0	0	0	0	0	19
22:00	0	0	0	0	5	7	2	1	0	0	0	0	0	0	0	15
23:00	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7
Total	7	4	18	86	203	453	303	80	16	1	0	0	0	0	0	1171

Daily
 15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 44 MPH
 95th Percentile : 48 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 756
 Percent in Pace : 64.6%
 Number of Vehicles > 30 MPH : 1056
 Percent of Vehicles > 30 MPH : 90.2%

Grand Total	17	14	44	164	419	909	632	137	28	2	0	0	0	0	0	2366
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Overall
 15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 44 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1541
 Percent in Pace : 65.1%
 Number of Vehicles > 30 MPH : 2127
 Percent of Vehicles > 30 MPH : 89.9%

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #6
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

SB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	1	0	0	0	1	0	2	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	1	0	0	0	1	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	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	2	6	3	1	1	1	0	0	0	14
06:00	0	0	1	0	0	6	7	5	2	0	0	0	0	0	21
07:00	1	0	0	2	7	12	19	14	2	2	0	0	0	0	59
08:00	0	0	1	1	4	9	18	17	5	1	0	0	0	0	56
09:00	0	0	1	1	3	11	22	11	1	0	0	0	0	0	50
10:00	0	0	0	0	2	14	21	18	2	0	0	0	0	0	57
11:00	1	1	0	0	2	12	23	12	2	2	0	0	0	0	55
12 PM	0	1	0	0	4	17	26	16	5	0	1	0	0	0	70
13:00	0	0	0	3	1	16	21	12	9	2	0	0	0	0	64
14:00	0	1	1	0	5	20	43	26	6	0	0	0	0	0	102
15:00	2	1	0	2	7	34	36	18	2	1	0	0	0	0	103
16:00	2	1	0	0	10	35	62	26	8	0	0	0	0	0	144
17:00	1	0	1	1	8	46	56	21	5	0	0	0	0	0	139
18:00	0	0	0	1	8	22	43	22	1	0	0	0	0	0	97
19:00	0	0	0	2	3	19	26	14	6	1	0	0	0	0	71
20:00	0	0	0	0	1	11	21	10	2	0	0	0	0	0	45
21:00	0	0	0	1	3	8	21	6	2	0	0	0	0	0	41
22:00	0	0	0	2	2	2	9	8	0	0	0	0	0	0	23
23:00	0	0	0	1	0	3	0	2	0	0	0	1	0	0	7
Total	7	6	5	17	70	300	481	264	61	10	2	2	0	0	1225

Daily
 15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 48 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 781
 Percent in Pace : 63.8%
 Number of Vehicles > 30 MPH : 1190
 Percent of Vehicles > 30 MPH : 97.1%

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #6
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12/9/10	0	0	0	0	0	0	2	3	4	0	0	0	0	0	1	10
01:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	2	2	5	3	1	0	1	0	0	0	0	14
06:00	0	0	1	0	3	6	14	4	1	1	0	0	0	0	0	30
07:00	0	0	0	0	6	7	18	5	10	1	1	0	0	0	0	48
08:00	2	0	2	1	2	13	9	16	1	3	0	0	0	0	0	49
09:00	0	0	1	0	4	11	24	10	2	0	0	0	0	0	0	52
10:00	1	0	0	1	2	9	16	11	7	1	0	0	0	0	0	48
11:00	1	0	0	1	2	9	19	13	7	1	0	0	0	0	0	53
12 PM	0	0	0	2	5	10	22	16	14	2	0	0	0	0	0	71
13:00	0	0	0	3	3	7	22	17	5	3	1	0	0	0	0	61
14:00	1	1	2	1	7	14	36	23	3	0	0	0	0	0	0	88
15:00	3	0	0	2	5	19	36	32	5	5	1	0	0	0	0	108
16:00	1	1	1	2	8	25	59	25	9	0	0	0	0	0	0	131
17:00	1	0	0	2	6	40	45	25	4	0	0	0	0	0	0	123
18:00	0	0	0	1	3	17	44	21	4	1	1	0	0	0	0	92
19:00	0	0	0	0	4	23	17	11	8	0	0	0	0	0	0	63
20:00	0	0	0	0	2	19	16	9	4	1	0	0	0	0	0	51
21:00	0	0	0	1	3	8	12	10	2	0	0	0	0	0	0	36
22:00	0	0	0	1	2	4	6	8	1	0	0	0	0	0	0	22
23:00	0	0	0	0	1	2	4	5	2	0	0	0	0	0	0	14
Total	10	2	7	18	70	247	432	269	94	19	5	0	0	1	1174	

Daily
 15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 49 MPH
 95th Percentile : 54 MPH
 Mean Speed(Average) : 43 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 701
 Percent in Pace : 59.7%
 Number of Vehicles > 30 MPH : 1137
 Percent of Vehicles > 30 MPH : 96.8%

Grand Total	17	8	12	35	140	547	913	533	155	29	7	2	0	1	2399
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Overall
 15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 49 MPH
 95th Percentile : 53 MPH
 Mean Speed(Average) : 43 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1460
 Percent in Pace : 60.9%
 Number of Vehicles > 30 MPH : 2327
 Percent of Vehicles > 30 MPH : 97.0%

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #6
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

NB, SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12/8/10	0	2	0	0	0	3	1	2	0	0	0	0	0	0	0	8
01:00	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
02:00	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	2	3	4	1	0	0	0	0	0	0	0	11
05:00	0	0	0	3	3	25	28	9	2	2	1	0	0	0	0	73
06:00	0	0	3	3	14	77	28	7	2	0	0	0	0	0	0	134
07:00	1	0	0	11	24	55	66	21	4	2	0	0	0	0	0	184
08:00	0	0	7	13	27	48	70	23	6	1	0	0	0	0	0	195
09:00	1	0	5	9	16	32	44	18	2	0	0	0	0	0	0	127
10:00	0	0	4	3	18	36	38	23	2	0	0	0	0	0	0	124
11:00	1	2	3	2	14	34	35	15	3	2	0	0	0	0	0	111
12 PM	2	3	2	5	14	31	34	20	6	0	1	0	0	0	0	118
13:00	1	0	0	4	16	42	35	12	9	2	0	0	0	0	0	121
14:00	1	3	1	3	23	56	59	27	6	0	0	0	0	0	0	179
15:00	4	2	0	15	24	53	54	22	2	1	0	0	0	0	0	177
16:00	2	1	4	3	25	63	82	28	11	0	0	0	0	0	0	219
17:00	4	1	1	5	26	70	71	24	5	0	0	0	0	0	0	207
18:00	0	1	0	5	14	48	61	22	1	0	0	0	0	0	0	152
19:00	0	0	0	4	13	32	36	16	6	1	0	0	0	0	0	108
20:00	0	0	0	0	4	21	25	11	2	0	0	0	0	0	0	63
21:00	0	0	0	2	5	18	27	6	4	0	0	0	0	0	0	62
22:00	0	1	0	2	3	4	10	8	0	0	0	0	0	0	0	28
23:00	0	0	0	2	0	5	1	3	0	0	0	1	0	0	0	12
Total	17	16	31	95	286	756	810	321	73	11	2	2	0	0	0	2420

Daily
 15th Percentile : 34 MPH
 50th Percentile : 41 MPH
 85th Percentile : 46 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1566
 Percent in Pace : 64.7%
 Number of Vehicles > 30 MPH : 2261
 Percent of Vehicles > 30 MPH : 93.4%

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #6
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

NB, SB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	0	0	0	0	2	3	3	4	0	0	0	0	0	13
01:00	0	0	0	0	1	0	3	3	0	0	0	0	0	0	7
02:00	0	0	0	1	0	2	0	1	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:00	0	0	0	1	1	3	6	2	1	0	0	0	0	0	14
05:00	0	0	1	0	7	21	21	10	3	0	1	0	0	0	64
06:00	0	0	2	2	12	56	52	7	5	1	0	0	0	0	137
07:00	0	0	0	2	30	58	55	23	11	1	1	0	0	0	181
08:00	2	0	5	10	17	37	46	21	2	3	0	0	0	0	143
09:00	1	1	4	10	18	53	42	18	3	0	0	0	0	0	150
10:00	1	0	0	14	14	32	28	16	9	1	0	0	0	0	115
11:00	2	0	1	6	12	36	34	19	7	1	0	0	0	0	118
12 PM	2	1	1	8	15	23	33	19	15	2	0	0	0	0	119
13:00	1	1	5	7	13	21	40	21	5	4	1	0	0	0	119
14:00	1	1	4	7	18	38	46	26	3	0	0	0	0	0	144
15:00	4	0	0	8	20	44	59	35	6	5	1	0	0	0	182
16:00	1	1	1	10	36	59	73	27	9	0	0	0	0	0	217
17:00	2	0	0	6	18	65	65	25	5	0	0	0	0	0	186
18:00	0	1	0	5	11	38	58	23	5	1	1	0	0	0	143
19:00	0	0	0	1	8	39	21	12	8	0	0	0	0	0	89
20:00	0	0	1	3	10	36	19	11	4	1	0	0	0	0	85
21:00	0	0	0	2	3	21	16	11	2	0	0	0	0	0	55
22:00	0	0	0	1	7	11	8	9	1	0	0	0	0	0	37
23:00	0	0	0	0	2	5	6	6	2	0	0	0	0	0	21
Total	17	6	25	104	273	700	735	349	110	20	5	0	0	1	2345

Daily
 15th Percentile : 34 MPH
 50th Percentile : 41 MPH
 85th Percentile : 47 MPH
 95th Percentile : 51 MPH
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1435
 Percent in Pace : 61.2%
 Number of Vehicles > 30 MPH : 2193
 Percent of Vehicles > 30 MPH : 93.5%

Grand Total	34	22	56	199	559	1456	1545	670	183	31	7	2	0	1	4765
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Overall
 15th Percentile : 34 MPH
 50th Percentile : 41 MPH
 85th Percentile : 47 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 3001
 Percent in Pace : 63.0%
 Number of Vehicles > 30 MPH : 4454
 Percent of Vehicles > 30 MPH : 93.5%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #6
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	3	0	0	1	0	0	0	0	0	0	0	0	4	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	4	6	0	0	0	0	0	0	0	0	0	0	10	0
05:00	0	40	16	0	3	0	0	0	0	0	0	0	0	59	3
06:00	0	68	40	0	5	0	0	0	0	0	0	0	0	113	5
07:00	0	89	30	0	2	0	0	0	4	0	0	0	0	125	6
08:00	0	97	27	3	1	1	0	0	9	1	0	0	0	139	15
09:00	0	44	14	0	3	2	1	0	12	1	0	0	0	77	19
10:00	0	40	10	2	1	1	1	1	11	0	0	0	0	67	17
11:00	0	29	13	0	2	1	1	0	10	0	0	0	0	56	14
12 PM	0	27	9	0	1	0	2	0	9	0	0	0	0	48	12
13:00	0	26	13	1	6	0	1	0	10	0	0	0	0	57	18
14:00	0	51	15	0	1	0	0	0	10	0	0	0	0	77	11
15:00	0	46	16	1	2	0	0	0	9	0	0	0	0	74	12
16:00	0	43	25	1	1	0	0	0	5	0	0	0	0	75	7
17:00	0	51	14	0	3	0	0	0	0	0	0	0	0	68	3
18:00	0	40	12	1	2	0	0	0	0	0	0	0	0	55	3
19:00	0	25	11	0	1	0	0	0	0	0	0	0	0	37	1
20:00	0	11	6	0	1	0	0	0	0	0	0	0	0	18	1
21:00	0	14	4	0	3	0	0	0	0	0	0	0	0	21	3
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
Total	0	761	283	9	39	5	6	1	89	2	0	0	0	1195	151
Percent	0.0%	63.7%	23.7%	0.8%	3.3%	0.4%	0.5%	0.1%	7.4%	0.2%	0.0%	0.0%	0.0%		12.6%
AM Peak		08:00	06:00	08:00	06:00	09:00	09:00	10:00	09:00	08:00				08:00	09:00
Vol.		97	40	3	5	2	1	1	12	1				139	19
PM Peak		14:00	16:00	13:00	13:00		12:00		13:00					14:00	13:00
Vol.		51	25	1	6		2		10					77	18

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Bridgewater
Com#_UR/FC: 42_U5
Recorder #: Jamar #6
Layout: L6 Basic (2')

Station ID:
Site Code: 42
Date Start: 08-Dec-10
Date End: 09-Dec-10
East St, at Halifax T/L

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	6	4	0	1	0	0	0	0	0	0	0	0	11	1
05:00	0	32	16	0	2	0	0	0	0	0	0	0	0	50	2
06:00	0	75	28	0	3	0	0	1	0	0	0	0	0	107	4
07:00	0	93	36	0	2	0	0	0	2	0	0	0	0	133	4
08:00	0	62	20	2	2	0	0	0	8	0	0	0	0	94	12
09:00	0	63	22	0	2	1	0	0	10	0	0	0	0	98	13
10:00	0	37	15	0	4	1	0	1	8	0	0	0	1	67	15
11:00	0	48	8	2	1	0	0	0	6	0	0	0	0	65	9
12 PM	0	34	8	0	2	0	0	0	4	0	0	0	0	48	6
13:00	1	34	10	3	3	1	0	0	6	0	0	0	0	58	13
14:00	0	31	14	1	4	0	0	1	5	0	0	0	0	56	11
15:00	1	47	19	0	2	1	0	0	4	0	0	0	0	74	7
16:00	0	57	21	0	1	0	0	0	7	0	0	0	0	86	8
17:00	0	48	11	0	4	0	0	0	0	0	0	0	0	63	4
18:00	0	34	13	0	4	0	0	0	0	0	0	0	0	51	4
19:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26	0
20:00	0	29	3	0	2	0	0	0	0	0	0	0	0	34	2
21:00	0	15	3	0	1	0	0	0	0	0	0	0	0	19	1
22:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0
23:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
Total	2	790	263	8	40	4	0	3	60	0	0	0	1	1171	116
Percent	0.2%	67.5%	22.5%	0.7%	3.4%	0.3%	0.0%	0.3%	5.1%	0.0%	0.0%	0.0%	0.1%		9.9%
AM Peak		07:00	07:00	08:00	10:00	09:00		06:00	09:00				10:00	07:00	10:00
Vol.		93	36	2	4	1		1	10				1	133	15
PM Peak		13:00	16:00	16:00	13:00	14:00	13:00	14:00	16:00					16:00	13:00
Vol.		1	57	21	3	4	1	1	7					86	13
Grand Total	2	1551	546	17	79	9	6	4	149	2	0	0	1	2366	267
Percent	0.1%	65.6%	23.1%	0.7%	3.3%	0.4%	0.3%	0.2%	6.3%	0.1%	0.0%	0.0%	0.0%		11.3%

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 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	2	1	0	1	0	0	0	0	0	0	0	0	4	1
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
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	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
05:00	0	3	8	0	3	0	0	0	0	0	0	0	0	14	3
06:00	0	8	7	0	6	0	0	0	0	0	0	0	0	21	6
07:00	0	21	24	3	7	1	0	1	1	1	0	0	0	59	14
08:00	0	17	23	4	4	0	0	0	8	0	0	0	0	56	16
09:00	0	15	16	2	4	2	0	0	11	0	0	0	0	50	19
10:00	0	17	22	1	6	1	0	0	10	0	0	0	0	57	18
11:00	1	20	15	1	4	3	0	0	11	0	0	0	0	55	19
12 PM	0	21	20	3	15	0	0	1	10	0	0	0	0	70	29
13:00	0	34	15	2	3	0	0	1	9	0	0	0	0	64	15
14:00	0	48	33	1	10	1	0	0	9	0	0	0	0	102	21
15:00	1	45	39	1	9	0	0	0	8	0	0	0	0	103	18
16:00	0	57	67	0	17	1	0	1	1	0	0	0	0	144	20
17:00	0	58	61	0	20	0	0	0	0	0	0	0	0	139	20
18:00	0	51	32	0	14	0	0	0	0	0	0	0	0	97	14
19:00	0	39	24	0	8	0	0	0	0	0	0	0	0	71	8
20:00	0	15	27	0	3	0	0	0	0	0	0	0	0	45	3
21:00	0	18	19	0	4	0	0	0	0	0	0	0	0	41	4
22:00	0	14	8	0	1	0	0	0	0	0	0	0	0	23	1
23:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7	1
Total	2	508	464	18	141	9	0	4	78	1	0	0	0	1225	251
Percent	0.2%	41.5%	37.9%	1.5%	11.5%	0.7%	0.0%	0.3%	6.4%	0.1%	0.0%	0.0%	0.0%		20.5%
AM Peak	11:00	07:00	07:00	08:00	07:00	11:00		07:00	09:00	07:00				07:00	09:00
Vol.	1	21	24	4	7	3		1	11	1				59	19
PM Peak	15:00	17:00	16:00	12:00	17:00	14:00		12:00	12:00					16:00	12:00
Vol.	1	58	67	3	20	1		1	10					144	29

Old Colony Planning Council
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Community: Bridgewater
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Recorder #: Jamar #6
Layout: L6 Basic (2')

Station ID:
Site Code: 42
Date Start: 08-Dec-10
Date End: 09-Dec-10
East St, at Halifax T/L

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	4	4	0	2	0	0	0	0	0	0	0	0	10	2
01:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3	1
05:00	0	6	4	0	4	0	0	0	0	0	0	0	0	14	4
06:00	0	10	17	0	2	0	0	0	1	0	0	0	0	30	3
07:00	0	19	17	1	9	0	0	0	2	0	0	0	0	48	12
08:00	0	13	21	2	6	0	0	0	7	0	0	0	0	49	15
09:00	0	14	19	2	6	1	0	1	9	0	0	0	0	52	19
10:00	0	20	18	0	7	0	0	0	2	1	0	0	0	48	10
11:00	0	19	19	1	7	0	0	0	7	0	0	0	0	53	15
12 PM	0	27	28	1	10	1	1	0	3	0	0	0	0	71	16
13:00	0	18	24	2	10	0	0	0	7	0	0	0	0	61	19
14:00	0	42	29	2	10	0	0	0	5	0	0	0	0	88	17
15:00	0	37	51	1	14	0	0	0	4	1	0	0	0	108	20
16:00	0	55	48	0	25	0	0	1	2	0	0	0	0	131	28
17:00	0	50	53	0	20	0	0	0	0	0	0	0	0	123	20
18:00	0	41	41	0	9	0	0	0	1	0	0	0	0	92	10
19:00	0	30	28	0	5	0	0	0	0	0	0	0	0	63	5
20:00	0	19	25	0	7	0	0	0	0	0	0	0	0	51	7
21:00	0	18	12	0	6	0	0	0	0	0	0	0	0	36	6
22:00	0	12	9	0	1	0	0	0	0	0	0	0	0	22	1
23:00	0	5	8	0	1	0	0	0	0	0	0	0	0	14	1
Total	0	463	480	12	162	2	1	2	50	2	0	0	0	1174	231
Percent	0.0%	39.4%	40.9%	1.0%	13.8%	0.2%	0.1%	0.2%	4.3%	0.2%	0.0%	0.0%	0.0%		19.7%
AM Peak		10:00	08:00	08:00	07:00	09:00		09:00	09:00	10:00				11:00	09:00
Vol.		20	21	2	9	1		1	9	1				53	19
PM Peak		16:00	17:00	13:00	16:00	12:00	12:00	16:00	13:00	15:00				16:00	16:00
Vol.		55	53	2	25	1	1	1	7	1				131	28
Grand Total	2	971	944	30	303	11	1	6	128	3	0	0	0	2399	482
Percent	0.1%	40.5%	39.3%	1.3%	12.6%	0.5%	0.0%	0.3%	5.3%	0.1%	0.0%	0.0%	0.0%		20.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U5
 Recorder #: Jamar #6
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 East St, at Halifax T/L

NB, SB																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total	
12/08/10	0	5	1	0	2	0	0	0	0	0	0	0	0	8	2	
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	4	6	0	1	0	0	0	0	0	0	0	0	11	1	
05:00	0	43	24	0	6	0	0	0	0	0	0	0	0	73	6	
06:00	0	76	47	0	11	0	0	0	0	0	0	0	0	134	11	
07:00	0	110	54	3	9	1	0	1	5	1	0	0	0	184	20	
08:00	0	114	50	7	5	1	0	0	17	1	0	0	0	195	31	
09:00	0	59	30	2	7	4	1	0	23	1	0	0	0	127	38	
10:00	0	57	32	3	7	2	1	1	21	0	0	0	0	124	35	
11:00	1	49	28	1	6	4	1	0	21	0	0	0	0	111	33	
12 PM	0	48	29	3	16	0	2	1	19	0	0	0	0	118	41	
13:00	0	60	28	3	9	0	1	1	19	0	0	0	0	121	33	
14:00	0	99	48	1	11	1	0	0	19	0	0	0	0	179	32	
15:00	1	91	55	2	11	0	0	0	17	0	0	0	0	177	30	
16:00	0	100	92	1	18	1	0	1	6	0	0	0	0	219	27	
17:00	0	109	75	0	23	0	0	0	0	0	0	0	0	207	23	
18:00	0	91	44	1	16	0	0	0	0	0	0	0	0	152	17	
19:00	0	64	35	0	9	0	0	0	0	0	0	0	0	108	9	
20:00	0	26	33	0	4	0	0	0	0	0	0	0	0	63	4	
21:00	0	32	23	0	7	0	0	0	0	0	0	0	0	62	7	
22:00	0	19	8	0	1	0	0	0	0	0	0	0	0	28	1	
23:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12	1	
Total	2	1269	747	27	180	14	6	5	167	3	0	0	0	2420	402	
Percent	0.1%	52.4%	30.9%	1.1%	7.4%	0.6%	0.2%	0.2%	6.9%	0.1%	0.0%	0.0%	0.0%		16.6%	
AM Peak	11:00	08:00	07:00	08:00	06:00	09:00	09:00	07:00	09:00	07:00				08:00	09:00	
Vol.	1	114	54	7	11	4	1	1	23	1				195	38	
PM Peak	15:00	17:00	16:00	12:00	17:00	14:00	12:00	12:00	12:00					16:00	12:00	
Vol.	1	109	92	3	23	1	2	1	19					219	41	

Old Colony Planning Council
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Community: Bridgewater
Com#_UR/FC: 42_U5
Recorder #: Jamar #6
Layout: L6 Basic (2')

Station ID:
Site Code: 42
Date Start: 08-Dec-10
Date End: 09-Dec-10
East St, at Halifax T/L

NB, SB																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total	
12/09/10	0	6	5	0	2	0	0	0	0	0	0	0	0	13	2	
01:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7	0	
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	
04:00	0	7	5	0	2	0	0	0	0	0	0	0	0	14	2	
05:00	0	38	20	0	6	0	0	0	0	0	0	0	0	64	6	
06:00	0	85	45	0	5	0	0	1	1	0	0	0	0	137	7	
07:00	0	112	53	1	11	0	0	0	4	0	0	0	0	181	16	
08:00	0	75	41	4	8	0	0	0	15	0	0	0	0	143	27	
09:00	0	77	41	2	8	2	0	1	19	0	0	0	0	150	32	
10:00	0	57	33	0	11	1	0	1	10	1	0	0	1	115	25	
11:00	0	67	27	3	8	0	0	0	13	0	0	0	0	118	24	
12 PM	0	61	36	1	12	1	1	0	7	0	0	0	0	119	22	
13:00	1	52	34	5	13	1	0	0	13	0	0	0	0	119	32	
14:00	0	73	43	3	14	0	0	1	10	0	0	0	0	144	28	
15:00	1	84	70	1	16	1	0	0	8	1	0	0	0	182	27	
16:00	0	112	69	0	26	0	0	1	9	0	0	0	0	217	36	
17:00	0	98	64	0	24	0	0	0	0	0	0	0	0	186	24	
18:00	0	75	54	0	13	0	0	0	1	0	0	0	0	143	14	
19:00	0	52	32	0	5	0	0	0	0	0	0	0	0	89	5	
20:00	0	48	28	0	9	0	0	0	0	0	0	0	0	85	9	
21:00	0	33	15	0	7	0	0	0	0	0	0	0	0	55	7	
22:00	0	24	12	0	1	0	0	0	0	0	0	0	0	37	1	
23:00	0	10	10	0	1	0	0	0	0	0	0	0	0	21	1	
Total	2	1253	743	20	202	6	1	5	110	2	0	0	1	2345	347	
Percent	0.1%	53.4%	31.7%	0.9%	8.6%	0.3%	0.0%	0.2%	4.7%	0.1%	0.0%	0.0%	0.0%		14.8%	
AM Peak		07:00	07:00	08:00	07:00	09:00		06:00	09:00	10:00			10:00	07:00	09:00	
Vol.		112	53	4	11	2		1	19	1			1	181	32	
PM Peak		13:00	16:00	15:00	13:00	16:00	12:00	12:00	14:00	13:00	15:00			16:00	16:00	
Vol.		1	112	70	5	26	1	1	13	1				217	36	
Grand Total	4	2522	1490	47	382	20	7	10	277	5	0	0	1	4765	749	
Percent	0.1%	52.9%	31.3%	1.0%	8.0%	0.4%	0.1%	0.2%	5.8%	0.1%	0.0%	0.0%	0.0%		15.7%	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
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Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #9
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

Start Time	08-Dec-10 Wed		EB		WB		Combined		09-Dec-Thu	EB		WB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	2	0	6	0	8	0	2	0	3	0	5			
12:15	2	2	1	4	3	6	0	4	2	4	2	8			
12:30	0	4	0	7	0	11	0	3	0	4	0	7			
12:45	1	3	0	5	1	8	0	8	1	3	1	11			
01:00	0	1	0	2	0	3	0	10	0	6	0	16			
01:15	0	4	0	1	0	5	2	3	0	3	2	6			
01:30	0	3	0	5	0	8	0	5	0	4	0	9			
01:45	0	7	0	5	0	12	1	3	0	5	1	8			
02:00	0	8	0	6	0	14	0	5	0	11	0	16			
02:15	1	6	1	6	2	12	0	8	0	5	0	13			
02:30	1	10	0	8	1	18	0	7	0	6	0	13			
02:45	1	7	0	8	1	15	1	6	0	8	1	14			
03:00	0	8	0	12	0	20	0	6	0	6	0	12			
03:15	0	9	0	9	0	18	0	11	0	9	0	20			
03:30	0	3	0	9	0	12	0	7	0	7	0	14			
03:45	0	9	0	6	0	15	0	2	0	5	0	7			
04:00	0	7	0	7	0	14	0	7	0	6	0	13			
04:15	1	10	0	6	1	16	0	12	0	8	0	20			
04:30	2	7	1	8	3	15	2	9	1	11	3	20			
04:45	0	10	0	12	0	22	0	12	0	15	0	27			
05:00	0	13	2	8	2	21	0	11	0	6	0	17			
05:15	0	6	0	6	0	12	0	11	0	8	0	19			
05:30	1	9	0	6	1	15	4	9	2	3	6	12			
05:45	2	10	3	11	5	21	3	7	3	9	6	16			
06:00	4	9	3	10	7	19	3	4	3	4	6	8			
06:15	2	11	5	3	7	14	5	8	4	11	9	19			
06:30	7	9	4	7	11	16	4	6	5	4	9	10			
06:45	6	1	3	4	9	5	4	2	3	8	7	10			
07:00	5	6	11	8	16	14	7	6	9	7	16	13			
07:15	2	5	4	4	6	9	8	5	3	5	11	10			
07:30	8	5	7	3	15	8	8	4	6	4	14	8			
07:45	12	2	7	4	19	6	10	2	2	1	12	3			
08:00	5	2	11	3	16	5	8	4	12	5	20	9			
08:15	5	2	2	1	7	3	6	1	4	7	10	8			
08:30	4	3	6	5	10	8	4	2	9	1	13	3			
08:45	6	0	5	3	11	3	10	2	4	4	14	6			
09:00	5	1	4	1	9	2	10	1	2	2	12	3			
09:15	5	1	5	4	10	5	1	2	2	5	3	7			
09:30	3	3	2	2	5	5	3	1	8	2	11	3			
09:45	4	1	6	2	10	3	1	1	2	0	3	1			
10:00	3	0	1	2	4	2	7	3	8	2	15	5			
10:15	7	0	7	1	14	1	3	3	3	3	6	6			
10:30	5	2	6	1	11	3	5	0	5	3	10	3			
10:45	4	1	5	1	9	2	2	0	4	1	6	1			
11:00	0	0	3	0	3	0	3	1	5	1	8	2			
11:15	2	0	5	0	7	0	2	2	2	0	4	2			
11:30	6	0	2	0	8	0	4	1	3	0	7	1			
11:45	1	1	5	0	6	1	5	0	3	0	8	0			
Total	123	223	127	232	250	455	136	229	120	235	256	464			
Day Total	346		359		705		365		355		720				
% Total	0.0%	17.4%	31.6%	18.0%	32.9%		18.9%	31.8%	16.7%	32.6%					
Peak	07:30	04:15	07:00	02:45	07:30	04:15	07:15	04:15	08:00	04:00	07:15	04:15			
Vol.	30	40	29	38	57	74	34	44	29	40	57	84			
P.H.F.	0.625	0.769	0.659	0.792	0.750	0.841	0.850	0.917	0.604	0.667	0.713	0.778			

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Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #9
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

Start Time	06-Dec-10 Mon	07-Dec-10 Tue	08-Dec-10 Wed	09-Dec-10 Thu	10-Dec-10 Fri	11-Dec-10 Sat	12-Dec-10 Sun	Week Average
12:00 AM	*	*	4	3	*	*	*	4
01:00	*	*	0	3	*	*	*	2
02:00	*	*	4	1	*	*	*	2
03:00	*	*	0	0	*	*	*	0
04:00	*	*	4	3	*	*	*	4
05:00	*	*	8	12	*	*	*	10
06:00	*	*	34	31	*	*	*	32
07:00	*	*	56	53	*	*	*	54
08:00	*	*	44	57	*	*	*	50
09:00	*	*	34	29	*	*	*	32
10:00	*	*	38	37	*	*	*	38
11:00	*	*	24	27	*	*	*	26
12:00 PM	*	*	33	31	*	*	*	32
01:00	*	*	28	39	*	*	*	34
02:00	*	*	59	56	*	*	*	58
03:00	*	*	65	53	*	*	*	59
04:00	*	*	67	80	*	*	*	74
05:00	*	*	69	64	*	*	*	66
06:00	*	*	54	47	*	*	*	50
07:00	*	*	37	34	*	*	*	36
08:00	*	*	19	26	*	*	*	22
09:00	*	*	15	14	*	*	*	14
10:00	*	*	8	15	*	*	*	12
11:00	*	*	1	5	*	*	*	3
Total	0	0	705	720	0	0	0	714
Percentage	0.0%	0.0%	98.7%	100.8%	0.0%	0.0%	0.0%	
AM Peak Vol.			07:00 56	08:00 57				07:00 54
PM Peak Vol.			17:00 69	16:00 80				16:00 74

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Community: Bridgewater
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 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
06:00	0	0	0	1	0	7	6	4	1	0	0	0	0	0	19
07:00	0	0	1	1	4	2	11	6	2	0	0	0	0	0	27
08:00	0	0	0	4	1	4	8	2	1	0	0	0	0	0	20
09:00	0	0	0	0	0	8	4	1	3	1	0	0	0	0	17
10:00	0	0	0	0	2	4	8	4	1	0	0	0	0	0	19
11:00	0	0	0	0	4	1	4	0	0	0	0	0	0	0	9
12 PM	0	0	1	0	1	3	2	4	0	0	0	0	0	0	11
13:00	0	0	0	1	1	6	3	3	0	1	0	0	0	0	15
14:00	1	0	0	0	3	11	5	11	0	0	0	0	0	0	31
15:00	2	0	0	1	5	6	9	4	1	1	0	0	0	0	29
16:00	0	0	0	0	4	11	12	6	1	0	0	0	0	0	34
17:00	0	0	0	1	4	6	16	6	4	1	0	0	0	0	38
18:00	0	1	1	0	1	8	13	4	2	0	0	0	0	0	30
19:00	0	0	0	0	3	4	6	3	2	0	0	0	0	0	18
20:00	0	0	0	0	0	3	4	0	0	0	0	0	0	0	7
21:00	0	0	0	0	0	1	3	2	0	0	0	0	0	0	6
22:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	1	3	9	34	90	122	62	18	4	0	0	0	0	346

Daily
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 212
 Percent in Pace : 61.3%
 Number of Vehicles > 30 MPH : 330
 Percent of Vehicles > 30 MPH : 95.4%

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Community: Bridgewater
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 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

EB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
02:00	0	0	0	0	1	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	0	0	0	0	1	1	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7
06:00	0	0	0	1	1	3	7	4	0	0	0	0	0	0	16
07:00	0	1	0	0	5	8	9	5	3	2	0	0	0	0	33
08:00	0	0	0	1	2	9	9	4	3	0	0	0	0	0	28
09:00	0	0	0	1	0	4	4	3	3	0	0	0	0	0	15
10:00	0	0	0	3	1	7	2	3	1	0	0	0	0	0	17
11:00	0	0	0	0	0	6	6	1	1	0	0	0	0	0	14
12 PM	0	0	0	0	3	5	6	3	0	0	0	0	0	0	17
13:00	0	0	0	0	2	7	9	1	2	0	0	0	0	0	21
14:00	0	0	1	1	4	3	7	9	1	0	0	0	0	0	26
15:00	0	0	1	1	0	9	10	4	1	0	0	0	0	0	26
16:00	0	0	0	1	2	15	16	4	2	0	0	0	0	0	40
17:00	0	0	0	1	1	14	12	8	2	0	0	0	0	0	38
18:00	0	0	1	0	3	6	2	6	2	0	0	0	0	0	20
19:00	0	0	0	0	3	5	4	5	0	0	0	0	0	0	17
20:00	0	0	0	0	0	0	5	4	0	0	0	0	0	0	9
21:00	1	0	0	0	0	1	1	1	1	0	0	0	0	0	5
22:00	0	0	0	0	1	3	1	1	0	0	0	0	0	0	6
23:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	4
Total	1	1	3	10	30	105	119	71	23	2	0	0	0	0	365

Daily
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 224
 Percent in Pace : 61.4%
 Number of Vehicles > 30 MPH : 350
 Percent of Vehicles > 30 MPH : 95.9%

Grand Total	4	2	6	19	64	195	241	133	41	6	0	0	0	0	711
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Overall
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 436
 Percent in Pace : 61.3%
 Number of Vehicles > 30 MPH : 680
 Percent of Vehicles > 30 MPH : 95.6%

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #9
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1	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	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	2	0	2	0	0	0	0	0	5
06:00	0	0	0	0	3	5	6	1	0	0	0	0	0	0	15
07:00	0	0	0	0	2	6	10	9	1	1	0	0	0	0	29
08:00	0	0	1	0	1	5	10	4	2	1	0	0	0	0	24
09:00	0	0	0	0	1	7	5	3	0	0	1	0	0	0	17
10:00	0	0	0	1	2	2	9	5	0	0	0	0	0	0	19
11:00	0	0	0	2	1	1	8	1	1	0	0	1	0	0	15
12 PM	0	0	0	0	3	7	6	5	1	0	0	0	0	0	22
13:00	0	0	0	0	0	7	3	2	1	0	0	0	0	0	13
14:00	1	0	0	2	2	9	10	3	1	0	0	0	0	0	28
15:00	0	0	0	0	4	10	12	6	4	0	0	0	0	0	36
16:00	0	0	0	1	0	9	13	8	1	1	0	0	0	0	33
17:00	0	0	0	0	2	9	14	6	0	0	0	0	0	0	31
18:00	0	0	0	0	2	10	6	4	2	0	0	0	0	0	24
19:00	0	0	0	0	4	5	5	3	2	0	0	0	0	0	19
20:00	0	0	0	0	1	4	4	1	2	0	0	0	0	0	12
21:00	0	0	0	0	2	1	4	2	0	0	0	0	0	0	9
22:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	8	31	99	130	64	20	3	1	1	0	0	359

Daily
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 229
 Percent in Pace : 63.8%
 Number of Vehicles > 30 MPH : 349
 Percent of Vehicles > 30 MPH : 97.2%

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #9
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	4	0	0	1	0	0	0	0	0	5
06:00	0	0	0	0	1	6	6	2	0	0	0	0	0	0	15
07:00	0	0	1	3	4	2	7	3	0	0	0	0	0	0	20
08:00	0	0	0	0	3	8	8	7	3	0	0	0	0	0	29
09:00	0	0	0	0	0	4	6	4	0	0	0	0	0	0	14
10:00	1	0	0	2	2	4	6	4	1	0	0	0	0	0	20
11:00	0	0	0	0	1	2	4	6	0	0	0	0	0	0	13
12 PM	0	0	1	0	1	2	6	3	1	0	0	0	0	0	14
13:00	0	0	1	0	3	7	3	3	1	0	0	0	0	0	18
14:00	0	0	0	1	1	9	16	2	1	0	0	0	0	0	30
15:00	0	0	0	1	1	5	13	6	1	0	0	0	0	0	27
16:00	1	0	0	0	5	15	11	7	1	0	0	0	0	0	40
17:00	0	0	0	1	2	17	4	2	0	0	0	0	0	0	26
18:00	0	0	0	1	1	4	13	6	0	2	0	0	0	0	27
19:00	0	0	0	0	0	8	6	2	1	0	0	0	0	0	17
20:00	0	0	0	1	2	4	5	3	2	0	0	0	0	0	17
21:00	0	0	0	0	1	0	5	3	0	0	0	0	0	0	9
22:00	0	0	0	1	0	4	4	0	0	0	0	0	0	0	9
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	2	0	3	11	29	106	124	65	13	2	0	0	0	0	355

Daily
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 230
 Percent in Pace : 64.8%
 Number of Vehicles > 30 MPH : 339
 Percent of Vehicles > 30 MPH : 95.5%

Grand Total	3	0	4	19	60	205	254	129	33	5	1	1	0	0	714
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Overall
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 51 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 459
 Percent in Pace : 64.3%
 Number of Vehicles > 30 MPH : 688
 Percent of Vehicles > 30 MPH : 96.4%

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #9
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

EB, WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	2	3	1	2	0	0	0	0	0	8
06:00	0	0	0	1	3	12	12	5	1	0	0	0	0	0	34
07:00	0	0	1	1	6	8	21	15	3	1	0	0	0	0	56
08:00	0	0	1	4	2	9	18	6	3	1	0	0	0	0	44
09:00	0	0	0	0	1	15	9	4	3	1	1	0	0	0	34
10:00	0	0	0	1	4	6	17	9	1	0	0	0	0	0	38
11:00	0	0	0	2	5	2	12	1	1	0	0	1	0	0	24
12 PM	0	0	1	0	4	10	8	9	1	0	0	0	0	0	33
13:00	0	0	0	1	1	13	6	5	1	1	0	0	0	0	28
14:00	2	0	0	2	5	20	15	14	1	0	0	0	0	0	59
15:00	2	0	0	1	9	16	21	10	5	1	0	0	0	0	65
16:00	0	0	0	1	4	20	25	14	2	1	0	0	0	0	67
17:00	0	0	0	1	6	15	30	12	4	1	0	0	0	0	69
18:00	0	1	1	0	3	18	19	8	4	0	0	0	0	0	54
19:00	0	0	0	0	7	9	11	6	4	0	0	0	0	0	37
20:00	0	0	0	0	1	7	8	1	2	0	0	0	0	0	19
21:00	0	0	0	0	2	2	7	4	0	0	0	0	0	0	15
22:00	0	0	0	2	2	1	3	0	0	0	0	0	0	0	8
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	4	1	4	17	65	189	252	126	38	7	1	1	0	0	705

Daily
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 441
 Percent in Pace : 62.6%
 Number of Vehicles > 30 MPH : 679
 Percent of Vehicles > 30 MPH : 96.3%

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #9
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

EB, WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
02:00	0	0	0	0	1	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	0	0	0	0	2	1	0	0	0	0	0	0	3
05:00	0	0	0	0	0	4	6	1	1	0	0	0	0	0	12
06:00	0	0	0	1	2	9	13	6	0	0	0	0	0	0	31
07:00	0	1	1	3	9	10	16	8	3	2	0	0	0	0	53
08:00	0	0	0	1	5	17	17	11	6	0	0	0	0	0	57
09:00	0	0	0	1	0	8	10	7	3	0	0	0	0	0	29
10:00	1	0	0	5	3	11	8	7	2	0	0	0	0	0	37
11:00	0	0	0	0	1	8	10	7	1	0	0	0	0	0	27
12 PM	0	0	1	0	4	7	12	6	1	0	0	0	0	0	31
13:00	0	0	1	0	5	14	12	4	3	0	0	0	0	0	39
14:00	0	0	1	2	5	12	23	11	2	0	0	0	0	0	56
15:00	0	0	1	2	1	14	23	10	2	0	0	0	0	0	53
16:00	1	0	0	1	7	30	27	11	3	0	0	0	0	0	80
17:00	0	0	0	2	3	31	16	10	2	0	0	0	0	0	64
18:00	0	0	1	1	4	10	15	12	2	2	0	0	0	0	47
19:00	0	0	0	0	3	13	10	7	1	0	0	0	0	0	34
20:00	0	0	0	1	2	4	10	7	2	0	0	0	0	0	26
21:00	1	0	0	0	1	1	6	4	1	0	0	0	0	0	14
22:00	0	0	0	1	1	7	5	1	0	0	0	0	0	0	15
23:00	0	0	0	0	2	0	1	2	0	0	0	0	0	0	5
Total	3	1	6	21	59	211	243	136	36	4	0	0	0	0	720

Daily
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 51 MPH
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 454
 Percent in Pace : 63.1%
 Number of Vehicles > 30 MPH : 689
 Percent of Vehicles > 30 MPH : 95.7%

Grand Total	7	2	10	38	124	400	495	262	74	11	1	1	0	0	1425
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Overall
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 895
 Percent in Pace : 62.8%
 Number of Vehicles > 30 MPH : 1368
 Percent of Vehicles > 30 MPH : 96.0%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #9
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	2	0	0	1	0	0	0	0	0	0	0	0	3	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
06:00	0	8	6	1	4	0	0	0	0	0	0	0	0	19	5
07:00	0	15	9	1	2	0	0	0	0	0	0	0	0	27	3
08:00	0	7	6	0	7	0	0	0	0	0	0	0	0	20	7
09:00	0	5	9	0	1	1	0	0	0	1	0	0	0	17	3
10:00	0	8	8	1	1	1	0	0	0	0	0	0	0	19	3
11:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9	1
12 PM	0	4	5	0	2	0	0	0	0	0	0	0	0	11	2
13:00	0	4	7	0	4	0	0	0	0	0	0	0	0	15	4
14:00	0	18	7	1	5	0	0	0	0	0	0	0	0	31	6
15:00	0	13	11	2	3	0	0	0	0	0	0	0	0	29	5
16:00	0	15	13	0	5	0	0	1	0	0	0	0	0	34	6
17:00	0	15	18	0	5	0	0	0	0	0	0	0	0	38	5
18:00	0	13	12	0	5	0	0	0	0	0	0	0	0	30	5
19:00	0	8	7	0	3	0	0	0	0	0	0	0	0	18	3
20:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7	1
21:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	157	129	6	50	2	0	1	0	1	0	0	0	346	60
Percent	0.0%	45.4%	37.3%	1.7%	14.5%	0.6%	0.0%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%		17.3%
AM Peak		07:00	07:00	06:00	08:00	09:00				09:00				07:00	08:00
Vol.		15	9	1	7	1				1				27	7
PM Peak		14:00	17:00	15:00	14:00			16:00						17:00	14:00
Vol.		18	18	2	5			1						38	6

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
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Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #9
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	1
05:00	0	2	5	0	0	0	0	0	0	0	0	0	0	7	0
06:00	0	8	7	1	0	0	0	0	0	0	0	0	0	16	1
07:00	0	19	10	1	3	0	0	0	0	0	0	0	0	33	4
08:00	0	14	12	0	2	0	0	0	0	0	0	0	0	28	2
09:00	0	6	6	0	2	0	0	0	1	0	0	0	0	15	3
10:00	0	7	7	0	3	0	0	0	0	0	0	0	0	17	3
11:00	0	5	8	0	1	0	0	0	0	0	0	0	0	14	1
12 PM	0	8	5	0	4	0	0	0	0	0	0	0	0	17	4
13:00	0	8	6	2	3	1	0	0	0	1	0	0	0	21	7
14:00	0	13	8	1	4	0	0	0	0	0	0	0	0	26	5
15:00	0	12	11	0	3	0	0	0	0	0	0	0	0	26	3
16:00	0	14	18	0	6	0	0	0	2	0	0	0	0	40	8
17:00	0	17	10	0	11	0	0	0	0	0	0	0	0	38	11
18:00	0	9	8	0	3	0	0	0	0	0	0	0	0	20	3
19:00	0	9	5	0	3	0	0	0	0	0	0	0	0	17	3
20:00	0	3	5	0	1	0	0	0	0	0	0	0	0	9	1
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
22:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0
23:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4	0
Total	0	164	141	5	50	1	0	0	3	1	0	0	0	365	60
Percent	0.0%	44.9%	38.6%	1.4%	13.7%	0.3%	0.0%	0.0%	0.8%	0.3%	0.0%	0.0%	0.0%		16.4%
AM Peak		07:00	08:00	06:00	07:00				09:00					07:00	07:00
Vol.		19	12	1	3				1					33	4
PM Peak		17:00	16:00	13:00	17:00	13:00			16:00	13:00				16:00	17:00
Vol.		17	18	2	11	1			2	1				40	11
Grand Total	0	321	270	11	100	3	0	1	3	2	0	0	0	711	120
Percent	0.0%	45.1%	38.0%	1.5%	14.1%	0.4%	0.0%	0.1%	0.4%	0.3%	0.0%	0.0%	0.0%		16.9%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #9
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/09/10	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	05:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5	1
	06:00	0	7	4	1	3	0	0	0	0	0	0	0	0	15	4
	07:00	0	10	3	1	4	2	0	0	0	0	0	0	0	20	7
	08:00	0	16	12	0	1	0	0	0	0	0	0	0	0	29	1
	09:00	0	6	7	0	1	0	0	0	0	0	0	0	0	14	1
	10:00	0	11	6	0	3	0	0	0	0	0	0	0	0	20	3
	11:00	0	7	3	0	3	0	0	0	0	0	0	0	0	13	3
	12 PM	0	8	2	0	3	1	0	0	0	0	0	0	0	14	4
	13:00	0	7	5	2	4	0	0	0	0	0	0	0	0	18	6
	14:00	0	18	7	1	4	0	0	0	0	0	0	0	0	30	5
	15:00	0	16	10	0	1	0	0	0	0	0	0	0	0	27	1
	16:00	0	24	12	0	2	1	0	0	1	0	0	0	0	40	4
	17:00	0	13	11	0	2	0	0	0	0	0	0	0	0	26	2
	18:00	0	18	7	0	2	0	0	0	0	0	0	0	0	27	2
	19:00	0	7	8	0	2	0	0	0	0	0	0	0	0	17	2
	20:00	0	10	5	0	2	0	0	0	0	0	0	0	0	17	2
	21:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0
	22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	Total	0	196	111	5	38	4	0	0	1	0	0	0	0	355	48
	Percent	0.0%	55.2%	31.3%	1.4%	10.7%	1.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%		13.5%
	AM Peak		08:00	08:00	06:00	07:00	07:00								08:00	07:00
	Vol.		16	12	1	4	2								29	7
	PM Peak		16:00	16:00	13:00	13:00	12:00			16:00					16:00	13:00
	Vol.		24	12	2	4	1			1					40	6
	Grand Total	0	414	209	13	72	5	0	0	1	0	0	0	0	714	91
	Percent	0.0%	58.0%	29.3%	1.8%	10.1%	0.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%		12.7%

Old Colony Planning Council
 70 School Street
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Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #9
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	3	0	0	1	0	0	0	0	0	0	0	0	4	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4	1
05:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8	1
06:00	0	14	10	2	8	0	0	0	0	0	0	0	0	34	10
07:00	0	32	15	2	6	1	0	0	0	0	0	0	0	56	9
08:00	0	25	10	0	9	0	0	0	0	0	0	0	0	44	9
09:00	0	11	17	3	1	1	0	0	0	1	0	0	0	34	6
10:00	0	21	12	1	3	1	0	0	0	0	0	0	0	38	5
11:00	0	16	7	0	1	0	0	0	0	0	0	0	0	24	1
12 PM	0	17	12	0	4	0	0	0	0	0	0	0	0	33	4
13:00	0	14	8	1	5	0	0	0	0	0	0	0	0	28	6
14:00	0	32	19	2	6	0	0	0	0	0	0	0	0	59	8
15:00	0	33	23	3	6	0	0	0	0	0	0	0	0	65	9
16:00	0	32	27	0	7	0	0	1	0	0	0	0	0	67	8
17:00	0	31	27	0	11	0	0	0	0	0	0	0	0	69	11
18:00	0	30	16	0	8	0	0	0	0	0	0	0	0	54	8
19:00	0	22	11	0	4	0	0	0	0	0	0	0	0	37	4
20:00	0	14	3	0	2	0	0	0	0	0	0	0	0	19	2
21:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15	0
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	375	227	14	84	3	0	1	0	1	0	0	0	705	103
Percent	0.0%	53.2%	32.2%	2.0%	11.9%	0.4%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%		14.6%
AM Peak		07:00	09:00	09:00	08:00	07:00				09:00				07:00	06:00
Vol.		32	17	3	9	1				1				56	10
PM Peak		15:00	16:00	15:00	17:00			16:00						17:00	17:00
Vol.		33	27	3	11			1						69	11

Old Colony Planning Council
 70 School Street
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Community: Bridgewater
 Com#_UR/FC: 42_U0
 Recorder #: Jamar #9
 Layout: L6 Basic (2')

Station ID:
 Site Code: 42
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Cherry St, at Halifax T/L

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3	1
05:00	0	4	7	0	1	0	0	0	0	0	0	0	0	12	1
06:00	0	15	11	2	3	0	0	0	0	0	0	0	0	31	5
07:00	0	29	13	2	7	2	0	0	0	0	0	0	0	53	11
08:00	0	30	24	0	3	0	0	0	0	0	0	0	0	57	3
09:00	0	12	13	0	3	0	0	0	1	0	0	0	0	29	4
10:00	0	18	13	0	6	0	0	0	0	0	0	0	0	37	6
11:00	0	12	11	0	4	0	0	0	0	0	0	0	0	27	4
12 PM	0	16	7	0	7	1	0	0	0	0	0	0	0	31	8
13:00	0	15	11	4	7	1	0	0	0	1	0	0	0	39	13
14:00	0	31	15	2	8	0	0	0	0	0	0	0	0	56	10
15:00	0	28	21	0	4	0	0	0	0	0	0	0	0	53	4
16:00	0	38	30	0	8	1	0	0	3	0	0	0	0	80	12
17:00	0	30	21	0	13	0	0	0	0	0	0	0	0	64	13
18:00	0	27	15	0	5	0	0	0	0	0	0	0	0	47	5
19:00	0	16	13	0	5	0	0	0	0	0	0	0	0	34	5
20:00	0	13	10	0	3	0	0	0	0	0	0	0	0	26	3
21:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14	0
22:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15	0
23:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0
Total	0	360	252	10	88	5	0	0	4	1	0	0	0	720	108
Percent	0.0%	50.0%	35.0%	1.4%	12.2%	0.7%	0.0%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%		15.0%
AM Peak		08:00	08:00	06:00	07:00	07:00			09:00					08:00	07:00
Vol.		30	24	2	7	2			1					57	11
PM Peak		16:00	16:00	13:00	17:00	12:00			16:00	13:00				16:00	13:00
Vol.		38	30	4	13	1			3	1				80	13
Grand Total	0	735	479	24	172	8	0	1	4	2	0	0	0	1425	211
Percent	0.0%	51.6%	33.6%	1.7%	12.1%	0.6%	0.0%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%		14.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
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Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

Start Time	06-Dec-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	2	3	4	6	*	*	*	*	*	*	3	4
01:00	*	*	*	*	1	2	1	3	*	*	*	*	*	*	1	2
02:00	*	*	*	*	1	0	1	2	*	*	*	*	*	*	1	1
03:00	*	*	*	*	0	0	1	1	*	*	*	*	*	*	0	0
04:00	*	*	*	*	3	0	7	3	*	*	*	*	*	*	5	2
05:00	*	*	*	*	43	15	33	11	*	*	*	*	*	*	38	13
06:00	*	*	*	*	82	22	81	31	*	*	*	*	*	*	82	26
07:00	*	*	*	*	100	50	104	43	*	*	*	*	*	*	102	46
08:00	*	*	*	*	115	44	83	40	*	*	*	*	*	*	99	42
09:00	*	*	*	*	59	43	63	45	*	*	*	*	*	*	61	44
10:00	*	*	*	*	55	47	59	46	*	*	*	*	*	*	57	46
11:00	*	*	*	*	52	48	60	45	*	*	*	*	*	*	56	46
12:00 PM	*	*	*	*	40	55	40	58	*	*	*	*	*	*	40	56
01:00	*	*	*	*	53	56	47	60	*	*	*	*	*	*	50	58
02:00	*	*	*	*	65	90	52	75	*	*	*	*	*	*	58	82
03:00	*	*	*	*	81	94	60	96	*	*	*	*	*	*	70	95
04:00	*	*	*	*	66	122	59	98	*	*	*	*	*	*	62	110
05:00	*	*	*	*	49	109	46	98	*	*	*	*	*	*	48	104
06:00	*	*	*	*	45	74	41	66	*	*	*	*	*	*	43	70
07:00	*	*	*	*	37	61	23	45	*	*	*	*	*	*	30	53
08:00	*	*	*	*	20	36	31	31	*	*	*	*	*	*	26	34
09:00	*	*	*	*	23	29	14	28	*	*	*	*	*	*	18	28
10:00	*	*	*	*	6	15	9	15	*	*	*	*	*	*	8	15
11:00	*	*	*	*	2	7	2	9	*	*	*	*	*	*	2	8
Total	0	0	0	0	1000	1022	921	955	0	0	0	0	0	0	960	985
Day	0	0	0	0	2022		1876		0	0	0	0	0	0	1945	
AM Peak					08:00	07:00	07:00	10:00							07:00	07:00
Vol.					115	50	104	46							102	46
PM Peak					15:00	16:00	15:00	16:00							15:00	16:00
Vol.					81	122	60	98							70	110

Comb. Total 0 0 2022 1876 0 0 0 1945

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

Start Time	08-Dec-10 Wed		NB		SB		Combined		09-Dec-Thu	NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	12	2	16	2	28	1	10	3	9	4	19			
12:15	0	12	1	11	1	23	2	7	2	18	4	25			
12:30	1	11	0	19	1	30	1	6	0	16	1	22			
12:45	1	5	0	9	1	14	0	17	1	15	1	32			
01:00	0	11	0	11	0	22	0	10	2	19	2	29			
01:15	1	15	2	13	3	28	1	7	1	12	2	19			
01:30	0	13	0	19	0	32	0	12	0	15	0	27			
01:45	0	14	0	13	0	27	0	18	0	14	0	32			
02:00	1	19	0	28	1	47	1	11	0	12	1	23			
02:15	0	8	0	15	0	23	0	11	1	12	1	23			
02:30	0	16	0	25	0	41	0	13	1	16	1	29			
02:45	0	22	0	22	0	44	0	17	0	35	0	52			
03:00	0	24	0	21	0	45	0	16	1	24	1	40			
03:15	0	22	0	27	0	49	0	12	0	20	0	32			
03:30	0	15	0	25	0	40	1	19	0	23	1	42			
03:45	0	20	0	21	0	41	0	13	0	29	0	42			
04:00	2	11	0	18	2	29	1	17	1	30	2	47			
04:15	0	19	0	38	0	57	0	14	0	19	0	33			
04:30	1	16	0	31	1	47	3	13	2	28	5	41			
04:45	0	20	0	35	0	55	3	15	0	21	3	36			
05:00	10	10	0	26	10	36	7	12	1	22	8	34			
05:15	13	12	5	34	18	46	10	10	1	27	11	37			
05:30	10	13	6	21	16	34	9	11	4	31	13	42			
05:45	10	14	4	28	14	42	7	13	5	18	12	31			
06:00	9	15	5	25	14	40	11	12	7	19	18	31			
06:15	22	12	4	15	26	27	16	16	8	15	24	31			
06:30	30	9	11	20	41	29	30	6	11	16	41	22			
06:45	21	9	2	14	23	23	24	7	5	16	29	23			
07:00	28	8	13	15	41	23	20	10	8	10	28	20			
07:15	22	6	13	20	35	26	17	5	16	14	33	19			
07:30	24	12	12	13	36	25	34	3	6	14	40	17			
07:45	26	11	12	13	38	24	33	5	13	7	46	12			
08:00	33	6	12	7	45	13	24	6	11	12	35	18			
08:15	30	5	13	8	43	13	21	7	7	3	28	10			
08:30	27	5	11	12	38	17	20	12	11	6	31	18			
08:45	25	4	8	9	33	13	18	6	11	10	29	16			
09:00	17	6	15	10	32	16	19	4	20	5	39	9			
09:15	12	8	11	13	23	21	14	6	4	6	18	12			
09:30	15	6	7	5	22	11	22	1	7	10	29	11			
09:45	15	3	10	1	25	4	8	3	14	7	22	10			
10:00	12	4	9	3	21	7	15	3	17	1	32	4			
10:15	17	0	17	5	34	5	12	5	7	7	19	12			
10:30	16	0	9	4	25	4	16	1	10	5	26	6			
10:45	10	2	12	3	22	5	16	0	12	2	28	2			
11:00	3	1	14	4	17	5	8	0	16	3	24	3			
11:15	16	0	11	0	27	0	24	1	9	2	33	3			
11:30	16	1	13	2	29	3	13	1	13	1	26	2			
11:45	17	0	10	1	27	1	15	0	7	3	22	3			
Total	513	487	274	748	787	1235	497	424	276	679	773	1103			
Day Total	1000		1022		2022		921		955		1876				
% Total	0.0%	25.4%	24.1%	13.6%	37.0%		26.5%	22.6%	14.7%	36.2%					
Peak	07:45	02:30	10:15	04:15	07:45	04:15	07:30	02:45	10:45	03:45	07:15	02:45			
Vol.	116	84	52	130	164	195	112	64	50	106	154	166			
P.H.F.	0.879	0.875	0.765	0.855	0.911	0.855	0.824	0.842	0.625	0.883	0.837	0.798			

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Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

Start Time	06-Dec-10 Mon	07-Dec-10 Tue	08-Dec-10 Wed	09-Dec-10 Thu	10-Dec-10 Fri	11-Dec-10 Sat	12-Dec-10 Sun	Week Average
12:00 AM	*	*	5	10	*	*	*	8
01:00	*	*	3	4	*	*	*	4
02:00	*	*	1	3	*	*	*	2
03:00	*	*	0	2	*	*	*	1
04:00	*	*	3	10	*	*	*	6
05:00	*	*	58	44	*	*	*	51
06:00	*	*	104	112	*	*	*	108
07:00	*	*	150	147	*	*	*	148
08:00	*	*	159	123	*	*	*	141
09:00	*	*	102	108	*	*	*	105
10:00	*	*	102	105	*	*	*	104
11:00	*	*	100	105	*	*	*	102
12:00 PM	*	*	95	98	*	*	*	96
01:00	*	*	109	107	*	*	*	108
02:00	*	*	155	127	*	*	*	141
03:00	*	*	175	156	*	*	*	166
04:00	*	*	188	157	*	*	*	172
05:00	*	*	158	144	*	*	*	151
06:00	*	*	119	107	*	*	*	113
07:00	*	*	98	68	*	*	*	83
08:00	*	*	56	62	*	*	*	59
09:00	*	*	52	42	*	*	*	47
10:00	*	*	21	24	*	*	*	22
11:00	*	*	9	11	*	*	*	10
Total	0	0	2022	1876	0	0	0	1948
Percentage	0.0%	0.0%	103.8%	96.3%	0.0%	0.0%	0.0%	
AM Peak Vol.			08:00 159	07:00 147				07:00 148
PM Peak Vol.			16:00 188	16:00 157				16:00 172

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	1	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	0	0	0	0	1	1	1	0	0	0	0	0	3
05:00	0	0	0	1	4	9	12	9	7	1	0	0	0	0	43
06:00	3	0	0	2	11	27	30	7	1	1	0	0	0	0	82
07:00	1	0	2	11	11	21	30	18	4	2	0	0	0	0	100
08:00	0	2	2	11	17	26	39	11	6	0	1	0	0	0	115
09:00	1	1	4	8	13	12	14	5	1	0	0	0	0	0	59
10:00	1	0	4	12	12	14	7	4	1	0	0	0	0	0	55
11:00	0	0	2	2	18	12	9	6	1	2	0	0	0	0	52
12 PM	2	0	2	6	9	5	10	5	1	0	0	0	0	0	40
13:00	0	0	5	7	13	14	10	4	0	0	0	0	0	0	53
14:00	1	0	3	6	18	17	15	4	0	1	0	0	0	0	65
15:00	0	0	3	19	17	17	17	7	1	0	0	0	0	0	81
16:00	0	0	5	3	5	26	21	4	1	1	0	0	0	0	66
17:00	0	0	1	4	14	13	11	5	1	0	0	0	0	0	49
18:00	0	1	0	2	9	14	14	4	1	0	0	0	0	0	45
19:00	0	1	0	1	7	14	10	3	1	0	0	0	0	0	37
20:00	0	0	0	0	4	10	5	1	0	0	0	0	0	0	20
21:00	0	0	0	1	2	9	10	0	0	1	0	0	0	0	23
22:00	0	0	1	0	1	3	0	1	0	0	0	0	0	0	6
23:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total	9	5	34	97	185	263	266	101	30	9	1	0	0	0	1000

Daily
 15th Percentile : 31 MPH
 50th Percentile : 39 MPH
 85th Percentile : 45 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 529
 Percent in Pace : 52.9%
 Number of Vehicles > 30 MPH : 855
 Percent of Vehicles > 30 MPH : 85.5%

Old Colony Planning Council
 70 School Street
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Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12/9/10	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	1	1	2	2	1	0	0	0	0	7
05:00	0	0	1	0	3	8	11	4	4	2	0	0	0	0	33
06:00	1	0	1	1	9	27	28	9	5	0	0	0	0	0	81
07:00	1	0	0	10	11	25	24	28	5	0	0	0	0	0	104
08:00	0	0	0	11	13	18	25	12	4	0	0	0	0	0	83
09:00	0	0	0	17	8	21	10	4	2	1	0	0	0	0	63
10:00	1	0	3	11	13	9	14	4	2	2	0	0	0	0	59
11:00	1	1	2	5	15	18	11	6	1	0	0	0	0	0	60
12 PM	0	0	3	2	8	13	7	5	1	1	0	0	0	0	40
13:00	0	0	3	3	9	13	11	6	1	0	0	1	0	0	47
14:00	3	3	1	6	7	15	12	4	1	0	0	0	0	0	52
15:00	1	0	3	1	12	15	16	10	2	0	0	0	0	0	60
16:00	2	0	6	3	11	20	13	4	0	0	0	0	0	0	59
17:00	0	0	0	1	13	9	16	4	2	0	1	0	0	0	46
18:00	1	0	0	2	9	15	9	4	1	0	0	0	0	0	41
19:00	1	0	0	1	3	9	8	0	1	0	0	0	0	0	23
20:00	0	0	0	0	10	10	9	2	0	0	0	0	0	0	31
21:00	0	0	0	1	2	5	3	1	2	0	0	0	0	0	14
22:00	0	0	0	0	1	3	4	1	0	0	0	0	0	0	9
23:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
Total	12	4	23	75	157	256	233	113	39	7	1	1	0	0	921

Daily
 15th Percentile : 31 MPH
 50th Percentile : 39 MPH
 85th Percentile : 46 MPH
 95th Percentile : 51 MPH
 Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 489
 Percent in Pace : 53.1%
 Number of Vehicles > 30 MPH : 807
 Percent of Vehicles > 30 MPH : 87.6%

Grand Total	21	9	57	172	342	519	499	214	69	16	2	1	0	0	1921
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Overall
 15th Percentile : 31 MPH
 50th Percentile : 39 MPH
 85th Percentile : 46 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1018
 Percent in Pace : 53.0%
 Number of Vehicles > 30 MPH : 1662
 Percent of Vehicles > 30 MPH : 86.5%

Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	2	5	4	4	0	0	0	0	0	0	15
06:00	1	1	0	0	6	8	5	0	1	0	0	0	0	0	22
07:00	2	0	3	6	7	16	11	5	0	0	0	0	0	0	50
08:00	1	0	0	6	7	13	12	5	0	0	0	0	0	0	44
09:00	0	0	0	8	13	9	12	1	0	0	0	0	0	0	43
10:00	0	0	2	6	11	14	12	1	1	0	0	0	0	0	47
11:00	2	0	1	3	13	17	10	2	0	0	0	0	0	0	48
12 PM	1	0	2	6	14	14	15	2	0	1	0	0	0	0	55
13:00	1	2	0	6	6	22	13	5	1	0	0	0	0	0	56
14:00	2	1	3	7	23	28	22	4	0	0	0	0	0	0	90
15:00	1	0	1	4	23	41	17	6	1	0	0	0	0	0	94
16:00	0	0	0	7	16	57	34	8	0	0	0	0	0	0	122
17:00	0	0	0	1	23	58	21	4	1	1	0	0	0	0	109
18:00	0	0	0	1	20	38	10	5	0	0	0	0	0	0	74
19:00	0	0	0	1	11	31	14	4	0	0	0	0	0	0	61
20:00	0	0	0	0	6	17	12	0	1	0	0	0	0	0	36
21:00	0	0	1	0	2	13	12	1	0	0	0	0	0	0	29
22:00	0	0	0	2	3	1	5	4	0	0	0	0	0	0	15
23:00	0	0	0	0	3	1	2	0	0	0	1	0	0	0	7
Total	11	4	13	64	209	403	245	63	6	2	2	0	0	0	1022

Daily
 15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 44 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 648
 Percent in Pace : 63.4%
 Number of Vehicles > 30 MPH : 930
 Percent of Vehicles > 30 MPH : 91.0%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	0	0	0	0	2	1	3	0	0	0	0	0	0	6
01:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
05:00	0	0	0	0	2	6	1	2	0	0	0	0	0	0	11
06:00	3	0	1	2	5	12	6	1	1	0	0	0	0	0	31
07:00	1	0	1	4	6	10	16	4	1	0	0	0	0	0	43
08:00	0	0	0	6	5	11	14	3	1	0	0	0	0	0	40
09:00	4	0	0	3	13	15	8	2	0	0	0	0	0	0	45
10:00	0	0	1	1	7	18	14	4	0	1	0	0	0	0	46
11:00	0	0	2	6	2	17	11	4	2	1	0	0	0	0	45
12 PM	3	0	3	4	5	13	22	7	1	0	0	0	0	0	58
13:00	1	1	1	6	9	21	15	5	1	0	0	0	0	0	60
14:00	1	0	1	2	14	38	16	3	0	0	0	0	0	0	75
15:00	6	0	1	4	19	33	26	7	0	0	0	3	0	0	96
16:00	4	0	0	1	26	38	25	4	0	0	0	0	0	0	98
17:00	2	0	0	1	20	49	25	1	0	0	0	0	0	0	98
18:00	1	0	0	0	12	38	13	1	1	0	0	0	0	0	66
19:00	1	0	0	1	10	18	12	1	2	0	0	0	0	0	45
20:00	0	0	0	1	8	11	7	1	2	1	0	0	0	0	31
21:00	0	0	0	2	4	10	9	3	0	0	0	0	0	0	28
22:00	0	0	0	0	0	3	11	1	0	0	0	0	0	0	15
23:00	0	0	0	0	1	4	3	1	0	0	0	0	0	0	9
Total	27	1	11	44	169	370	259	59	12	3	0	0	0	0	955

Daily
 15th Percentile : 32 MPH
 50th Percentile : 39 MPH
 85th Percentile : 44 MPH
 95th Percentile : 48 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 629
 Percent in Pace : 65.9%
 Number of Vehicles > 30 MPH : 872
 Percent of Vehicles > 30 MPH : 91.3%

Grand Total	38	5	24	108	378	773	504	122	18	5	2	0	0	0	1977
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Overall
 15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 44 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1277
 Percent in Pace : 64.6%
 Number of Vehicles > 30 MPH : 1802
 Percent of Vehicles > 30 MPH : 91.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

NB, SB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	0	3	1	1	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
02:00	0	0	0	0	0	0	0	1	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	0	0	0	0	1	1	1	0	0	0	0	0	3
05:00	0	0	0	1	6	14	16	13	7	1	0	0	0	0	58
06:00	4	1	0	2	17	35	35	7	2	1	0	0	0	0	104
07:00	3	0	5	17	18	37	41	23	4	2	0	0	0	0	150
08:00	1	2	2	17	24	39	51	16	6	0	1	0	0	0	159
09:00	1	1	4	16	26	21	26	6	1	0	0	0	0	0	102
10:00	1	0	6	18	23	28	19	5	2	0	0	0	0	0	102
11:00	2	0	3	5	31	29	19	8	1	2	0	0	0	0	100
12 PM	3	0	4	12	23	19	25	7	1	1	0	0	0	0	95
13:00	1	2	5	13	19	36	23	9	1	0	0	0	0	0	109
14:00	3	1	6	13	41	45	37	8	0	1	0	0	0	0	155
15:00	1	0	4	23	40	58	34	13	2	0	0	0	0	0	175
16:00	0	0	5	10	21	83	55	12	1	1	0	0	0	0	188
17:00	0	0	1	5	37	71	32	9	2	1	0	0	0	0	158
18:00	0	1	0	3	29	52	24	9	1	0	0	0	0	0	119
19:00	0	1	0	2	18	45	24	7	1	0	0	0	0	0	98
20:00	0	0	0	0	10	27	17	1	1	0	0	0	0	0	56
21:00	0	0	1	1	4	22	22	1	0	1	0	0	0	0	52
22:00	0	0	1	2	4	4	5	5	0	0	0	0	0	0	21
23:00	0	0	0	1	3	1	2	1	0	0	1	0	0	0	9
Total	20	9	47	161	394	666	511	164	36	11	3	0	0	0	2022

Daily
 15th Percentile : 31 MPH
 50th Percentile : 38 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1177
 Percent in Pace : 58.2%
 Number of Vehicles > 30 MPH : 1785
 Percent of Vehicles > 30 MPH : 88.3%

Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

NB, SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12/9/10	0	0	0	0	0	3	2	4	1	0	0	0	0	0	10
01:00	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
02:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
04:00	0	0	0	0	0	2	3	2	2	1	0	0	0	0	10
05:00	0	0	1	0	5	14	12	6	4	2	0	0	0	0	44
06:00	4	0	2	3	14	39	34	10	6	0	0	0	0	0	112
07:00	2	0	1	14	17	35	40	32	6	0	0	0	0	0	147
08:00	0	0	0	17	18	29	39	15	5	0	0	0	0	0	123
09:00	4	0	0	20	21	36	18	6	2	1	0	0	0	0	108
10:00	1	0	4	12	20	27	28	8	2	3	0	0	0	0	105
11:00	1	1	4	11	17	35	22	10	3	1	0	0	0	0	105
12 PM	3	0	6	6	13	26	29	12	2	1	0	0	0	0	98
13:00	1	1	4	9	18	34	26	11	2	0	0	1	0	0	107
14:00	4	3	2	8	21	53	28	7	1	0	0	0	0	0	127
15:00	7	0	4	5	31	48	42	17	2	0	0	0	0	0	156
16:00	6	0	6	4	37	58	38	8	0	0	0	0	0	0	157
17:00	2	0	0	2	33	58	41	5	2	0	1	0	0	0	144
18:00	2	0	0	2	21	53	22	5	2	0	0	0	0	0	107
19:00	2	0	0	2	13	27	20	1	3	0	0	0	0	0	68
20:00	0	0	0	1	18	21	16	3	2	1	0	0	0	0	62
21:00	0	0	0	3	6	15	12	4	2	0	0	0	0	0	42
22:00	0	0	0	0	1	6	15	2	0	0	0	0	0	0	24
23:00	0	0	0	0	1	5	3	2	0	0	0	0	0	0	11
Total	39	5	34	119	326	626	492	172	51	10	1	1	0	0	1876

Daily
 15th Percentile : 32 MPH
 50th Percentile : 39 MPH
 85th Percentile : 45 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1118
 Percent in Pace : 59.6%
 Number of Vehicles > 30 MPH : 1679
 Percent of Vehicles > 30 MPH : 89.5%

Grand Total	59	14	81	280	720	1292	1003	336	87	21	4	1	0	0	3898
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Overall
 15th Percentile : 32 MPH
 50th Percentile : 39 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 2295
 Percent in Pace : 58.9%
 Number of Vehicles > 30 MPH : 3464
 Percent of Vehicles > 30 MPH : 88.9%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
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Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

NB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/08/10	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
	01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0
	05:00	0	22	12	0	9	0	0	0	0	0	0	0	0	43	9
	06:00	0	27	38	0	17	0	0	0	0	0	0	0	0	82	17
	07:00	0	44	34	0	18	0	0	0	4	0	0	0	0	100	22
	08:00	1	49	46	1	8	2	0	0	8	0	0	0	0	115	19
	09:00	0	21	19	3	4	0	1	0	11	0	0	0	0	59	19
	10:00	0	20	20	1	2	1	1	0	10	0	0	0	0	55	15
	11:00	0	20	14	1	6	1	1	0	9	0	0	0	0	52	18
	12 PM	0	14	12	1	3	0	2	0	8	0	0	0	0	40	14
	13:00	0	14	18	1	7	1	1	0	11	0	0	0	0	53	21
	14:00	0	28	23	1	4	0	0	0	8	1	0	0	0	65	14
	15:00	0	35	20	1	14	0	0	0	11	0	0	0	0	81	26
	16:00	0	23	29	1	9	0	0	0	4	0	0	0	0	66	14
	17:00	0	24	17	0	8	0	0	0	0	0	0	0	0	49	8
	18:00	0	18	18	1	8	0	0	0	0	0	0	0	0	45	9
	19:00	0	16	15	0	6	0	0	0	0	0	0	0	0	37	6
	20:00	0	7	11	0	2	0	0	0	0	0	0	0	0	20	2
	21:00	0	7	11	0	5	0	0	0	0	0	0	0	0	23	5
	22:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6	0
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
	Total	1	395	365	12	131	5	6	0	84	1	0	0	0	1000	239
	Percent	0.1%	39.5%	36.5%	1.2%	13.1%	0.5%	0.6%	0.0%	8.4%	0.1%	0.0%	0.0%	0.0%		23.9%
	AM Peak	08:00	08:00	08:00	09:00	07:00	08:00	09:00		09:00					08:00	07:00
	Vol.	1	49	46	3	18	2	1		11					115	22
	PM Peak		15:00	16:00	12:00	15:00	13:00	12:00		13:00	14:00				15:00	15:00
	Vol.		35	29	1	14	1	2		11	1				81	26

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7	2
05:00	0	15	12	0	6	0	0	0	0	0	0	0	0	33	6
06:00	0	34	29	0	16	1	0	1	0	0	0	0	0	81	18
07:00	0	38	47	1	16	0	0	0	2	0	0	0	0	104	19
08:00	0	29	35	1	9	0	0	1	8	0	0	0	0	83	19
09:00	0	17	32	1	5	0	0	0	8	0	0	0	0	63	14
10:00	0	27	15	1	8	0	0	0	8	0	0	0	0	59	17
11:00	0	28	18	2	6	0	0	0	6	0	0	0	0	60	14
12 PM	0	15	19	0	2	0	0	0	4	0	0	0	0	40	6
13:00	0	16	17	1	7	0	0	0	6	0	0	0	0	47	14
14:00	0	18	20	1	8	0	0	1	4	0	0	0	0	52	14
15:00	0	22	25	0	9	1	0	0	3	0	0	0	0	60	13
16:00	0	24	26	0	3	1	0	0	5	0	0	0	0	59	9
17:00	0	19	19	0	8	0	0	0	0	0	0	0	0	46	8
18:00	0	13	18	0	10	0	0	0	0	0	0	0	0	41	10
19:00	0	9	13	0	1	0	0	0	0	0	0	0	0	23	1
20:00	0	14	14	0	3	0	0	0	0	0	0	0	0	31	3
21:00	0	5	7	0	2	0	0	0	0	0	0	0	0	14	2
22:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9	1
23:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1
Total	0	354	376	8	123	3	0	3	54	0	0	0	0	921	191
Percent	0.0%	38.4%	40.8%	0.9%	13.4%	0.3%	0.0%	0.3%	5.9%	0.0%	0.0%	0.0%	0.0%		20.7%
AM Peak		07:00	07:00	11:00	06:00	06:00		06:00	08:00					07:00	07:00
Vol.		38	47	2	16	1		1	8					104	19
PM Peak		16:00	16:00	13:00	18:00	15:00		14:00	13:00					15:00	13:00
Vol.		24	26	1	10	1		1	6					60	14
Grand Total	1	749	741	20	254	8	6	3	138	1	0	0	0	1921	430
Percent	0.1%	39.0%	38.6%	1.0%	13.2%	0.4%	0.3%	0.2%	7.2%	0.1%	0.0%	0.0%	0.0%		22.4%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	8	7	0	0	0	0	0	0	0	0	0	0	15	0
06:00	0	15	5	1	1	0	0	0	0	0	0	0	0	22	2
07:00	0	38	4	1	4	0	0	0	2	1	0	0	0	50	8
08:00	0	28	8	0	0	0	0	0	8	0	0	0	0	44	8
09:00	0	19	8	2	0	2	0	0	12	0	0	0	0	43	16
10:00	0	23	11	1	0	1	0	0	11	0	0	0	0	47	13
11:00	1	27	5	0	2	2	0	0	11	0	0	0	0	48	15
12 PM	0	23	15	1	5	1	0	0	10	0	0	0	0	55	17
13:00	0	41	3	0	1	1	0	1	9	0	0	0	0	56	12
14:00	0	59	17	1	2	1	0	0	10	0	0	0	0	90	14
15:00	0	64	20	1	0	0	0	0	9	0	0	0	0	94	10
16:00	0	85	33	0	2	1	0	0	1	0	0	0	0	122	4
17:00	0	84	24	0	1	0	0	0	0	0	0	0	0	109	1
18:00	0	59	12	0	3	0	0	0	0	0	0	0	0	74	3
19:00	0	48	11	0	2	0	0	0	0	0	0	0	0	61	2
20:00	0	28	8	0	0	0	0	0	0	0	0	0	0	36	0
21:00	0	23	5	0	1	0	0	0	0	0	0	0	0	29	1
22:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0
23:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
Total	1	696	199	8	24	9	0	1	83	1	0	0	0	1022	126
Percent	0.1%	68.1%	19.5%	0.8%	2.3%	0.9%	0.0%	0.1%	8.1%	0.1%	0.0%	0.0%	0.0%		12.3%
AM Peak	11:00	07:00	10:00	09:00	07:00	09:00			09:00	07:00				07:00	09:00
Vol.	1	38	11	2	4	2			12	1				50	16
PM Peak		16:00	16:00	12:00	12:00	12:00		13:00	12:00					16:00	12:00
Vol.		85	33	1	5	1		1	10					122	17

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
06:00	0	22	8	0	0	0	0	0	1	0	0	0	0	31	1
07:00	0	29	7	1	3	0	0	0	3	0	0	0	0	43	7
08:00	0	20	10	0	2	0	0	0	8	0	0	0	0	40	10
09:00	0	24	8	2	3	0	0	1	7	0	0	0	0	45	13
10:00	0	31	6	0	3	0	0	0	5	1	0	0	0	46	9
11:00	0	25	10	1	2	0	0	0	7	0	0	0	0	45	10
12 PM	0	42	11	0	0	0	1	0	3	1	0	0	0	58	5
13:00	0	38	12	2	0	0	0	0	8	0	0	0	0	60	10
14:00	0	53	14	1	1	1	0	0	5	0	0	0	0	75	8
15:00	0	65	24	0	1	0	0	0	5	1	0	0	0	96	7
16:00	0	63	29	0	4	0	0	1	1	0	0	0	0	98	6
17:00	0	67	27	0	4	0	0	0	0	0	0	0	0	98	4
18:00	0	49	13	0	3	0	0	0	1	0	0	0	0	66	4
19:00	0	39	6	0	0	0	0	0	0	0	0	0	0	45	0
20:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31	0
21:00	0	22	6	0	0	0	0	0	0	0	0	0	0	28	0
22:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0
Total	0	658	203	7	26	1	1	2	54	3	0	0	0	955	94
Percent	0.0%	68.9%	21.3%	0.7%	2.7%	0.1%	0.1%	0.2%	5.7%	0.3%	0.0%	0.0%	0.0%		9.8%
AM Peak		10:00	08:00	09:00	07:00			09:00	08:00	10:00				10:00	09:00
Vol.		31	10	2	3			1	8	1				46	13
PM Peak		17:00	16:00	13:00	16:00	14:00	12:00	16:00	13:00	12:00				16:00	13:00
Vol.		67	29	2	4	1	1	1	8	1				98	10
Grand Total	1	1354	402	15	50	10	1	3	137	4	0	0	0	1977	220
Percent	0.1%	68.5%	20.3%	0.8%	2.5%	0.5%	0.1%	0.2%	6.9%	0.2%	0.0%	0.0%	0.0%		11.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Walnut St, north of Thompson St (105)

NB, SB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/08/10	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
	01:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	1
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0
	05:00	0	30	19	0	9	0	0	0	0	0	0	0	0	58	9
	06:00	0	42	43	1	18	0	0	0	0	0	0	0	0	104	19
	07:00	0	82	38	1	22	0	0	0	6	1	0	0	0	150	30
	08:00	1	77	54	1	8	2	0	0	16	0	0	0	0	159	27
	09:00	0	40	27	5	4	2	1	0	23	0	0	0	0	102	35
	10:00	0	43	31	2	2	2	1	0	21	0	0	0	0	102	28
	11:00	1	47	19	1	8	3	1	0	20	0	0	0	0	100	33
	12 PM	0	37	27	2	8	1	2	0	18	0	0	0	0	95	31
	13:00	0	55	21	1	8	2	1	1	20	0	0	0	0	109	33
	14:00	0	87	40	2	6	1	0	0	18	1	0	0	0	155	28
	15:00	0	99	40	2	14	0	0	0	20	0	0	0	0	175	36
	16:00	0	108	62	1	11	1	0	0	5	0	0	0	0	188	18
	17:00	0	108	41	0	9	0	0	0	0	0	0	0	0	158	9
	18:00	0	77	30	1	11	0	0	0	0	0	0	0	0	119	12
	19:00	0	64	26	0	8	0	0	0	0	0	0	0	0	98	8
	20:00	0	35	19	0	2	0	0	0	0	0	0	0	0	56	2
	21:00	0	30	16	0	6	0	0	0	0	0	0	0	0	52	6
	22:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21	0
	23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0
	Total	2	1091	564	20	155	14	6	1	167	2	0	0	0	2022	365
	Percent	0.1%	54.0%	27.9%	1.0%	7.7%	0.7%	0.3%	0.0%	8.3%	0.1%	0.0%	0.0%	0.0%		18.1%
	AM Peak	08:00	07:00	08:00	09:00	07:00	11:00	09:00		09:00	07:00				08:00	09:00
	Vol.	1	82	54	5	22	3	1		23	1				159	35
	PM Peak		16:00	16:00	12:00	15:00	13:00	12:00	13:00	13:00	14:00				16:00	15:00
	Vol.		108	62	2	14	2	2	1	20	1				188	36

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U5
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10

Walnut St, north of Thompson St (105)

NB, SB																	
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total		
12/09/10	0	6	4	0	0	0	0	0	0	0	0	0	0	10	0		
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0		
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0		
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0		
04:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10	2		
05:00	0	24	14	0	6	0	0	0	0	0	0	0	0	44	6		
06:00	0	56	37	0	16	1	0	1	1	0	0	0	0	112	19		
07:00	0	67	54	2	19	0	0	0	5	0	0	0	0	147	26		
08:00	0	49	45	1	11	0	0	1	16	0	0	0	0	123	29		
09:00	0	41	40	3	8	0	0	1	15	0	0	0	0	108	27		
10:00	0	58	21	1	11	0	0	0	13	1	0	0	0	105	26		
11:00	0	53	28	3	8	0	0	0	13	0	0	0	0	105	24		
12 PM	0	57	30	0	2	0	1	0	7	1	0	0	0	98	11		
13:00	0	54	29	3	7	0	0	0	14	0	0	0	0	107	24		
14:00	0	71	34	2	9	1	0	1	9	0	0	0	0	127	22		
15:00	0	87	49	0	10	1	0	0	8	1	0	0	0	156	20		
16:00	0	87	55	0	7	1	0	1	6	0	0	0	0	157	15		
17:00	0	86	46	0	12	0	0	0	0	0	0	0	0	144	12		
18:00	0	62	31	0	13	0	0	0	1	0	0	0	0	107	14		
19:00	0	48	19	0	1	0	0	0	0	0	0	0	0	68	1		
20:00	0	41	18	0	3	0	0	0	0	0	0	0	0	62	3		
21:00	0	27	13	0	2	0	0	0	0	0	0	0	0	42	2		
22:00	0	17	6	0	1	0	0	0	0	0	0	0	0	24	1		
23:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11	1		
Total	0	1012	579	15	149	4	1	5	108	3	0	0	0	1876	285		
Percent	0.0%	53.9%	30.9%	0.8%	7.9%	0.2%	0.1%	0.3%	5.8%	0.2%	0.0%	0.0%	0.0%		15.2%		
AM Peak		07:00	07:00	09:00	07:00	06:00		06:00	08:00	10:00				07:00	08:00		
Vol.		67	54	3	19	1		1	16	1				147	29		
PM Peak		15:00	16:00	13:00	18:00	14:00	12:00	14:00	13:00	12:00				16:00	13:00		
Vol.		87	55	3	13	1	1	1	14	1				157	24		
Grand Total	2	2103	1143	35	304	18	7	6	275	5	0	0	0	3898	650		
Percent	0.1%	54.0%	29.3%	0.9%	7.8%	0.5%	0.2%	0.2%	7.1%	0.1%	0.0%	0.0%	0.0%		16.7%		

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, at Hanson T/L

Start Time	13-Dec-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	10	3	6	5	*	*	*	*	*	*	8	4
01:00	*	*	*	*	3	2	4	1	*	*	*	*	*	*	4	2
02:00	*	*	*	*	1	0	1	1	*	*	*	*	*	*	1	0
03:00	*	*	*	*	1	3	0	4	*	*	*	*	*	*	0	4
04:00	*	*	*	*	5	11	3	13	*	*	*	*	*	*	4	12
05:00	*	*	*	*	13	46	11	40	*	*	*	*	*	*	12	43
06:00	*	*	*	*	29	109	23	115	*	*	*	*	*	*	26	112
07:00	*	*	*	*	70	154	61	175	*	*	*	*	*	*	66	164
08:00	*	*	*	*	50	126	56	144	*	*	*	*	*	*	53	135
09:00	*	*	*	*	64	89	45	79	*	*	*	*	*	*	54	84
10:00	*	*	*	*	56	62	49	59	*	*	*	*	*	*	52	60
11:00	*	*	*	*	67	71	56	69	*	*	*	*	*	*	62	70
12:00 PM	*	*	*	*	72	61	66	53	*	*	*	*	*	*	69	57
01:00	*	*	*	*	62	64	68	71	*	*	*	*	*	*	65	68
02:00	*	*	*	*	87	56	91	55	*	*	*	*	*	*	89	56
03:00	*	*	*	*	128	83	123	71	*	*	*	*	*	*	126	77
04:00	*	*	*	*	128	82	156	87	*	*	*	*	*	*	142	84
05:00	*	*	*	*	133	83	154	94	*	*	*	*	*	*	144	88
06:00	*	*	*	*	94	58	99	53	*	*	*	*	*	*	96	56
07:00	*	*	*	*	63	30	67	28	*	*	*	*	*	*	65	29
08:00	*	*	*	*	39	22	46	30	*	*	*	*	*	*	42	26
09:00	*	*	*	*	36	18	30	21	*	*	*	*	*	*	33	20
10:00	*	*	*	*	43	14	27	12	*	*	*	*	*	*	35	13
11:00	*	*	*	*	23	10	14	10	*	*	*	*	*	*	18	10
Total	0	0	0	0	1277	1257	1256	1290	0	0	0	0	0	0	1266	1274
Day	0	0	0	0	2534		2546		0	0	0	0	0	0	2540	
AM Peak					07:00	07:00	07:00	07:00							07:00	07:00
Vol.					70	154	61	175							66	164
PM Peak					17:00	15:00	16:00	17:00							17:00	17:00
Vol.					133	83	156	94							144	88
Comb. Total	0	0	0	0	2534		2546		0	0	0	0	0	0	2540	

Old Colony Planning Council
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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, at Hanson T/L

Start Time	15-Dec-10 Wed		SB		NB		Combined		16-Dec-Thu		SB		NB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	2	18	2	17	4	35	2	18	2	11	4	29				
12:15	4	15	1	12	5	27	1	23	1	15	2	38				
12:30	1	21	0	16	1	37	1	15	1	12	2	27				
12:45	3	18	0	16	3	34	2	10	1	15	3	25				
01:00	1	13	0	11	1	24	0	10	0	17	0	27				
01:15	2	20	0	16	2	36	3	21	0	22	3	43				
01:30	0	12	0	15	0	27	1	22	1	18	2	40				
01:45	0	17	2	22	2	39	0	15	0	14	0	29				
02:00	0	15	0	13	0	28	1	21	0	17	1	38				
02:15	1	29	0	8	1	37	0	19	0	10	0	29				
02:30	0	22	0	18	0	40	0	23	0	13	0	36				
02:45	0	21	0	17	0	38	0	28	1	15	1	43				
03:00	1	28	0	20	1	48	0	24	2	14	2	38				
03:15	0	31	2	20	2	51	0	27	1	20	1	47				
03:30	0	30	0	19	0	49	0	38	1	19	1	57				
03:45	0	39	1	24	1	63	0	34	0	18	0	52				
04:00	1	31	0	23	1	54	1	34	2	23	3	57				
04:15	2	34	2	18	4	52	2	44	2	18	4	62				
04:30	1	35	3	24	4	59	0	32	1	25	1	57				
04:45	1	28	6	17	7	45	0	46	8	21	8	67				
05:00	3	30	4	24	7	54	1	37	5	19	6	56				
05:15	1	26	8	22	9	48	1	44	8	28	9	72				
05:30	5	41	19	23	24	64	3	39	12	22	15	61				
05:45	4	36	15	14	19	50	6	34	15	25	21	59				
06:00	5	32	19	19	24	51	3	31	22	15	25	46				
06:15	8	27	24	15	32	42	5	22	32	15	37	37				
06:30	8	23	29	16	37	39	7	23	28	10	35	33				
06:45	8	12	37	8	45	20	8	23	33	13	41	36				
07:00	9	20	36	12	45	32	7	18	29	10	36	28				
07:15	19	16	47	8	66	24	16	14	50	8	66	22				
07:30	14	15	33	5	47	20	19	21	49	4	68	25				
07:45	28	12	38	5	66	17	19	14	47	6	66	20				
08:00	18	5	36	7	54	12	12	8	38	5	50	13				
08:15	14	19	25	8	39	27	16	13	45	8	61	21				
08:30	10	7	33	6	43	13	16	17	40	10	56	27				
08:45	8	8	32	1	40	9	12	8	21	7	33	15				
09:00	13	9	23	6	36	15	13	12	19	8	32	20				
09:15	16	15	21	3	37	18	11	3	22	4	33	7				
09:30	21	6	25	3	46	9	9	8	21	4	30	12				
09:45	14	6	20	6	34	12	12	7	17	5	29	12				
10:00	20	12	11	5	31	17	5	6	16	5	21	11				
10:15	13	17	20	2	33	19	15	9	11	1	26	10				
10:30	13	7	19	2	32	9	15	7	14	3	29	10				
10:45	10	7	12	5	22	12	14	5	18	3	32	8				
11:00	11	8	19	2	30	10	9	4	20	2	29	6				
11:15	18	3	18	3	36	6	14	6	11	6	25	12				
11:30	23	7	20	3	43	10	18	2	12	1	30	3				
11:45	15	5	14	2	29	7	15	2	26	1	41	3				
Total	369	908	676	581	1045	1489	315	941	705	585	1020	1526				
Day Total	1277		1257		2534		1256		1290		2546					
% Total	0.0%	14.6%	35.8%	26.7%	22.9%		12.4%	37.0%	27.7%	23.0%						
Peak	07:15	03:45	07:00	03:45	07:15	03:45	07:15	04:45	07:15	05:00	07:15	04:45				
Vol.	79	139	154	89	233	228	66	166	184	94	250	256				
P.H.F.	0.705	0.891	0.819	0.927	0.883	0.905	0.868	0.902	0.920	0.839	0.919	0.889				

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 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, at Hanson T/L

Start Time	13-Dec-10 Mon	14-Dec-10 Tue	15-Dec-10 Wed	16-Dec-10 Thu	17-Dec-10 Fri	18-Dec-10 Sat	19-Dec-10 Sun	Week Average
12:00 AM	*	*	13	11	*	*	*	12
01:00	*	*	5	5	*	*	*	5
02:00	*	*	1	2	*	*	*	2
03:00	*	*	4	4	*	*	*	4
04:00	*	*	16	16	*	*	*	16
05:00	*	*	59	51	*	*	*	55
06:00	*	*	138	138	*	*	*	138
07:00	*	*	224	236	*	*	*	230
08:00	*	*	176	200	*	*	*	188
09:00	*	*	153	124	*	*	*	138
10:00	*	*	118	108	*	*	*	113
11:00	*	*	138	125	*	*	*	132
12:00 PM	*	*	133	119	*	*	*	126
01:00	*	*	126	139	*	*	*	132
02:00	*	*	143	146	*	*	*	144
03:00	*	*	211	194	*	*	*	202
04:00	*	*	210	243	*	*	*	226
05:00	*	*	216	248	*	*	*	232
06:00	*	*	152	152	*	*	*	152
07:00	*	*	93	95	*	*	*	94
08:00	*	*	61	76	*	*	*	68
09:00	*	*	54	51	*	*	*	52
10:00	*	*	57	39	*	*	*	48
11:00	*	*	33	24	*	*	*	28
Total	0	0	2534	2546	0	0	0	2537
Percentage	0.0%	0.0%	99.9%	100.4%	0.0%	0.0%	0.0%	
AM Peak Vol.			07:00 224	07:00 236				07:00 230
PM Peak Vol.			17:00 216	17:00 248				17:00 232

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Station ID:
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 Date End: 16-Dec-10
 Elm St, at Hanson T/L

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/15/10	0	0	0	0	1	3	3	3	0	0	0	0	0	0	10
01:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	4	0	0	0	0	0	0	5
05:00	0	0	0	1	1	5	3	3	0	0	0	0	0	0	13
06:00	2	0	0	3	0	14	10	0	0	0	0	0	0	0	29
07:00	0	0	0	0	2	31	30	5	1	1	0	0	0	0	70
08:00	2	0	1	0	2	13	25	5	2	0	0	0	0	0	50
09:00	1	1	0	0	2	22	31	7	0	0	0	0	0	0	64
10:00	2	0	0	0	1	23	25	4	1	0	0	0	0	0	56
11:00	1	0	1	1	2	24	33	4	1	0	0	0	0	0	67
12 PM	1	1	0	1	3	30	29	7	0	0	0	0	0	0	72
13:00	1	0	0	0	1	22	31	6	1	0	0	0	0	0	62
14:00	1	0	1	1	7	32	39	3	3	0	0	0	0	0	87
15:00	6	0	0	2	2	55	55	7	1	0	0	0	0	0	128
16:00	1	1	1	2	4	45	67	6	1	0	0	0	0	0	128
17:00	0	0	0	0	7	48	70	7	1	0	0	0	0	0	133
18:00	0	0	0	1	13	45	31	4	0	0	0	0	0	0	94
19:00	0	0	0	0	1	28	31	3	0	0	0	0	0	0	63
20:00	0	0	0	0	1	10	23	5	0	0	0	0	0	0	39
21:00	0	0	0	0	1	18	13	4	0	0	0	0	0	0	36
22:00	0	0	0	0	3	18	18	4	0	0	0	0	0	0	43
23:00	1	0	0	0	0	8	7	6	1	0	0	0	0	0	23
Total	19	3	4	12	54	497	576	97	14	1	0	0	0	0	1277

Daily
 15th Percentile : 37 MPH
 50th Percentile : 41 MPH
 85th Percentile : 45 MPH
 95th Percentile : 48 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1073
 Percent in Pace : 84.0%
 Number of Vehicles > 30 MPH : 1239
 Percent of Vehicles > 30 MPH : 97.0%

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 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, at Hanson T/L

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/16/10	0	0	0	0	0	1	4	1	0	0	0	0	0	0	6
01:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	1	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	0	0	0	0	0	2	1	0	0	0	0	0	3
05:00	0	0	0	0	0	3	5	2	1	0	0	0	0	0	11
06:00	0	0	0	2	1	13	5	2	0	0	0	0	0	0	23
07:00	2	0	1	1	5	22	22	6	2	0	0	0	0	0	61
08:00	2	1	1	0	3	14	26	7	2	0	0	0	0	0	56
09:00	1	0	1	1	0	12	22	7	1	0	0	0	0	0	45
10:00	1	0	0	1	2	18	22	5	0	0	0	0	0	0	49
11:00	0	0	0	1	2	16	27	9	1	0	0	0	0	0	56
12 PM	0	0	1	0	0	23	32	9	0	1	0	0	0	0	66
13:00	2	0	0	0	1	30	24	11	0	0	0	0	0	0	68
14:00	2	0	1	1	1	37	44	5	0	0	0	0	0	0	91
15:00	2	0	3	2	9	43	50	12	2	0	0	0	0	0	123
16:00	7	1	0	10	16	63	52	6	1	0	0	0	0	0	156
17:00	2	0	1	2	4	73	64	8	0	0	0	0	0	0	154
18:00	0	0	0	0	1	38	57	3	0	0	0	0	0	0	99
19:00	0	0	1	0	5	25	32	4	0	0	0	0	0	0	67
20:00	0	0	0	1	0	23	16	5	1	0	0	0	0	0	46
21:00	0	0	0	0	1	19	8	2	0	0	0	0	0	0	30
22:00	0	0	0	1	1	11	6	8	0	0	0	0	0	0	27
23:00	0	0	0	0	0	4	7	3	0	0	0	0	0	0	14
Total	21	2	10	23	52	490	528	117	12	1	0	0	0	0	1256

Daily
 15th Percentile : 36 MPH
 50th Percentile : 41 MPH
 85th Percentile : 45 MPH
 95th Percentile : 48 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1018
 Percent in Pace : 81.1%
 Number of Vehicles > 30 MPH : 1200
 Percent of Vehicles > 30 MPH : 95.5%

Grand Total	40	5	14	35	106	987	1104	214	26	2	0	0	0	0	2533
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Overall
 15th Percentile : 36 MPH
 50th Percentile : 41 MPH
 85th Percentile : 45 MPH
 95th Percentile : 48 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 2091
 Percent in Pace : 82.6%
 Number of Vehicles > 30 MPH : 2439
 Percent of Vehicles > 30 MPH : 96.3%

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Station ID:
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 Date Start: 15-Dec-10
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 Elm St, at Hanson T/L

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/15/10	0	0	0	0	0	0	1	0	1	0	1	0	0	0	3
01:00	0	0	0	0	1	0	0	1	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	2	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	2	3	4	2	0	0	0	0	0	11
05:00	0	0	1	0	2	6	20	11	5	1	0	0	0	0	46
06:00	4	1	0	0	13	33	44	12	1	1	0	0	0	0	109
07:00	0	0	0	1	1	24	86	29	10	3	0	0	0	0	154
08:00	0	0	0	0	2	23	56	40	5	0	0	0	0	0	126
09:00	0	0	0	0	0	24	37	20	8	0	0	0	0	0	89
10:00	1	0	0	0	1	13	21	21	2	3	0	0	0	0	62
11:00	1	1	1	1	1	12	27	22	3	2	0	0	0	0	71
12 PM	1	0	1	1	2	11	21	20	3	1	0	0	0	0	61
13:00	1	1	0	1	0	7	25	22	5	2	0	0	0	0	64
14:00	0	0	0	0	7	7	25	13	3	0	1	0	0	0	56
15:00	3	0	2	0	0	8	40	22	7	1	0	0	0	0	83
16:00	0	0	0	0	1	26	33	16	6	0	0	0	0	0	82
17:00	4	0	0	0	4	31	33	10	1	0	0	0	0	0	83
18:00	1	0	0	0	3	12	25	12	5	0	0	0	0	0	58
19:00	0	0	0	0	0	6	14	8	2	0	0	0	0	0	30
20:00	0	0	0	0	2	7	6	5	1	0	1	0	0	0	22
21:00	0	0	0	0	3	4	5	3	3	0	0	0	0	0	18
22:00	0	0	0	0	1	4	2	5	2	0	0	0	0	0	14
23:00	0	0	0	0	0	3	4	2	0	1	0	0	0	0	10
Total	16	3	5	4	44	265	529	298	75	15	3	0	0	0	1257

Daily
 15th Percentile : 38 MPH
 50th Percentile : 43 MPH
 85th Percentile : 49 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 43 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 827
 Percent in Pace : 65.8%
 Number of Vehicles > 30 MPH : 1229
 Percent of Vehicles > 30 MPH : 97.8%

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 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
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 Elm St, at Hanson T/L

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/16/10	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	1	0	1	1	0	0	0	0	0	4
04:00	0	0	0	0	1	0	2	7	2	1	0	0	0	0	13
05:00	0	0	0	1	2	11	15	9	2	0	0	0	0	0	40
06:00	0	0	1	0	11	37	54	9	3	0	0	0	0	0	115
07:00	2	0	0	2	3	35	88	36	9	0	0	0	0	0	175
08:00	5	1	3	0	4	28	54	35	14	0	0	0	0	0	144
09:00	0	0	1	2	4	10	38	17	6	1	0	0	0	0	79
10:00	0	0	0	0	0	19	18	17	4	1	0	0	0	0	59
11:00	1	1	1	0	2	12	32	15	5	0	0	0	0	0	69
12 PM	0	0	0	0	0	8	27	11	7	0	0	0	0	0	53
13:00	0	1	1	0	0	5	27	27	8	2	0	0	0	0	71
14:00	1	0	0	0	2	13	22	13	3	0	1	0	0	0	55
15:00	2	1	0	0	3	15	33	8	7	2	0	0	0	0	71
16:00	5	0	1	2	11	32	23	11	2	0	0	0	0	0	87
17:00	0	0	0	1	4	28	40	18	3	0	0	0	0	0	94
18:00	0	0	0	1	0	8	23	14	5	2	0	0	0	0	53
19:00	0	0	1	1	2	4	10	5	4	1	0	0	0	0	28
20:00	0	0	0	0	2	7	14	5	2	0	0	0	0	0	30
21:00	0	0	0	0	2	5	11	3	0	0	0	0	0	0	21
22:00	0	0	0	0	0	4	3	4	1	0	0	0	0	0	12
23:00	0	0	0	0	1	2	3	3	0	1	0	0	0	0	10
Total	16	4	9	10	55	285	541	270	88	11	1	0	0	0	1290

Daily
 15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 49 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 43 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 826
 Percent in Pace : 64.0%
 Number of Vehicles > 30 MPH : 1251
 Percent of Vehicles > 30 MPH : 97.0%

Grand Total	32	7	14	14	99	550	1070	568	163	26	4	0	0	0	2547
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Overall
 15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 49 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 43 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 1638
 Percent in Pace : 64.3%
 Number of Vehicles > 30 MPH : 2480
 Percent of Vehicles > 30 MPH : 97.4%

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, at Hanson T/L

SB, NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12/15/10	0	0	0	0	1	3	4	3	1	0	1	0	0	0	0	13
01:00	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	4
04:00	0	0	0	0	0	3	3	8	2	0	0	0	0	0	0	16
05:00	0	0	1	1	3	11	23	14	5	1	0	0	0	0	0	59
06:00	6	1	0	3	13	47	54	12	1	1	0	0	0	0	0	138
07:00	0	0	0	1	3	55	116	34	11	4	0	0	0	0	0	224
08:00	2	0	1	0	4	36	81	45	7	0	0	0	0	0	0	176
09:00	1	1	0	0	2	46	68	27	8	0	0	0	0	0	0	153
10:00	3	0	0	0	2	36	46	25	3	3	0	0	0	0	0	118
11:00	2	1	2	2	3	36	60	26	4	2	0	0	0	0	0	138
12 PM	2	1	1	2	5	41	50	27	3	1	0	0	0	0	0	133
13:00	2	1	0	1	1	29	56	28	6	2	0	0	0	0	0	126
14:00	1	0	1	1	14	39	64	16	6	0	1	0	0	0	0	143
15:00	9	0	2	2	2	63	95	29	8	1	0	0	0	0	0	211
16:00	1	1	1	2	5	71	100	22	7	0	0	0	0	0	0	210
17:00	4	0	0	0	11	79	103	17	2	0	0	0	0	0	0	216
18:00	1	0	0	1	16	57	56	16	5	0	0	0	0	0	0	152
19:00	0	0	0	0	1	34	45	11	2	0	0	0	0	0	0	93
20:00	0	0	0	0	3	17	29	10	1	0	1	0	0	0	0	61
21:00	0	0	0	0	4	22	18	7	3	0	0	0	0	0	0	54
22:00	0	0	0	0	4	22	20	9	2	0	0	0	0	0	0	57
23:00	1	0	0	0	0	11	11	8	1	1	0	0	0	0	0	33
Total	35	6	9	16	98	762	1105	395	89	16	3	0	0	0	0	2534

Daily
 15th Percentile : 37 MPH
 50th Percentile : 42 MPH
 85th Percentile : 47 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1867
 Percent in Pace : 73.7%
 Number of Vehicles > 30 MPH : 2468
 Percent of Vehicles > 30 MPH : 97.4%

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, at Hanson T/L

SB, NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12/16/10	0	0	0	0	0	1	7	3	0	0	0	0	0	0	0	11
01:00	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	4
04:00	0	0	0	0	1	0	2	9	3	1	0	0	0	0	0	16
05:00	0	0	0	1	2	14	20	11	3	0	0	0	0	0	0	51
06:00	0	0	1	2	12	50	59	11	3	0	0	0	0	0	0	138
07:00	4	0	1	3	8	57	110	42	11	0	0	0	0	0	0	236
08:00	7	2	4	0	7	42	80	42	16	0	0	0	0	0	0	200
09:00	1	0	2	3	4	22	60	24	7	1	0	0	0	0	0	124
10:00	1	0	0	1	2	37	40	22	4	1	0	0	0	0	0	108
11:00	1	1	1	1	4	28	59	24	6	0	0	0	0	0	0	125
12 PM	0	0	1	0	0	31	59	20	7	1	0	0	0	0	0	119
13:00	2	1	1	0	1	35	51	38	8	2	0	0	0	0	0	139
14:00	3	0	1	1	3	50	66	18	3	0	1	0	0	0	0	146
15:00	4	1	3	2	12	58	83	20	9	2	0	0	0	0	0	194
16:00	12	1	1	12	27	95	75	17	3	0	0	0	0	0	0	243
17:00	2	0	1	3	8	101	104	26	3	0	0	0	0	0	0	248
18:00	0	0	0	1	1	46	80	17	5	2	0	0	0	0	0	152
19:00	0	0	2	1	7	29	42	9	4	1	0	0	0	0	0	95
20:00	0	0	0	1	2	30	30	10	3	0	0	0	0	0	0	76
21:00	0	0	0	0	3	24	19	5	0	0	0	0	0	0	0	51
22:00	0	0	0	1	1	15	9	12	1	0	0	0	0	0	0	39
23:00	0	0	0	0	1	6	10	6	0	1	0	0	0	0	0	24
Total	37	6	19	33	107	775	1069	387	100	12	1	0	0	0	0	2546

Daily
 15th Percentile : 37 MPH
 50th Percentile : 42 MPH
 85th Percentile : 47 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1844
 Percent in Pace : 72.4%
 Number of Vehicles > 30 MPH : 2451
 Percent of Vehicles > 30 MPH : 96.3%

Grand Total	72	12	28	49	205	1537	2174	782	189	28	4	0	0	0	0	5080
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Overall
 15th Percentile : 37 MPH
 50th Percentile : 42 MPH
 85th Percentile : 47 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 3711
 Percent in Pace : 73.1%
 Number of Vehicles > 30 MPH : 4919
 Percent of Vehicles > 30 MPH : 96.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, at Hanson T/L

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/15/10	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5	1
05:00	0	9	2	0	2	0	0	0	0	0	0	0	0	13	2
06:00	0	14	11	1	3	0	0	0	0	0	0	0	0	29	4
07:00	0	53	13	0	1	2	0	1	0	0	0	0	0	70	4
08:00	0	33	11	2	3	0	0	1	0	0	0	0	0	50	6
09:00	0	32	23	3	5	1	0	0	0	0	0	0	0	64	9
10:00	0	34	18	1	2	0	0	1	0	0	0	0	0	56	4
11:00	0	39	20	0	7	1	0	0	0	0	0	0	0	67	8
12 PM	0	35	28	1	7	1	0	0	0	0	0	0	0	72	9
13:00	0	40	13	0	6	2	0	1	0	0	0	0	0	62	9
14:00	0	58	19	1	8	0	0	0	1	0	0	0	0	87	10
15:00	0	82	39	0	6	1	0	0	0	0	0	0	0	128	7
16:00	0	88	32	0	7	0	0	1	0	0	0	0	0	128	8
17:00	0	98	26	0	9	0	0	0	0	0	0	0	0	133	9
18:00	0	68	22	0	4	0	0	0	0	0	0	0	0	94	4
19:00	0	49	12	0	2	0	0	0	0	0	0	0	0	63	2
20:00	0	30	8	0	1	0	0	0	0	0	0	0	0	39	1
21:00	0	30	5	0	1	0	0	0	0	0	0	0	0	36	1
22:00	0	33	8	0	2	0	0	0	0	0	0	0	0	43	2
23:00	0	20	2	0	1	0	0	0	0	0	0	0	0	23	1
Total	0	857	319	9	78	8	0	5	1	0	0	0	0	1277	101
Percent	0.0%	67.1%	25.0%	0.7%	6.1%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		7.9%
AM Peak		07:00	09:00	09:00	11:00	07:00		07:00						07:00	09:00
Vol.		53	23	3	7	2		1						70	9
PM Peak		17:00	15:00	12:00	17:00	13:00		13:00	14:00					17:00	14:00
Vol.		98	39	1	9	2		1	1					133	10

Old Colony Planning Council
 70 School Street
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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, at Hanson T/L

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/15/10	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0
04:00	0	6	1	0	4	0	0	0	0	0	0	0	0	11	4
05:00	0	20	18	0	8	0	0	0	0	0	0	0	0	46	8
06:00	0	53	42	1	12	0	0	1	0	0	0	0	0	109	14
07:00	0	91	47	0	15	1	0	0	0	0	0	0	0	154	16
08:00	0	65	40	1	20	0	0	0	0	0	0	0	0	126	21
09:00	0	36	29	1	19	0	0	3	1	0	0	0	0	89	24
10:00	0	29	17	0	14	0	0	2	0	0	0	0	0	62	16
11:00	0	32	20	1	18	0	0	0	0	0	0	0	0	71	19
12 PM	0	28	19	0	13	1	0	0	0	0	0	0	0	61	14
13:00	0	23	25	3	12	0	0	1	0	0	0	0	0	64	16
14:00	1	32	17	0	6	0	0	0	0	0	0	0	0	56	6
15:00	0	45	24	0	12	0	0	1	1	0	0	0	0	83	14
16:00	0	36	27	0	18	1	0	0	0	0	0	0	0	82	19
17:00	0	44	22	0	17	0	0	0	0	0	0	0	0	83	17
18:00	0	36	19	0	3	0	0	0	0	0	0	0	0	58	3
19:00	0	17	10	0	3	0	0	0	0	0	0	0	0	30	3
20:00	0	10	8	0	4	0	0	0	0	0	0	0	0	22	4
21:00	0	10	5	0	3	0	0	0	0	0	0	0	0	18	3
22:00	0	7	5	0	2	0	0	0	0	0	0	0	0	14	2
23:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10	1
Total	1	630	402	7	204	3	0	8	2	0	0	0	0	1257	224
Percent	0.1%	50.1%	32.0%	0.6%	16.2%	0.2%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%		17.8%
AM Peak		07:00	07:00	06:00	08:00	07:00		09:00	09:00					07:00	09:00
Vol.		91	47	1	20	1		3	1					154	24
PM Peak		14:00	15:00	16:00	13:00	16:00	12:00	13:00	15:00					15:00	16:00
Vol.		1	45	27	3	18	1	1	1					83	19

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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, at Hanson T/L

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/16/10	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	1
04:00	0	3	5	0	5	0	0	0	0	0	0	0	0	13	5
05:00	0	21	11	0	8	0	0	0	0	0	0	0	0	40	8
06:00	0	62	40	0	13	0	0	0	0	0	0	0	0	115	13
07:00	0	114	45	0	14	2	0	0	0	0	0	0	0	175	16
08:00	0	79	45	0	19	1	0	0	0	0	0	0	0	144	20
09:00	2	34	29	0	12	2	0	0	0	0	0	0	0	79	14
10:00	0	27	19	1	11	0	0	1	0	0	0	0	0	59	13
11:00	0	30	19	1	16	2	0	1	0	0	0	0	0	69	20
12 PM	0	21	24	1	6	0	0	0	1	0	0	0	0	53	8
13:00	0	26	32	1	9	0	0	2	1	0	0	0	0	71	13
14:00	0	29	18	0	7	1	0	0	0	0	0	0	0	55	8
15:00	0	33	21	0	16	0	0	0	1	0	0	0	0	71	17
16:00	1	42	28	1	15	0	0	0	0	0	0	0	0	87	16
17:00	0	48	31	0	15	0	0	0	0	0	0	0	0	94	15
18:00	0	28	24	0	1	0	0	0	0	0	0	0	0	53	1
19:00	0	18	8	0	2	0	0	0	0	0	0	0	0	28	2
20:00	0	17	11	0	2	0	0	0	0	0	0	0	0	30	2
21:00	0	11	5	0	5	0	0	0	0	0	0	0	0	21	5
22:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12	1
23:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10	1
Total	3	665	423	5	179	8	0	4	3	0	0	0	0	1290	199
Percent	0.2%	51.6%	32.8%	0.4%	13.9%	0.6%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%		15.4%
AM Peak	09:00	07:00	07:00	10:00	08:00	07:00		10:00						07:00	08:00
Vol.	2	114	45	1	19	2		1						175	20
PM Peak	16:00	17:00	13:00	12:00	15:00	14:00		13:00	12:00					17:00	15:00
Vol.	1	48	32	1	16	1		2	1					94	17
Grand Total	4	1295	825	12	383	11	0	12	5	0	0	0	0	2547	423
Percent	0.2%	50.8%	32.4%	0.5%	15.0%	0.4%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%		16.6%

Old Colony Planning Council
 70 School Street
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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, at Hanson T/L

SB, NB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/15/10	0	8	5	0	0	0	0	0	0	0	0	0	0	13	0
	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	03:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4	0
	04:00	0	9	2	0	5	0	0	0	0	0	0	0	0	16	5
	05:00	0	29	20	0	10	0	0	0	0	0	0	0	0	59	10
	06:00	0	67	53	2	15	0	0	1	0	0	0	0	0	138	18
	07:00	0	144	60	0	16	3	0	1	0	0	0	0	0	224	20
	08:00	0	98	51	3	23	0	0	1	0	0	0	0	0	176	27
	09:00	0	68	52	4	24	1	0	3	1	0	0	0	0	153	33
	10:00	0	63	35	1	16	0	0	3	0	0	0	0	0	118	20
	11:00	0	71	40	1	25	1	0	0	0	0	0	0	0	138	27
	12 PM	0	63	47	1	20	2	0	0	0	0	0	0	0	133	23
	13:00	0	63	38	3	18	2	0	2	0	0	0	0	0	126	25
	14:00	1	90	36	1	14	0	0	0	1	0	0	0	0	143	16
	15:00	0	127	63	0	18	1	0	1	1	0	0	0	0	211	21
	16:00	0	124	59	0	25	1	0	1	0	0	0	0	0	210	27
	17:00	0	142	48	0	26	0	0	0	0	0	0	0	0	216	26
	18:00	0	104	41	0	7	0	0	0	0	0	0	0	0	152	7
	19:00	0	66	22	0	5	0	0	0	0	0	0	0	0	93	5
	20:00	0	40	16	0	5	0	0	0	0	0	0	0	0	61	5
	21:00	0	40	10	0	4	0	0	0	0	0	0	0	0	54	4
	22:00	0	40	13	0	4	0	0	0	0	0	0	0	0	57	4
	23:00	0	26	5	0	2	0	0	0	0	0	0	0	0	33	2
	Total	1	1487	721	16	282	11	0	13	3	0	0	0	0	2534	325
	Percent	0.0%	58.7%	28.5%	0.6%	11.1%	0.4%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%		12.8%
	AM Peak		07:00	07:00	09:00	11:00	07:00		09:00	09:00					07:00	09:00
	Vol.		144	60	4	25	3		3	1					224	33
	PM Peak	14:00	17:00	15:00	13:00	17:00	12:00		13:00	14:00					17:00	16:00
	Vol.	1	142	63	3	26	2		2	1					216	27

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, at Hanson T/L

SB, NB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/16/10	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0
	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
	02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
	03:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	1
	04:00	0	5	5	0	6	0	0	0	0	0	0	0	0	16	6
	05:00	0	27	15	0	9	0	0	0	0	0	0	0	0	51	9
	06:00	0	72	51	1	14	0	0	0	0	0	0	0	0	138	15
	07:00	0	160	55	0	17	4	0	0	0	0	0	0	0	236	21
	08:00	0	114	58	0	24	3	0	1	0	0	0	0	0	200	28
	09:00	2	60	44	1	15	2	0	0	0	0	0	0	0	124	18
	10:00	1	56	35	2	13	0	0	1	0	0	0	0	0	108	16
	11:00	0	68	32	1	19	3	0	2	0	0	0	0	0	125	25
	12 PM	0	57	47	2	12	0	0	0	1	0	0	0	0	119	15
	13:00	0	75	49	1	11	0	0	2	1	0	0	0	0	139	15
	14:00	0	86	43	1	14	2	0	0	0	0	0	0	0	146	17
	15:00	0	102	67	0	23	0	0	1	1	0	0	0	0	194	25
	16:00	1	161	56	1	24	0	0	0	0	0	0	0	0	243	25
	17:00	0	166	65	0	17	0	0	0	0	0	0	0	0	248	17
	18:00	0	103	46	0	3	0	0	0	0	0	0	0	0	152	3
	19:00	0	64	26	0	5	0	0	0	0	0	0	0	0	95	5
	20:00	0	56	17	0	3	0	0	0	0	0	0	0	0	76	3
	21:00	0	35	10	0	6	0	0	0	0	0	0	0	0	51	6
	22:00	0	29	8	0	2	0	0	0	0	0	0	0	0	39	2
	23:00	0	15	8	0	1	0	0	0	0	0	0	0	0	24	1
	Total	4	1524	745	10	239	14	0	7	3	0	0	0	0	2546	273
	Percent	0.2%	59.9%	29.3%	0.4%	9.4%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		10.7%
	AM Peak	09:00	07:00	08:00	10:00	08:00	07:00		11:00						07:00	08:00
	Vol.	2	160	58	2	24	4		2						236	28
	PM Peak	16:00	17:00	15:00	12:00	16:00	14:00		13:00	12:00					17:00	15:00
	Vol.	1	166	67	2	24	2		2	1					248	25
	Grand Total	5	3011	1466	26	521	25	0	20	6	0	0	0	0	5080	598
	Percent	0.1%	59.3%	28.9%	0.5%	10.3%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		11.8%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

Start Time	13-Dec-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	11	2	9	5	*	*	*	*	*	*	10	4
01:00	*	*	*	*	1	4	6	4	*	*	*	*	*	*	4	4
02:00	*	*	*	*	1	0	1	3	*	*	*	*	*	*	1	2
03:00	*	*	*	*	2	3	1	5	*	*	*	*	*	*	2	4
04:00	*	*	*	*	5	11	4	11	*	*	*	*	*	*	4	11
05:00	*	*	*	*	14	40	12	37	*	*	*	*	*	*	13	38
06:00	*	*	*	*	46	97	37	98	*	*	*	*	*	*	42	98
07:00	*	*	*	*	84	128	80	150	*	*	*	*	*	*	82	139
08:00	*	*	*	*	73	125	79	131	*	*	*	*	*	*	76	128
09:00	*	*	*	*	76	95	58	75	*	*	*	*	*	*	67	85
10:00	*	*	*	*	73	73	59	79	*	*	*	*	*	*	66	76
11:00	*	*	*	*	79	77	61	70	*	*	*	*	*	*	70	74
12:00 PM	*	*	*	*	86	74	73	69	*	*	*	*	*	*	80	72
01:00	*	*	*	*	76	78	86	85	*	*	*	*	*	*	81	82
02:00	*	*	*	*	97	73	81	72	*	*	*	*	*	*	89	72
03:00	*	*	*	*	126	118	143	94	*	*	*	*	*	*	134	106
04:00	*	*	*	*	151	106	165	114	*	*	*	*	*	*	158	110
05:00	*	*	*	*	159	100	174	110	*	*	*	*	*	*	166	105
06:00	*	*	*	*	112	86	99	73	*	*	*	*	*	*	106	80
07:00	*	*	*	*	63	41	73	54	*	*	*	*	*	*	68	48
08:00	*	*	*	*	41	46	51	38	*	*	*	*	*	*	46	42
09:00	*	*	*	*	41	28	29	29	*	*	*	*	*	*	35	28
10:00	*	*	*	*	34	24	22	20	*	*	*	*	*	*	28	22
11:00	*	*	*	*	24	14	16	12	*	*	*	*	*	*	20	13
Total	0	0	0	0	1475	1443	1419	1438	0	0	0	0	0	0	1448	1443
Day	0	0	0	0	2918		2857		0	0	0	0	0	0	2891	
AM Peak					07:00	07:00	07:00	07:00							07:00	07:00
Vol.					84	128	80	150							82	139
PM Peak					17:00	15:00	17:00	16:00							17:00	16:00
Vol.					159	118	174	114							166	110
Comb. Total	0	0	0	0	2918		2857		0	0	0	0	0	0	2891	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

Start Time	15-Dec-10 Wed		SB		NB		Combined		16-Dec-Thu		SB		NB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	1	21	1	17	2	38	5	16	2	14	7	30				
12:15	4	17	1	19	5	36	1	16	2	16	3	32				
12:30	2	21	0	18	2	39	1	24	0	20	1	44				
12:45	4	27	0	20	4	47	2	17	1	19	3	36				
01:00	1	14	0	16	1	30	2	15	0	24	2	39				
01:15	0	19	2	20	2	39	2	24	2	26	4	50				
01:30	0	22	0	18	0	40	2	24	0	17	2	41				
01:45	0	21	2	24	2	45	0	23	2	18	2	41				
02:00	0	17	0	14	0	31	1	15	0	16	1	31				
02:15	1	31	0	16	1	47	0	21	0	16	0	37				
02:30	0	27	0	23	0	50	0	17	2	23	2	40				
02:45	0	22	0	20	0	42	0	28	1	17	1	45				
03:00	1	26	0	29	1	55	1	24	2	19	3	43				
03:15	0	33	2	30	2	63	0	38	1	30	1	68				
03:30	1	36	0	26	1	62	0	33	1	20	1	53				
03:45	0	31	1	33	1	64	0	48	1	25	1	73				
04:00	0	50	1	30	1	80	1	40	1	28	2	68				
04:15	3	32	3	17	6	49	2	44	2	25	4	69				
04:30	1	32	1	30	2	62	1	40	1	34	2	74				
04:45	1	37	6	29	7	66	0	41	7	27	7	68				
05:00	3	43	1	23	4	66	1	45	4	28	5	73				
05:15	2	32	11	28	13	60	2	42	7	29	9	71				
05:30	4	40	14	26	18	66	4	41	9	22	13	63				
05:45	5	44	14	23	19	67	5	46	17	31	22	77				
06:00	5	28	20	26	25	54	4	26	19	25	23	51				
06:15	8	39	23	19	31	58	6	26	24	18	30	44				
06:30	13	27	21	21	34	48	9	21	29	14	38	35				
06:45	20	18	33	20	53	38	18	26	26	16	44	42				
07:00	12	17	31	13	43	30	12	18	26	15	38	33				
07:15	14	19	36	12	50	31	15	18	44	18	59	36				
07:30	29	9	28	10	57	19	27	20	38	10	65	30				
07:45	29	18	33	6	62	24	26	17	42	11	68	28				
08:00	28	10	36	13	64	23	23	13	36	6	59	19				
08:15	18	13	30	15	48	28	22	13	44	10	66	23				
08:30	12	9	34	13	46	22	18	16	32	13	50	29				
08:45	15	9	25	5	40	14	16	9	19	9	35	18				
09:00	18	10	23	8	41	18	14	9	20	10	34	19				
09:15	18	18	22	9	40	27	17	3	22	9	39	12				
09:30	22	7	27	6	49	13	12	10	20	4	32	14				
09:45	18	6	23	5	41	11	15	7	13	6	28	13				
10:00	28	13	12	6	40	19	7	5	20	6	27	11				
10:15	20	8	24	8	44	16	17	7	16	2	33	9				
10:30	15	8	22	3	37	11	16	8	19	9	35	17				
10:45	10	5	15	7	25	12	19	2	24	3	43	5				
11:00	19	6	21	3	40	9	11	5	20	3	31	8				
11:15	22	7	20	6	42	13	19	7	13	6	32	13				
11:30	24	7	19	4	43	11	16	2	16	2	32	4				
11:45	14	4	17	1	31	5	15	2	21	1	36	3				
Total	465	1010	655	788	1120	1798	407	1012	668	770	1075	1782				
Day Total	1475		1443		2918		1419		1438		2857					
% Total	0.0%	15.9%	34.6%	22.4%	27.0%		14.2%	35.4%	23.4%	27.0%						
Peak	07:30	05:00	07:15	03:15	07:15	03:15	07:30	05:00	07:15	04:30	07:30	04:30				
Vol.	104	159	133	119	233	269	98	174	160	118	258	286				
P.H.F.	0.897	0.903	0.924	0.902	0.910	0.841	0.907	0.946	0.909	0.868	0.949	0.966				

Old Colony Planning Council
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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

Start Time	13-Dec-10 Mon	14-Dec-10 Tue	15-Dec-10 Wed	16-Dec-10 Thu	17-Dec-10 Fri	18-Dec-10 Sat	19-Dec-10 Sun	Week Average
12:00 AM	*	*	13	14	*	*	*	14
01:00	*	*	5	10	*	*	*	8
02:00	*	*	1	4	*	*	*	2
03:00	*	*	5	6	*	*	*	6
04:00	*	*	16	15	*	*	*	16
05:00	*	*	54	49	*	*	*	52
06:00	*	*	143	135	*	*	*	139
07:00	*	*	212	230	*	*	*	221
08:00	*	*	198	210	*	*	*	204
09:00	*	*	171	133	*	*	*	152
10:00	*	*	146	138	*	*	*	142
11:00	*	*	156	131	*	*	*	144
12:00 PM	*	*	160	142	*	*	*	151
01:00	*	*	154	171	*	*	*	162
02:00	*	*	170	153	*	*	*	162
03:00	*	*	244	237	*	*	*	240
04:00	*	*	257	279	*	*	*	268
05:00	*	*	259	284	*	*	*	272
06:00	*	*	198	172	*	*	*	185
07:00	*	*	104	127	*	*	*	116
08:00	*	*	87	89	*	*	*	88
09:00	*	*	69	58	*	*	*	64
10:00	*	*	58	42	*	*	*	50
11:00	*	*	38	28	*	*	*	33
Total	0	0	2918	2857	0	0	0	2891
Percentage	0.0%	0.0%	100.9%	98.8%	0.0%	0.0%	0.0%	
AM Peak Vol.			07:00 212	07:00 230				07:00 221
PM Peak Vol.			17:00 259	17:00 284				17:00 272

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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/15/10	0	0	0	0	3	0	2	4	0	2	0	0	0	0	11
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:00	0	0	0	0	0	3	0	0	1	0	1	0	0	0	5
05:00	1	0	0	0	0	4	2	3	3	1	0	0	0	0	14
06:00	2	0	1	0	6	17	13	6	0	1	0	0	0	0	46
07:00	2	0	0	2	3	22	43	6	5	0	1	0	0	0	84
08:00	5	0	2	0	9	8	23	19	6	1	0	0	0	0	73
09:00	2	0	2	1	1	11	35	17	7	0	0	0	0	0	76
10:00	0	0	0	0	3	11	26	25	5	3	0	0	0	0	73
11:00	4	0	0	3	2	24	20	23	2	1	0	0	0	0	79
12 PM	0	0	0	3	5	16	33	21	6	1	1	0	0	0	86
13:00	0	0	1	1	7	12	35	15	3	2	0	0	0	0	76
14:00	1	0	0	2	8	33	30	17	6	0	0	0	0	0	97
15:00	0	0	0	1	4	30	55	22	13	1	0	0	0	0	126
16:00	0	0	1	1	5	51	63	26	4	0	0	0	0	0	151
17:00	0	0	0	4	31	56	43	18	7	0	0	0	0	0	159
18:00	0	0	0	1	9	38	47	14	1	1	0	1	0	0	112
19:00	1	0	0	2	0	22	24	10	3	1	0	0	0	0	63
20:00	0	0	0	0	1	12	13	8	6	1	0	0	0	0	41
21:00	0	0	1	1	3	4	16	14	1	1	0	0	0	0	41
22:00	0	0	0	0	4	11	9	8	1	1	0	0	0	0	34
23:00	0	0	0	0	2	4	9	6	3	0	0	0	0	0	24
Total	18	0	8	22	107	390	542	282	84	18	3	1	0	0	1475

Daily
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 52 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 932
 Percent in Pace : 63.2%
 Number of Vehicles > 30 MPH : 1427
 Percent of Vehicles > 30 MPH : 96.7%

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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/16/10	1	0	0	0	1	0	2	5	0	0	0	0	0	0	9
01:00	0	0	0	0	0	4	1	1	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	0	0	0	0	2	1	0	0	0	0	4
05:00	0	0	0	0	0	6	1	3	1	0	0	1	0	0	12
06:00	0	0	1	0	6	13	12	3	2	0	0	0	0	0	37
07:00	3	0	1	0	2	25	31	11	6	1	0	0	0	0	80
08:00	3	0	3	1	8	15	25	19	3	2	0	0	0	0	79
09:00	0	0	1	0	3	7	24	14	7	2	0	0	0	0	58
10:00	1	0	3	2	2	7	28	12	3	1	0	0	0	0	59
11:00	0	0	0	1	3	13	22	16	3	3	0	0	0	0	61
12 PM	0	0	0	0	5	10	31	18	7	1	1	0	0	0	73
13:00	1	2	1	4	3	12	30	24	5	3	1	0	0	0	86
14:00	1	0	0	0	4	17	30	21	5	2	1	0	0	0	81
15:00	2	0	0	1	8	34	56	26	13	1	2	0	0	0	143
16:00	4	0	0	2	9	52	60	32	4	2	0	0	0	0	165
17:00	1	0	1	3	10	56	65	30	6	1	1	0	0	0	174
18:00	2	0	0	2	6	32	39	14	3	1	0	0	0	0	99
19:00	0	0	0	0	3	28	24	13	4	1	0	0	0	0	73
20:00	0	0	0	0	2	19	17	7	5	0	1	0	0	0	51
21:00	0	1	1	1	1	12	10	2	1	0	0	0	0	0	29
22:00	0	0	0	1	2	4	6	4	3	1	1	0	0	0	22
23:00	0	0	0	0	0	1	4	6	5	0	0	0	0	0	16
Total	19	3	12	19	78	368	519	281	88	23	8	1	0	0	1419

Daily
 15th Percentile : 37 MPH
 50th Percentile : 43 MPH
 85th Percentile : 49 MPH
 95th Percentile : 53 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 887
 Percent in Pace : 62.5%
 Number of Vehicles > 30 MPH : 1366
 Percent of Vehicles > 30 MPH : 96.3%

Grand Total	37	3	20	41	185	758	1061	563	172	41	11	2	0	0	2894
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Overall
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 49 MPH
 95th Percentile : 53 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1819
 Percent in Pace : 62.9%
 Number of Vehicles > 30 MPH : 2793
 Percent of Vehicles > 30 MPH : 96.5%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/15/10	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	1	2	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	1	1	1	0	0	0	0	0	0	0	3
04:00	1	0	0	0	1	3	6	0	0	0	0	0	0	0	11
05:00	0	0	0	3	8	13	15	1	0	0	0	0	0	0	40
06:00	1	0	1	10	45	33	6	1	0	0	0	0	0	0	97
07:00	2	0	0	6	47	48	20	5	0	0	0	0	0	0	128
08:00	2	0	1	6	28	62	24	1	1	0	0	0	0	0	125
09:00	1	0	0	2	12	52	25	3	0	0	0	0	0	0	95
10:00	0	0	1	2	17	25	27	1	0	0	0	0	0	0	73
11:00	2	0	0	2	22	32	18	1	0	0	0	0	0	0	77
12 PM	1	0	1	4	13	34	21	0	0	0	0	0	0	0	74
13:00	1	0	0	1	12	34	27	3	0	0	0	0	0	0	78
14:00	2	1	5	0	14	33	17	1	0	0	0	0	0	0	73
15:00	2	0	0	2	20	65	28	0	1	0	0	0	0	0	118
16:00	1	0	0	2	25	56	20	2	0	0	0	0	0	0	106
17:00	0	0	2	10	39	39	9	1	0	0	0	0	0	0	100
18:00	1	0	0	5	20	46	13	1	0	0	0	0	0	0	86
19:00	1	0	0	1	5	22	9	3	0	0	0	0	0	0	41
20:00	0	0	0	1	14	25	6	0	0	0	0	0	0	0	46
21:00	0	0	0	1	11	9	7	0	0	0	0	0	0	0	28
22:00	0	0	1	0	4	14	5	0	0	0	0	0	0	0	24
23:00	0	0	0	0	2	9	2	0	1	0	0	0	0	0	14
Total	18	1	12	58	362	656	309	24	3	0	0	0	0	0	1443

Daily
 15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 42 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 1018
 Percent in Pace : 70.5%
 Number of Vehicles > 30 MPH : 1354
 Percent of Vehicles > 30 MPH : 93.8%

Old Colony Planning Council
 70 School Street
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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/16/10	0	0	0	0	2	0	3	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	2	2	0	1	0	0	0	0	0	5
04:00	0	0	0	0	1	3	7	0	0	0	0	0	0	0	11
05:00	0	0	0	2	9	17	9	0	0	0	0	0	0	0	37
06:00	0	0	3	13	44	28	9	0	1	0	0	0	0	0	98
07:00	0	0	0	16	60	57	17	0	0	0	0	0	0	0	150
08:00	2	0	2	0	20	75	26	6	0	0	0	0	0	0	131
09:00	2	0	0	1	17	41	11	2	1	0	0	0	0	0	75
10:00	1	0	0	2	15	36	23	2	0	0	0	0	0	0	79
11:00	0	0	0	4	10	37	16	3	0	0	0	0	0	0	70
12 PM	1	0	0	2	7	41	17	1	0	0	0	0	0	0	69
13:00	0	0	0	0	12	42	27	3	1	0	0	0	0	0	85
14:00	2	2	2	5	13	27	20	1	0	0	0	0	0	0	72
15:00	1	0	1	1	18	51	16	6	0	0	0	0	0	0	94
16:00	1	0	0	5	29	53	25	1	0	0	0	0	0	0	114
17:00	2	0	0	5	21	59	21	2	0	0	0	0	0	0	110
18:00	2	0	0	3	12	33	22	1	0	0	0	0	0	0	73
19:00	0	0	0	1	16	21	15	1	0	0	0	0	0	0	54
20:00	0	0	0	2	6	23	6	1	0	0	0	0	0	0	38
21:00	0	1	1	0	12	14	1	0	0	0	0	0	0	0	29
22:00	0	0	0	1	5	5	8	1	0	0	0	0	0	0	20
23:00	0	0	0	1	1	8	1	1	0	0	0	0	0	0	12
Total	14	3	9	64	331	677	303	33	4	0	0	0	0	0	1438

Daily
 15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 1008
 Percent in Pace : 70.1%
 Number of Vehicles > 30 MPH : 1348
 Percent of Vehicles > 30 MPH : 93.7%

Grand Total	32	4	21	122	693	1333	612	57	7	0	0	0	0	0	2881
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Overall
 15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 42 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2026
 Percent in Pace : 70.3%
 Number of Vehicles > 30 MPH : 2702
 Percent of Vehicles > 30 MPH : 93.8%

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

SB, NB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/15/10	0	0	0	0	4	0	3	4	0	2	0	0	0	0	13
01:00	0	0	0	0	2	1	2	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	2	1	0	1	0	0	0	0	0	5
04:00	1	0	0	0	1	6	6	0	1	0	1	0	0	0	16
05:00	1	0	0	3	8	17	17	4	3	1	0	0	0	0	54
06:00	3	0	2	10	51	50	19	7	0	1	0	0	0	0	143
07:00	4	0	0	8	50	70	63	11	5	0	1	0	0	0	212
08:00	7	0	3	6	37	70	47	20	7	1	0	0	0	0	198
09:00	3	0	2	3	13	63	60	20	7	0	0	0	0	0	171
10:00	0	0	1	2	20	36	53	26	5	3	0	0	0	0	146
11:00	6	0	0	5	24	56	38	24	2	1	0	0	0	0	156
12 PM	1	0	1	7	18	50	54	21	6	1	1	0	0	0	160
13:00	1	0	1	2	19	46	62	18	3	2	0	0	0	0	154
14:00	3	1	5	2	22	66	47	18	6	0	0	0	0	0	170
15:00	2	0	0	3	24	95	83	22	14	1	0	0	0	0	244
16:00	1	0	1	3	30	107	83	28	4	0	0	0	0	0	257
17:00	0	0	2	14	70	95	52	19	7	0	0	0	0	0	259
18:00	1	0	0	6	29	84	60	15	1	1	0	1	0	0	198
19:00	2	0	0	3	5	44	33	13	3	1	0	0	0	0	104
20:00	0	0	0	1	15	37	19	8	6	1	0	0	0	0	87
21:00	0	0	1	2	14	13	23	14	1	1	0	0	0	0	69
22:00	0	0	1	0	8	25	14	8	1	1	0	0	0	0	58
23:00	0	0	0	0	4	13	11	6	4	0	0	0	0	0	38
Total	36	1	20	80	469	1046	851	306	87	18	3	1	0	0	2918

Daily
 15th Percentile : 34 MPH
 50th Percentile : 40 MPH
 85th Percentile : 45 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1897
 Percent in Pace : 65.0%
 Number of Vehicles > 30 MPH : 2781
 Percent of Vehicles > 30 MPH : 95.3%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

SB, NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12/16/10	1	0	0	0	3	0	5	5	0	0	0	0	0	0	14
01:00	0	0	0	0	0	6	2	2	0	0	0	0	0	0	10
02:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	3	2	0	1	0	0	0	0	0	6
04:00	0	0	0	1	1	3	7	0	2	1	0	0	0	0	15
05:00	0	0	0	2	9	23	10	3	1	0	0	1	0	0	49
06:00	0	0	4	13	50	41	21	3	3	0	0	0	0	0	135
07:00	3	0	1	16	62	82	48	11	6	1	0	0	0	0	230
08:00	5	0	5	1	28	90	51	25	3	2	0	0	0	0	210
09:00	2	0	1	1	20	48	35	16	8	2	0	0	0	0	133
10:00	2	0	3	4	17	43	51	14	3	1	0	0	0	0	138
11:00	0	0	0	5	13	50	38	19	3	3	0	0	0	0	131
12 PM	1	0	0	2	12	51	48	19	7	1	1	0	0	0	142
13:00	1	2	1	4	15	54	57	27	6	3	1	0	0	0	171
14:00	3	2	2	5	17	44	50	22	5	2	1	0	0	0	153
15:00	3	0	1	2	26	85	72	32	13	1	2	0	0	0	237
16:00	5	0	0	7	38	105	85	33	4	2	0	0	0	0	279
17:00	3	0	1	8	31	115	86	32	6	1	1	0	0	0	284
18:00	4	0	0	5	18	65	61	15	3	1	0	0	0	0	172
19:00	0	0	0	1	19	49	39	14	4	1	0	0	0	0	127
20:00	0	0	0	2	8	42	23	8	5	0	1	0	0	0	89
21:00	0	2	2	1	13	26	11	2	1	0	0	0	0	0	58
22:00	0	0	0	2	7	9	14	5	3	1	1	0	0	0	42
23:00	0	0	0	1	1	9	5	7	5	0	0	0	0	0	28
Total	33	6	21	83	409	1045	822	314	92	23	8	1	0	0	2857

Daily
 15th Percentile : 34 MPH
 50th Percentile : 40 MPH
 85th Percentile : 46 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1867
 Percent in Pace : 65.3%
 Number of Vehicles > 30 MPH : 2714
 Percent of Vehicles > 30 MPH : 95.0%

Grand Total	69	7	41	163	878	2091	1673	620	179	41	11	2	0	0	5775
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Overall
 15th Percentile : 34 MPH
 50th Percentile : 40 MPH
 85th Percentile : 45 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 3764
 Percent in Pace : 65.2%
 Number of Vehicles > 30 MPH : 5495
 Percent of Vehicles > 30 MPH : 95.2%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/15/10	0	8	0	0	3	0	0	0	0	0	0	0	0	11	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
04:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5	1
05:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14	1
06:00	0	22	11	1	11	0	0	0	0	0	0	0	0	45	12
07:00	0	55	22	1	6	0	0	0	0	0	0	0	0	84	7
08:00	0	38	20	3	8	1	0	2	0	0	0	0	0	72	14
09:00	0	29	29	1	16	1	0	0	0	0	0	0	0	76	18
10:00	0	34	30	1	7	0	0	1	0	0	0	0	0	73	9
11:00	0	40	24	0	12	1	0	1	0	0	0	0	0	78	14
12 PM	0	40	31	1	14	0	0	0	0	0	0	0	0	86	15
13:00	0	38	28	0	7	2	0	1	0	0	0	0	0	76	10
14:00	0	58	25	1	12	0	0	0	1	0	0	0	0	97	14
15:00	0	62	47	1	15	1	0	0	0	0	0	0	0	126	17
16:00	0	80	53	0	16	1	0	1	0	0	0	0	0	151	18
17:00	0	93	45	0	21	0	0	0	0	0	0	0	0	159	21
18:00	0	74	24	0	13	1	0	0	0	0	0	0	0	112	14
19:00	0	36	20	0	7	0	0	0	0	0	0	0	0	63	7
20:00	0	25	14	0	2	0	0	0	0	0	0	0	0	41	2
21:00	0	25	11	0	5	0	0	0	0	0	0	0	0	41	5
22:00	0	23	9	0	2	0	0	0	0	0	0	0	0	34	2
23:00	0	21	2	0	1	0	0	0	0	0	0	0	0	24	1
Total	0	813	454	10	180	8	0	6	1	0	0	0	0	1472	205
Percent	0.0%	55.2%	30.8%	0.7%	12.2%	0.5%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		13.9%
AM Peak		07:00	10:00	08:00	09:00	08:00		08:00						07:00	09:00
Vol.		55	30	3	16	1		2						84	18
PM Peak		17:00	16:00	12:00	17:00	13:00		13:00	14:00					17:00	17:00
Vol.		93	53	1	21	2		1	1					159	21

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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/15/10	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
04:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11	1
05:00	0	35	5	0	0	0	0	0	0	0	0	0	0	40	0
06:00	0	75	18	1	1	1	0	1	0	0	0	0	0	97	4
07:00	0	105	21	1	0	1	0	0	0	0	0	0	0	128	2
08:00	0	96	25	0	4	0	0	0	0	0	0	0	0	125	4
09:00	0	65	24	0	3	1	0	1	1	0	0	0	0	95	6
10:00	0	51	19	0	2	0	0	1	0	0	0	0	0	73	3
11:00	0	52	21	0	4	0	0	0	0	0	0	0	0	77	4
12 PM	0	58	12	0	3	1	0	0	0	0	0	0	0	74	4
13:00	0	54	21	0	1	1	0	0	0	0	1	0	0	78	3
14:00	0	59	10	2	1	1	0	0	0	0	0	0	0	73	4
15:00	0	87	27	0	2	1	0	0	1	0	0	0	0	118	4
16:00	0	79	22	0	4	1	0	0	0	0	0	0	0	106	5
17:00	0	74	24	0	2	0	0	0	0	0	0	0	0	100	2
18:00	0	79	7	0	0	0	0	0	0	0	0	0	0	86	0
19:00	0	30	10	0	1	0	0	0	0	0	0	0	0	41	1
20:00	0	38	7	0	1	0	0	0	0	0	0	0	0	46	1
21:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0
22:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0
23:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0
Total	0	1110	285	4	30	8	0	3	2	0	1	0	0	1443	48
Percent	0.0%	76.9%	19.8%	0.3%	2.1%	0.6%	0.0%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%		3.3%
AM Peak		07:00	08:00	06:00	08:00	06:00		06:00	09:00					07:00	09:00
Vol.		105	25	1	4	1		1	1					128	6
PM Peak		15:00	15:00	14:00	16:00	12:00			15:00		13:00			15:00	16:00
Vol.		87	27	2	4	1			1		1			118	5

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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/16/10	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
03:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	1
04:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11	0
05:00	0	29	8	0	0	0	0	0	0	0	0	0	0	37	0
06:00	0	81	15	1	1	0	0	0	0	0	0	0	0	98	2
07:00	0	123	23	1	1	2	0	0	0	0	0	0	0	150	4
08:00	1	102	23	0	4	1	0	0	0	0	0	0	0	131	5
09:00	1	55	16	0	1	1	0	0	1	0	0	0	0	75	3
10:00	0	51	21	0	5	2	0	0	0	0	0	0	0	79	7
11:00	0	50	16	0	1	2	0	1	0	0	0	0	0	70	4
12 PM	0	53	11	0	2	2	0	0	1	0	0	0	0	69	5
13:00	1	65	16	0	0	1	0	1	1	0	0	0	0	85	3
14:00	0	56	12	2	0	2	0	0	0	0	0	0	0	72	4
15:00	0	69	22	0	2	0	0	0	1	0	0	0	0	94	3
16:00	0	81	29	1	3	0	0	0	0	0	0	0	0	114	4
17:00	0	84	24	0	2	0	0	0	0	0	0	0	0	110	2
18:00	0	66	7	0	0	0	0	0	0	0	0	0	0	73	0
19:00	0	44	8	0	2	0	0	0	0	0	0	0	0	54	2
20:00	0	32	6	0	0	0	0	0	0	0	0	0	0	38	0
21:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0
22:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0
Total	3	1118	268	5	25	13	0	2	4	0	0	0	0	1438	49
Percent	0.2%	77.7%	18.6%	0.3%	1.7%	0.9%	0.0%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%		3.4%
AM Peak	08:00	07:00	07:00	06:00	10:00	07:00		11:00	09:00					07:00	10:00
Vol.	1	123	23	1	5	2		1	1					150	7
PM Peak	13:00	17:00	16:00	14:00	16:00	12:00		13:00	12:00					16:00	12:00
Vol.	1	84	29	2	3	2		1	1					114	5
Grand Total	3	2228	553	9	55	21	0	5	6	0	1	0	0	2881	97
Percent	0.1%	77.3%	19.2%	0.3%	1.9%	0.7%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%		3.4%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

SB, NB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/15/10	0	10	0	0	3	0	0	0	0	0	0	0	0	13	3
	01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
	04:00	0	9	5	0	2	0	0	0	0	0	0	0	0	16	2
	05:00	0	44	9	0	1	0	0	0	0	0	0	0	0	54	1
	06:00	0	97	29	2	12	1	0	1	0	0	0	0	0	142	16
	07:00	0	160	43	2	6	1	0	0	0	0	0	0	0	212	9
	08:00	0	134	45	3	12	1	0	2	0	0	0	0	0	197	18
	09:00	0	94	53	1	19	2	0	1	1	0	0	0	0	171	24
	10:00	0	85	49	1	9	0	0	2	0	0	0	0	0	146	12
	11:00	0	92	45	0	16	1	0	1	0	0	0	0	0	155	18
	12 PM	0	98	43	1	17	1	0	0	0	0	0	0	0	160	19
	13:00	0	92	49	0	8	3	0	1	0	0	1	0	0	154	13
	14:00	0	117	35	3	13	1	0	0	1	0	0	0	0	170	18
	15:00	0	149	74	1	17	2	0	0	1	0	0	0	0	244	21
	16:00	0	159	75	0	20	2	0	1	0	0	0	0	0	257	23
	17:00	0	167	69	0	23	0	0	0	0	0	0	0	0	259	23
	18:00	0	153	31	0	13	1	0	0	0	0	0	0	0	198	14
	19:00	0	66	30	0	8	0	0	0	0	0	0	0	0	104	8
	20:00	0	63	21	0	3	0	0	0	0	0	0	0	0	87	3
	21:00	0	49	15	0	5	0	0	0	0	0	0	0	0	69	5
	22:00	0	44	12	0	2	0	0	0	0	0	0	0	0	58	2
	23:00	0	33	4	0	1	0	0	0	0	0	0	0	0	38	1
	Total	0	1923	739	14	210	16	0	9	3	0	1	0	0	2915	253
	Percent	0.0%	66.0%	25.4%	0.5%	7.2%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		8.7%
	AM Peak		07:00	09:00	08:00	09:00	09:00		08:00	09:00					07:00	09:00
	Vol.		160	53	3	19	2		2	1					212	24
	PM Peak		17:00	16:00	14:00	17:00	13:00		13:00	14:00		13:00			17:00	16:00
	Vol.		167	75	3	23	3		1	1		1			259	23

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #15
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Pond St

SB, NB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/16/10	0	12	0	0	2	0	0	0	0	0	0	0	0	14	2
	01:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10	1
	02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
	03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6	1
	04:00	0	7	6	0	2	0	0	0	0	0	0	0	0	15	2
	05:00	0	34	14	0	1	0	0	0	0	0	0	0	0	49	1
	06:00	0	98	26	2	9	0	0	0	0	0	0	0	0	135	11
	07:00	0	168	48	1	9	4	0	0	0	0	0	0	0	230	14
	08:00	1	134	51	1	16	5	0	1	0	0	0	0	0	209	23
	09:00	1	86	38	0	5	2	0	0	1	0	0	0	0	133	8
	10:00	0	82	40	1	13	2	0	0	0	0	0	0	0	138	16
	11:00	0	82	33	1	9	4	0	2	0	0	0	0	0	131	16
	12 PM	0	90	34	0	14	3	0	0	1	0	0	0	0	142	18
	13:00	2	106	53	0	5	3	0	1	1	0	0	0	0	171	10
	14:00	0	98	36	3	12	4	0	0	0	0	0	0	0	153	19
	15:00	0	142	65	1	26	0	0	2	1	0	0	0	0	237	30
	16:00	0	176	80	2	19	0	0	2	0	0	0	0	0	279	23
	17:00	0	190	72	0	22	0	0	0	0	0	0	0	0	284	22
	18:00	0	140	21	0	11	0	0	0	0	0	0	0	0	172	11
	19:00	0	82	36	0	9	0	0	0	0	0	0	0	0	127	9
	20:00	0	66	20	0	3	0	0	0	0	0	0	0	0	89	3
	21:00	0	47	9	0	2	0	0	0	0	0	0	0	0	58	2
	22:00	0	31	8	0	3	0	0	0	0	0	0	0	0	42	3
	23:00	0	19	5	0	4	0	0	0	0	0	0	0	0	28	4
	Total	4	1906	697	12	198	27	0	8	4	0	0	0	0	2856	249
	Percent	0.1%	66.7%	24.4%	0.4%	6.9%	0.9%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		8.7%
	AM Peak	08:00	07:00	08:00	06:00	08:00	08:00		11:00	09:00					07:00	08:00
	Vol.	1	168	51	2	16	5		2	1					230	23
	PM Peak	13:00	17:00	16:00	14:00	15:00	14:00		15:00	12:00					17:00	15:00
	Vol.	2	190	80	3	26	4		2	1					284	30
	Grand Total	4	3829	1436	26	408	43	0	17	7	0	1	0	0	5771	502
	Percent	0.1%	66.3%	24.9%	0.5%	7.1%	0.7%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		8.7%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

Start Time	13-Dec-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	10	3	7	3	*	*	*	*	*	*	8	3
01:00	*	*	*	*	1	2	7	4	*	*	*	*	*	*	4	3
02:00	*	*	*	*	1	0	1	4	*	*	*	*	*	*	1	2
03:00	*	*	*	*	1	2	1	4	*	*	*	*	*	*	1	3
04:00	*	*	*	*	3	10	2	11	*	*	*	*	*	*	2	10
05:00	*	*	*	*	10	38	7	34	*	*	*	*	*	*	8	36
06:00	*	*	*	*	37	93	30	87	*	*	*	*	*	*	34	90
07:00	*	*	*	*	64	115	64	137	*	*	*	*	*	*	64	126
08:00	*	*	*	*	68	113	68	109	*	*	*	*	*	*	68	111
09:00	*	*	*	*	63	81	52	66	*	*	*	*	*	*	58	74
10:00	*	*	*	*	58	67	55	67	*	*	*	*	*	*	56	67
11:00	*	*	*	*	62	71	51	55	*	*	*	*	*	*	56	63
12:00 PM	*	*	*	*	76	67	61	67	*	*	*	*	*	*	68	67
01:00	*	*	*	*	73	69	81	75	*	*	*	*	*	*	77	72
02:00	*	*	*	*	88	76	71	66	*	*	*	*	*	*	80	71
03:00	*	*	*	*	120	104	128	83	*	*	*	*	*	*	124	94
04:00	*	*	*	*	130	95	147	103	*	*	*	*	*	*	138	99
05:00	*	*	*	*	137	88	155	86	*	*	*	*	*	*	146	87
06:00	*	*	*	*	96	63	80	60	*	*	*	*	*	*	88	62
07:00	*	*	*	*	55	32	61	44	*	*	*	*	*	*	58	38
08:00	*	*	*	*	35	41	43	34	*	*	*	*	*	*	39	38
09:00	*	*	*	*	37	22	25	25	*	*	*	*	*	*	31	24
10:00	*	*	*	*	25	23	18	17	*	*	*	*	*	*	22	20
11:00	*	*	*	*	21	10	14	12	*	*	*	*	*	*	18	11
Total	0	0	0	0	1271	1285	1229	1253	0	0	0	0	0	0	1249	1271
Day	0	0	0	0	2556		2482		0	0	0	0	0	0	2520	
AM Peak					08:00	07:00	08:00	07:00							08:00	07:00
Vol.					68	115	68	137							68	126
PM Peak					17:00	15:00	17:00	16:00							17:00	16:00
Vol.					137	104	155	103							146	99

Comb. Total 0 0 2556 2482 0 0 0 2520

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

Start Time	15-Dec-10 Wed		SB		NB		Combined		16-Dec-Thu		SB		NB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	2	20	1	17	3	37	5	15	1	14	6	29				
12:15	2	18	1	17	3	35	1	11	1	16	2	27				
12:30	2	18	0	16	2	34	1	21	1	20	2	41				
12:45	4	20	1	17	5	37	0	14	0	17	0	31				
01:00	0	11	0	11	0	22	3	11	0	22	3	33				
01:15	0	20	2	18	2	38	1	26	3	22	4	48				
01:30	0	22	0	15	0	37	3	22	0	15	3	37				
01:45	1	20	0	25	1	45	0	22	1	16	1	38				
02:00	0	14	0	16	0	30	1	14	0	14	1	28				
02:15	1	28	0	19	1	47	0	16	0	14	0	30				
02:30	0	24	0	21	0	45	0	14	3	23	3	37				
02:45	0	22	0	20	0	42	0	27	1	15	1	42				
03:00	1	21	0	25	1	46	0	21	1	18	1	39				
03:15	0	34	1	25	1	59	1	35	1	24	2	59				
03:30	0	30	0	27	0	57	0	30	1	26	1	56				
03:45	0	35	1	27	1	62	0	42	1	15	1	57				
04:00	0	35	1	29	1	64	1	39	1	26	2	65				
04:15	2	36	2	19	4	55	0	36	2	25	2	61				
04:30	0	28	1	23	1	51	0	31	1	23	1	54				
04:45	1	31	6	24	7	55	1	41	7	29	8	70				
05:00	0	40	1	23	1	63	1	41	4	19	5	60				
05:15	2	28	10	22	12	50	2	38	6	26	8	64				
05:30	4	28	13	22	17	50	4	37	10	19	14	56				
05:45	4	41	14	21	18	62	0	39	14	22	14	61				
06:00	3	27	16	17	19	44	3	21	18	21	21	42				
06:15	7	35	23	18	30	53	4	27	22	13	26	40				
06:30	10	21	22	13	32	34	9	9	25	12	34	21				
06:45	17	13	32	15	49	28	14	23	22	14	36	37				
07:00	10	16	30	9	40	25	9	13	28	13	37	26				
07:15	13	19	33	9	46	28	15	17	35	15	50	32				
07:30	21	5	22	8	43	13	19	17	37	10	56	27				
07:45	20	15	30	6	50	21	21	14	37	6	58	20				
08:00	26	9	28	12	54	21	24	14	25	8	49	22				
08:15	15	10	28	13	43	23	18	10	39	7	57	17				
08:30	10	10	33	10	43	20	12	13	29	11	41	24				
08:45	17	6	24	6	41	12	14	6	16	8	30	14				
09:00	15	7	19	6	34	13	10	6	17	7	27	13				
09:15	16	16	21	7	37	23	15	2	22	8	37	10				
09:30	13	7	24	5	37	12	12	10	15	4	27	14				
09:45	19	7	17	4	36	11	15	7	12	6	27	13				
10:00	27	10	11	4	38	14	7	5	16	6	23	11				
10:15	13	5	24	8	37	13	18	6	12	4	30	10				
10:30	9	7	19	5	28	12	13	4	19	6	32	10				
10:45	9	3	13	6	22	9	17	3	20	1	37	4				
11:00	18	7	18	2	36	9	9	4	16	3	25	7				
11:15	14	7	21	5	35	12	18	6	13	7	31	13				
11:30	21	4	20	3	41	7	13	2	12	1	25	3				
11:45	9	3	12	0	21	3	11	2	14	1	25	3				
Total	378	893	595	690	973	1583	345	884	581	672	926	1556				
Day Total	1271		1285		2556		1229		1253		2482					
% Total	0.0%	14.8%	34.9%	23.3%	27.0%		13.9%	35.6%	23.4%	27.1%						
Peak	07:30	05:00	07:45	03:15	07:15	03:15	07:30	04:45	07:30	04:00	07:30	04:00				
Vol.	82	137	119	108	193	242	82	157	138	103	220	250				
P.H.F.	0.788	0.835	0.902	0.931	0.894	0.945	0.854	0.957	0.885	0.888	0.948	0.893				

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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

Start Time	13-Dec-10 Mon	14-Dec-10 Tue	15-Dec-10 Wed	16-Dec-10 Thu	17-Dec-10 Fri	18-Dec-10 Sat	19-Dec-10 Sun	Week Average
12:00 AM	*	*	13	10	*	*	*	12
01:00	*	*	3	11	*	*	*	7
02:00	*	*	1	5	*	*	*	3
03:00	*	*	3	5	*	*	*	4
04:00	*	*	13	13	*	*	*	13
05:00	*	*	48	41	*	*	*	44
06:00	*	*	130	117	*	*	*	124
07:00	*	*	179	201	*	*	*	190
08:00	*	*	181	177	*	*	*	179
09:00	*	*	144	118	*	*	*	131
10:00	*	*	125	122	*	*	*	124
11:00	*	*	133	106	*	*	*	120
12:00 PM	*	*	143	128	*	*	*	136
01:00	*	*	142	156	*	*	*	149
02:00	*	*	164	137	*	*	*	150
03:00	*	*	224	211	*	*	*	218
04:00	*	*	225	250	*	*	*	238
05:00	*	*	225	241	*	*	*	233
06:00	*	*	159	140	*	*	*	150
07:00	*	*	87	105	*	*	*	96
08:00	*	*	76	77	*	*	*	76
09:00	*	*	59	50	*	*	*	54
10:00	*	*	48	35	*	*	*	42
11:00	*	*	31	26	*	*	*	28
Total	0	0	2556	2482	0	0	0	2521
Percentage	0.0%	0.0%	101.4%	98.5%	0.0%	0.0%	0.0%	
AM Peak Vol.			08:00 181	07:00 201				07:00 190
PM Peak Vol.			16:00 225	16:00 250				16:00 238

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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/15/10	0	0	0	0	1	4	2	3	0	0	0	0	0	0	10
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
05:00	0	0	0	0	1	5	3	1	0	0	0	0	0	0	10
06:00	0	0	0	4	5	19	7	2	0	0	0	0	0	0	37
07:00	0	0	0	1	5	33	19	6	0	0	0	0	0	0	64
08:00	3	0	0	5	11	29	15	4	1	0	0	0	0	0	68
09:00	0	0	0	3	7	33	16	4	0	0	0	0	0	0	63
10:00	0	0	0	1	9	23	22	3	0	0	0	0	0	0	58
11:00	0	0	1	2	6	25	24	4	0	0	0	0	0	0	62
12 PM	0	0	1	1	11	32	26	4	1	0	0	0	0	0	76
13:00	0	0	0	2	9	38	20	3	1	0	0	0	0	0	73
14:00	0	0	0	7	14	34	25	7	1	0	0	0	0	0	88
15:00	2	0	0	1	18	53	42	4	0	0	0	0	0	0	120
16:00	1	0	1	2	24	61	39	2	0	0	0	0	0	0	130
17:00	1	0	2	5	33	70	23	3	0	0	0	0	0	0	137
18:00	0	0	0	0	19	46	27	2	0	2	0	0	0	0	96
19:00	1	0	0	0	2	34	14	4	0	0	0	0	0	0	55
20:00	0	0	0	0	0	17	15	2	1	0	0	0	0	0	35
21:00	1	0	0	0	3	17	13	1	2	0	0	0	0	0	37
22:00	0	0	0	0	1	15	7	2	0	0	0	0	0	0	25
23:00	1	0	0	0	3	9	5	3	0	0	0	0	0	0	21
Total	10	0	5	35	183	599	364	65	8	2	0	0	0	0	1271

Daily
 15th Percentile : 34 MPH
 50th Percentile : 39 MPH
 85th Percentile : 44 MPH
 95th Percentile : 46 MPH
 Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 963
 Percent in Pace : 75.8%
 Number of Vehicles > 30 MPH : 1221
 Percent of Vehicles > 30 MPH : 96.1%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/16/10	0	0	0	0	1	3	3	0	0	0	0	0	0	0	7
01:00	0	0	0	0	2	3	1	1	0	0	0	0	0	0	7
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:00	0	0	0	0	0	5	2	0	0	0	0	0	0	0	7
06:00	0	0	1	2	8	11	7	1	0	0	0	0	0	0	30
07:00	1	0	3	1	4	25	26	4	0	0	0	0	0	0	64
08:00	1	0	1	4	9	30	21	2	0	0	0	0	0	0	68
09:00	0	0	0	2	10	17	21	2	0	0	0	0	0	0	52
10:00	2	0	0	0	7	23	20	3	0	0	0	0	0	0	55
11:00	0	0	0	1	5	21	20	4	0	0	0	0	0	0	51
12 PM	0	0	2	0	10	31	16	2	0	0	0	0	0	0	61
13:00	0	0	0	1	12	23	38	7	0	0	0	0	0	0	81
14:00	0	0	0	2	9	27	28	5	0	0	0	0	0	0	71
15:00	1	0	1	7	9	64	40	5	1	0	0	0	0	0	128
16:00	2	0	1	2	17	90	28	6	0	1	0	0	0	0	147
17:00	4	0	0	2	28	70	48	3	0	0	0	0	0	0	155
18:00	0	0	0	0	7	40	30	3	0	0	0	0	0	0	80
19:00	0	0	0	0	9	31	17	4	0	0	0	0	0	0	61
20:00	0	0	0	1	2	19	15	4	2	0	0	0	0	0	43
21:00	0	0	0	0	2	10	10	3	0	0	0	0	0	0	25
22:00	0	0	0	1	2	5	5	3	2	0	0	0	0	0	18
23:00	0	0	0	0	1	2	7	3	1	0	0	0	0	0	14
Total	11	0	9	26	155	551	404	66	6	1	0	0	0	0	1229

Daily
 15th Percentile : 35 MPH
 50th Percentile : 39 MPH
 85th Percentile : 44 MPH
 95th Percentile : 46 MPH
 Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 955
 Percent in Pace : 77.7%
 Number of Vehicles > 30 MPH : 1183
 Percent of Vehicles > 30 MPH : 96.3%

Grand Total	21	0	14	61	338	1150	768	131	14	3	0	0	0	0	2500
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Overall
 15th Percentile : 35 MPH
 50th Percentile : 39 MPH
 85th Percentile : 44 MPH
 95th Percentile : 46 MPH
 Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1918
 Percent in Pace : 76.7%
 Number of Vehicles > 30 MPH : 2404
 Percent of Vehicles > 30 MPH : 96.2%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12/15/10	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	1	1	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	0
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	2	3	4	0	1	0	0	0	0	0	10
05:00	0	0	0	1	1	6	17	11	2	0	0	0	0	0	0	38
06:00	0	0	0	0	8	35	36	12	1	1	0	0	0	0	0	93
07:00	2	0	0	2	1	26	52	21	11	0	0	0	0	0	0	115
08:00	2	0	0	0	7	15	57	28	3	1	0	0	0	0	0	113
09:00	0	0	0	2	5	23	25	22	4	0	0	0	0	0	0	81
10:00	1	0	1	1	2	28	20	9	5	0	0	0	0	0	0	67
11:00	1	1	0	2	7	21	19	19	1	0	0	0	0	0	0	71
12 PM	0	0	3	3	4	19	29	8	1	0	0	0	0	0	0	67
13:00	0	0	0	0	3	18	26	18	4	0	0	0	0	0	0	69
14:00	4	0	1	2	7	22	28	8	3	1	0	0	0	0	0	76
15:00	3	0	1	1	1	31	44	16	6	1	0	0	0	0	0	104
16:00	1	0	2	3	7	23	42	16	1	0	0	0	0	0	0	95
17:00	2	0	0	2	16	35	26	6	1	0	0	0	0	0	0	88
18:00	0	0	0	1	6	21	21	12	1	0	1	0	0	0	0	63
19:00	1	0	0	0	3	7	11	6	3	0	1	0	0	0	0	32
20:00	0	0	0	0	2	14	18	6	1	0	0	0	0	0	0	41
21:00	1	0	0	0	1	6	7	5	1	1	0	0	0	0	0	22
22:00	1	0	0	1	1	7	12	1	0	0	0	0	0	0	0	23
23:00	0	0	0	0	1	2	5	2	0	0	0	0	0	0	0	10
Total	19	1	8	22	85	363	499	231	49	6	2	0	0	0	0	1285

Daily
 15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 862
 Percent in Pace : 67.1%
 Number of Vehicles > 30 MPH : 1235
 Percent of Vehicles > 30 MPH : 96.1%

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

NB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/16/10	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
01:00	0	0	0	1	1	1	0	1	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	1	0	0	3	0	0	0	0	0	4
04:00	0	0	0	0	0	1	6	1	2	1	0	0	0	0	11
05:00	0	0	0	1	1	7	17	8	0	0	0	0	0	0	34
06:00	1	0	0	1	10	25	40	9	1	0	0	0	0	0	87
07:00	1	0	0	2	4	35	65	25	4	1	0	0	0	0	137
08:00	2	0	0	0	3	18	62	17	5	2	0	0	0	0	109
09:00	0	0	0	0	6	15	32	8	5	0	0	0	0	0	66
10:00	0	0	0	1	5	18	29	11	3	0	0	0	0	0	67
11:00	0	0	0	0	3	14	22	13	3	0	0	0	0	0	55
12 PM	0	1	0	2	5	17	22	16	3	1	0	0	0	0	67
13:00	1	0	0	1	5	10	35	18	5	0	0	0	0	0	75
14:00	0	0	2	0	5	14	27	16	2	0	0	0	0	0	66
15:00	2	0	1	1	3	22	34	13	7	0	0	0	0	0	83
16:00	4	0	0	0	6	25	46	18	4	0	0	0	0	0	103
17:00	3	0	2	1	5	23	43	8	1	0	0	0	0	0	86
18:00	0	0	0	1	2	19	26	11	1	0	0	0	0	0	60
19:00	0	0	2	0	1	12	17	12	0	0	0	0	0	0	44
20:00	0	0	0	0	2	8	16	6	2	0	0	0	0	0	34
21:00	0	0	0	0	0	9	15	0	0	1	0	0	0	0	25
22:00	0	0	0	1	1	1	7	5	2	0	0	0	0	0	17
23:00	0	0	0	0	2	3	5	2	0	0	0	0	0	0	12
Total	14	1	7	13	70	298	572	219	53	6	0	0	0	0	1253

Daily
 15th Percentile : 37 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 870
 Percent in Pace : 69.4%
 Number of Vehicles > 30 MPH : 1218
 Percent of Vehicles > 30 MPH : 97.2%

Grand Total	33	2	15	35	155	661	1071	450	102	12	2	0	0	0	2538
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Overall
 15th Percentile : 37 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 50 MPH
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1732
 Percent in Pace : 68.2%
 Number of Vehicles > 30 MPH : 2453
 Percent of Vehicles > 30 MPH : 96.7%

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

SB, NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12/15/10	0	0	0	1	1	4	3	4	0	0	0	0	0	0	13
01:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
04:00	0	0	0	0	1	3	3	5	0	1	0	0	0	0	13
05:00	0	0	0	1	2	11	20	12	2	0	0	0	0	0	48
06:00	0	0	0	4	13	54	43	14	1	1	0	0	0	0	130
07:00	2	0	0	3	6	59	71	27	11	0	0	0	0	0	179
08:00	5	0	0	5	18	44	72	32	4	1	0	0	0	0	181
09:00	0	0	0	5	12	56	41	26	4	0	0	0	0	0	144
10:00	1	0	1	2	11	51	42	12	5	0	0	0	0	0	125
11:00	1	1	1	4	13	46	43	23	1	0	0	0	0	0	133
12 PM	0	0	4	4	15	51	55	12	2	0	0	0	0	0	143
13:00	0	0	0	2	12	56	46	21	5	0	0	0	0	0	142
14:00	4	0	1	9	21	56	53	15	4	1	0	0	0	0	164
15:00	5	0	1	2	19	84	86	20	6	1	0	0	0	0	224
16:00	2	0	3	5	31	84	81	18	1	0	0	0	0	0	225
17:00	3	0	2	7	49	105	49	9	1	0	0	0	0	0	225
18:00	0	0	0	1	25	67	48	14	1	2	1	0	0	0	159
19:00	2	0	0	0	5	41	25	10	3	0	1	0	0	0	87
20:00	0	0	0	0	2	31	33	8	2	0	0	0	0	0	76
21:00	2	0	0	0	4	23	20	6	3	1	0	0	0	0	59
22:00	1	0	0	1	2	22	19	3	0	0	0	0	0	0	48
23:00	1	0	0	0	4	11	10	5	0	0	0	0	0	0	31
Total	29	1	13	57	268	962	863	296	57	8	2	0	0	0	2556

Daily
 15th Percentile : 36 MPH
 50th Percentile : 40 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1825
 Percent in Pace : 71.4%
 Number of Vehicles > 30 MPH : 2456
 Percent of Vehicles > 30 MPH : 96.1%

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

SB, NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12/16/10	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	10
01:00	0	0	0	1	3	4	1	2	0	0	0	0	0	0	0	11
02:00	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	5
04:00	0	0	0	0	1	1	6	2	2	1	0	0	0	0	0	13
05:00	0	0	0	1	1	12	19	8	0	0	0	0	0	0	0	41
06:00	1	0	1	3	18	36	47	10	1	0	0	0	0	0	0	117
07:00	2	0	3	3	8	60	91	29	4	1	0	0	0	0	0	201
08:00	3	0	1	4	12	48	83	19	5	2	0	0	0	0	0	177
09:00	0	0	0	2	16	32	53	10	5	0	0	0	0	0	0	118
10:00	2	0	0	1	12	41	49	14	3	0	0	0	0	0	0	122
11:00	0	0	0	1	8	35	42	17	3	0	0	0	0	0	0	106
12 PM	0	1	2	2	15	48	38	18	3	1	0	0	0	0	0	128
13:00	1	0	0	2	17	33	73	25	5	0	0	0	0	0	0	156
14:00	0	0	2	2	14	41	55	21	2	0	0	0	0	0	0	137
15:00	3	0	2	8	12	86	74	18	8	0	0	0	0	0	0	211
16:00	6	0	1	2	23	115	74	24	4	1	0	0	0	0	0	250
17:00	7	0	2	3	33	93	91	11	1	0	0	0	0	0	0	241
18:00	0	0	0	1	9	59	56	14	1	0	0	0	0	0	0	140
19:00	0	0	2	0	10	43	34	16	0	0	0	0	0	0	0	105
20:00	0	0	0	1	4	27	31	10	4	0	0	0	0	0	0	77
21:00	0	0	0	0	2	19	25	3	0	1	0	0	0	0	0	50
22:00	0	0	0	2	3	6	12	8	4	0	0	0	0	0	0	35
23:00	0	0	0	0	3	5	12	5	1	0	0	0	0	0	0	26
Total	25	1	16	39	225	849	976	285	59	7	0	0	0	0	0	2482

Daily
 15th Percentile : 36 MPH
 50th Percentile : 41 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH
 Mean Speed(Average) : 41 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 1825
 Percent in Pace : 73.5%
 Number of Vehicles > 30 MPH : 2401
 Percent of Vehicles > 30 MPH : 96.7%

Grand Total	54	2	29	96	493	1811	1839	581	116	15	2	0	0	0	0	5038
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Overall
 15th Percentile : 36 MPH
 50th Percentile : 41 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 3650
 Percent in Pace : 72.4%
 Number of Vehicles > 30 MPH : 4857
 Percent of Vehicles > 30 MPH : 96.4%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
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 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/15/10	0	7	2	0	1	0	0	0	0	0	0	0	0	10	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0
06:00	0	21	12	1	3	0	0	0	0	0	0	0	0	37	4
07:00	0	40	22	0	1	1	0	0	0	0	0	0	0	64	2
08:00	0	38	20	3	4	1	0	2	0	0	0	0	0	68	10
09:00	0	33	20	2	7	1	0	0	0	0	0	0	0	63	10
10:00	0	36	20	1	0	0	0	1	0	0	0	0	0	58	2
11:00	0	40	15	0	5	1	0	1	0	0	0	0	0	62	7
12 PM	0	40	29	0	6	1	0	0	0	0	0	0	0	76	7
13:00	0	44	24	0	4	1	0	0	0	0	0	0	0	73	5
14:00	0	58	21	1	7	0	0	0	1	0	0	0	0	88	9
15:00	0	72	41	1	5	1	0	0	0	0	0	0	0	120	7
16:00	0	74	45	0	9	1	0	1	0	0	0	0	0	130	11
17:00	0	89	37	0	11	0	0	0	0	0	0	0	0	137	11
18:00	0	71	20	0	5	0	0	0	0	0	0	0	0	96	5
19:00	0	42	10	0	3	0	0	0	0	0	0	0	0	55	3
20:00	0	25	8	0	2	0	0	0	0	0	0	0	0	35	2
21:00	0	30	6	0	1	0	0	0	0	0	0	0	0	37	1
22:00	0	18	6	0	1	0	0	0	0	0	0	0	0	25	1
23:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0
Total	0	808	365	9	75	8	0	5	1	0	0	0	0	1271	98
Percent	0.0%	63.6%	28.7%	0.7%	5.9%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		7.7%
AM Peak		07:00	07:00	08:00	09:00	07:00		08:00						08:00	08:00
Vol.		40	22	3	7	1		2						68	10
PM Peak		17:00	16:00	14:00	17:00	12:00		16:00	14:00					17:00	16:00
Vol.		89	45	1	11	1		1	1					137	11

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

NB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/15/10	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0
	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
	04:00	0	4	2	0	4	0	0	0	0	0	0	0	0	10	4
	05:00	0	18	15	0	4	0	0	1	0	0	0	0	0	38	5
	06:00	0	36	41	2	14	0	0	0	0	0	0	0	0	93	16
	07:00	0	45	53	1	15	1	0	0	0	0	0	0	0	115	17
	08:00	0	45	49	1	18	0	0	0	0	0	0	0	0	113	19
	09:00	0	30	25	1	22	0	0	2	1	0	0	0	0	81	26
	10:00	0	26	24	0	15	0	0	2	0	0	0	0	0	67	17
	11:00	0	27	28	0	15	0	0	1	0	0	0	0	0	71	16
	12 PM	0	33	20	0	13	1	0	0	0	0	0	0	0	67	14
	13:00	0	20	33	1	14	0	0	1	0	0	0	0	0	69	16
	14:00	0	38	23	2	12	1	0	0	0	0	0	0	0	76	15
	15:00	0	43	35	1	22	1	0	1	1	0	0	0	0	104	26
	16:00	0	36	34	1	24	0	0	0	0	0	0	0	0	95	25
	17:00	0	36	31	0	21	0	0	0	0	0	0	0	0	88	21
	18:00	0	33	27	0	3	0	0	0	0	0	0	0	0	63	3
	19:00	0	13	11	0	8	0	0	0	0	0	0	0	0	32	8
	20:00	0	13	23	0	5	0	0	0	0	0	0	0	0	41	5
	21:00	0	12	7	0	3	0	0	0	0	0	0	0	0	22	3
	22:00	0	11	10	0	2	0	0	0	0	0	0	0	0	23	2
	23:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10	1
	Total	0	531	495	10	235	4	0	8	2	0	0	0	0	1285	259
	Percent	0.0%	41.3%	38.5%	0.8%	18.3%	0.3%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%		20.2%
	AM Peak		07:00	07:00	06:00	09:00	07:00		09:00	09:00					07:00	09:00
	Vol.		45	53	2	22	1		2	1					115	26
	PM Peak		15:00	15:00	14:00	16:00	12:00		13:00	15:00					15:00	15:00
	Vol.		43	35	2	24	1		1	1					104	26

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

NB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/16/10	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
	01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
	02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0
	03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4	1
	04:00	0	1	5	0	5	0	0	0	0	0	0	0	0	11	5
	05:00	0	14	12	0	8	0	0	0	0	0	0	0	0	34	8
	06:00	0	46	30	1	10	0	0	0	0	0	0	0	0	87	11
	07:00	0	66	52	1	16	2	0	0	0	0	0	0	0	137	19
	08:00	1	36	50	0	21	1	0	0	0	0	0	0	0	109	22
	09:00	0	21	30	0	13	2	0	0	0	0	0	0	0	66	15
	10:00	0	21	28	1	15	1	0	1	0	0	0	0	0	67	18
	11:00	0	19	22	1	11	1	0	1	0	0	0	0	0	55	14
	12 PM	0	21	30	1	12	2	0	0	1	0	0	0	0	67	16
	13:00	0	24	37	0	9	1	0	3	1	0	0	0	0	75	14
	14:00	0	32	18	2	12	2	0	0	0	0	0	0	0	66	16
	15:00	0	28	32	1	21	0	0	0	1	0	0	0	0	83	23
	16:00	0	38	41	0	24	0	0	0	0	0	0	0	0	103	24
	17:00	0	34	33	0	19	0	0	0	0	0	0	0	0	86	19
	18:00	0	25	27	0	8	0	0	0	0	0	0	0	0	60	8
	19:00	0	24	16	0	4	0	0	0	0	0	0	0	0	44	4
	20:00	0	17	12	0	5	0	0	0	0	0	0	0	0	34	5
	21:00	0	10	11	0	4	0	0	0	0	0	0	0	0	25	4
	22:00	0	10	6	0	1	0	0	0	0	0	0	0	0	17	1
	23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0
	Total	1	508	497	8	219	12	0	5	3	0	0	0	0	1253	247
	Percent	0.1%	40.5%	39.7%	0.6%	17.5%	1.0%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%		19.7%
	AM Peak	08:00	07:00	07:00	06:00	08:00	07:00		10:00						07:00	08:00
	Vol.	1	66	52	1	21	2		1						137	22
	PM Peak		16:00	16:00	14:00	16:00	12:00		13:00	12:00					16:00	16:00
	Vol.		38	41	2	24	2		3	1					103	24
	Grand Total	1	1039	992	18	454	16	0	13	5	0	0	0	0	2538	506
	Percent	0.0%	40.9%	39.1%	0.7%	17.9%	0.6%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%		19.9%

Old Colony Planning Council
 70 School Street
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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

SB, NB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/15/10	0	8	4	0	1	0	0	0	0	0	0	0	0	13	1
	01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	03:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
	04:00	0	6	3	0	4	0	0	0	0	0	0	0	0	13	4
	05:00	0	25	18	0	4	0	0	1	0	0	0	0	0	48	5
	06:00	0	57	53	3	17	0	0	0	0	0	0	0	0	130	20
	07:00	0	85	75	1	16	2	0	0	0	0	0	0	0	179	19
	08:00	0	83	69	4	22	1	0	2	0	0	0	0	0	181	29
	09:00	0	63	45	3	29	1	0	2	1	0	0	0	0	144	36
	10:00	0	62	44	1	15	0	0	3	0	0	0	0	0	125	19
	11:00	0	67	43	0	20	1	0	2	0	0	0	0	0	133	23
	12 PM	0	73	49	0	19	2	0	0	0	0	0	0	0	143	21
	13:00	0	64	57	1	18	1	0	1	0	0	0	0	0	142	21
	14:00	0	96	44	3	19	1	0	0	1	0	0	0	0	164	24
	15:00	0	115	76	2	27	2	0	1	1	0	0	0	0	224	33
	16:00	0	110	79	1	33	1	0	1	0	0	0	0	0	225	36
	17:00	0	125	68	0	32	0	0	0	0	0	0	0	0	225	32
	18:00	0	104	47	0	8	0	0	0	0	0	0	0	0	159	8
	19:00	0	55	21	0	11	0	0	0	0	0	0	0	0	87	11
	20:00	0	38	31	0	7	0	0	0	0	0	0	0	0	76	7
	21:00	0	42	13	0	4	0	0	0	0	0	0	0	0	59	4
	22:00	0	29	16	0	3	0	0	0	0	0	0	0	0	48	3
	23:00	0	29	1	0	1	0	0	0	0	0	0	0	0	31	1
	Total	0	1339	860	19	310	12	0	13	3	0	0	0	0	2556	357
	Percent	0.0%	52.4%	33.6%	0.7%	12.1%	0.5%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%		14.0%
	AM Peak		07:00	07:00	08:00	09:00	07:00		10:00	09:00					08:00	09:00
	Vol.		85	75	4	29	2		3	1					181	36
	PM Peak		17:00	16:00	14:00	16:00	12:00		13:00	14:00					16:00	16:00
	Vol.		125	79	3	33	2		1	1					225	36

Old Colony Planning Council
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Community: Halifax
 Com#_UR/FC: 118_U6
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 15-Dec-10
 Date End: 16-Dec-10
 Elm St, south of Furnace St

SB, NB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/16/10	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0
	01:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11	1
	02:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0
	03:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5	1
	04:00	0	2	5	0	6	0	0	0	0	0	0	0	0	13	6
	05:00	0	17	16	0	8	0	0	0	0	0	0	0	0	41	8
	06:00	0	62	41	2	12	0	0	0	0	0	0	0	0	117	14
	07:00	0	108	69	1	18	5	0	0	0	0	0	0	0	201	24
	08:00	1	67	78	1	24	5	0	1	0	0	0	0	0	177	31
	09:00	0	52	47	0	16	3	0	0	0	0	0	0	0	118	19
	10:00	3	50	47	2	18	1	0	1	0	0	0	0	0	122	22
	11:00	0	45	41	2	13	3	0	2	0	0	0	0	0	106	20
	12 PM	0	49	57	1	17	3	0	0	1	0	0	0	0	128	22
	13:00	0	76	61	0	11	4	0	3	1	0	0	0	0	156	19
	14:00	0	74	38	3	17	4	0	1	0	0	0	0	0	137	25
	15:00	0	102	72	2	32	0	0	2	1	0	0	0	0	211	37
	16:00	0	142	76	1	30	0	0	1	0	0	0	0	0	250	32
	17:00	0	139	79	0	23	0	0	0	0	0	0	0	0	241	23
	18:00	0	82	46	0	12	0	0	0	0	0	0	0	0	140	12
	19:00	0	65	34	0	6	0	0	0	0	0	0	0	0	105	6
	20:00	0	49	22	0	6	0	0	0	0	0	0	0	0	77	6
	21:00	0	31	14	0	5	0	0	0	0	0	0	0	0	50	5
	22:00	0	23	11	0	1	0	0	0	0	0	0	0	0	35	1
	23:00	0	18	8	0	0	0	0	0	0	0	0	0	0	26	0
	Total	4	1274	870	15	277	28	0	11	3	0	0	0	0	2482	334
	Percent	0.2%	51.3%	35.1%	0.6%	11.2%	1.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		13.5%
	AM Peak	10:00	07:00	08:00	06:00	08:00	07:00		11:00						07:00	08:00
	Vol.	3	108	78	2	24	5		2						201	31
	PM Peak		16:00	17:00	14:00	15:00	13:00		13:00	12:00					16:00	15:00
	Vol.		142	79	3	32	4		3	1					250	37
	Grand Total	4	2613	1730	34	587	40	0	24	6	0	0	0	0	5038	691
	Percent	0.1%	51.9%	34.3%	0.7%	11.7%	0.8%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%		13.7%

Old Colony Planning Council
 70 School Street
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Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

Start Time	08-Dec-10 Wed		NB		SB		Combined		09-Dec-Thu	NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	0	0	5	0	5	0	5	0	8	1	4	1	12	
12:15	0	3	2	3	2	6	0	2	0	2	1	11	1	13	
12:30	0	1	2	10	2	11	0	2	0	7	0	4	0	11	
12:45	1	3	0	10	1	13	0	3	0	3	0	8	0	11	
01:00	0	4	0	6	0	10	0	4	0	4	0	4	0	8	
01:15	0	8	0	15	0	23	1	3	0	3	0	8	1	11	
01:30	0	7	1	5	1	12	0	6	0	6	0	7	0	13	
01:45	0	3	0	7	0	10	0	3	0	3	0	10	0	13	
02:00	0	2	1	4	1	6	0	4	1	4	1	4	1	8	
02:15	1	10	0	7	1	17	0	3	0	3	0	7	0	10	
02:30	0	8	0	6	0	14	0	6	0	6	0	3	0	9	
02:45	1	4	0	14	1	18	0	4	0	4	0	8	0	12	
03:00	0	7	0	15	0	22	0	7	0	7	0	8	0	15	
03:15	0	7	0	13	0	20	0	9	0	9	0	7	0	16	
03:30	0	9	0	14	0	23	0	7	0	7	0	9	0	16	
03:45	0	7	1	21	1	28	0	10	0	10	0	28	0	38	
04:00	0	2	0	8	0	10	1	8	0	8	0	17	1	25	
04:15	2	5	1	18	3	23	0	7	1	7	1	21	1	28	
04:30	2	8	0	12	2	20	4	5	0	5	0	20	4	25	
04:45	1	6	0	20	1	26	2	7	0	7	0	18	2	25	
05:00	1	3	0	17	1	20	0	1	0	1	0	10	0	11	
05:15	2	8	2	12	4	20	1	5	4	5	4	20	5	25	
05:30	6	10	5	10	11	20	2	7	2	7	2	12	4	19	
05:45	4	3	3	18	7	21	9	4	3	4	3	12	12	16	
06:00	7	5	4	9	11	14	11	3	2	3	2	9	13	12	
06:15	12	2	3	10	15	12	7	4	5	4	5	9	12	13	
06:30	11	3	3	12	14	15	7	5	6	5	6	18	13	23	
06:45	8	2	7	4	15	6	9	5	10	5	10	5	19	10	
07:00	12	2	9	3	21	5	13	6	10	6	10	4	23	10	
07:15	7	3	3	9	10	12	9	4	9	4	9	3	18	7	
07:30	14	0	9	3	23	3	18	0	6	3	6	3	24	3	
07:45	11	3	8	5	19	8	13	2	13	3	13	3	26	5	
08:00	10	3	6	4	16	7	5	0	3	3	3	3	8	3	
08:15	8	1	11	5	19	6	12	2	6	4	6	4	18	6	
08:30	17	3	8	4	25	7	10	0	7	5	7	5	17	5	
08:45	7	2	6	5	13	7	7	5	4	4	5	8	11	13	
09:00	10	1	2	3	12	4	5	4	7	5	7	5	12	9	
09:15	6	3	9	5	15	8	5	2	8	3	8	3	13	5	
09:30	7	2	6	2	13	4	5	1	2	2	2	2	7	3	
09:45	3	0	6	1	9	1	3	1	5	2	5	2	8	3	
10:00	4	1	5	0	9	1	7	0	3	1	3	1	10	1	
10:15	9	0	2	5	11	5	1	1	4	2	4	2	5	3	
10:30	0	3	11	0	11	3	2	1	7	4	7	4	9	5	
10:45	4	1	8	0	12	1	4	0	5	2	5	2	9	2	
11:00	2	0	7	3	9	3	4	0	7	1	7	1	11	1	
11:15	4	0	2	1	6	1	2	1	7	1	7	1	9	2	
11:30	5	0	9	0	14	0	7	1	4	0	4	0	11	1	
11:45	2	1	5	1	7	2	3	0	4	2	4	2	7	2	
Total	201	169	167	364	368	533	189	178	157	359	346	537			
Day Total	370		531		901		367		516		883				
% Total	0.0%	22.3%	18.8%	18.5%	40.4%		21.4%	20.2%	17.8%	40.7%					
Peak	07:45	03:00	07:30	04:15	07:45	03:00	07:00	03:15	07:00	03:45	07:00	03:45			
Vol.	46	30	34	67	79	93	53	34	38	86	91	116			
P.H.F.	0.676	0.833	0.773	0.798	0.790	0.830	0.736	0.850	0.731	0.768	0.875	0.763			

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Community: Halifax
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 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

Start Time	06-Dec-10 Mon	07-Dec-10 Tue	08-Dec-10 Wed	09-Dec-10 Thu	10-Dec-10 Fri	11-Dec-10 Sat	12-Dec-10 Sun	Week Average
12:00 AM	*	*	5	2	*	*	*	4
01:00	*	*	1	1	*	*	*	1
02:00	*	*	3	1	*	*	*	2
03:00	*	*	1	0	*	*	*	0
04:00	*	*	6	8	*	*	*	7
05:00	*	*	23	21	*	*	*	22
06:00	*	*	55	57	*	*	*	56
07:00	*	*	73	91	*	*	*	82
08:00	*	*	73	54	*	*	*	64
09:00	*	*	49	40	*	*	*	44
10:00	*	*	43	33	*	*	*	38
11:00	*	*	36	38	*	*	*	37
12:00 PM	*	*	35	47	*	*	*	41
01:00	*	*	55	45	*	*	*	50
02:00	*	*	55	39	*	*	*	47
03:00	*	*	93	85	*	*	*	89
04:00	*	*	79	103	*	*	*	91
05:00	*	*	81	71	*	*	*	76
06:00	*	*	47	58	*	*	*	52
07:00	*	*	28	25	*	*	*	26
08:00	*	*	27	27	*	*	*	27
09:00	*	*	17	20	*	*	*	18
10:00	*	*	10	11	*	*	*	10
11:00	*	*	6	6	*	*	*	6
Total	0	0	901	883	0	0	0	890
Percentage	0.0%	0.0%	101.2%	99.2%	0.0%	0.0%	0.0%	
AM Peak Vol.			07:00 73	07:00 91				07:00 82
PM Peak Vol.			15:00 93	16:00 103				16:00 91

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

NB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	4	1	0	0	0	0	0	0	0	0	0	5
05:00	0	0	1	4	7	1	0	0	0	0	0	0	0	0	13
06:00	1	0	3	20	14	0	0	0	0	0	0	0	0	0	38
07:00	0	1	0	14	25	4	0	0	0	0	0	0	0	0	44
08:00	1	1	2	16	21	1	0	0	0	0	0	0	0	0	42
09:00	0	1	3	13	7	2	0	0	0	0	0	0	0	0	26
10:00	0	0	4	6	6	1	0	0	0	0	0	0	0	0	17
11:00	1	2	0	5	3	2	0	0	0	0	0	0	0	0	13
12 PM	0	0	0	4	2	1	0	0	0	0	0	0	0	0	7
13:00	1	2	1	8	8	2	0	0	0	0	0	0	0	0	22
14:00	1	1	6	6	10	0	0	0	0	0	0	0	0	0	24
15:00	1	2	1	13	11	2	0	0	0	0	0	0	0	0	30
16:00	0	0	2	11	7	1	0	0	0	0	0	0	0	0	21
17:00	0	0	4	13	6	1	0	0	0	0	0	0	0	0	24
18:00	0	0	2	4	6	0	0	0	0	0	0	0	0	0	12
19:00	0	0	2	3	3	0	0	0	0	0	0	0	0	0	8
20:00	0	0	0	8	1	0	0	0	0	0	0	0	0	0	9
21:00	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6
22:00	0	1	0	3	0	0	1	0	0	0	0	0	0	0	5
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	12	33	161	138	18	1	1	0	0	0	0	0	0	370

Daily
 15th Percentile : 26 MPH
 50th Percentile : 30 MPH
 85th Percentile : 34 MPH
 95th Percentile : 36 MPH
 Mean Speed(Average) : 29 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 299
 Percent in Pace : 80.8%
 Number of Vehicles > 30 MPH : 158
 Percent of Vehicles > 30 MPH : 42.7%

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 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12/9/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	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	0	0	1	5	0	1	0	0	0	0	0	0	0	0	7
05:00	0	0	2	4	5	1	0	0	0	0	0	0	0	0	12
06:00	0	0	2	19	12	1	0	0	0	0	0	0	0	0	34
07:00	0	2	3	21	23	4	0	0	0	0	0	0	0	0	53
08:00	0	0	3	14	14	3	0	0	0	0	0	0	0	0	34
09:00	0	1	4	7	6	0	0	0	0	0	0	0	0	0	18
10:00	0	0	1	7	6	0	0	0	0	0	0	0	0	0	14
11:00	0	1	3	5	7	0	0	0	0	0	0	0	0	0	16
12 PM	0	0	3	6	8	3	0	0	0	0	0	0	0	0	20
13:00	0	1	0	10	2	3	0	0	0	0	0	0	0	0	16
14:00	0	0	2	6	7	2	0	0	0	0	0	0	0	0	17
15:00	0	0	1	16	13	3	0	0	0	0	0	0	0	0	33
16:00	1	1	3	10	9	3	0	0	0	0	0	0	0	0	27
17:00	0	1	1	6	9	0	0	0	0	0	0	0	0	0	17
18:00	0	0	0	7	9	1	0	0	0	0	0	0	0	0	17
19:00	0	1	3	5	2	1	0	0	0	0	0	0	0	0	12
20:00	0	0	1	4	2	0	0	0	0	0	0	0	0	0	7
21:00	0	0	3	3	2	0	0	0	0	0	0	0	0	0	8
22:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
23:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Total	1	8	36	157	138	27	0	0	0	0	0	0	0	0	367

Daily
 15th Percentile : 26 MPH
 50th Percentile : 30 MPH
 85th Percentile : 34 MPH
 95th Percentile : 37 MPH
 Mean Speed(Average) : 30 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 295
 Percent in Pace : 80.4%
 Number of Vehicles > 30 MPH : 165
 Percent of Vehicles > 30 MPH : 45.0%

Grand Total	7	20	69	318	276	45	1	1	0	0	0	0	0	0	737
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Overall
 15th Percentile : 26 MPH
 50th Percentile : 30 MPH
 85th Percentile : 34 MPH
 95th Percentile : 37 MPH
 Mean Speed(Average) : 30 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 594
 Percent in Pace : 80.6%
 Number of Vehicles > 30 MPH : 323
 Percent of Vehicles > 30 MPH : 43.8%

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 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	3	6	0	0	0	0	0	0	0	0	0	0	10
06:00	0	2	5	10	0	0	0	0	0	0	0	0	0	0	17
07:00	2	3	10	14	0	0	0	0	0	0	0	0	0	0	29
08:00	2	4	13	10	2	0	0	0	0	0	0	0	0	0	31
09:00	2	3	6	7	5	0	0	0	0	0	0	0	0	0	23
10:00	0	1	4	19	2	0	0	0	0	0	0	0	0	0	26
11:00	0	3	8	11	1	0	0	0	0	0	0	0	0	0	23
12 PM	1	2	13	11	1	0	0	0	0	0	0	0	0	0	28
13:00	1	3	5	20	4	0	0	0	0	0	0	0	0	0	33
14:00	1	2	12	14	2	0	0	0	0	0	0	0	0	0	31
15:00	2	1	23	32	5	0	0	0	0	0	0	0	0	0	63
16:00	1	7	21	28	1	0	0	0	0	0	0	0	0	0	58
17:00	0	2	29	21	4	1	0	0	0	0	0	0	0	0	57
18:00	0	2	15	17	1	0	0	0	0	0	0	0	0	0	35
19:00	0	1	7	11	1	0	0	0	0	0	0	0	0	0	20
20:00	0	0	9	9	0	0	0	0	0	0	0	0	0	0	18
21:00	0	1	2	5	3	0	0	0	0	0	0	0	0	0	11
22:00	0	1	0	4	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
Total	12	41	189	256	32	1	0	0	0	0	0	0	0	0	531

Daily
 15th Percentile : 21 MPH
 50th Percentile : 26 MPH
 85th Percentile : 30 MPH
 95th Percentile : 31 MPH
 Mean Speed(Average) : 25 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 445
 Percent in Pace : 83.8%
 Number of Vehicles > 30 MPH : 33
 Percent of Vehicles > 30 MPH : 6.2%

Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	6	1	1	0	0	0	0	0	0	0	0	0	9
06:00	3	3	7	10	0	0	0	0	0	0	0	0	0	0	23
07:00	0	5	17	13	2	1	0	0	0	0	0	0	0	0	38
08:00	1	1	6	10	2	0	0	0	0	0	0	0	0	0	20
09:00	0	2	11	8	1	0	0	0	0	0	0	0	0	0	22
10:00	0	3	5	11	0	0	0	0	0	0	0	0	0	0	19
11:00	0	1	6	12	3	0	0	0	0	0	0	0	0	0	22
12 PM	1	2	8	12	3	1	0	0	0	0	0	0	0	0	27
13:00	0	2	14	11	2	0	0	0	0	0	0	0	0	0	29
14:00	0	1	8	8	5	0	0	0	0	0	0	0	0	0	22
15:00	1	2	24	23	2	0	0	0	0	0	0	0	0	0	52
16:00	0	5	37	32	2	0	0	0	0	0	0	0	0	0	76
17:00	1	5	22	22	4	0	0	0	0	0	0	0	0	0	54
18:00	0	3	23	11	4	0	0	0	0	0	0	0	0	0	41
19:00	0	1	5	5	2	0	0	0	0	0	0	0	0	0	13
20:00	1	2	7	9	1	0	0	0	0	0	0	0	0	0	20
21:00	0	0	5	6	1	0	0	0	0	0	0	0	0	0	12
22:00	0	0	3	6	0	0	0	0	0	0	0	0	0	0	9
23:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
Total	8	40	217	213	36	2	0	0	0	0	0	0	0	0	516

Daily
 15th Percentile : 21 MPH
 50th Percentile : 25 MPH
 85th Percentile : 30 MPH
 95th Percentile : 32 MPH
 Mean Speed(Average) : 25 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 430
 Percent in Pace : 83.3%
 Number of Vehicles > 30 MPH : 38
 Percent of Vehicles > 30 MPH : 7.4%

Grand Total	20	81	406	469	68	3	0	0	0	0	0	0	0	0	1047
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Overall
 15th Percentile : 21 MPH
 50th Percentile : 26 MPH
 85th Percentile : 30 MPH
 95th Percentile : 32 MPH
 Mean Speed(Average) : 25 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 875
 Percent in Pace : 83.6%
 Number of Vehicles > 30 MPH : 71
 Percent of Vehicles > 30 MPH : 6.8%

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Community: Halifax
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 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

NB, SB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	4	0	0	0	1	0	0	0	0	0	0	5
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	4	1	0	0	0	0	0	0	0	0	0	6
05:00	0	1	4	10	7	1	0	0	0	0	0	0	0	0	23
06:00	1	2	8	30	14	0	0	0	0	0	0	0	0	0	55
07:00	2	4	10	28	25	4	0	0	0	0	0	0	0	0	73
08:00	3	5	15	26	23	1	0	0	0	0	0	0	0	0	73
09:00	2	4	9	20	12	2	0	0	0	0	0	0	0	0	49
10:00	0	1	8	25	8	1	0	0	0	0	0	0	0	0	43
11:00	1	5	8	16	4	2	0	0	0	0	0	0	0	0	36
12 PM	1	2	13	15	3	1	0	0	0	0	0	0	0	0	35
13:00	2	5	6	28	12	2	0	0	0	0	0	0	0	0	55
14:00	2	3	18	20	12	0	0	0	0	0	0	0	0	0	55
15:00	3	3	24	45	16	2	0	0	0	0	0	0	0	0	93
16:00	1	7	23	39	8	1	0	0	0	0	0	0	0	0	79
17:00	0	2	33	34	10	2	0	0	0	0	0	0	0	0	81
18:00	0	2	17	21	7	0	0	0	0	0	0	0	0	0	47
19:00	0	1	9	14	4	0	0	0	0	0	0	0	0	0	28
20:00	0	0	9	17	1	0	0	0	0	0	0	0	0	0	27
21:00	0	1	3	10	3	0	0	0	0	0	0	0	0	0	17
22:00	0	2	0	7	0	0	1	0	0	0	0	0	0	0	10
23:00	0	1	2	3	0	0	0	0	0	0	0	0	0	0	6
Total	18	53	222	417	170	19	1	1	0	0	0	0	0	0	901

Daily
 15th Percentile : 22 MPH
 50th Percentile : 27 MPH
 85th Percentile : 32 MPH
 95th Percentile : 35 MPH
 Mean Speed(Average) : 27 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 639
 Percent in Pace : 70.9%
 Number of Vehicles > 30 MPH : 191
 Percent of Vehicles > 30 MPH : 21.2%

Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

NB, SB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	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	1	1	5	0	1	0	0	0	0	0	0	0	0	8
05:00	0	1	8	5	6	1	0	0	0	0	0	0	0	0	21
06:00	3	3	9	29	12	1	0	0	0	0	0	0	0	0	57
07:00	0	7	20	34	25	5	0	0	0	0	0	0	0	0	91
08:00	1	1	9	24	16	3	0	0	0	0	0	0	0	0	54
09:00	0	3	15	15	7	0	0	0	0	0	0	0	0	0	40
10:00	0	3	6	18	6	0	0	0	0	0	0	0	0	0	33
11:00	0	2	9	17	10	0	0	0	0	0	0	0	0	0	38
12 PM	1	2	11	18	11	4	0	0	0	0	0	0	0	0	47
13:00	0	3	14	21	4	3	0	0	0	0	0	0	0	0	45
14:00	0	1	10	14	12	2	0	0	0	0	0	0	0	0	39
15:00	1	2	25	39	15	3	0	0	0	0	0	0	0	0	85
16:00	1	6	40	42	11	3	0	0	0	0	0	0	0	0	103
17:00	1	6	23	28	13	0	0	0	0	0	0	0	0	0	71
18:00	0	3	23	18	13	1	0	0	0	0	0	0	0	0	58
19:00	0	2	8	10	4	1	0	0	0	0	0	0	0	0	25
20:00	1	2	8	13	3	0	0	0	0	0	0	0	0	0	27
21:00	0	0	8	9	3	0	0	0	0	0	0	0	0	0	20
22:00	0	0	3	6	1	1	0	0	0	0	0	0	0	0	11
23:00	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6
Total	9	48	253	370	174	29	0	0	0	0	0	0	0	0	883

Daily
 15th Percentile : 22 MPH
 50th Percentile : 27 MPH
 85th Percentile : 33 MPH
 95th Percentile : 35 MPH
 Mean Speed(Average) : 27 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 623
 Percent in Pace : 70.6%
 Number of Vehicles > 30 MPH : 203
 Percent of Vehicles > 30 MPH : 23.0%

Grand Total	27	101	475	787	344	48	1	1	0	0	0	0	0	0	1784
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Overall
 15th Percentile : 22 MPH
 50th Percentile : 27 MPH
 85th Percentile : 32 MPH
 95th Percentile : 35 MPH
 Mean Speed(Average) : 27 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 1262
 Percent in Pace : 70.7%
 Number of Vehicles > 30 MPH : 394
 Percent of Vehicles > 30 MPH : 22.1%

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 Com#_UR/FC: 118_U0
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5	1
05:00	0	1	8	0	4	0	0	0	0	0	0	0	0	13	4
06:00	0	13	17	0	8	0	0	0	0	0	0	0	0	38	8
07:00	0	6	34	1	3	0	0	0	0	0	0	0	0	44	4
08:00	1	7	20	0	13	1	0	0	0	0	0	0	0	42	14
09:00	0	6	16	0	4	0	0	0	0	0	0	0	0	26	4
10:00	0	2	9	1	4	1	0	0	0	0	0	0	0	17	6
11:00	0	1	7	0	4	0	0	0	1	0	0	0	0	13	5
12 PM	0	3	3	0	1	0	0	0	0	0	0	0	0	7	1
13:00	0	6	13	0	2	0	0	0	1	0	0	0	0	22	3
14:00	0	7	15	1	0	0	0	0	1	0	0	0	0	24	2
15:00	0	9	17	0	3	0	0	1	0	0	0	0	0	30	4
16:00	0	4	13	0	4	0	0	0	0	0	0	0	0	21	4
17:00	0	3	16	0	5	0	0	0	0	0	0	0	0	24	5
18:00	0	5	5	0	2	0	0	0	0	0	0	0	0	12	2
19:00	0	2	6	0	0	0	0	0	0	0	0	0	0	8	0
20:00	0	2	6	0	1	0	0	0	0	0	0	0	0	9	1
21:00	0	0	4	0	2	0	0	0	0	0	0	0	0	6	2
22:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	1	82	216	3	62	2	0	1	3	0	0	0	0	370	71
Percent	0.3%	22.2%	58.4%	0.8%	16.8%	0.5%	0.0%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%		19.2%
AM Peak	08:00	06:00	07:00	07:00	08:00	08:00			11:00					07:00	08:00
Vol.	1	13	34	1	13	1			1					44	14
PM Peak		15:00	15:00	14:00	17:00			15:00	13:00					15:00	17:00
Vol.		9	17	1	5			1	1					30	5

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
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	0	1	3	0	3	0	0	0	0	0	0	0	0	7	3
05:00	0	2	8	0	2	0	0	0	0	0	0	0	0	12	2
06:00	0	10	17	0	6	1	0	0	0	0	0	0	0	34	7
07:00	0	14	28	1	10	0	0	0	0	0	0	0	0	53	11
08:00	1	5	20	0	8	0	0	0	0	0	0	0	0	34	8
09:00	0	4	8	0	5	0	0	0	1	0	0	0	0	18	6
10:00	0	5	7	0	2	0	0	0	0	0	0	0	0	14	2
11:00	0	5	10	0	0	0	0	0	1	0	0	0	0	16	1
12 PM	0	4	12	1	2	0	0	1	0	0	0	0	0	20	4
13:00	0	3	8	0	2	1	0	1	1	0	0	0	0	16	5
14:00	0	4	10	0	2	0	0	1	0	0	0	0	0	17	3
15:00	0	3	20	0	10	0	0	0	0	0	0	0	0	33	10
16:00	0	4	15	0	7	0	0	0	1	0	0	0	0	27	8
17:00	0	6	10	0	1	0	0	0	0	0	0	0	0	17	1
18:00	0	3	10	0	4	0	0	0	0	0	0	0	0	17	4
19:00	0	6	4	0	2	0	0	0	0	0	0	0	0	12	2
20:00	0	1	5	0	1	0	0	0	0	0	0	0	0	7	1
21:00	0	2	5	0	1	0	0	0	0	0	0	0	0	8	1
22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
Total	1	83	204	2	68	2	0	3	4	0	0	0	0	367	79
Percent	0.3%	22.6%	55.6%	0.5%	18.5%	0.5%	0.0%	0.8%	1.1%	0.0%	0.0%	0.0%	0.0%		21.5%
AM Peak	08:00	07:00	07:00	07:00	07:00	06:00			09:00					07:00	07:00
Vol.	1	14	28	1	10	1			1					53	11
PM Peak		17:00	15:00	12:00	15:00	13:00		12:00	13:00					15:00	15:00
Vol.		6	20	1	10	1		1	1					33	10
Grand Total	2	165	420	5	130	4	0	4	7	0	0	0	0	737	150
Percent	0.3%	22.4%	57.0%	0.7%	17.6%	0.5%	0.0%	0.5%	0.9%	0.0%	0.0%	0.0%	0.0%		20.4%

Old Colony Planning Council
 70 School Street
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 (508) 583-1833
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Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0
06:00	0	11	5	1	0	0	0	0	0	0	0	0	0	17	1
07:00	0	19	8	1	1	0	0	0	0	0	0	0	0	29	2
08:00	0	16	9	3	2	1	0	0	0	0	0	0	0	31	6
09:00	1	18	4	0	0	0	0	0	0	0	0	0	0	23	0
10:00	0	17	5	0	3	1	0	0	0	0	0	0	0	26	4
11:00	0	12	6	1	3	1	0	0	0	0	0	0	0	23	5
12 PM	1	18	5	0	3	0	0	1	0	0	0	0	0	28	4
13:00	0	23	7	0	2	1	0	0	0	0	0	0	0	33	3
14:00	0	22	7	1	1	0	0	0	0	0	0	0	0	31	2
15:00	0	43	14	1	5	0	0	0	0	0	0	0	0	63	6
16:00	0	47	10	0	0	1	0	0	0	0	0	0	0	58	1
17:00	0	41	15	0	1	0	0	0	0	0	0	0	0	57	1
18:00	0	27	7	0	1	0	0	0	0	0	0	0	0	35	1
19:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20	1
20:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0
21:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
Total	2	379	112	9	23	5	0	1	0	0	0	0	0	531	38
Percent	0.4%	71.4%	21.1%	1.7%	4.3%	0.9%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		7.2%
AM Peak	09:00	07:00	08:00	08:00	10:00	08:00								08:00	08:00
Vol.	1	19	9	3	3	1								31	6
PM Peak	12:00	16:00	17:00	14:00	15:00	13:00		12:00						15:00	15:00
Vol.	1	47	15	1	5	1		1						63	6

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Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0
06:00	0	13	8	1	1	0	0	0	0	0	0	0	0	23	2
07:00	0	28	10	0	0	0	0	0	0	0	0	0	0	38	0
08:00	0	15	1	2	1	1	0	0	0	0	0	0	0	20	4
09:00	0	14	5	1	1	0	0	1	0	0	0	0	0	22	3
10:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0
11:00	0	18	2	1	1	0	0	0	0	0	0	0	0	22	2
12 PM	0	20	5	0	1	0	0	0	1	0	0	0	0	27	2
13:00	0	21	6	1	1	0	0	0	0	0	0	0	0	29	2
14:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22	0
15:00	0	37	13	0	2	0	0	0	0	0	0	0	0	52	2
16:00	0	56	17	1	2	0	0	0	0	0	0	0	0	76	3
17:00	0	41	9	0	4	0	0	0	0	0	0	0	0	54	4
18:00	0	35	4	0	1	1	0	0	0	0	0	0	0	41	2
19:00	0	7	5	0	1	0	0	0	0	0	0	0	0	13	1
20:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20	0
21:00	0	7	3	0	2	0	0	0	0	0	0	0	0	12	2
22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
Total	0	380	107	7	18	2	0	1	1	0	0	0	0	516	29
Percent	0.0%	73.6%	20.7%	1.4%	3.5%	0.4%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%		5.6%
AM Peak		07:00	07:00	08:00	06:00	08:00		09:00						07:00	08:00
Vol.		28	10	2	1	1		1						38	4
PM Peak		16:00	16:00	13:00	17:00	18:00			12:00					16:00	17:00
Vol.		56	17	1	4	1			1					76	4
Grand Total	2	759	219	16	41	7	0	2	1	0	0	0	0	1047	67
Percent	0.2%	72.5%	20.9%	1.5%	3.9%	0.7%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%		6.4%

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Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

NB, SB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/08/10	0	4	0	0	1	0	0	0	0	0	0	0	0	5	1
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
	04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6	1
	05:00	0	8	11	0	4	0	0	0	0	0	0	0	0	23	4
	06:00	0	24	22	1	8	0	0	0	0	0	0	0	0	55	9
	07:00	0	25	42	2	4	0	0	0	0	0	0	0	0	73	6
	08:00	1	23	29	3	15	2	0	0	0	0	0	0	0	73	20
	09:00	1	24	20	0	4	0	0	0	0	0	0	0	0	49	4
	10:00	0	19	14	1	7	2	0	0	0	0	0	0	0	43	10
	11:00	0	13	13	1	7	1	0	0	1	0	0	0	0	36	10
	12 PM	1	21	8	0	4	0	0	1	0	0	0	0	0	35	5
	13:00	0	29	20	0	4	1	0	0	1	0	0	0	0	55	6
	14:00	0	29	22	2	1	0	0	0	1	0	0	0	0	55	4
	15:00	0	52	31	1	8	0	0	1	0	0	0	0	0	93	10
	16:00	0	51	23	0	4	1	0	0	0	0	0	0	0	79	5
	17:00	0	44	31	0	6	0	0	0	0	0	0	0	0	81	6
	18:00	0	32	12	0	3	0	0	0	0	0	0	0	0	47	3
	19:00	0	19	8	0	1	0	0	0	0	0	0	0	0	28	1
	20:00	0	20	6	0	1	0	0	0	0	0	0	0	0	27	1
	21:00	0	8	7	0	2	0	0	0	0	0	0	0	0	17	2
	22:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10	0
	23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
	Total	3	461	328	12	85	7	0	2	3	0	0	0	0	901	109
	Percent	0.3%	51.2%	36.4%	1.3%	9.4%	0.8%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%		12.1%
	AM Peak	08:00	07:00	07:00	08:00	08:00	08:00			11:00					07:00	08:00
	Vol.	1	25	42	3	15	2			1					73	20
	PM Peak	12:00	15:00	15:00	14:00	15:00	13:00		12:00	13:00					15:00	15:00
	Vol.	1	52	31	2	8	1		1	1					93	10

Old Colony Planning Council
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Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #14
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, north of Plymouth St (106)

NB, SB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/09/10	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	2	3	0	3	0	0	0	0	0	0	0	0	8	3
	05:00	0	9	10	0	2	0	0	0	0	0	0	0	0	21	2
	06:00	0	23	25	1	7	1	0	0	0	0	0	0	0	57	9
	07:00	0	42	38	1	10	0	0	0	0	0	0	0	0	91	11
	08:00	1	20	21	2	9	1	0	0	0	0	0	0	0	54	12
	09:00	0	18	13	1	6	0	0	1	1	0	0	0	0	40	9
	10:00	0	20	11	0	2	0	0	0	0	0	0	0	0	33	2
	11:00	0	23	12	1	1	0	0	0	1	0	0	0	0	38	3
	12 PM	0	24	17	1	3	0	0	1	1	0	0	0	0	47	6
	13:00	0	24	14	1	3	1	0	1	1	0	0	0	0	45	7
	14:00	0	20	16	0	2	0	0	1	0	0	0	0	0	39	3
	15:00	0	40	33	0	12	0	0	0	0	0	0	0	0	85	12
	16:00	0	60	32	1	9	0	0	0	1	0	0	0	0	103	11
	17:00	0	47	19	0	5	0	0	0	0	0	0	0	0	71	5
	18:00	0	38	14	0	5	1	0	0	0	0	0	0	0	58	6
	19:00	0	13	9	0	3	0	0	0	0	0	0	0	0	25	3
	20:00	0	15	11	0	1	0	0	0	0	0	0	0	0	27	1
	21:00	0	9	8	0	3	0	0	0	0	0	0	0	0	20	3
	22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
	23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
	Total	1	463	311	9	86	4	0	4	5	0	0	0	0	883	108
	Percent	0.1%	52.4%	35.2%	1.0%	9.7%	0.5%	0.0%	0.5%	0.6%	0.0%	0.0%	0.0%	0.0%		12.2%
	AM Peak	08:00	07:00	07:00	08:00	07:00	06:00		09:00	09:00					07:00	08:00
	Vol.	1	42	38	2	10	1		1	1					91	12
	PM Peak		16:00	15:00	12:00	15:00	13:00		12:00	12:00					16:00	15:00
	Vol.		60	33	1	12	1		1	1					103	12
	Grand Total	4	924	639	21	171	11	0	6	8	0	0	0	0	1784	217
	Percent	0.2%	51.8%	35.8%	1.2%	9.6%	0.6%	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%		12.2%

Old Colony Planning Council
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Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

Start Time	06-Dec-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	0	3	0	1	*	*	*	*	*	*	0	2
01:00	*	*	*	*	1	1	0	0	*	*	*	*	*	*	0	0
02:00	*	*	*	*	2	1	0	1	*	*	*	*	*	*	1	1
03:00	*	*	*	*	0	0	1	0	*	*	*	*	*	*	0	0
04:00	*	*	*	*	8	1	8	0	*	*	*	*	*	*	8	0
05:00	*	*	*	*	16	8	20	7	*	*	*	*	*	*	18	8
06:00	*	*	*	*	48	10	44	12	*	*	*	*	*	*	46	11
07:00	*	*	*	*	65	26	75	34	*	*	*	*	*	*	70	30
08:00	*	*	*	*	64	21	58	21	*	*	*	*	*	*	61	21
09:00	*	*	*	*	31	25	31	24	*	*	*	*	*	*	31	24
10:00	*	*	*	*	23	21	23	23	*	*	*	*	*	*	23	22
11:00	*	*	*	*	22	21	25	22	*	*	*	*	*	*	24	22
12:00 PM	*	*	*	*	23	23	35	36	*	*	*	*	*	*	29	30
01:00	*	*	*	*	31	33	31	33	*	*	*	*	*	*	31	33
02:00	*	*	*	*	30	29	25	26	*	*	*	*	*	*	28	28
03:00	*	*	*	*	45	47	43	52	*	*	*	*	*	*	44	50
04:00	*	*	*	*	42	61	39	76	*	*	*	*	*	*	40	68
05:00	*	*	*	*	34	68	40	56	*	*	*	*	*	*	37	62
06:00	*	*	*	*	16	35	23	39	*	*	*	*	*	*	20	37
07:00	*	*	*	*	10	22	12	21	*	*	*	*	*	*	11	22
08:00	*	*	*	*	16	16	11	20	*	*	*	*	*	*	14	18
09:00	*	*	*	*	6	12	6	14	*	*	*	*	*	*	6	13
10:00	*	*	*	*	5	7	2	8	*	*	*	*	*	*	4	8
11:00	*	*	*	*	2	8	3	6	*	*	*	*	*	*	2	7
Total	0	0	0	0	540	499	555	532	0	0	0	0	0	0	548	517
Day	0	0	0	0	1039		1087		0	0	0	0	0	0	1065	
AM Peak					07:00	07:00	07:00	07:00							07:00	07:00
Vol.					65	26	75	34							70	30
PM Peak					15:00	17:00	15:00	16:00							15:00	16:00
Vol.					45	68	43	76							44	68
Comb. Total	0	0	0	0	1039		1087		0	0	0	0	0	0	1065	

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

Start Time	08-Dec-10 Wed		NB		SB		Combined		09-Dec-Thu		NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	8	1	5	1	13	0	13	0	6	0	19				
12:15	0	6	1	3	1	9	0	10	1	11	1	21				
12:30	0	4	1	8	1	12	0	5	0	8	0	13				
12:45	0	5	0	7	0	12	0	7	0	11	0	18				
01:00	0	5	0	9	0	14	0	13	0	8	0	21				
01:15	0	9	0	8	0	17	0	3	0	11	0	14				
01:30	0	9	1	9	1	18	0	8	0	6	0	14				
01:45	1	8	0	7	1	15	0	7	0	8	0	15				
02:00	0	5	1	5	1	10	0	5	1	7	1	12				
02:15	1	13	0	6	1	19	0	7	0	9	0	16				
02:30	0	5	0	5	0	10	0	9	0	3	0	12				
02:45	1	7	0	13	1	20	0	4	0	7	0	11				
03:00	0	9	0	14	0	23	0	10	0	11	0	21				
03:15	0	12	0	12	0	24	1	12	0	6	1	18				
03:30	0	12	0	6	0	18	0	11	0	10	0	21				
03:45	0	12	0	15	0	27	0	10	0	25	0	35				
04:00	0	6	0	7	0	13	1	8	0	16	1	24				
04:15	2	14	0	18	2	32	0	12	0	16	0	28				
04:30	2	9	0	17	2	26	4	9	0	26	4	35				
04:45	4	13	1	19	5	32	3	10	0	18	3	28				
05:00	1	4	0	17	1	21	1	8	1	11	2	19				
05:15	2	8	1	16	3	24	2	11	2	18	4	29				
05:30	7	17	4	14	11	31	2	14	2	12	4	26				
05:45	6	5	3	21	9	26	15	7	2	15	17	22				
06:00	10	5	4	7	14	12	12	6	1	11	13	17				
06:15	12	4	1	9	13	13	12	7	4	8	16	15				
06:30	11	4	1	12	12	16	9	5	3	16	12	21				
06:45	15	3	4	7	19	10	11	5	4	4	15	9				
07:00	14	3	5	4	19	7	16	5	8	7	24	12				
07:15	10	1	4	11	14	12	15	4	5	4	20	8				
07:30	24	3	9	1	33	4	22	1	9	5	31	6				
07:45	17	3	8	6	25	9	22	2	12	5	34	7				
08:00	12	5	5	2	17	7	10	0	5	4	15	4				
08:15	11	2	4	7	15	9	18	3	2	1	20	4				
08:30	27	5	9	6	36	11	16	2	9	5	25	7				
08:45	14	4	3	1	17	5	14	6	5	10	19	16				
09:00	12	0	8	2	20	2	7	2	8	3	15	5				
09:15	7	4	5	6	12	10	10	1	7	4	17	5				
09:30	7	2	7	2	14	4	9	1	4	1	13	2				
09:45	5	0	5	2	10	2	5	2	5	6	10	8				
10:00	3	0	6	0	9	0	6	0	2	1	8	1				
10:15	12	1	3	5	15	6	5	1	6	3	11	4				
10:30	2	3	8	1	10	4	4	1	9	2	13	3				
10:45	6	1	4	1	10	2	8	0	6	2	14	2				
11:00	6	0	3	4	9	4	5	0	7	2	12	2				
11:15	8	1	6	2	14	3	4	2	4	1	8	3				
11:30	5	0	5	0	10	0	9	1	6	1	15	2				
11:45	3	1	7	2	10	3	7	0	5	2	12	2				
Total	280	260	138	361	418	621	285	270	145	387	430	657				
Day Total	540		499		1039		555		532		1087					
% Total	0.0%	26.9%	25.0%	13.3%	34.7%		26.2%	24.8%	13.3%	35.6%						
Peak	07:45	03:00	07:00	04:15	07:45	04:15	07:00	03:00	07:00	03:45	07:00	03:45				
Vol.	67	45	26	71	93	111	75	43	34	83	109	122				
P.H.F.	0.620	0.938	0.722	0.934	0.646	0.867	0.852	0.896	0.708	0.798	0.801	0.871				

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Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

Start Time	06-Dec-10 Mon	07-Dec-10 Tue	08-Dec-10 Wed	09-Dec-10 Thu	10-Dec-10 Fri	11-Dec-10 Sat	12-Dec-10 Sun	Week Average
12:00 AM	*	*	3	1	*	*	*	2
01:00	*	*	2	0	*	*	*	1
02:00	*	*	3	1	*	*	*	2
03:00	*	*	0	1	*	*	*	0
04:00	*	*	9	8	*	*	*	8
05:00	*	*	24	27	*	*	*	26
06:00	*	*	58	56	*	*	*	57
07:00	*	*	91	109	*	*	*	100
08:00	*	*	85	79	*	*	*	82
09:00	*	*	56	55	*	*	*	56
10:00	*	*	44	46	*	*	*	45
11:00	*	*	43	47	*	*	*	45
12:00 PM	*	*	46	71	*	*	*	58
01:00	*	*	64	64	*	*	*	64
02:00	*	*	59	51	*	*	*	55
03:00	*	*	92	95	*	*	*	94
04:00	*	*	103	115	*	*	*	109
05:00	*	*	102	96	*	*	*	99
06:00	*	*	51	62	*	*	*	56
07:00	*	*	32	33	*	*	*	32
08:00	*	*	32	31	*	*	*	32
09:00	*	*	18	20	*	*	*	19
10:00	*	*	12	10	*	*	*	11
11:00	*	*	10	9	*	*	*	10
Total	0	0	1039	1087	0	0	0	1063
Percentage	0.0%	0.0%	97.7%	102.3%	0.0%	0.0%	0.0%	
AM Peak Vol.			07:00 91	07:00 109				07:00 100
PM Peak Vol.			16:00 103	16:00 115				16:00 109

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 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	1	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	0	0	0	3	3	2	0	0	0	0	0	0	8
05:00	0	0	0	0	1	6	6	2	1	0	0	0	0	0	16
06:00	0	1	0	6	6	22	10	3	0	0	0	0	0	0	48
07:00	1	0	1	4	4	28	21	6	0	0	0	0	0	0	65
08:00	1	0	2	2	6	26	19	8	0	0	0	0	0	0	64
09:00	1	0	2	2	5	13	8	0	0	0	0	0	0	0	31
10:00	0	0	1	4	6	5	6	1	0	0	0	0	0	0	23
11:00	0	0	3	3	4	6	6	0	0	0	0	0	0	0	22
12 PM	0	0	2	3	4	6	6	1	1	0	0	0	0	0	23
13:00	0	0	2	4	3	11	8	2	1	0	0	0	0	0	31
14:00	2	0	3	1	5	11	8	0	0	0	0	0	0	0	30
15:00	0	3	3	5	8	21	5	0	0	0	0	0	0	0	45
16:00	0	0	2	6	7	19	6	1	0	1	0	0	0	0	42
17:00	1	0	1	3	6	12	9	1	1	0	0	0	0	0	34
18:00	0	0	0	0	3	5	8	0	0	0	0	0	0	0	16
19:00	0	0	0	0	2	5	2	1	0	0	0	0	0	0	10
20:00	0	0	0	1	2	10	2	0	1	0	0	0	0	0	16
21:00	0	0	0	1	0	3	2	0	0	0	0	0	0	0	6
22:00	0	0	0	0	1	3	0	0	1	0	0	0	0	0	5
23:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	7	4	22	45	75	216	135	29	6	1	0	0	0	0	540

Daily
 15th Percentile : 31 MPH
 50th Percentile : 38 MPH
 85th Percentile : 44 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 351
 Percent in Pace : 65.0%
 Number of Vehicles > 30 MPH : 462
 Percent of Vehicles > 30 MPH : 85.6%

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Community: Halifax
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 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	4	2	1	1	0	0	0	0	0	8
05:00	0	0	0	0	0	12	5	2	1	0	0	0	0	0	20
06:00	0	0	1	1	9	24	8	1	0	0	0	0	0	0	44
07:00	1	0	5	2	9	33	22	3	0	0	0	0	0	0	75
08:00	1	0	3	3	11	16	17	4	3	0	0	0	0	0	58
09:00	0	0	4	2	10	5	7	2	1	0	0	0	0	0	31
10:00	0	0	1	4	3	8	7	0	0	0	0	0	0	0	23
11:00	0	0	2	3	6	7	4	3	0	0	0	0	0	0	25
12 PM	2	1	3	4	7	7	9	0	1	1	0	0	0	0	35
13:00	1	1	5	7	5	6	4	1	1	0	0	0	0	0	31
14:00	0	1	1	6	3	2	11	1	0	0	0	0	0	0	25
15:00	1	0	2	2	9	15	11	1	2	0	0	0	0	0	43
16:00	0	2	0	3	12	14	6	2	0	0	0	0	0	0	39
17:00	0	0	2	2	10	18	8	0	0	0	0	0	0	0	40
18:00	0	0	1	3	5	7	6	1	0	0	0	0	0	0	23
19:00	0	1	0	1	1	3	4	2	0	0	0	0	0	0	12
20:00	0	0	0	0	6	2	3	0	0	0	0	0	0	0	11
21:00	0	0	1	1	0	2	2	0	0	0	0	0	0	0	6
22:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
23:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
Total	6	6	31	44	107	189	136	24	10	2	0	0	0	0	555

Daily
 15th Percentile : 30 MPH
 50th Percentile : 38 MPH
 85th Percentile : 44 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 325
 Percent in Pace : 58.6%
 Number of Vehicles > 30 MPH : 468
 Percent of Vehicles > 30 MPH : 84.3%

Grand Total	13	10	53	89	182	405	271	53	16	3	0	0	0	0	1095
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Overall
 15th Percentile : 30 MPH
 50th Percentile : 38 MPH
 85th Percentile : 44 MPH
 95th Percentile : 47 MPH
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 676
 Percent in Pace : 61.7%
 Number of Vehicles > 30 MPH : 930
 Percent of Vehicles > 30 MPH : 84.9%

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 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	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	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	2	2	3	1	0	0	0	0	0	0	0	8
06:00	0	0	0	2	3	5	0	0	0	0	0	0	0	0	10
07:00	1	0	1	5	4	11	3	1	0	0	0	0	0	0	26
08:00	0	0	1	4	10	5	0	1	0	0	0	0	0	0	21
09:00	0	0	2	1	6	10	5	1	0	0	0	0	0	0	25
10:00	0	0	5	1	5	9	1	0	0	0	0	0	0	0	21
11:00	0	0	3	1	6	7	4	0	0	0	0	0	0	0	21
12 PM	0	0	3	5	6	6	3	0	0	0	0	0	0	0	23
13:00	0	0	1	4	9	15	3	1	0	0	0	0	0	0	33
14:00	0	0	1	2	8	10	7	0	0	1	0	0	0	0	29
15:00	0	0	1	7	14	21	4	0	0	0	0	0	0	0	47
16:00	0	1	4	7	23	22	4	0	0	0	0	0	0	0	61
17:00	0	1	0	3	24	25	13	2	0	0	0	0	0	0	68
18:00	1	0	0	4	8	17	4	1	0	0	0	0	0	0	35
19:00	0	0	0	0	12	8	2	0	0	0	0	0	0	0	22
20:00	0	0	0	2	6	6	2	0	0	0	0	0	0	0	16
21:00	0	0	1	0	6	3	1	1	0	0	0	0	0	0	12
22:00	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
23:00	0	0	0	1	0	4	0	3	0	0	0	0	0	0	8
Total	2	2	24	54	156	189	59	12	0	1	0	0	0	0	499

Daily
 15th Percentile : 30 MPH
 50th Percentile : 36 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 345
 Percent in Pace : 69.1%
 Number of Vehicles > 30 MPH : 417
 Percent of Vehicles > 30 MPH : 83.6%

Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

SB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/9/10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	5	1	1	0	0	0	0	0	0	0	7
06:00	0	0	0	2	3	5	2	0	0	0	0	0	0	0	12
07:00	0	0	3	1	8	18	3	0	1	0	0	0	0	0	34
08:00	0	0	0	4	8	7	1	1	0	0	0	0	0	0	21
09:00	0	0	4	4	6	9	1	0	0	0	0	0	0	0	24
10:00	0	0	2	4	7	9	1	0	0	0	0	0	0	0	23
11:00	0	0	1	2	6	10	3	0	0	0	0	0	0	0	22
12 PM	1	1	3	5	14	9	3	0	0	0	0	0	0	0	36
13:00	0	0	2	4	11	11	5	0	0	0	0	0	0	0	33
14:00	0	0	3	1	8	12	1	1	0	0	0	0	0	0	26
15:00	2	0	3	2	16	18	11	0	0	0	0	0	0	0	52
16:00	0	1	4	7	22	29	8	5	0	0	0	0	0	0	76
17:00	1	1	2	10	20	14	8	0	0	0	0	0	0	0	56
18:00	0	0	0	1	15	14	7	2	0	0	0	0	0	0	39
19:00	1	1	0	1	8	8	1	0	0	0	1	0	0	0	21
20:00	0	0	0	2	4	13	0	1	0	0	0	0	0	0	20
21:00	0	0	0	0	5	5	4	0	0	0	0	0	0	0	14
22:00	0	0	0	1	3	2	2	0	0	0	0	0	0	0	8
23:00	0	0	0	1	0	3	2	0	0	0	0	0	0	0	6
Total	5	4	27	52	170	198	64	10	1	0	1	0	0	0	532

Daily
 15th Percentile : 30 MPH
 50th Percentile : 36 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 368
 Percent in Pace : 69.2%
 Number of Vehicles > 30 MPH : 444
 Percent of Vehicles > 30 MPH : 83.5%

Grand Total	7	6	51	106	326	387	123	22	1	1	1	0	0	0	1031
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Overall
 15th Percentile : 30 MPH
 50th Percentile : 36 MPH
 85th Percentile : 40 MPH
 95th Percentile : 44 MPH
 Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 713
 Percent in Pace : 69.2%
 Number of Vehicles > 30 MPH : 861
 Percent of Vehicles > 30 MPH : 83.5%

Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

NB, SB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/8/10	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	4	3	2	0	0	0	0	0	0	9
05:00	0	0	0	2	3	9	7	2	1	0	0	0	0	0	24
06:00	0	1	0	8	9	27	10	3	0	0	0	0	0	0	58
07:00	2	0	2	9	8	39	24	7	0	0	0	0	0	0	91
08:00	1	0	3	6	16	31	19	9	0	0	0	0	0	0	85
09:00	1	0	4	3	11	23	13	1	0	0	0	0	0	0	56
10:00	0	0	6	5	11	14	7	1	0	0	0	0	0	0	44
11:00	0	0	6	4	10	13	10	0	0	0	0	0	0	0	43
12 PM	0	0	5	8	10	12	9	1	1	0	0	0	0	0	46
13:00	0	0	3	8	12	26	11	3	1	0	0	0	0	0	64
14:00	2	0	4	3	13	21	15	0	0	1	0	0	0	0	59
15:00	0	3	4	12	22	42	9	0	0	0	0	0	0	0	92
16:00	0	1	6	13	30	41	10	1	0	1	0	0	0	0	103
17:00	1	1	1	6	30	37	22	3	1	0	0	0	0	0	102
18:00	1	0	0	4	11	22	12	1	0	0	0	0	0	0	51
19:00	0	0	0	0	14	13	4	1	0	0	0	0	0	0	32
20:00	0	0	0	3	8	16	4	0	1	0	0	0	0	0	32
21:00	0	0	1	1	6	6	3	1	0	0	0	0	0	0	18
22:00	0	0	0	3	4	4	0	0	1	0	0	0	0	0	12
23:00	0	0	0	1	1	4	0	4	0	0	0	0	0	0	10
Total	9	6	46	99	231	405	194	41	6	2	0	0	0	0	1039

Daily
 15th Percentile : 30 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 636
 Percent in Pace : 61.2%
 Number of Vehicles > 30 MPH : 879
 Percent of Vehicles > 30 MPH : 84.6%

Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

NB, SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12/9/10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	4	2	1	1	0	0	0	0	0	0	8
05:00	0	0	0	0	5	13	6	2	1	0	0	0	0	0	0	27
06:00	0	0	1	3	12	29	10	1	0	0	0	0	0	0	0	56
07:00	1	0	8	3	17	51	25	3	1	0	0	0	0	0	0	109
08:00	1	0	3	7	19	23	18	5	3	0	0	0	0	0	0	79
09:00	0	0	8	6	16	14	8	2	1	0	0	0	0	0	0	55
10:00	0	0	3	8	10	17	8	0	0	0	0	0	0	0	0	46
11:00	0	0	3	5	12	17	7	3	0	0	0	0	0	0	0	47
12 PM	3	2	6	9	21	16	12	0	1	1	0	0	0	0	0	71
13:00	1	1	7	11	16	17	9	1	1	0	0	0	0	0	0	64
14:00	0	1	4	7	11	14	12	2	0	0	0	0	0	0	0	51
15:00	3	0	5	4	25	33	22	1	2	0	0	3	0	0	0	95
16:00	0	3	4	10	34	43	14	7	0	0	0	0	0	0	0	115
17:00	1	1	4	12	30	32	16	0	0	0	0	0	0	0	0	96
18:00	0	0	1	4	20	21	13	3	0	0	0	0	0	0	0	62
19:00	1	2	0	2	9	11	5	2	0	0	1	0	0	0	0	33
20:00	0	0	0	2	10	15	3	1	0	0	0	0	0	0	0	31
21:00	0	0	1	1	5	7	6	0	0	0	0	0	0	0	0	20
22:00	0	0	0	1	3	3	2	0	0	1	0	0	0	0	0	10
23:00	0	0	0	1	1	5	2	0	0	0	0	0	0	0	0	9
Total	11	10	58	96	277	387	200	34	11	2	1	0	0	0	0	1087

Daily
 15th Percentile : 30 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 664
 Percent in Pace : 61.1%
 Number of Vehicles > 30 MPH : 912
 Percent of Vehicles > 30 MPH : 83.9%

Grand Total	20	16	104	195	508	792	394	75	17	4	1	0	0	0	0	2126
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Overall
 15th Percentile : 30 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 45 MPH
 Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 1300
 Percent in Pace : 61.1%
 Number of Vehicles > 30 MPH : 1791
 Percent of Vehicles > 30 MPH : 84.2%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8	1
05:00	0	9	4	0	3	0	0	0	0	0	0	0	0	16	3
06:00	0	29	12	1	6	0	0	0	0	0	0	0	0	48	7
07:00	0	44	14	0	2	0	0	0	5	0	0	0	0	65	7
08:00	0	36	16	1	8	0	0	0	3	0	0	0	0	64	12
09:00	0	19	5	0	2	0	0	0	5	0	0	0	0	31	7
10:00	0	5	11	0	3	1	0	0	3	0	0	0	0	23	7
11:00	0	6	8	0	2	1	0	0	5	0	0	0	0	22	8
12 PM	0	13	3	0	2	0	0	0	5	0	0	0	0	23	7
13:00	0	16	10	0	1	1	0	0	3	0	0	0	0	31	5
14:00	0	11	12	1	2	0	0	0	4	0	0	0	0	30	7
15:00	0	25	12	0	3	0	0	1	4	0	0	0	0	45	8
16:00	0	26	9	0	5	0	0	0	2	0	0	0	0	42	7
17:00	0	16	16	0	2	0	0	0	0	0	0	0	0	34	2
18:00	0	7	8	0	1	0	0	0	0	0	0	0	0	16	1
19:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10	0
20:00	0	10	5	0	1	0	0	0	0	0	0	0	0	16	1
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
Total	0	293	157	3	44	3	0	1	39	0	0	0	0	540	90
Percent	0.0%	54.3%	29.1%	0.6%	8.1%	0.6%	0.0%	0.2%	7.2%	0.0%	0.0%	0.0%	0.0%		16.7%
AM Peak		07:00	08:00	06:00	08:00	10:00			07:00					07:00	08:00
Vol.		44	16	1	8	1			5					65	12
PM Peak		16:00	17:00	14:00	16:00	13:00		15:00	12:00					15:00	15:00
Vol.		26	16	1	5	1		1	5					45	8

Old Colony Planning Council
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 Brockton, MA 02301
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Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	3	4	0	1	0	0	0	0	0	0	0	0	8	1
05:00	0	11	8	0	1	0	0	0	0	0	0	0	0	20	1
06:00	0	30	8	0	6	0	0	0	0	0	0	0	0	44	6
07:00	0	45	21	0	5	0	0	0	4	0	0	0	0	75	9
08:00	1	29	16	2	7	0	0	0	3	0	0	0	0	58	12
09:00	0	11	12	0	1	0	0	0	7	0	0	0	0	31	8
10:00	0	10	6	0	1	0	0	0	6	0	0	0	0	23	7
11:00	0	14	6	0	1	0	0	0	4	0	0	0	0	25	5
12 PM	0	14	13	0	2	0	0	1	4	0	0	0	1	35	8
13:00	0	7	12	0	3	1	0	1	7	0	0	0	0	31	12
14:00	0	11	6	1	2	0	0	0	5	0	0	0	0	25	8
15:00	0	20	18	0	1	0	0	0	4	0	0	0	0	43	5
16:00	0	21	9	0	4	1	0	0	4	0	0	0	0	39	9
17:00	0	29	9	0	2	0	0	0	0	0	0	0	0	40	2
18:00	0	14	6	0	2	0	0	0	1	0	0	0	0	23	3
19:00	0	7	4	0	0	1	0	0	0	0	0	0	0	12	1
20:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0
21:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6	1
22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
Total	1	290	166	3	40	3	0	2	49	0	0	0	1	555	98
Percent	0.2%	52.3%	29.9%	0.5%	7.2%	0.5%	0.0%	0.4%	8.8%	0.0%	0.0%	0.0%	0.2%		17.7%
AM Peak	08:00	07:00	07:00	08:00	08:00				09:00					07:00	08:00
Vol.	1	45	21	2	7				7					75	12
PM Peak		17:00	15:00	14:00	16:00	13:00		12:00	13:00				12:00	15:00	13:00
Vol.		29	18	1	4	1		1	7				1	43	12
Grand Total	1	583	323	6	84	6	0	3	88	0	0	0	1	1095	188
Percent	0.1%	53.2%	29.5%	0.5%	7.7%	0.5%	0.0%	0.3%	8.0%	0.0%	0.0%	0.0%	0.1%		17.2%

Old Colony Planning Council
 70 School Street
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Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/08/10	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0
06:00	0	6	3	0	0	0	0	0	1	0	0	0	0	10	1
07:00	1	16	4	1	0	0	0	0	4	0	0	0	0	26	5
08:00	0	8	7	2	2	1	0	0	1	0	0	0	0	21	6
09:00	1	12	9	0	1	0	0	0	2	0	0	0	0	25	3
10:00	0	12	5	0	0	1	0	0	3	0	0	0	0	21	4
11:00	0	10	6	0	1	1	0	0	3	0	0	0	0	21	5
12 PM	0	10	7	0	4	0	0	0	2	0	0	0	0	23	6
13:00	0	24	6	0	1	0	0	0	2	0	0	0	0	33	3
14:00	0	20	7	1	1	0	0	0	0	0	0	0	0	29	2
15:00	0	26	12	0	6	0	0	0	3	0	0	0	0	47	9
16:00	0	38	19	0	3	0	0	0	1	0	0	0	0	61	4
17:00	0	44	21	0	3	0	0	0	0	0	0	0	0	68	3
18:00	0	24	9	0	2	0	0	0	0	0	0	0	0	35	2
19:00	0	19	2	0	1	0	0	0	0	0	0	0	0	22	1
20:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0
21:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0
23:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0
Total	2	317	126	4	25	3	0	0	22	0	0	0	0	499	54
Percent	0.4%	63.5%	25.3%	0.8%	5.0%	0.6%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%		10.8%
AM Peak	07:00	07:00	09:00	08:00	08:00	08:00			07:00					07:00	08:00
Vol.	1	16	9	2	2	1			4					26	6
PM Peak		17:00	17:00	14:00	15:00				15:00					17:00	15:00
Vol.		44	21	1	6				3					68	9

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Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
12/09/10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
06:00	0	3	7	0	1	0	0	0	1	0	0	0	0	12	2
07:00	0	19	12	0	2	0	0	0	1	0	0	0	0	34	3
08:00	0	11	6	0	3	0	0	0	1	0	0	0	0	21	4
09:00	0	6	11	1	3	0	0	0	3	0	0	0	0	24	7
10:00	0	14	6	0	0	0	0	0	3	0	0	0	0	23	3
11:00	0	16	3	0	0	0	0	0	3	0	0	0	0	22	3
12 PM	0	20	9	1	1	0	0	1	4	0	0	0	0	36	7
13:00	0	22	9	0	0	0	0	0	2	0	0	0	0	33	2
14:00	0	16	8	0	0	0	0	0	2	0	0	0	0	26	2
15:00	0	29	17	0	3	0	0	0	3	0	0	0	0	52	6
16:00	0	52	19	0	3	0	0	0	2	0	0	0	0	76	5
17:00	0	41	11	0	3	0	0	0	1	0	0	0	0	56	4
18:00	0	32	6	0	1	0	0	0	0	0	0	0	0	39	1
19:00	0	15	5	0	1	0	0	0	0	0	0	0	0	21	1
20:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20	0
21:00	0	9	3	0	2	0	0	0	0	0	0	0	0	14	2
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
Total	0	339	141	2	23	0	0	1	26	0	0	0	0	532	52
Percent	0.0%	63.7%	26.5%	0.4%	4.3%	0.0%	0.0%	0.2%	4.9%	0.0%	0.0%	0.0%	0.0%		9.8%
AM Peak		07:00	07:00	09:00	08:00				09:00					07:00	09:00
Vol.		19	12	1	3				3					34	7
PM Peak		16:00	16:00	12:00	15:00			12:00	12:00					16:00	12:00
Vol.		52	19	1	3			1	4					76	7
Grand Total	2	656	267	6	48	3	0	1	48	0	0	0	0	1031	106
Percent	0.2%	63.6%	25.9%	0.6%	4.7%	0.3%	0.0%	0.1%	4.7%	0.0%	0.0%	0.0%	0.0%		10.3%

Old Colony Planning Council
 70 School Street
 Brockton, MA 02301
 (508) 583-1833
 www.ocpcrpa.org

Community: Halifax
 Com#_UR/FC: 118_U0
 Recorder #: Jamar #12
 Layout: L6 Basic (2')

Station ID:
 Site Code: 118
 Date Start: 08-Dec-10
 Date End: 09-Dec-10
 Pine St, south of Plymouth St (106)

NB, SB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total	Truck Total
	12/08/10	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9	1
	05:00	0	14	7	0	3	0	0	0	0	0	0	0	0	24	3
	06:00	0	35	15	1	6	0	0	0	1	0	0	0	0	58	8
	07:00	1	60	18	1	2	0	0	0	9	0	0	0	0	91	12
	08:00	0	44	23	3	10	1	0	0	4	0	0	0	0	85	18
	09:00	1	31	14	0	3	0	0	0	7	0	0	0	0	56	10
	10:00	0	17	16	0	3	2	0	0	6	0	0	0	0	44	11
	11:00	0	16	14	0	3	2	0	0	8	0	0	0	0	43	13
	12 PM	0	23	10	0	6	0	0	0	7	0	0	0	0	46	13
	13:00	0	40	16	0	2	1	0	0	5	0	0	0	0	64	8
	14:00	0	31	19	2	3	0	0	0	4	0	0	0	0	59	9
	15:00	0	51	24	0	9	0	0	1	7	0	0	0	0	92	17
	16:00	0	64	28	0	8	0	0	0	3	0	0	0	0	103	11
	17:00	0	60	37	0	5	0	0	0	0	0	0	0	0	102	5
	18:00	0	31	17	0	3	0	0	0	0	0	0	0	0	51	3
	19:00	0	25	6	0	1	0	0	0	0	0	0	0	0	32	1
	20:00	0	25	6	0	1	0	0	0	0	0	0	0	0	32	1
	21:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0
	22:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0
	23:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0
	Total	2	610	283	7	69	6	0	1	61	0	0	0	0	1039	144
	Percent	0.2%	58.7%	27.2%	0.7%	6.6%	0.6%	0.0%	0.1%	5.9%	0.0%	0.0%	0.0%	0.0%		13.9%
	AM Peak	07:00	07:00	08:00	08:00	08:00	10:00			07:00					07:00	08:00
	Vol.	1	60	23	3	10	2			9					91	18
	PM Peak		16:00	17:00	14:00	15:00	13:00			15:00	12:00				16:00	15:00
	Vol.		64	37	2	9	1			1	7				103	17

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	12/09/10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	04:00	0	3	4	0	1	0	0	0	0	0	0	0	0	8	1
	05:00	0	16	10	0	1	0	0	0	0	0	0	0	0	27	1
	06:00	0	33	15	0	7	0	0	0	1	0	0	0	0	56	8
	07:00	0	64	33	0	7	0	0	0	5	0	0	0	0	109	12
	08:00	1	40	22	2	10	0	0	0	4	0	0	0	0	79	16
	09:00	0	17	23	1	4	0	0	0	10	0	0	0	0	55	15
	10:00	0	24	12	0	1	0	0	0	9	0	0	0	0	46	10
	11:00	0	30	9	0	1	0	0	0	7	0	0	0	0	47	8
	12 PM	0	34	22	1	3	0	0	2	8	0	0	0	1	71	15
	13:00	0	29	21	0	3	1	0	1	9	0	0	0	0	64	14
	14:00	0	27	14	1	2	0	0	0	7	0	0	0	0	51	10
	15:00	0	49	35	0	4	0	0	0	7	0	0	0	0	95	11
	16:00	0	73	28	0	7	1	0	0	6	0	0	0	0	115	14
	17:00	0	70	20	0	5	0	0	0	1	0	0	0	0	96	6
	18:00	0	46	12	0	3	0	0	0	1	0	0	0	0	62	4
	19:00	0	22	9	0	1	1	0	0	0	0	0	0	0	33	2
	20:00	0	25	6	0	0	0	0	0	0	0	0	0	0	31	0
	21:00	0	11	6	0	3	0	0	0	0	0	0	0	0	20	3
	22:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0
	23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0
	Total	1	629	307	5	63	3	0	3	75	0	0	0	1	1087	150
	Percent	0.1%	57.9%	28.2%	0.5%	5.8%	0.3%	0.0%	0.3%	6.9%	0.0%	0.0%	0.0%	0.1%		13.8%
	AM Peak	08:00	07:00	07:00	08:00	08:00				09:00					07:00	08:00
	Vol.	1	64	33	2	10				10					109	16
	PM Peak		16:00	15:00	12:00	16:00	13:00		12:00	13:00				12:00	16:00	12:00
	Vol.		73	35	1	7	1		2	9				1	115	15
	Grand Total	3	1239	590	12	132	9	0	4	136	0	0	0	1	2126	294
	Percent	0.1%	58.3%	27.8%	0.6%	6.2%	0.4%	0.0%	0.2%	6.4%	0.0%	0.0%	0.0%	0.0%		13.8%



The Massachusetts Amendments to the

Manual on Uniform Traffic Control Devices

2003 EDITION

and the Standard Municipal Traffic Code

October 2006

MASS HIGHWAY

• *Ten Park Plaza* •

Boston, MA 02116-3973 • 617-973-7800

This Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways of Massachusetts has been correlated with and conforms, as closely as Massachusetts laws and conditions will allow, to the standards adopted by the Federal Highway Administrator as a National Standard for application on all Classes of Highways.

Modifications that were deemed necessary to cover local requirements and to incorporate in these official standards the most recent traffic engineering recommendations of MassHighway have been made and are hereby presented as Amendments and addenda in the manual as the OFFICIAL STANDARDS OF MASSHIGHWAY, authorized by Chapter 85, Section 2 of the General Laws.

For the purpose of clarity and continuity with the Massachusetts General Laws, MassHighway shall be referred to as “the Department” throughout this Manual.

In addition to Parts 1 through 10 which are included in the 2003 Edition of the Manual of Uniform Traffic Control Devices (MUTCD), this manual contains

- Traffic Regulations (Part 11)
- Rules and Regulations for Entering State Highways (Part 12)
- Sample Traffic Control Agreement (Part 13)
- The following appendices:

APPENDIX

- A. A sample regulation for a standard municipal traffic code
- B. A sample pedestrian regulation for adoption by a municipality
- C. A sample tow away zone regulation for adoption by a municipality
- D. Pertinent Statutes
- E. Massachusetts Amendments and Addenda to the National MUTCD

The Department will upon the request of local authorities, advise municipalities on all aspects of these regulations and controls required. The appendices detail some sample regulations.

The standards in this Manual apply to any and all streets and highways regardless of type or class. Where a device is intended for limited application only or for a specific system, the text specifies the restriction on its use.

These standards and principles can be of great value of finding solutions to traffic situations and weighing the merits of proposals advanced by various citizen groups.

In the 1920s, members of the Joint Committee (JC) on Uniform Traffic Control Devices, which included representatives of the American Association of State Highway Officials (AASHO) and the National Conference on Street and Highway Safety (NCSHS), were responsible for writing and formatting the MUTCD. In 1954, the Joint Committee became the National Joint Committee (NJC) on Uniform Traffic Control Devices.

In 1971, the Federal Highway Administration (FHWA) assumed control of the MUTCD. As a result, the role of the NJC shifted to an advisory capacity. The NJC then changed its name to the National Advisory Committee (NAC) on Uniform Traffic Control Devices. In 1979, the NAC disbanded after FHWA withdrew its sponsorship in order to comply with President Carter's policy to limit the number of Federal advisory committees. Later that same year, former NAC members reorganized themselves into an independent committee called the National Committee on Uniform Traffic Control Devices (NCUTCD).

The NCUTCD is a private organization that has no official association with the Federal government. Its current members are State and local employees of agencies directly involved with traffic engineering activities or representatives of other organizations who have a major interest in traffic control issues. NCUTCD members are volunteers and they receive no compensation for their contributions. Committee members meet twice a year to discuss the manual and develop comments, which come from 150 to 200 experts who are involved in the daily operation of highways or streets. These comments are then submitted to the FHWA for consideration.

This process allows for the inclusion of comments from all interested parties including the State Departments of Transportation, traffic engineering committees, trade groups, private consultants, public citizens and any other interested group or individual. This above process is important because it ensures that all parties have the opportunity to offer opinions and concerns about proposed changes to the MUTCD. The FHWA considers all comments (whether from private individuals, trade organizations, or the NCUTCD) before issuing a Final Rule, which is also published in the Federal Register.

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2003 Edition
National MUTCD
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PART 11

TRAFFIC REGULATIONS

Section 11A-1 Legal Authority

Chapter 85, Section 2 of the General Laws (Tercentenary Edition) directs the Department, Commonwealth of Massachusetts to erect and maintain on state highways and ways leading thereto and therefrom and on all main highways between cities and towns such direction signs, warning signs or lights, curb, street or other traffic markings, mechanical traffic signal systems, traffic devices, or parking meters as it may deem necessary for promoting the public safety and convenience and to make rules and regulations relative thereto.

Additionally, the statute provides that: "... any rule, regulation, order, ordinance or by-law of a city or town hereafter made or promulgated relative to or in connection with the erection or maintenance of signs, traffic control signals, traffic devices, school zones, parking meters or markings on any way within its control shall take effect without department approval provided such signs, traffic control signals, traffic devices, parking meters, school zones or markings in conformance with the Department 's current manual on uniform traffic control devices and the department's sample regulation for a standard municipal traffic code; provided, however, that such rule, regulation, order, ordinance or by-law shall not take effect until approved in writing by the department, or be effective after such approval is revoked, if made or promulgated relative to or in connection with the following:

- (1) any way at its intersection or junction with a state highway;
- (2) any project which is or was federally aided, in whole or in part;
- (3) any traffic signal or flasher in any city or town which does not employ a registered professional engineer in the commonwealth to design, redesign or change the timing and sequence of signal or flasher;
- (4) any sign excluding heavy commercial vehicles;
- (5) any school zone establishment or signing in relation to which the city or town intends to seek reimbursement from the commonwealth;
- (6) any one-way street sign which would prohibit the free flow of two-way traffic between adjoining cities or towns on a through way or main way, as determined by the department, or any one-way street signs which would not be placed at an intersection of public ways.
- (7) any rule, regulation, order, ordinance or by-law of a city or town which when made or promulgated would exclude motor vehicle travel on any existing way which connects one city or town with another.
- (8) Notwithstanding the foregoing, speed control signs may be established only in accordance with the provisions of section eighteen of chapter ninety."

A model set of Traffic Regulations is set forth in Appendix A.

Section 11A-2 Types of Permits which will be issued

1. Blanket permits

To avoid unnecessary investigation and clerical labor, blanket permits are issued to all cities and towns having approved traffic regulations to cover the following subjects:

- A. Warning Signs
- B. Standard School Signs
- C. Pavement Markings
- D. Regulatory Signs
- E. Parking Meters

2. Specific Permits

The following items require a specific permit in each instance:

- A. Pedestrian Regulations
- B. Areas involving Traffic Control Agreements
- C. School Zones funded by the Department or on State Highway
- D. Mid-block One Ways
- E. Traffic Control Signals {unless community employs a MA Registered P.E.}
- F. Traffic Beacons {unless community employs a MA Registered P.E.}
- G. One Ways between adjoining communities
- H. Anyway at intersection or junction with State Highway
- I. Exclusion of Heavy Commercial Vehicles

Section 11A-3 Parking, One-Way Streets, Turning Movements, Parking Meters

1. Parking One-Way Streets and Turning Movements

The streets or portions of streets in municipalities where parking is to be prohibited, restricted or otherwise regulated are matters generally left for the determination of the local rulemaking body. This also applies to one-way streets and turning movement restrictions. The Department does not usually investigate these proposals although traffic engineering advice is available on request.

Procedure to Obtain Legal Enforcement

- (1) Adoption of the regulation
- (2) Advertisement of the regulation
- (3) Posting of standard signs

If the control to be affected is authorized by a special legislative enabling Act, acceptance of the Act is the first requirement.

2. Parking Meter Standards

A "Parking Meter" shall only be construed to mean a mechanical device which shall indicate by proper legend the legal parking time established by regulation or ordinance and when operated shall at all times indicate the balance of legal parking time permitted and at the expiration of such period shall indicate illegal or overtime parking by dropping of a signal automatically or some other mechanical operation.

A. Installation

- (1) The distance of the meter from the face of the curb shall be not less than 6 inches nor more than 24 inches but 18 inches is recommended.
- (2) The tops of the meters shall be between 46 inches and 56 inches above the sidewalk.
- (3) The metered spaces which at all times must be clearly indicated by white pavement markings shall not be less than 20 feet but 22 feet is recommended except where angle parking is permitted.

B. Locations – Meters shall not be installed in the following locations:

- (1) In any place where parking is prohibited generally by existing regulations.
- (2) On any street for angle parking on one side where the width of roadway between curbs is less than 75 feet or for angle parking on both sides where the width is less 84 feet. This requirement may be waived for one-way streets and municipal off-street parking areas.
- (3) On any street for angle parking where more than 40% of the traffic during the hours of meter operation is through traffic, or on any numbered route.
- (4) On any street for angle parking when said street is built or improved as a Federal-Aid project.
- (5) On any State Highway.

C. Operation

- (1) The days and hours of operation, the duration of permitted parking and the proper fee as set forth in approved regulations shall be plainly indicated on each meter.

Section 11A-4 Stop Signs

The purpose of the Stop Sign is to prevent cross collisions. It is not intended, nor shall it be used for the control of speed, traffic calming or to forestall pedestrian, rear-end or turning movement accidents.

To insure uniformity in stop sign studies and recommendations, the warrants as provided in the 2003 MUTCD, Section 2B.05 will govern. Stop Signs shall be located as provided in Section 2B.06 of the same.

Multi-way Stop Signs must meet the warrant criteria as outlined in Section 2B.07 of the 2003 MUTCD.

Section 11A-5 Through Ways

Chapter 89, Section 9 of the General Laws (Tercentenary Edition) authorizes the Department to designate any state highway or part thereof as a through way. It further authorizes any city or town to designate any way or part thereof as a through way. For such designation to be effective, the statute requires the erection of suitable signs or signals to be erected "in accordance with the requirements of the Department."

1. Purpose

The application of the through way rule is intended to ensure the facility and safety of traffic flow upon arterial highways and to prevent cross collisions. This is accomplished by giving to the operator of a vehicle upon such highway a provisional right of way over vehicles entering from intersecting ways. It is also intended to protect the operator of a vehicle on the minor way upon entering a major artery, the importance and potential hazard of which they may not be aware, without first making a cautionary stop.

It should be noted that at no place in the statute is permission given, directly or by implication, for speed on through ways in excess of those limits provided by law or special regulation. Increased facility of flow upon protected ways is to be obtained by reduction in interruption rather than by increased operating speed.

2. Warrants

Experience in Massachusetts and in other jurisdiction indicates that there are several conditions or warrants the absence of which establishes a presumption against application of the through way rule to any specific way. These may be summarized as follows:

- A. The way proposed for protection should carry a much larger volume of traffic than do the ways intersecting it. This volume should be of such density that under normal conditions it will carry a relatively constant flow of vehicles.

- B. The way proposed for protection should carry traffic movements which are relatively fast, as well as constant. At intersections in congested districts where there is slow movement of all traffic the rule is not needed and if used, would cause unnecessary congestion and delay. At intersections in such districts, the respective rights of drivers, because of the slow movement, should be accommodated by the use of the right-of-way rule; or, if conditions necessitate, by use of stop and go control.
- C. Except under special conditions, the proposed way should not closely parallel another way to which the rule is applied. The necessity for frequent stops by cross traffic results in irritation and disobedience, unless the protection is obviously demanded by conditions.
- D. The character of the proposed way should be such as to warrant application of the stop rule upon at least 80% of the intersecting way.

Section 11A-6 Pedestrian Regulations

Chapter 90, Section 18A of the General Laws authorizes the Department and cities and towns to regulate the use by pedestrians of ways within their respective control. Pedestrian control regulations have been adopted by the Department for all State Highways. A sample regulation suitable for adoption by the municipalities is shown in Appendix B, "Sample Pedestrian Regulations." This regulation may be expanded to cover special situations in the larger cities. Particular attention is directed to the fact that municipalities that do not have these regulations will no longer receive traffic control signal permits that contain a pedestrian period in the cycle. This is necessitated by the discontinuance as standard of the red-yellow indication shown together and in its place the substitution of the WALK and DON'T WALK pedestrian control indications.

In order that cities and towns may legally control pedestrians, the following steps are necessary:

- (1) Acceptance of the enabling act.
- (2) Adoption of pedestrian control regulations.
- (3) Approval of the regulations by the Department.
- (4) Advertisement of the regulations.

Section 11A-7 Towing on City and Town Ways

Under the provisions of Chapter 40, Section 22D of the General Laws (Tercentenary Edition) cities and towns are enabled to adopt regulation providing for the towing of vehicles parked in violation of a regulation prohibiting parking or in such manner as to impede snow cleaning operations. A sample regulation suitable for adoption by these municipalities is shown in Appendix C (TOW-AWAY ZONE REGULATIONS). The steps to be followed for implementation are:

- (1) Acceptance of the law by the city or town.
- (2) Adoption of the regulations by the rule making body.
- (3) Posting of signs in certain specified areas.
- (4) Advertisement of the regulation.

Section 11A-8 Speed Control

Of the special regulations adopted by municipalities under the provisions of Chapter 90, Section 18 of the General Laws, the most commonly used is the special regulation of the speed of motor vehicles. Considerable data including speed observations and trial runs must be obtained by municipal officials, usually the Police Department. The final determination is based upon the 85-percentile method, which is that speed at or below which 85% of the vehicles observed were actually traveling. Department representatives are available to demonstrate the proper method for conducting the necessary studies and drafting the covering regulation, upon written request of local officials.

Procedure for Establishment of Legal Speed Zones

- (1) Municipality to make proper studies and submit data to the Department. (Municipalities usually accept the available services of the Department in conducting studies and assembling the data).
- (2) After the speed zones, proposed by the local authorities, are reviewed by the Department, they are returned to the municipality for formal adoption by the rule-making body.
- (3) Upon receipt of notice of formal adoption by municipality the Department, acting jointly with the Registry, will certify and approve.
- (4) Certified regulation is returned to municipality.
- (5) Official Speed Limit signs may then be installed in accordance with the specific provisions of the approved speed regulation.
- (6) The Special Speed Regulation is then enforceable against violators.

Section 11A-9 Heavy Commercial Vehicle Exclusion

A truck exclusion from a municipal way may be authorized provided a suitable alternate route is available. The alternate route shall have an effective width and pavement structure which can safely accommodate the additional truck traffic. In addition the alternate route must meet one of the following conditions:

- (1) Lie wholly within the community making application,
- (2) Lie partially in an adjacent community but only on State Highway, or
- (3) Lie partially in an adjacent community but have the adjacent community's written approval.

An engineering study, as outlined in the Data requested below, must be made. In addition, one or more of the following may be sufficient justification for truck exclusion:

1. Warrants

- A. A volume of heavy commercial vehicles, which usually is in the range of five (5) to eight (8) percent, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.
- B. The condition of the pavement structure of the route to be excluded indicates that further repeated heavy wheel loads will result in severe deterioration of the roadway. (subject to Department review)
- C. Notwithstanding the foregoing, in certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.

2. Data

Before the Department can consider an exclusion proposal, the following data must be submitted by the municipality:

- A. A twenty-four hour consecutive count of all vehicles using the subject street. (If the exclusion is requested for only twelve hours, a twelve-hour count will suffice.) The count shall be broken into one-half hour intervals showing:
 - (1) Commercial vehicles with a carrying capacity over 2½ tons
 - (2) Other vehicles
- B. Map of the area, with the excluded street marked in red, the alternate route in green.
- C. Physical characteristics of excluded and alternate streets in question, i.e, length, width, type and condition of surface and sidewalk.
- D. Types of buildings or property abutting street (Residential, Business, School, Playground, etc).
- E. Zoning of Street (Residential, Industrial, etc.).
- F. Proximity of probable alternate route to the proposed excluded route and the additional distance to be traveled using the alternate route.
- G. Types of traffic control existing on street.
- H. Hours during which exclusion is to be in effect.
- I. A written statement from the municipality as to the need for the exclusion.

PART 12

RULES AND REGULATION

FOR ENTRANCE TO STATE HIGHWAY

Section 12A-1 Authority

The General Laws affecting State Highways "Chapter 81" prescribes certain powers and duties of the Commissioner of the Department. He/She is authorized to issue permits for work to be performed upon any State Highway or section thereof.

In this regard, attention is directed to "Chapter 81, Section 21" of the General Laws, effecting State Highways which provides as follows:

Chapter 81: Section 21. Excavations or driveway openings on state highways; conditions; enforcement

Section 21. No state highway shall be dug up, nor opening made therein for any purpose, nor shall any material be dumped or placed thereon or removed therefrom, and no tree shall be planted or removed or obstruction or structure placed thereon or removed therefrom or changed without the written permit of the department, and then only in accordance with its regulations, and the work shall be done under its supervision and to its satisfaction, and the entire expense of replacing and resurfacing the highway at the same level and in as good condition as before, with materials equal in specifications to those removed, shall be paid by the persons to whom the permit was given or by whom the work was done; but a town may dig up a state highway without the approval of the department in case of immediate necessity; but in such cases it shall forthwith be replaced in as good condition as before at the expense of the town and the town shall notify the department by registered mail, return receipt requested, within seven days of the excavation. In the case of a driveway opening on a state highway, the said department shall not grant a permit for a driveway location or alteration if the board or department in a city or town having authority over public ways and highways has notified the department by registered mail, return receipt requested, of their objection to the driveway; provided, that such objection shall be based on highway safety and accepted by the said department. The department may require a bond to guarantee the faithful and satisfactory performance of the work and payment for any damage to state highways and facilities caused by or resulting from the operations authorized by such permit. The amount of said bond shall be determined by the department not to exceed the estimated cost of the work and possible damage, but shall be not less than two thousand dollars nor more than fifty thousand dollars. Except in case of an emergency no permit for digging up or opening any state highway shall be approved or issued by the department until copies of the notices to public utility companies required by section forty of chapter eighty-two have been filed with the department by the applicant for such permit.

Any person who builds or expands a business, residential, or other facility intending to utilize an existing access or a new access to a state highway so as to generate a substantial increase in or impact on traffic shall be required to obtain a permit under this section prior to constructing or using

such access. Said person may be required by the department to install and pay for, pursuant to a permit under this section, standard traffic control devices, pavement markings, channelization, or other highway improvements to facilitate safe and efficient traffic flow, or such highway improvements may be installed by the department and up to one hundred per cent of the cost of such improvements may be assessed upon such person.

The department may issue written orders to enforce the provisions of this section or the provisions of any permit, regulation, order, or approval issued under this section. Any person who violates any provision of this section or any permit, regulation, order or approval issued thereunder (a) shall be punished by a fine of not more than one thousand dollars per day for each such violation or (b) shall be subject to a civil penalty not to exceed one thousand dollars per day for each such violation; provided, however, that each day such violation occurs or continues shall be a separate offense. The superior court shall have jurisdiction, upon petition of the commissioner of the department, to enforce the provisions of this section or of any permit, regulation, order, or approval issued thereunder.

Section 12A-2 Objectives

This part of the Manual sets forth the policy of MassHighway concerning entrances and exits on State Highway and indicates the requirements for the construction of such entrances and exits.

The fundamental object is threefold:

- (1) To provide maximum protection to the public through the orderly control of traffic moving onto and from a highway.
- (2) To provide a uniform practice in the design and construction of entrances and exits.
- (3) To provide the necessary drainage.

The following requirements are applicable to all commercial and industrial establishments, service areas and primary residences having access to and/or through the right-of-way of a State Highway, insofar as the requirements for drainage, geometric design, signing, type and quality of workmanship, material used, and the work performed in the areas providing ingress and egress to said property are concerned.

Any owner of abutting property desiring to gain access to a State Highway shall do so only in strict accordance with the provisions of a permit issued by the Department. A written application must be made to secure such a permit from the Department through the District Highway Engineer/Director, having jurisdiction in the area.

LOCATION OF THE DISTRICT HIGHWAY OFFICES

District 1 - 270 Pittsfield Rd., Lenox, MA 01240
District 2 - 811 North King St., Northampton, MA 01060
District 3 - 403 Belmont St., Worcester, MA 01604
District 4 - 519 Appleton St., Arlington, MA 02174
District 5 - 1000 County St., Taunton, MA 02780

Section 12A-3 Applications

Any owner of property abutting State Highways shall, before beginning any construction, make written application to the District Highway Engineer/Director having jurisdiction in the area.

Section 12A-4 Driveways

The application must be accompanied by a plan showing:

- (1) Complete details on the property in question, including any necessary signs.
- (2) Any drive that is to be altered or closed shall be so indicated.
- (3) All buildings, etc., should be shown in their correct location. It is required that all stands, buildings, gasoline pumps and structures of any kind be placed at least 12 feet back of the layout line, since the conducting of business within a State Highway layout is forbidden.
- (4) Complete detail on drainage; all drives shall be constructed on a downgrade from the edge of our highway surface or shoulder to the side line, in conformity with the Department's policy on permits.

Section 12A-5 New Streets

1. Applications

Applications for the entrance of new streets on to the State layout will require attached evidence of acceptance of same including its line, grade and proposed drainage, by a local planning board if empowered, or other city or town official with such authority. Such applications will include also a profile of the entire length of said street, a plan of proposed drainage with applicable easements shown thereon and the radii of curvature at the junction with the State Highway which should conform to minimum required design standards as specified below. The plan should show the intersection of the applicant's property lines with the Highway layout line. All cities and towns in the Commonwealth are requested not to issue a building permit to property owners abutting State Highway until any necessary permit for driveways or street entrances to State Highway has been issued.

In permit provisions for new streets all grading shall be on a down slope from the edge of surface to the location line in order to eliminate future road surface drainage problems.

2. Entrance of Drainage from Abutters

Abutter in this case refers to abutters of the State Highway layout.

District report accompanying an application for entrance of surface drainage from abutting property, including town roads, into our system, shall include a complete topographical plan, and diagram of the system proposed for entry.

The plan shall show the area of land to be drained with information indicating the extent of the paved and unpaved areas, and be drawn with final grading contours thereon, where changes in topography are to be made. Drainage computations shall be prepared by a Registered Professional Engineer and submitted by the petitioner, including invert elevations, coefficients, flow sizes, capacities and discharge velocities, which were used as criteria in design. In addition, a complete plan of the highway drainage system involved, with pipe sizes, grades, etc., shall be submitted, together with an explanation of the easement rights at the outlet.

Section 12A-6 Sidewalks

Any proposed disturbance of a sidewalk which is within the state layout but which is maintained by a city or town will require that concurrence be obtained from the appropriate municipal official on the terms to be incorporated in the State's permit.

The statement that terms are agreed will designate the municipal official by name and title.

Section 12A-7 Construction Responsibility

The permit shall require that the applicant assume the following construction responsibilities:

- (1) The applicant shall furnish all materials including any necessary signs and bear all costs within the State Highway layout.
- (2) All work and material shall meet the most recent Standards of the Department.
- (3) No alteration shall be made without securing a new permit.
- (4) All driveway and street approaches will be inspected during and after construction. MassHighway has the right to stop work until such time as the objectionable conditions are corrected. All cost of material and labor shall be borne by the applicant.

Section 12A-8 Maintenance Responsibility

The cost of all construction and maintenance of the work specified shall be borne by the applicant, his grantees, successors and assignees.

Section 12A-9 Design Requirements (see Section 15.2.3: Access Management/Driveway Design of *Massachusetts Highway Department's Project Development and Design Guide 2006*)

The design standards presented are based on the type of road, design speed, rights of the highway user and abutting property owners.

- (1) Driveways should be located to the best advantage with regard to the highway alignment profile, sight distance conditions, etc.
- (2) The standards call for not more than two driveways for any one property. Additional drives should not be requested unless there is a clear necessity for them. No circular drives are allowed, unless there is a minimum frontage of 150'.
- (3) The sub-division of a parcel of property by the owner does not in any way change the number of drives allowed under the standards. If there are a number of commercial establishments to be constructed, then a service road shall be constructed by the applicant to connect with the exit and entrance allowed under the existing standards.
- (4) The standard, for commercial drives, on roads having a design speed or an 85-percentile speed of 30 m.p.h, or less may have two 45° drives with a minimum radius of 30 feet and a minimum square width of 20 feet. If the major use of the drive is for trucks, the width may be increased to a maximum of 24 feet.
- (5) On roads having a higher assumed design speed than 30 m.p.h, the radius may be increased to a 50 foot maximum where site conditions permit, with a maximum square width of 24 feet.
- (6) In the case of a short frontage, where it would be impossible to construct two 45° drives and a dividing island, or where warranted by other site conditions, a single 90° driveway 24 feet wide measured the point of tangency to the drive, and two 30 foot radii may be used.
- (7) In the case of an entrance to a high volume traffic generator such as a shopping plaza, a channelizing island shall be constructed in the throat of a 90° drive. The drives on each side of the central island shall be a minimum 24 foot width measured at the point of tangency to the drive, with a maximum radius of 50 feet. (Unusually large traffic generators may require special design.) The location of the traffic island is to be determined by control radii not less than 40 feet but preferably 50 feet. This design is to be used primarily on an undivided highway and on a divided highway in conjunction with a left turn storage lane at a median opening. All islands proposed between commercial driveways shall be 8 inches in height and edged with curb or berm. Large island surfaces may be loamed and seeded. Small island surfaces shall be paved according to Department standards.
- (8) The radii of a private drive may not extend beyond the applicant's property line unless the application is accompanied by a letter from the applicant's abutter indicating his approval of this condition.

- (9) The radii of a street approach may extend beyond the range of the street sideline.
- (10) All signs must conform to the Massachusetts Standard Specification. The cost and the responsibility for erections are to be borne by the applicant.
- (11) In the case of a car wash, a trench drain shall be installed at the car wash exit to prevent drainage and/or icing on state highway from the property.
- (12) All driveways and street designs shall be reviewed by the District Traffic Engineer and shall be approved by the District Highway Engineer/Director.

Section 12A-10 Delineation of Drives, Islands and Street Radii

- (1) Delineation of drives, islands and street radii are required, by either curb or a bituminous berm to join existing edging, if any, and shall be installed according to the prevailing construction standards. The edging shall extend onto the applicant's property to that point where the radii becomes tangent and the required square width is defined.
- (2) A traffic island is also specified between openings, extending from curb or shoulder line to side line in order to prevent use of state property for commercial purposes and to define the path of entering and exiting vehicles.
- (3) If shoulders exist, drives shall be curbed or bermed along edge of shoulder, with a minimum setback of 2 feet.
- (4) Where sidewalks exist on major highways and are not frequently used, the sidewalk shall be depressed and graded from the gutter line to the side line, and the drive is then to be defined by radius curb or berm whichever is in use.
- (5) At locations where sidewalks exist and curb corners (3 foot minimum) are used sidewalk curb returns shall be dissipated within the driveway opening. A 6 inch berm shall be installed along the sideline on both sides of drive where directed to define the drive opening.
- (6) The curb returns on the inside of the 45° driveway depend on distance from edge to location line, and may vary but usually have a 5 to 10 foot radius.

Section 12A-11 Storage of Vehicles Off of State Highway

Take-out restaurants/coffee establishments or car washes generate high volumes of traffic entering the establishment, usually within a short period of time. It will be necessary in this case for the owner to make allowances for storage of these vehicles on his property. It is recommended that an area be provided that will accommodate at least a minimum of 12 vehicles for take-out restaurants/coffee establishments and 25 vehicles for a car wash.

Section 12A-12 Locations of Drives in Respect to Intersections

Wherever possible, drives are to be set back 50 feet or more from a street corner, measured between the nearest edge of the driveway and the crossroad edge of pavement. At all intersections and particularly at signalized intersections, it is Department policy that drives shall not be approved at street corners. A driver entering the highway from a corner driveway would not be faced with a direct signal indication and thus his entrance would introduce a potential hazard. Vehicles entering such a drive from the highway would also have to follow paths unacceptable from a traffic safety viewpoint.

Section 12A-13 Acceleration and Deceleration lanes

If feasible and the frontage allows acceleration and deceleration lanes may be used, with the agreement in writing from the parties involved that no other drive shall enter the State Highway within the limits of these speed change lanes.

Section 12A-14 Driveway on Rotaries and Ramps

1. Driveways located directly on a rotary are not allowed since weaving distances are too short and a serious hazard in the form of rear end and massing accidents could result.
2. Drives requested on ramps of grade separations not controlled by limited access are not allowed, since entering or exiting vehicles are not expected, thereby causing confusion and possible collision.

Section 12A-15 Design of Street Entrances

1. The design of street entrances depends upon the roadway widths and radii needed to coincide with the layout approved by the cities and towns. Wherever possible large radii should be used with a maximum of 50 feet.
2. If a traffic island is warranted in the throat of a street approach, its location and size should be determined.

Section 12A-16 Residential Driveways

In the case of residential driveways the problems are somewhat similar to commercial drives, but they are not as acute. In the standard design a single driveway is approved with the emphasis being placed upon the exit drive from State Highway where a 12 foot radius curve is needed. Experience has shown that when leaving a highway, at either a commercial or a residential drive, the operator is more or less at the mercy of following traffic when slowing down or turning. At the exit drive the operator has the opportunity to pick a favorable opportunity to proceed.

STANDARD DRIVES

On Roads Having An 85 Percentile Speed of 30 M.P.H. or Less

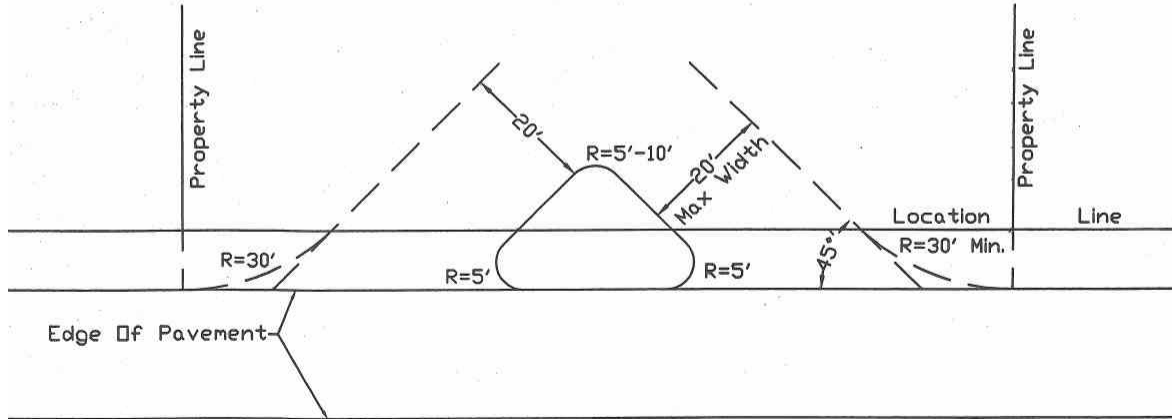


FIGURE 12-1

On Roads Having An 85 Percentile Speed More Than 30 M.P.H.

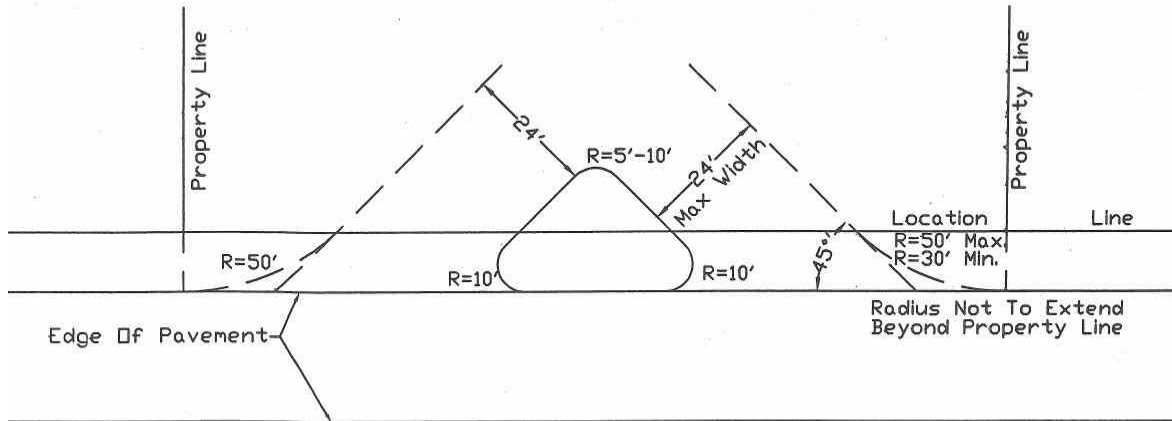
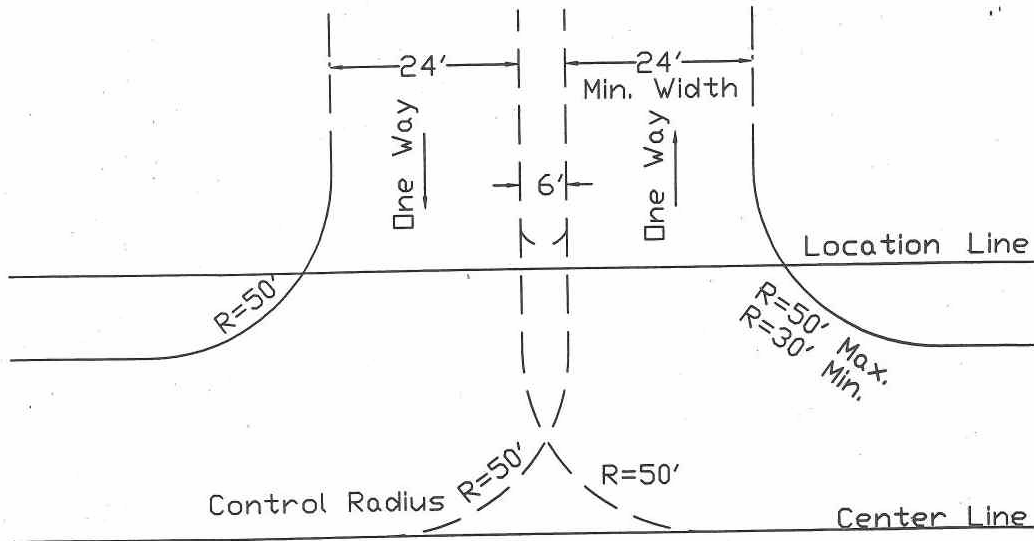


FIGURE 12-2

NOTE: SIDEWALKS MUST BE DESIGNED TO MEET ADA/AAB REQUIREMENTS

STANDARD DRIVES
For Shopping Plaza or Mall



Minimum Length of Island 20' Preferred
Minimum Width of Island is 6', 10' To 20' is Preferred

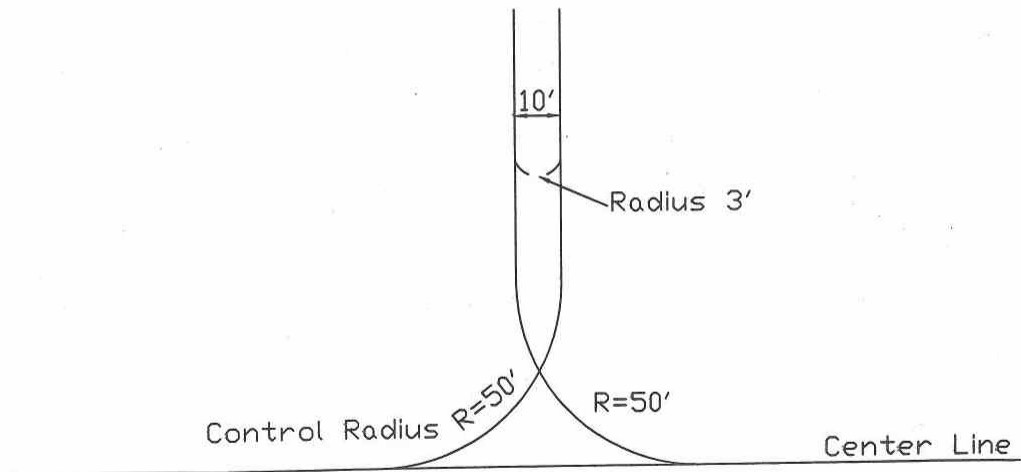
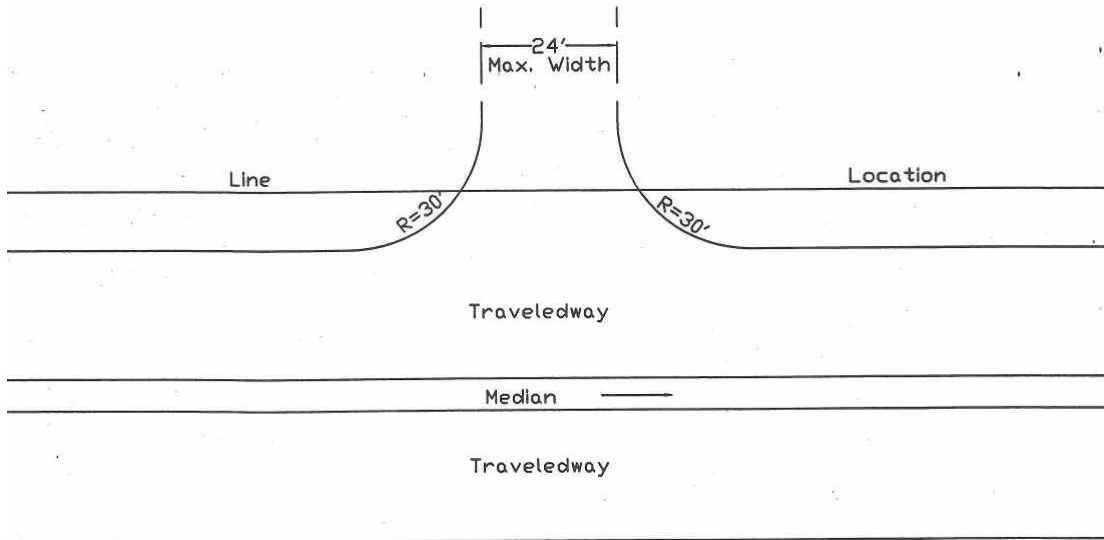


FIGURE 12-4

NOTE: SIDEWALKS MUST BE DESIGNED TO MEET ADA/AAB REQUIREMENTS

STANDARD DRIVES
 For Short Frontage Or Site Condition



For Shopping Plaza Or Mall
 On A Divided Highway

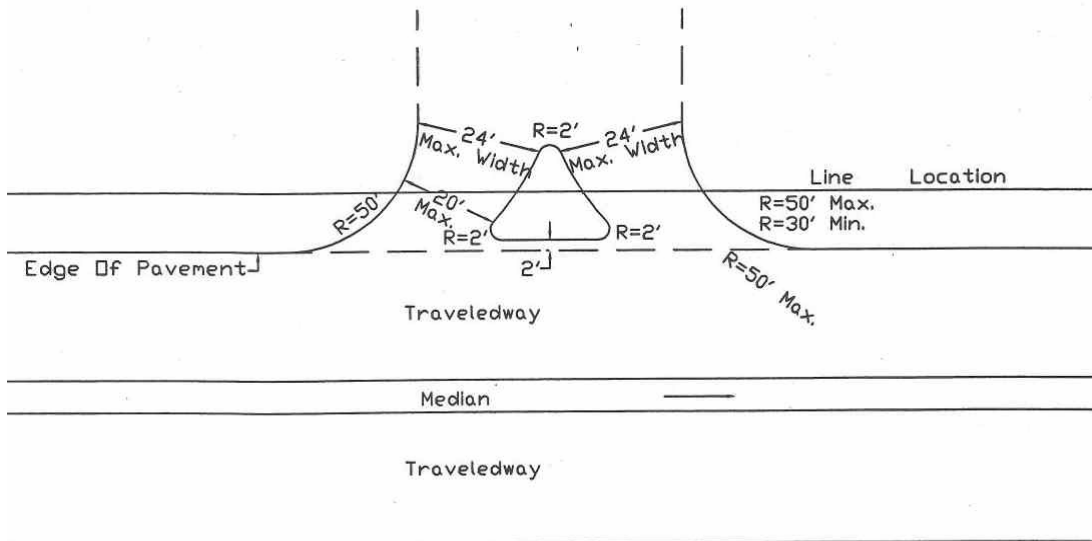
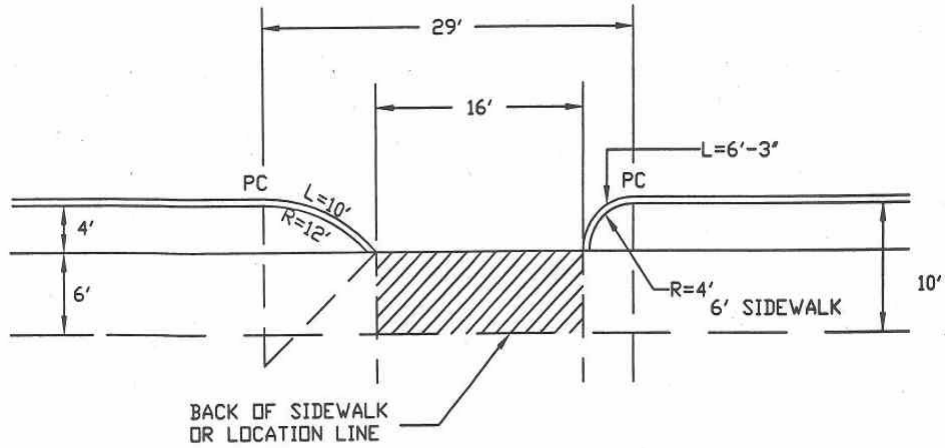


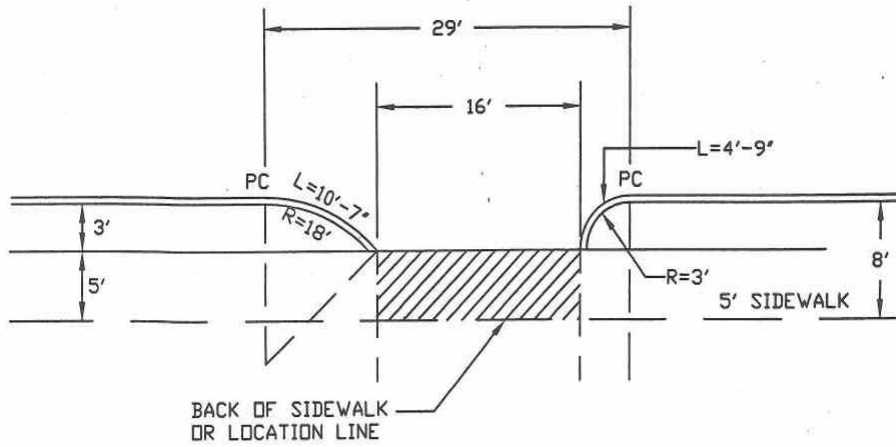
FIGURE 12-5

NOTE: SIDEWALKS MUST BE DESIGNED TO MEET ADA/AAB REQUIREMENTS

STANDARD DRIVES RESIDENTIAL
RURAL AREAS ONLY



10' SIDEWALK LAYOUT



8' SIDEWALK LAYOUT

NOTES: WHEN THE SIDEWALK IS PAVED TO THE CURB LINE, USE SHORT CURB RETURNS AT THE HIGHWAY CURB LINE PC'S, SHOWN IN THESE DESIGNS.

NOTE: SIDEWALKS MUST MEET ADA/AAB REQUIREMENTS
URBAN RESIDENTIAL DRIVES AND SIDEWALKS REQUIRE INDIVIDUAL
DESIGNS

FIGURE 12-6

PART 13

TRAFFIC CONTROL AGREEMENT (SAMPLE)

**AGREEMENT BETWEEN THE
COMMONWEALTH OF MASSACHUSETTS
MASSHIGHWAY AND THE
CITY / TOWN OF**

FEDERAL AID PROJECT NO. _____
AGREEMENT NO. _____

Section 13A-1 Introduction

AGREEMENT, made this ___ day of _____, 2004, by and between the Commonwealth of Massachusetts, through, MASSHIGHWAY hereinafter called "**MASSHIGHWAY**", and the CITY/TOWN of _____, hereinafter called the "**CITY/TOWN**", pursuant to the provisions of Title 23, Sections 109(d) and 116, of the United States Code and in accordance with the official standards of MASSHIGHWAY, which have been adopted in conformity with the provisions and recommendations of the Manual on Uniform Traffic Control Devices for Streets and Highways published by the Department of Transportation, Federal Highway Administration, hereinafter called "**STANDARDS**".

WHEREAS, MASSHIGHWAY and the CITY/TOWN have agreed that _____, being in whole or in part a city way, has qualified to participate in the Federal Aid Program with the work being financed in part by the Federal Government; and

WHEREAS, the United States Government, through its Department of Transportation, Federal Highway Administration, requires that the project area upon completion will be operated and maintained in an adequate manner; and

WHEREAS, the CITY/TOWN approves the proposed plans for the improvements and upon completion of the project will be the responsibility of the CITY/TOWN.

NOW, THEREFORE, in consideration thereof, the CITY/TOWN hereby agrees to conform to the following provisions:

Section 13A-2 General Provisions

- A. All information, regulatory or warning signs, all traffic control signals, flashing beacons, traffic islands or other traffic control devices and all pavement or other markings within the ways located in the project area shall be designed, located and operated in accordance with the STANDARDS of MASSHIGHWAY for such devices.
- B. The Police Department of the CITY/TOWN is the enforcement agency for traffic regulations established in accordance with this Agreement and the traffic devices installed in connection therewith.
- C. Signed, dated and attested copies of amendments to the CITY/TOWN traffic ordinances necessary for the enforcement of any specific provisions will be forwarded forthwith by the CITY/TOWN to MASSHIGHWAY.

Section 13A-3 Specific Provisions

The following provisions are examples of possible temporary restrictions that need implementation during the construction of roadway projects.

- A. NO PARKING ANY TIME –**
- B. NO PARKING-BUS STOP-TOW ZONE –**
- C. STOP SIGNS –**
- D. LEFT TURN YIELD ON GREEN –**

- E. DO NOT ENTER**
- F. NO RIGHT TURN**
- G. NO LEFT TURN**
- H. NO TURN ON RED –**
- I. LEFT LANE MUST TURN LEFT –**
- J. RIGHT LANE MUST TURN RIGHT –**
- K. KEEP RIGHT –**
- L. ONE WAY (DO NOT ENTER)-**
- M. YIELD CONTROL –**

Section 13A-4 Access and Egress

Within the limits of the Federal Aid Project, neither additional driveways (residential or commercial) nor relocation or alteration of existing driveways shall be permitted unless they are in conformance with MASSHIGHWAY STANDARDS and receive prior written approval from MASSHIGHWAY.

Section 13A-5 Traffic Islands

Traffic islands or median islands and traffic devices thereon are not to be installed, altered or removed without the prior written approval of MASSHIGHWAY. Parking is prohibited on and adjacent to all traffic islands and median islands within the Federal Aid Project area.

Section 13A-6 Traffic Control Signals

- A. Traffic Control Signals shall be operated in strict accordance with the requirements of the applicable permit.
- B. Changes in the operation of the traffic control signals located in the Federal Aid Project area are not to be made without the prior written approval of MASSHIGHWAY.
- C. Traffic Control Signals, the operation of which is pertinent to the Federal Aid Project area covered

by this Agreement, will be installed to control traffic as shown on the plans for this Federal Aid Project. All power charges for the operation of the installation will be the responsibility of the CITY/TOWN as well as charges for maintenance and control. The traffic control signals listed below will be under the ownership and control of the CITY/TOWN.

LIST INTERSECTIONS HERE

Section 13A-7 Miscellaneous

Traffic Controls or regulations instituted whether by the MASSHIGHWAY or the CITY/TOWN on ways or parts thereof within the Federal Aid Project are to remain in force and effect until proposed future changes have been approved in writing by the MASSHIGHWAY.

MASSHIGHWAY will not approve any future proposed traffic control changes within the Federal Aid Project which will in the opinion of MASSHIGHWAY, lessen to any degree the efficient utilization of the highway for traffic purposes.

Section 13A-8 Maintenance

The CITY/TOWN, in accordance with the provisions of Sections 109(d) and 116 of Title 23 USC, will properly maintain the way and all traffic signs and pavement markings under the control of the CITY/TOWN within the project area.

Section 13A-9 Penalty

Continued and willful failure on the part of the CITY/TOWN to fulfill its responsibility in the proper maintenance and operation and the enforcement of the traffic regulations of the completed project, may disqualify the CITY/TOWN from participation in future Federal Aid Projects in which the CITY/TOWN has maintenance responsibility, as provided in Title 23 USC.

Such failure shall result in the withholding or withdrawal of the unexpended balance of any funds assigned to the CITY/TOWN, under the provisions of Chapter 90, Section 34, of the Massachusetts General Laws.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the day and year first written.

CITY/TOWN OF _____

**COMMONWEALTH OF MASSACHUSETTS
MASSHIGHWAY DEPARTMENT**

MAYOR

COMMISSIONER

LEGAL CERTIFICATION

This will certify that the City/Town has complied with all applicable State Laws and its By-Laws and Ordinances as they apply to this Agreement and that this Agreement is a valid, binding Agreement with the City/Town.

_____ **DATE** _____
CITY SOLICITOR

CERTIFICATE OF SIGNATORY

This will certify that the below named individuals are duly authorized and empowered to execute and deliver this Agreement on behalf of the City of _____.

NAME _____ **TITLE** _____

DATE _____ **ATTEST** _____
TOWN CLERK

NAME _____

APPENDIX A

**A SAMPLE REGULATION FOR
A STANDARD MUNICIPAL TRAFFIC CODE**

CITY (TOWN) OF

TRAFFIC

The following vote was duly passed:

The of the City (Town of) acting by virtue of the power given to it by Section 22 of Chapter 40 of the General Laws of Massachusetts and by virtue of any other power it hereto enabling, hereby adopts and makes the rules and orders for the regulation of carriages and vehicles used in the said town for regulating traffic upon the streets and highways of said City (Town) of ; insofar as the said rules and orders or any of them are the same as the regulations, rules and orders now in force they shall be deemed to be a continuation thereof.

ARTICLE I

DEFINITIONS

SECTION 1-1 Definitions

For the purpose of these, the words and phrases used herein shall have the following meanings except in those instances where the context clearly indicates a different meaning.

SECTION 1-2 Bus Stops

An area in the roadway set aside for the boarding of or alighting from and the parking of buses.

SECTION 1-3 Crosswalks

That portion of a roadway ordinarily included within the prolongation or connection of curb lines and property lines at intersections, or at any portion of a roadway clearly indicated for pedestrian crossing by lines on the road surface or by other marking or signs.

SECTION 1-4 Curb Marking, Official

That portion of a curbing, the painting of which has been authorized by the, and which has the written approval of MassHighway.

SECTION 1-5 Emergency Vehicles

Vehicles of the Fire Department (Fire Patrol), police vehicles, ambulances and emergency vehicles of federal, state and municipal departments or public service corporations when the latter are responding to an emergency in relation to the police or fire department.

SECTION 1-6 Funerals

Any procession of mourners properly identified as such accompanying the remains of a human body.

SECTION 1-7 Intersection

The area embraced within the extensions of the lateral curb lines or, if none, then the lateral boundary lines, of intersecting ways as defined in Section 1 of Chapter 90 of the General Laws, including divided ways.

The rules and regulations herein contained governing and restricting the movement of vehicles at and near intersecting ways shall apply at any place along any way at which drivers are to be controlled by traffic control signals whether or not such place is an intersection as herein defined.

SECTION 1-8 Lane

A longitudinal division of a roadway into a strip of sufficient width to accommodate the

passage of a single line of vehicles.

SECTION 1-9 Officers

Any officer of the Police Department or any officer authorized to direct or regulate traffic or to make arrests for the violation of traffic regulations.

SECTION 1-10 Parking

The standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading, or in obedience to an officer or traffic signs or signals, or while making emergency repairs or, if disabled, while arrangements are being made to move such vehicle.

SECTION 1-11 Pedestrian

Any person afoot or riding on a conveyance moving by human muscular power, except bicycles or tricycles, as defined in Chapter 90, Section 1SA (General Laws).

SECTION 1-12 Railroad Crossing

Any intersection of ways with a railroad right-of-way.

SECTION 1-13 Roadways

That portion of a street or highway between the regularly established curb lines or that part, exclusive or shoulders, improved and intended to be used for vehicular traffic.

SECTION 1-14 Rotary-Traffic

The counter clockwise operation of a vehicle around an object or structure.

SECTION 1-15 Safety Zone

Any area or space set aside within a roadway for the exclusive use of pedestrian and which has been indicated by signs, lines or markings, having the written approval of the Department, Commonwealth of Massachusetts.

SECTION 1-16 Service Zone

An area in the roadway set aside for the accommodation of commercial and transient vehicular traffic.

SECTION 1-17 Street or Highway

The entire width between property lines of every way open to the use of the public for purposes of travel.

SECTION 1-18 Street Marking, Official

Any painted line, legend, marking or marker of any description painted or placed upon any way which purports to direct or regulate traffic and which has been authorized by the and which has the written approval of the Highway Department, Commonwealth of Massachusetts.

SECTION 1-19 Taxicab Stands

An area in the roadway in which certain taxicabs are authorized and required to park while waiting to be engaged.

SECTION 1-20 Traffic

Pedestrians, ridden or herded animals, vehicles, street cars or other conveyances either singly or together while using any street or highway for the purpose of travel.

SECTION 1-21 Traffic Control Area

Any area along any way, other than an intersecting way, at which drivers are to be controlled

SECTION 1-22 Traffic Control Signal

Any device using colored lights which conforms to the standards as prescribed by the Highway Department, Commonwealth of Massachusetts, whether manually, electrically or mechanically operated, by which traffic may be alternately directed to stop and to proceed.

SECTION 1-23 Traffic Islands

Any area or space set aside within a roadway, which is not intended for use by vehicular traffic.

SECTION 1-24 Traffic Signs, Official

All signs, markings and devices, other than signals, not inconsistent with these rules and orders, and which conform to the standards prescribed by the Highway Department of the Commonwealth of Massachusetts and placed or erected by authority of public body or official having jurisdiction for the purpose of guiding, directing, warning, or regulating traffic.

SECTION 1-25 Traffic Signals, Official

All signals, conforming to the standards as prescribed by the Highway Department of the Commonwealth of Massachusetts, not inconsistent with these rules and orders, placed or erected by authority of a public body or official having jurisdiction, for the purpose of directing or warning traffic.

SECTION 1-26 U-Turn

The turning of a vehicle by means of a continuous turn whereby the direction of such vehicle is reversed.

SECTION 1-27 Vehicles

Every device in, upon or by which any person or property is or may be transported or drawn upon a highway, including bicycles when the provisions of these rules are applicable to them, except other devices moved by human power or used exclusively upon stationary rails or tracks and devices which derive their for operation from stationary overhead wires.

SECTION 1-28 Vehicles, Commercial

Any vehicle being used in the transportation of goods, wares or merchandise for commercial purposes.

SECTION 1-29 Vehicle, Heavy Commercial

Any commercial vehicle of over two and one-half (2½) ton capacity.

SECTION 1-30 People

The word "person" shall mean and include any individual, firm, co-partnership, association or corporation.

SECTION 1-31 Parking Meters

The words "parking meter" shall mean any mechanical device, not inconsistent with the provisions of this regulation, and placed or erected on any public way or municipal off-street parking area within the for the regulation of parking. Each parking meter installed shall indicate by proper legend the legal parking time established by this regulation and when operated shall at all times indicate the balance of legal parking time permitted and at the expiration of such period shall indicate illegal or overtime parking.

SECTION 1-32 Parking Meter Zone

The words "parking meter zone" shall mean and include any street or portion thereof or municipal off-street parking area upon which parking of vehicles is permitted for a limited time subject to compliance with the further provisions of this regulation.

SECTION 1-33 Parking Meter Space

The words "parking meter space" shall mean any space within a parking meter zone, adjacent to a parking meter which is duly designated for the parking of a single vehicle by lines painted on the surface of the street or municipal off-street parking area adjacent to or adjoining each parking meter.

ARTICLE II

AUTHORITY AND DUTIES OF POLICE

SECTION 2-1 Traffic, Police to Direct

It shall be the duty of officers designated by the Chief of Police to enforce the provisions of these..... Such officers are hereby authorized to direct all traffic either in person or by means of visible or audible signal in conformance with the provisions of theseprovided that in the event of a fire or other emergency, to expedite traffic or safeguard pedestrians, officers of the Police or Fire Department may direct traffic as conditions may require, notwithstanding the provisions of these.....

SECTION 2-2 Close Street, Police May Temporarily

The Chief of Police is hereby authorized to close temporarily any street or highway in an impending or existing emergency, or for any lawful assemblage, demonstration or procession.

SECTION 2-3 Parking, Police May Prohibit Temporarily

The Chief of Police is hereby authorized to prohibit, temporarily, parking on any street or highway or part thereof in an impending or existing emergency or for a lawful assemblage demonstration or procession. Vehicles parked in places where parking is prohibited temporarily may be moved by or under the direction of an officer.

SECTION 2-4 Exemptions

The provisions of these..... shall not apply to drivers actually engaged in work upon a street or highway closed to travel or under construction or repair, to officers when engaged in the performance of public duties nor to drivers of emergency vehicles while operating in an emergency and in performance of public duties when the nature of the work of any of these necessitate a departure from any part of these..... These exemptions shall not, however, protect the driver of any vehicle from the consequences of a reckless disregard of the safety of others.

ARTICLE III

**TRAFFIC SIGNS, SIGNALS, MARKINGS
AND ZONES**

SECTION 3-1 Bus Stops, Taxicab Stands and Service Zones, Location of

The location of all bus stops, taxicab stands and service zones shall be specified bythe and in the case of taxicab stands, the Chief of Police with the approval of the..... shall designate who may use them as such.

SECTION 3-2 Interference with Signs, Signals and Markings Prohibited

Any person who willfully defaces, injures, moves, obstructs or interferes with any official traffic signs, signals or marking shall be liable to a penalty not exceeding twenty (20) dollars for each and every offense.

SECTION 3-3 Obedience to Traffic Signs, Signals and Markings

No driver of any vehicle or of any street car shall disobey the instructions of any official traffic control signal, sign, marking, marker or legend unless otherwise directed by a police officer.

SECTION 3-4 Traffic Signs and Signals

- a. The superintendent of Streets is hereby authorized, and as to those signs and signals required hereunder it shall be his duty, to place and maintain or cause to be placed and maintained all official traffic signs, signals, markings and safety zones. All signs, signals, markings and safety zones shall conform to the standards as prescribed by the Highway Department of the Commonwealth of Massachusetts.
- b. Sections 2-2 and 2-3 of Article II and Section 5-2 and 5-3 and 5-6 and 5-8 to 5-10 inclusive of Article V relating to parking and Sections 7-7 and 7-10 of Article VII concerning turning movements and Section 7-20 of Article VII pertaining to exclusion shall be effective only during such time as official signs are erected and maintained in each block designating the provisions of such sections and located so as to be easily visible to approaching drivers.
- c. Sections relating to one-way streets shall be effective only during such time as a sufficient number of official signs are erected and maintained at the entrance and each of the exits for each one-way street, so that at least one sign will be clearly visible for a distance of at least seventy-five (75) feet to drivers approaching such an exit.

SECTION 3-5 Signals, Signs and Markings Prohibited, Display of Unauthorized

No person or corporation shall place, maintain or display upon or in view of any street any unofficial device, sign, signal, curb marking or street marking which purports, to be or is an imitation of or resembles an official traffic device, sign, signal, curb marking or street marking or which attempts to direct the movement of traffic or which hides from view any official sign, signal, marking or device. The Chief of Police is hereby empowered to remove every such prohibited sign, signal, marking or device or cause it to be removed without notice.

SECTION 3-6 Experimental Regulation

For the purpose of trial the may make temporary rules regulating traffic or test under actual conditions traffic signs, markings, or other devices. No such experimental rules relating to traffic shall remain in effect for a period longer than 30 days.

ARTICLE IV

ZONE OF QUIET

The Chief of Police may temporarily establish a zone of quiet upon any street where a person is seriously ill. Said temporary zone of quiet shall embrace all territory within a radius of two hundred (200) feet of the building occupied by the sick person. Said temporary zones of quiet shall be designated by the Chief of Police by causing to be placed at a conspicuous place in the street a sign or marker bearing the words ZONE OF QUIET.

ARTICLE V

STOPPING, STANDING, PARKING

SECTION 5-1 General Prohibitions

No person shall allow, permit or suffer any vehicle registered in his name to stand or park in any street, way, highway, road or parkway under the control of the City (Town) ofin violation of any of the Traffic Rules or Orders adopted by theand in particular in any of the following places except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer or traffic sign or signal.

- a. Within an intersection "except within those intersections where the installation of parking meters has been specifically approved by MassHighway."
- b. Upon any sidewalk.
- c. Upon any crosswalk.
- d. Upon the roadway in a rural or sparsely settled district.
- e. Upon a roadway where parking is permitted unless both wheels on the right side of the vehicle are within twelve (12) inches of the curb or edge of the roadway, except upon those streets which are designated as one-way streets. On such one-way streets vehicles shall be parked in the direction in which said vehicle is moving and with both wheels within twelve (12) inches of the curb. This shall not apply to streets or parts of streets where angle parking is required by these regulations.
- f. Upon any roadway where the parking of a vehicle will not leave a clear and unobstructed lane at least ten (10) feet wide for passing traffic.

- g. Upon any street or highway within ten (10) feet of fire hydrant.
- h. In front of any private road or driveway.
- i. Upon any street or highway within twenty (20) feet of an intersecting way, except alleys.
- j. Within fifteen (15) feet of the wall of a fire station or directly across the street from such fire station provided signs are erected acquainting the driver of such restriction.
- k. Alongside or opposite any street excavation or obstruction when such stopping, standing or parking would obstruct traffic.
- i. Within twenty-five (25) feet of the nearest rail of a railroad crossing when there are no gates at such crossing, or otherwise within five (5) feet form the gate.
- m. On a bridge and the approach thereto.

SECTION 5-2 Service Zones

No person shall park a vehicle upon any street in any service zone for a period of time longer than thirty minutes and except while actually engaged in loading or unloading.

SECTION 5-3 Diagonal Parking

- a. The..... shall determine the street upon which diagonal parking will be permitted and shall cause said streets to be designated by signs and the surfaces thereof to be marked as directed by the Chief of Police.
- b. Diagonal parking is permitted upon certain sections of a number of streets as designated in Schedule No. 1, hereto appended to which reference is made and which Schedule No. 1, relative to diagonal parking is herewith specifically incorporated in this section. Where such diagonal parking is permitted, vehicles shall be parked with one wheel within twelve (12) inches of the curb and at the angle to the curb indicated by official marks and signs. The vehicle shall be parked so that all four wheels thereof shall be placed wholly within the area indicated for parking, and headed to the curb.

SECTION 5-4 Parking Vehicle for Sale Prohibited

It shall be unlawful for any person to park upon a street or highway any vehicle displayed for sale.

SECTION 5-5 No All Night Parking

No person shall allow, permit or suffer any vehicle registered in his name, other than one acting in an emergency, to be parked on any street for a period of time longer than one (1) hour between the hours of 1:00 A.M. and 6:00 A.M. of any day.

SECTION 5-6 Parking Location and Prohibitions

Parking is prohibited, restricted or limited as to time, space and streets in accordance with a schedule of streets designated as Schedule No. 1, hereto appended to which reference is made and which Schedule No. 1, is specifically incorporated in this section. No operator shall park a vehicle in the designated prohibited locations or in the restricted locations for a period longer than is designated in Schedule No. 1, except as otherwise provided in this Schedule, or where there is a time limit as to parking.

SECTION 5-7.1 Parking Meter Locations and Regulations

Parking is restricted or limited as to time, space, streets are municipal off-street parking areas on the streets and municipal off-street parking areas designated as Schedule I-A hereto appended to which reference is made and which Schedule I-A is specifically incorporated in this Section. No person shall park a vehicle for a period of time longer than one hour between the hours of 8:00 A.M. end 6:00 P.M. on any of the streets or for a period of time longer than two hours in any municipal off-street parking area hereinafter designated in Schedule I-A or as may hereafter be fixed by amendment, except that on Friday the limited parking time shall apply between the hours of 8:00 A.M. and 9:00 P.M. This restriction shall not apply on Sundays or during the hours of legal holidays during which business establishments are required by law to remain closed.

In accordance with the foregoing parking meter zones are hereby established in the streets, parts of streets or municipal off-street parking are listed in Schedule I-A.

SECTION 5-7.2

The Purchasing Agent is hereby empowered, with the approval of the to contract, in accordance with provisions of Chapter 40 of the General Laws, for the acquisition and installation of parking meters provided for by this regulation and to maintain said meters in good workable condition.

SECTION 5-7.3

The City (Town) Engineer is hereby authorized and directed to install parking meters within the areas described in this regulation or cause the same to be so installed. The meters shall be placed at intervals of not less than 20 feet apart except that beginning and ending spaces may be 18 feet and except where angle parking is permitted, and not less than 12 inches nor more than 24 inches from the face of the curb adjacent to individual meter spaces. Meters shall be so constructed as to display a signal showing legal parking upon the deposit therein of the proper coin or coins of the United States as indicated by instructions on said meters and for such period of time as is or shall be indicated by meter legend. Said signal shall remain in evidence until expiration of the parking period designated at which time a dropping of a signal automatically or some other mechanical operation shall indicate expiration of said parking period.

SECTION 5-7.4

The City (Town) Engineer is hereby authorized and directed to establish Parking meter spaces in such parking meter zones as are herein specified, or as may be hereafter fixed by amendment and to indicate the same by white markings upon the surface of the highway.

SECTION 5-7.5

Whenever any vehicle shall be parked adjacent to a parking meter, the owner or operator of said vehicle shall parking within the space designated by pavement marking lines and, upon entering such space, shall immediately deposit in said meter the required coin of the United State for a maximum legal parking period or proportionate period thereof, both as indicated or shown on the meter and if so required set the mechanism in motion.

The fee for the maximum parking time in on-street parking meter zones shall be twenty-five (25) cents or five (5) cents for each proportionate period of said maximum up to the limit of one hour.

The fee for parking in municipal off-street parking areas shall be at the rate of twenty-five (25) cents per hour or proportionate period thereof up to the maximum limit of hours.

It shall be unlawful for any person to deposit or cause to be deposited in a parking meter any coin for the purpose of permitting the vehicle of which he is in charge to remain in a parking space beyond the maximum period of time allowed in a particular zone.

It shall be unlawful for any person to park a vehicle within a parking meter space unless such vehicle is wholly within the painted lines adjacent to such meter.

It shall be unlawful for any unauthorized person to open, tamper with, break, injure or destroy any parking meter or to deposit or cause to be deposited in such meter any slugs, device or metallic substance or any other substitute for the coins required.

SECTION 5-7.6

Operators of commercial vehicles may park in a metered space without depositing a coin for a period not to exceed 30 minutes for the purposes of loading or unloading. Parking in excess of this time limit without depositing the proper coin shall be deemed a violation of the provisions of this regulation.

SECTION 5-7.7

The Chief of Police is hereby designated as the person authorized to collect monies deposited in parking meters or to cause the same to be so collected. Such monies shall be deposited forthwith with the Treasurer in a separate account to be known as the Parking Meter Account.

SECTION 5-7.8

All fees received by said Treasurer from the operation and use of parking meters shall be used as authorized by Chapter 40 of the General Laws (Ter. Ed.).

SECTION 5-7.9

It shall be the duty of police officers to enforce the provisions of this section.

SECTION 5-7.10

Any person who violates any parking provisions of this regulation shall be subject to the penalties provided by Chapter 90, Section 20A½ of the General Laws and any other violation shall be punishable as may be provided by law.

SECTION 5-7.11

No driver, while operating any vehicle owned and bearing indicia of ownership by the City (Town) of , State or Federal governments, shall be required to deposit any fee in a parking meter as provided in this section.

SECTION 5-7.12

All other regulations or parts of regulations which are inconsistent herewith are hereby repealed.

SECTION 5-8 Prohibited at Safety Zones

No person shall park a vehicle within twenty (20) feet of either end of a safety zone which is located within thirty (30) feet of the curb or edge of the roadway.

SECTION 5-9 Bus Stops

- a. No person shall stop or park a vehicle other than a bus in a bus stop.
- b. No person shall park a bus upon any street within a business district at any place other than a bus stop when a nearby bus stop is available for use.

SECTION 5-10 Taxicab Stands

- a. No person shall park a vehicle other than a taxicab upon any street within a business district in any taxicab stand. (Schedule No. II)
- b. No person shall park a taxicab upon any street within a business district at any place other than the taxicab stand or stands designated for the use of his taxicab or taxicabs.

ARTICLE VI

ONE-WAY STREETS

SECTION 6-1 One-Way Streets

The streets or portions thereof designated in Schedule No. III hereto appended and specifically incorporated in this section are declared to be one-way streets and all vehicular traffic shall move on those streets or portions thereof in the direction designated in said Schedule No. III.

SECTION 6-2 Rotary Traffic

Within the area set forth below vehicular traffic shall move only in a rotary counter-clockwise direction except when otherwise directed by an officer.

ARTICLE VII

OPERATION OF VEHICLES (MGL CHAPTER 89 GOVERNS)

SECTION 7-1 Overtake Only When There is a Space Ahead

The driver of a vehicle shall not overtake and pass a vehicle proceeding in the same direction unless there is sufficient clear space ahead on the right side of the roadway to permit the overtaking to be completed without impeding the safety operation of any vehicle ahead.

SECTION 7-2 Driver to Give Way to Overtaking Vehicle

One driver of a vehicle when about to be overtaken and passed by another vehicle approaching from the rear shall give way to the right in favor of the overtaking vehicle on suitable and visible signal being given by the driver of the overtaking vehicle, and shall not increase the speed of his vehicle until completely passed by the overtaking vehicle.

SECTION 7-3 Obstructing Traffic

- a. No person shall drive in such a manner as to obstruct unnecessarily the normal movement of traffic on any street or highway. Officers are hereby authorized to require any driver who fails to comply with this section to drive to the side of the roadway and wait until such traffic as has been delayed has passed.
- b. No driver shall enter an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk and on the right half of the roadway to operate the vehicle he is operating without obstructing the passage of other vehicles or pedestrians notwithstanding any traffic control signal indication to proceed.

SECTION 7-4 Following Too Closely

The driver of a vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard to the speed of such vehicle and the traffic upon and condition of the street or highway.

SECTION 7-5 Clinging to Moving Vehicles

It shall be unlawful for any person traveling upon a bicycle, motorcycle, coaster, sled, roller skates, or any toy vehicle to cling to, or attach himself or his vehicle to any moving vehicle or street car upon any roadway.

SECTION 7-6 Care in Starting, Stopping, Turning or Backing

The driver of any vehicle before starting, stopping, turning from a direct line or backing shall first see that such movement can be made in safety. If such movement cannot be made in safety or if it interferes unduly with the non-real movement of other traffic, said driver shall wait for a more favorable opportunity to make such movement.

If the operation of another vehicle should be affected by a stopping or turning movement, the driver of such other vehicle shall be given a plainly visible signal as required by statute law.

SECTION 7-7 Prohibited and Mandatory Turning Movers

SECTION 7-8 Emerging from Alley or Private Driveway

The operator of a vehicle emerging from an alley, driveway or a garage shall stop such vehicle immediately prior to driving on to a sidewalk or on to the sidewalk area extending across alleyway or driveway.

SECTION 7-9 Obedience to Traffic Control signals

Colors and arrow indications in traffic control signals shall have the commands ascribed to them in this section, and no other meanings and every driver of a vehicle, railway car, or other conveyance shall comply therewith, except when otherwise directed by an officer or by a lawful traffic regulating sign (other than a "stop" sign), signal or device or except as provided in section 7-18(b) of these rules.

In no case shall a driver enter or proceed through an intersection without due regard to the safety of other persons within the intersection, regardless of what indications may be given by traffic control signals.

1. Green indications shall have the following meanings:

- a. Drivers facing a CIRCULAR GREEN may proceed straight through or turn right or left

unless a sign at such place prohibits either such turn. But drivers turning right or left shall yield the right-of-way to other vehicles, and to pedestrians lawfully within the intersection or an adjacent crosswalk, at the time such signal is exhibited.

- b. Drivers facing a GREEN ARROW, shown alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by such arrow, or such other movements as is permitted by other indications shown at the same time. Such drivers shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

2. Steady yellow indications shall have the following meanings:

- a. Drivers facing a steady CIRCULAR YELLOW OR YELLOW ARROW signal are thereby warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter when drivers shall not enter the intersection.

3. Steady red indications shall have the following meanings:

- a. Drivers, facing a steady CIRCULAR RED signal and NO TURN ON RED SIGN shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication to proceed is shown except as provided in (b) below.
- b. When no sign is in place prohibiting a right turn, or a left turn from a one way street to another one way street, drivers facing a steady circular red signal may cautiously enter the intersection to make the right turn, or left turn from a one way street to another one way street, after shopping as provided in (a) above. Such drivers shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.
- c. Drivers, facing a steady RED ARROW indication may not enter the intersection to make the movement indicated by such arrow, and unless entering the intersection to make such other movement as is permitted by other indications shown at the same time, shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication to make the movement indicated by such arrow is shown.

5. Flashing signal indication shall have the following meanings:

- a. Flashing red (stop signal) - When a red lens is illuminated with rapid intermittent flashes, driver of vehicles shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then at the point nearest the intersecting roadway where the drivers has a view of approaching traffic on the intersecting roadway before entering the intersection, and the right to proceed shall be subject to the provisions of Chapter 89, Section 8 of the General Laws.

- b. Flashing Yellow (caution signal) - When a yellow lens is illuminated with rapid intermittent flashes, drivers of vehicles may proceed through the intersection or pass such signal only with caution.

SECTION 7-10 U Turns Prohibited

No operator shall back or turn a vehicle so as to proceed in the direction opposite to that in which said vehicle is beaded or traveling on the following streets.

SECTION 7-11 Stop Signs, Yield Signs, Through Ways

For Stop Signs

"In accordance with the provisions of Chapter 89, Section 9 of the General Laws the following streets are designated as streets at the intersections and in the direction indicated:"

In accordance with the foregoing, the streets listed in Schedule No. IV of these rules and orders are hereby declared to constitute stop streets or flashing red signal intersections as the case may be, and said Schedule No. IV is hereby specifically incorporated in this Section.

The same preamble should be used for designation of yield signs.

For Through Ways

"In accordance with the provisions of Chapter 89, Section 9 of the General Laws, the following ways or parts of ways are hereby designated as through ways."

SECTION 7-12 Keep to the Right of Roadway Division

Upon such roadways as are divided by a parkway, grass plot, reservation, viaduct, subway or by any structure or area, drivers shall keep to the right of such a division except when otherwise directed by an officer, signs, signals, or markings.

SECTION 7-13 Operation of Under or Overpasses at Intersection with Islands

At any junction or crossing of ways where the roadway grades have been separated and where the ways are connected by ramps and at any intersection of ways in which there are traffic islands, drivers of vehicles shall proceed only as indicated by official signs, signals or markings.

SECTION 7-14 Driving on Road Surfaces Under Construction or Repair

No operator shall enter upon a road surface of any street or highway or section thereof, when, by reason of construction, surface treatment, maintenance or the like, or because of some unprotected hazard, such road surface of the street or highway is not to be used or when so advised

by an officer, watchman, member of a street or highway crew or employees of the town, either audibly or by signals.

SECTION 7-15 No Driving on Sidewalks

The driver of a vehicle shall not drive upon any sidewalk except at a permanent or temporary driveway.

SECTION 7-16 No Driving Through Safety Zones

It shall be unlawful for the driver of a vehicle, except on signal from a police officer to drive the same over or through a safety zone.

SECTION 7-17 Funerals to be Properly Identified

A funeral composed entirely or partly of a procession of vehicles shall be identified as such by means of black pennants bearing a purple symbol attached to both the first and last vehicles or other suitable means.

SECTION 7-18 Right and Duties of Drivers in Funerals or Other Processions

- a. It shall be the duty of each driver in a funeral or other procession to keep as near to the right edge of the roadway as is feasible and to follow the vehicle ahead as closely as practicable and safe.
- b. At an intersection where a traffic control signal is operating the driver of the first vehicle in a funeral or other procession shall be the only one required to stop for a red and/or yellow indication.
- c. At an intersection where a lawful Stop sign exists, the driver of first vehicle in a funeral or other procession shall be the only one required to stop before proceeding through the intersection.

SECTION 7-19 Unlawful Riding

It shall be unlawful for any reason to ride on any portion of a vehicle not designated or intended for the use of passengers when the vehicle is in motion. This provision shall not apply to any employee engaged in the necessary discharge of a duty or within truck bodies in space intended for merchandise.

SECTION 7-20 Operation of Heavy Commercial Vehicles

1. The use and operation of heavy commercial vehicles having a carrying capacity of more than 2½ tons, are hereby restricted on the following named streets or parts thereof, and in the manner outlined and during the period of time set forth.

2.Exemptions - Part 1 of this Section shall not apply to heavy commercial vehicles going to or coming from places upon said streets for the purpose of making deliveries of goods, materials, or merchandise to or similar collections from abutting land or buildings or adjoining streets or ways to which access cannot otherwise be gained; or to vehicles used in connection with the construction, maintenance and repair of said streets or public utilities therein; or to Federal, State, Municipal or public service corporation owned vehicles.

ARTICLE VIII

ACCIDENT REPORTS

SECTION 8-1 Drivers Must Report Accidents

Every person operating a motor vehicle which is in any manner involved in an accident in which any person is killed or injured or, in which there is damage in excess of one thousand dollars (\$1,000.00) to any one vehicle or other property, shall report such accident within five (5) days to the Registrar and to the Police Department in accordance with the provisions of Chapter 90, Section 26, of the General Laws.

ARTICLE IX

PENALTIES AND REPEALS

SECTION 9-1 Penalties

Any person violating any provisions of any rule, regulation or order regulating the parking of motor vehicles made by anybody authorized to make the same shall be dealt with as provided in General Laws, Chapter 90, Section 20A½ or any Acts in amendment thereof, or in addition thereto, and any person violating any of the rules and regulations applicable to State Highways made by MassHighway, Commonwealth of Massachusetts, under authority of General Laws, Chapter 85, Section 2, and Acts in amendment thereof, and in addition thereto, shall be subject to the penalty provided in said rules and regulations.

Any person convicted of a violation of any other rule, regulation or order made hereunder, except as otherwise provided, shall be punished by a fine not exceeding twenty dollars (\$20.00) for each offense.

SECTION 9-2 Repeal

These rules are adopted with the intent that each of them shall have force and effect separately and independently of every other except insofar as by express reference or necessary implication any rule or any part of a rule is made dependant upon another rule or part thereof.

All official signs, lights, markings, signal systems or devices erected or installed under prior rules or regulations and necessary to the enforcement of these regulations and necessary to the enforcement of these regulations shall be deemed to have been lawfully erected or installed hereunder provided the same are erected or installed with the permission and approval of MassHighway of the Commonwealth of Massachusetts and insofar as the same are necessary as aforesaid for the enforcement of these regulations they shall be deemed continuing hereunder but in all other respects all prior rules, orders and regulation made by theof..... for the regulation of vehicles are hereby expressly repealed. This repeal, however, shall not affect any punishment or penalty imposed or any complaint or prosecution pending at the time of the passage hereof for any offense committed under said prior rules, order or regulations hereby repealed, nor shall said repeal be effective unless and until these rules and regulations have been approved and published as required by law.

SECTION 9-3 Effect of Regulations

If any section, subsection, sentence, clause or phrase of these rules and order is for any reason unconstitutional, such decisions shall not affect the validity of the remaining portion of these rules and orders. The..... hereby declares that it would have passed these regulations and each section, subsection, sentence, clause or phrase thereof irrespective of the fact that any one of more sections, subsection, sentence, clauses or phrases be declared unconstitutional.

SECTION 9-4 Owner Prima Facie Responsible for Violations

If any vehicle is found upon any street or highway in violation of any provisions of these rules and regulations and the identity of the driver cannot be determined, the owner or the person in whose name such a vehicle is registered shall be held prima facie responsible for such violations.

(Date of Passage)

Board of Selectmen/City Council

Attest: Town/City Clerk

Schedule I

PARKING

Location	Side	From	To	Type Parking
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Schedule I-A

SECTION 1 - ON-STREET PARKING METER ZONES

Location	Side	From	To
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Schedule II

TAXICAB STANDS

Location	Side	From	To	Type
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Schedule III

ONE-WAY STREETS

Location	Direction	From	To
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Schedule IV

STOP SIGNS

Location	Direction	From	To
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APPENDIX B

Sample

Pedestrian Regulations

Voted:

In accordance with the provisions of Chapter 90, Section 18A of the General Laws (Ter. Ed.) and in accordance with the Pedestrian Control Standards of the Highway Department, Commonwealth of Massachusetts, the City Council (Board of Selectmen) (Traffic Commission) of the City (Town) of hereby enact the following regulations to govern the use of ways by pedestrians. These regulations are to become effective on

PEDESTRIAN CONTROL REGULATIONS

SECTION 1 Pedestrian Crossing Ways or Roadways

Pedestrians shall obey the direction of police officers directing traffic and whenever there is an officer directing traffic, a traffic control signal or a marked crosswalk within three hundred (300) feet of a pedestrian, no such pedestrian shall cross a way or roadway except within the limits of a marked crosswalk and as hereinafter provided in these regulations. For the purpose of these regulations, a marked crosswalk shall only be construed to be that area of a roadway reserved for pedestrian crossing located between two solid white reflectorized 12 inch pavement markings in rural areas or markings not less than six inches wide in urban areas, said markings or lines being no less than six feet apart.

SECTION 2 Pedestrian Actuation

- a. At a traffic control signal location where pedestrian indications are provided but which are shown only upon actuation by means of a pedestrian push button, no pedestrian shall cross a roadway unless or until the pedestrian control signal push button has been actuated and then cross only on the proper pedestrian signal indication.
- b. At a traffic control signal location, pedestrians shall yield the right of way to vehicles of a funeral or other procession or authorized emergency vehicle while in performance of emergency duties regardless of the signal indication given, and they shall not attempt to cross the roadway until such vehicles or procession has passed at which time pedestrians shall then cross the roadway only as provided in these regulations.

SECTION 3 Pedestrian Obedience to Traffic Control Signals

Traffic control signal color indications and legends shall have the commands ascribed to them in this section and no other meanings, and every pedestrian shall comply therewith, except when otherwise directed by an officer.

- a. Red Alone or "Don't Walk" - Whenever the words "Don't Walk" or any indication other than red and yellow shown together are illuminated in a traffic control signal where pedestrian indications are provided, pedestrians approaching or facing such indication shall wait on the sidewalk, edge of roadway or in the pedestrian refuge area of a traffic island and shall not enter upon or cross a roadway until the proper indication is illuminated in the traffic control signal, but any pedestrian who has partially completed his crossing on the walk indication shall proceed or return to the nearest sidewalk or safety island on the yellow indication, the red indication or when the phrase "Don't Walk" are illuminated by rapid intermittent flashes.
- b. Green Alone - At traffic control signal locations where no pedestrian indication is given or provided pedestrians facing the signal may proceed across the roadway within any marked crosswalk in the direction of the green indication.
- c. Yellow Alone, Red Alone or Flashing "Don't Walk" - Pedestrians approaching or facing a yellow, red or flashing "Don't Walk" illuminated indication shall not start to cross a roadway.
- d. Flashing Red, Yellow or Green - At any traffic control signal location where a flashing red or flashing yellow is facing a crosswalk, pedestrians shall actuate, where provided, the pedestrian signal indication and cross the roadway only on when the "Walk" indication is in operation. If no pedestrian signal is provided, pedestrians shall cross within crosswalks with due care.

SECTION 4 Pedestrian Crossings and Use of Roadways

- a. No pedestrian shall suddenly leave a side or safety island and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield the right of way.
- b. Pedestrians shall at all times attempt to cross a roadway using the right half of crosswalks.
- c. Where sidewalks are provided, it shall be unlawful for any pedestrian to walk along and upon adjacent roadway whenever the sidewalk is open to pedestrian use.
- d. Where sidewalks are not provided, any pedestrian walking along and upon a highway shall, when practicable, walk only on the left side of the roadway on its unfinished shoulder facing traffic which may approach from the opposite direction.
- e. Persons exiting from the roadway side of any vehicle parked at the curb or edge of roadway shall proceed immediately to the sidewalk or edge of roadway adjacent to vehicle, and shall cross the roadway only as authorized by these regulations.
- f. It shall be unlawful for any person to actuate a pedestrian control signal or to enter a marked crosswalk unless a crossing of the roadway is intended.

SECTION 5 Crossing at Non-Signalized Locations

Every pedestrian crossing a roadway at any point other than within a marked crosswalk shall yield the right of way to all vehicles upon the roadway. At a point where a pedestrian tunnel or overpass has been provided pedestrians shall cross the roadway only by the proper use of the tunnel or overpass.

SECTION 6 Operators to Exercise Due Care

The provisions of these regulations shall in no way abrogate the provisions of Chapter 90, Section 14 and 14A of the General Laws (Ter. Ed.) which provide: "Precautions for Safety of Other Travelers" and for the "Protection of Blind Persons Crossing Ways." Furthermore, notwithstanding the provisions of these regulations every operator of a vehicle shall exercise due care to avoid colliding with any pedestrian upon the roadway and shall give warning by sounding the horn when necessary, and shall exercise proper precautions which may become necessary for safe operation.

SECTION 7 Pedestrians Soliciting Rides or Business

No person shall stand in a roadway for the purpose of soliciting a ride, employment or business from the operator or occupant of any vehicle without the written permission of the board or officer having control of such roadway or highway.

SECTION 8 Officers to Enforce Pedestrian Regulations

These pedestrian control regulations shall be enforced by all officers of the Town (City) of on and after

SECTION 9 Exemptions

The provisions of these rules and regulations governing the use of ways by pedestrians shall not apply to pedestrians actually engaged in work upon a roadway closed to travel or under construction or repair, to municipal, state, federal or public service corporation employees while in the performance of their duties, to officers engaged in the performance of their public duties or to pedestrians acting in an emergency when such emergency necessitates departure from any part of these rules and regulations.

SECTION 10 Penalties

Any person who violates the provisions of this Article which deal with the proper use of ways by pedestrians shall be punished as provided in Chapter 90, Section 15A of the General Laws (Ter. Ed.).

SECTION 11 Effect of Regulation

All existing rules and regulations governing the operation of vehicles or the use of ways by

pedestrians which are inconsistent herewith are hereby expressly repealed. This repeal shall not, however, affect any punishment or penalty imposed or any complaint or prosecution pending at the time of passage hereof for any offense committed under any of the said rules and regulations hereby repealed.

If any section, sub-section, sentence, clause or phrase of these rules and regulations is for any reason unconstitutional, such decision shall not affect the validity of the remaining portion of these rules and regulations. The City Council (Board of Selectman) of the City of (Town of)..... hereby declare that they would have passed these rules and regulations and each section, sub-section, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, sub-sections, sentences, clauses or phrases be declared unconstitutional.

Date of passage _____

Signatures _____

Board of Selectmen _____

Attest: City / Town Clerk _____

APPENDIX C - SAMPLE REGULATIONS

Tow Away Zone Regulations

SECTION 1 In General

In accordance with the provisions of Chapter 40, Section 22D of the General Laws (Ter. Ed.) the City Council (Board of Selectmen) (Traffic Commission) of the City (Town) of hereby enact the following regulations authorizing the removal to a convenient place of vehicles parked or standing in such manner, or in such areas as are hereinafter described on any way under the control of the City (Town) of Vehicles specifically exempt by Chapter 40, Section 22D shall not however be subject to such removal.

SECTION 2 Authorization of Police

The moving or towing of any vehicle under the provisions of this Article shall be by and at the direction of the Chief of Police or such other Officer(s) of the rank of Sergeant or higher as he may from time to time designate.

SECTION 3 Fees

The City Council (Board of Selectmen) (Traffic Commission) hereby imposes upon the owner of any vehicle moved or towed to a convenient place, under the provisions of this Article, the following fees:

- a. Removal or towing fee not to exceed that which is provided in or as authorized by Statute Law.
- b. Storage Fees:

Not to exceed that which is provided in or as authorized by Statute Law.

SECTION 4 Liability for Damage During Removal or Storage

The contractor shall be liable to the owner for any damage arising out of negligence caused to a vehicle in the course of removal and storage.

SECTION 5 General Prohibition Towing Zones

No person shall stand or park or allow, permit or suffer any vehicle registered in his name to stand or park in any of the following places. Vehicles found in violation of the provisions of this Section except those specifically exempt by law, shall be removed to a convenient place under the direction of an officer of the Police Department and the owner of the vehicle so removed or towed away shall be liable to the cost of such removal and storage, if any, as set forth in Section 3 of this Article. The owner of any vehicle removed or towed away under the provisions of this Section shall also be subject to the penalties provided in Chapter 90, Section 20A½ of the General Laws (Ter.Ed.).

- a. Upon any way in such a manner as to impede the removal or plowing of snow or ice except vehicles parked in accordance with approved regulations governing All Night Parking.
- b. Upon any sidewalk.
- c. Upon any crosswalk.
- d. Upon any way within twenty (20) feet of an intersecting way except alleys.
- e. Upon a way within ten (10) feet of a fire hydrant.
- f. On a roadway side of any vehicle stopped or parked at the edge or curb of the way.
- g. In front of a public or private driveway.
- h. Upon any way where the parking of a vehicle will not leave a clear and unobstructed lane at least ten (10) feet wide for passing traffic.

SECTION 6 Parking Prohibitions, Towing Zone

No person shall stand or park or allow, permit or suffer any vehicle registered in his name to stand or park on any of the ways or parts of ways hereinafter described and during the periods of time set forth. Vehicles found in violation of the provisions of this Section except those specifically exempted by law shall be removed to a convenient place under the direction of an officer of the Police Department and the owner of the vehicle so removed, or towed away, shall be liable to the cost of such removal and storage, if any, as set forth in Section 3 of this Article. The owner of any vehicle removed or toyed away under the provisions of this Section shall also be subject to the penalties provided in Chapter 90, Section 20A½ of the General Laws (Ter. Ed.)

- a. Main Street - both sides, between North Street and South Street.
- b. Walker Street - both sides, between Cabot Street and Newhall Street.
- c. Chase Avenue - easterly side, between Adams Street and Charles St.
- d. In any Bus Stop.
- e. Etc.

SECTION 7 Official Traffic Signs

The provisions of Section 6 shall be effective only during such time as a sufficient number of official traffic signs bearing the legend TOW-AWAY ZONE are installed, erected, maintained and located so as to be visible to approaching drivers, said signs to be appended above or incorporated into the legend of Parking Prohibition Signs.

SECTION 8 Police to Keep Record of Towed Vehicles

The Police Department shall keep a record of all vehicles towed or removed under the provisions of this Article. Such record shall be retained for one (1) year and shall contain the following information:

1. The registration of the vehicle.
2. The location from which it was towed, and time and date of tow order.
3. The location to which it was moved.
4. The fee charged for towing.
5. Name of towing contractor, if any.
6. Name and rank of officer who authorized towing.

Date of Passage _____

Board of Selectmen

Attest: City (Town) Clerk

APPENDIX D

Pertinent Statutes

<u>CHAPTER</u>	<u>SECTION</u>	<u>PROVISION</u>
40	21 s.s. 14	Regulate parking of private ways
40	21 s.s. 16	Supt. of streets may tow vehicles
40	22	Municipalities may regulate traffic
40	22A	And install parking meters
40	22B	And use meter funds to purchase off-street parking areas
40	22C	And install meters in parking areas
40	22D	Municipalities may tow illegally parked vehicles.
81	19	Town has police jurisdiction over State Highway
85	1	Municipalities to erect directional signs
85	2	Authority and duties of the Department
85	2A	Additional authority (Department may tow vehicles interfering with snow removal)
85	2B	Additional authorities (may make special regulations for express State Highways)
85	2C	Additional authority (towing of vehicles on State Highways)
85	10A	Municipalities may designate coasting streets
85	11A	Registration of bicycles
85	21A	Municipalities may erect school warning signs
85	30	Heavy vehicles may be regulated – certain conditions
85	34	Protection of bridges
85	35	Liability for damage to bridges

CHAPTER	SECTION	PROVISION
85	36	Dropping of leaking loads
89	1	Keep to the right
89	2	Pass to the left
89	4	Keep to the right when view is obstructed
89	4A	Drive in single lane
89	4B	Drive in right lane when available
89	7	Certain Emergency vehicles have right of way
89	7A	Vehicles near fire apparatus on fires
89	8	Right-of-way law
89	9	Through ways
90	17	Speed limits
90	18	Special regulations
90	18A	Pedestrian control
90	20A	Violation of parking rules (penalty)
90	20A½	Municipalities may set parking fines
90	20C	Excessive parking notices
90	20D	Removing parking notice (penalty)
233	79F	Proof of existence of public way
270	16	Disposal of garbage, etc., on a highway

APPENDIX E

AMENDMENTS AND ADDENDA TO NATIONAL MUTCD

This appendix sets forth the Amendments to the National MUTCD adopted by the Department. These Amendments clarify or establish policy for the Department that may not follow some of the specifics of the National MUTCD.

MASSACHUSETTS MUTCD AMENDMENTS

CHAPTERS 2 & 3 - SIGNS AND PAVEMENT MARKINGS

Section 2B.36 Selective Exclusion Signs (R5-10E)

The R5-10E (graphic) depicting “PEDESTRIANS, BICYCLES AND HORSES PROHIBITED” shall be used and the sign panel shall have a minimum size 24 inches by 24 inches.

Section 2B.37 One Way Signs (R6-1, R6-2)

R6-1 signs should be used at locations where the one-way street comes into an intersection. R6-2 signs should be used at locations where the one-way street goes away from an intersection.

Section 2B.45 Traffic Signal Signs

R10-11b signs shall be provided at all locations where a right turn is controlled by a red arrow indication. R10-17a signs shall not be used at such locations. The R10-3F sign (5 inches by 8 inches) shall be mounted immediately above or incorporated in all pedestrian push-button units.

Section 2D.11 Design of Route Shields

The design of M1-5 route shields for Massachusetts state numbered routes shall conform to current Massachusetts Highway Department standards.

Section 2D.35 Destination Signs

The design of destination signs for Massachusetts streets and highways shall conform to the current Massachusetts Highway Department “*Guide Sign Policy for Secondary State Highways*”

Section 2D.38 Street Name Signs

Street name signs for Massachusetts streets and highways shall consist of white legend on green background, unless other acceptable contrasting colors have been approved by the Massachusetts Highway Department for use on a given project.

Section 2E.25 Route Shields and Trailblazer Assemblies

Massachusetts M1-5 route shields shall always include a border and inset, whether mounted independently or on guide signs.

Section 2E.28 Interchange Exit Numbering

Exit number plaques for left-hand exits on Massachusetts expressways and freeways shall include the word "LEFT". The "LEFT" portion of the exit number plaque shall be black on yellow.

Section 2F.10 Specific Service Signs

Service signing may be permitted as prescribed in the Department's *Supplemental Sign Policy* that was developed to carry out the provisions of Chapter 85, Section 2D of the M.G.L.

Section 3B.16 Stop and Yield Lines

Yield Lines shall be used only:

- a) At entry points to roundabout intersections.
- b) To control unsignalized movements at otherwise signalized intersections.
- c) Where deemed necessary or desirable by engineering judgment, in advance of unsignalized, mid-block crosswalks, as illustrated in Figure 3B-15.

Section 3C.01 Object Marker Design and Placement Height

H1-2 warning cluster panels conforming to current Massachusetts Highway Department standards shall be used instead of MUTCD "Type 1" markers. H1-2 panels shall be used only where traffic can pass on both sides (immediately to the right or left side) of a gore, island, or other obstruction.

H1-3 abutment warning panels conforming to current Massachusetts Highway Department standards shall be used instead of MUTCD "Type 3" markers. H1-3 panels shall be used only on roadways passing underneath bridge structures, and only where a guardrail is not present.

CHAPTER 4 – HIGHWAY TRAFFIC SIGNALS

Section 4C.01 Studies and Factors for Justifying Traffic Control Signals

The Department views Warrant 1 as paramount when justifying a traffic control signal based on vehicular traffic flow. While other volume warrants shall be considered, the Department expects that Warrant 1 be satisfied.

When considering volume warrants, traffic counts older than two calendar years are not acceptable. Volume warrants based on projected traffic must include a projection of hourly traffic throughout an average day.

Section 4D.15 Size, Number, and Location of Signal Faces by Approach

1. All lenses shall be 12 inches.
2. All intersection approaches include at least one overhead signal. Deviation from this amendment is only allowed when the provision of overhead indications is either physically not possible or cost prohibitive.

Section 4E.03 Application of Pedestrian Signal Heads

Pedestrian Signal Heads shall only be used with crosswalks connecting to viable sidewalks meeting all the requirements of ADA. Viable sidewalks are defined as part of a municipal network of sidewalks or sidewalks connecting to major pedestrian destinations.

Section 4E.07 Countdown Pedestrian Signals

It is the opinion of the Department that Countdown Pedestrian Signals are not viewed to provide any useful information to either the pedestrian or the motorist. The information is in direct opposition to the intent of the traffic control device (Flashing Don't Walk). Consequently, this section of the NMUTCD does not apply on Massachusetts State Highways and any projects that involve state funds.

SECTION 7G - OFFICIAL STANDARDS FOR SCHOOL ZONES

As required by Chapter 90, Section 17 of the MGL
(Tercentenary Edition as Amended)

The Department hereby adopts the following standards for the establishment of school zones to provide increased protection for school children on highways in the vicinity of schools:

Any variance from the requirements of these Standards without the written approval of the Department shall constitute the establishment of a non-standard School Zone and shall render the provisions of Chapter 90, section 17 inapplicable insofar as they refer to the speed of vehicles in School Zones.

7G-1 SCHOOL ZONE DEFINED

A School Zone as referred to in Chapter 90, Section 17 shall only be construed to be that section of a way which abuts the grounds of a school and is posted and marked in accordance with these Department Standards to indicate the applicability of the statutory speed limits of twenty miles per hour for all vehicles in accordance with the terms of the permit for the Zone.

7G-2 WARRANTS FOR SCHOOL ZONES

The following **minimum warrants** are specified for the establishment of a School Zone.

The school property abuts the public right of way within the limits of the proposed zone area.

School Children have direct access to the street or roadway from the school property.

The zone must contain a marked crosswalk.

The school must involve one or more grades below Grade 9.

A School Zone is **not warranted**:

- a. When children are not required to cross the street on foot within the limits of the proposed zone area and sidewalks are provided.
- b. Where abutting school property is fenced or the crosswalk has been signalized except in the cases where investigation shows that there is no conflict between the signal indication and the school zone speed limit sign.

7G-3 SCHOOL ZONE SPEED LIMIT SIGNS

The flashing sign is available in two variations. Specifications are shown in Section 7G-9. The flashers and the numeral shall be energized **only during the hours when the 20 M.P.H. speed limit is legally effective**. A non-illuminated school zone speed limit sign is also acceptable, and must be accompanied by a supplementary sign indicating the hours the 20 M.P.H. limit is in effect, or "When Children are Present".

7G-4 SCHOOL ZONE SPEED LIMIT SIGN USE

The School Zone Speed Limit Sign may be used at all locations to establish legal school zone speed limits of 20 MPH where the school building or the grounds thereof abuts the street or highway. It shall not be used at any other location.

The School Zone shall not begin more than 300 feet in advance of a point where the projected nearer line of the School Building intersects the abutting highway. The sign should be placed within 50 feet of the limits of the school zone, facing traffic entering the zone. The sign may be erected on the shoulder, or it may be erected overhead.

The School Zone Speed Limit Sign should be erected over the roadway where curves, roadside development and other physical conditions do not permit at least 500 feet of advance sight distance to a side-mounted sign. Over the road mounting is recommended for all divided highways and highways of four or more lanes.

7G-5 SCHOOL ZONE SIGNS ON STATE HIGHWAYS

It is the policy of the department to install standard warning signs at all approaches to potentially hazardous locations. In the case of a school abutting a State Highway, the Department will, by permit, authorize the establishment of School Zones at the request of the municipality wherein the highway lies. All costs for the establishment and maintenance of a school zone speed limit on State Highway shall be borne by the municipality. A permit for each School Zone will be issued to the municipality setting forth the applicable terms for the zone operation.

7G-6 APPROACH WARNING SIGNS

The *School Advance Sign* (S1-1) as provided in Section 7B.08 of the 2003 MUTCD shall be supplemented by a tab bearing the legend “School Zone Ahead” and shall be erected in advance of the beginning of each school Zone to notify motorists of their approach to School Zone. (See 7G-8).

7G-7 WORD AND SYMBOL MARKINGS (See Section 7C.06)

The word “SCHOOL” shall be placed at the beginning of the school zone facing approaching traffic. It shall extend across the full width of the approach lanes. The word “SCHOOL” shall be wholly on the right half of the roadway.

On approaches with two lanes a height of ten feet shall be used.

On approaches with only one lane a height of six feet shall be used.

7G-8 SCHOOL ZONES WITHIN SPEED ZONES

Where a school is within the limits of an authorized speed zone, the beginning of the speed zone shall be not less than 850 feet in advance of the school grounds in rural areas; 500 feet, or one block, whichever is smaller, in urban areas. There shall be no speed limit sign, other than a School Zone Limit 20 between the advance School Warning sign and the School Zone. A speed limit sign, to mark an authorized speed zone, shall be placed just beyond the end limit of the school zone facing traffic which has passed the school property.

When a School Zone is located on a highway not legally speed zoned the end limit of the zone shall be designated by a standard rectangular advisory sign with the legend “END SCHOOL ZONE”

7G-9 SIGN SPECIFICATIONS

A. SCHOOL ZONE AHEAD TAB

1. Color: Yellow background with black legend and border
2. Shape: Rectagonal
3. Size: Minimum 24” x 18”

B. SCHOOL ZONE SPEED LIMIT SIGNS

1. COLOR:

- a). "SCHOOL" tab portion - Yellow background with black legend and border
 - b). SPEED LIMIT portion – black legend and border on white background with two yellow lenses separated by a lens which shows red numeral 20 only when energized.
2. SHAPE:
Rectangular, ground mount - long axis vertical. Overhead mount - long axis horizontal.
 3. SIZE:
 - a). Ground mount sign minimum size 24" x 48". Overhead mount sign minimum size 72" x 60".
 - b). Ground mount legend: "School" 4" series C, "Speed Limit" 4" series B, "When Flashing" 4" series B. Overhead sign panel specifications available upon request.
 4. LENS: Size – 8" minimum
Color – yellow
 5. NUMERAL 20: Size not less than 6"
Color: shall be as set forth for "Don't Walk" signal in Standard Specifications of MassHighway.
 6. HEIGHT: Ground mount sign no less than 7 feet to bottom of sign. Overhead mount sign minimum clearance of 16 feet over roadway.

C. END SCHOOL ZONE

1. USE: To be installed only where there is no legal speed zone beginning at the end of school zone.
2. COLOR: White with black legend and border.
3. SHAPE: Rectangular, long axis vertical.
4. SIZE: 18" x 24" minimum.

D. LATERAL CLEARANCE

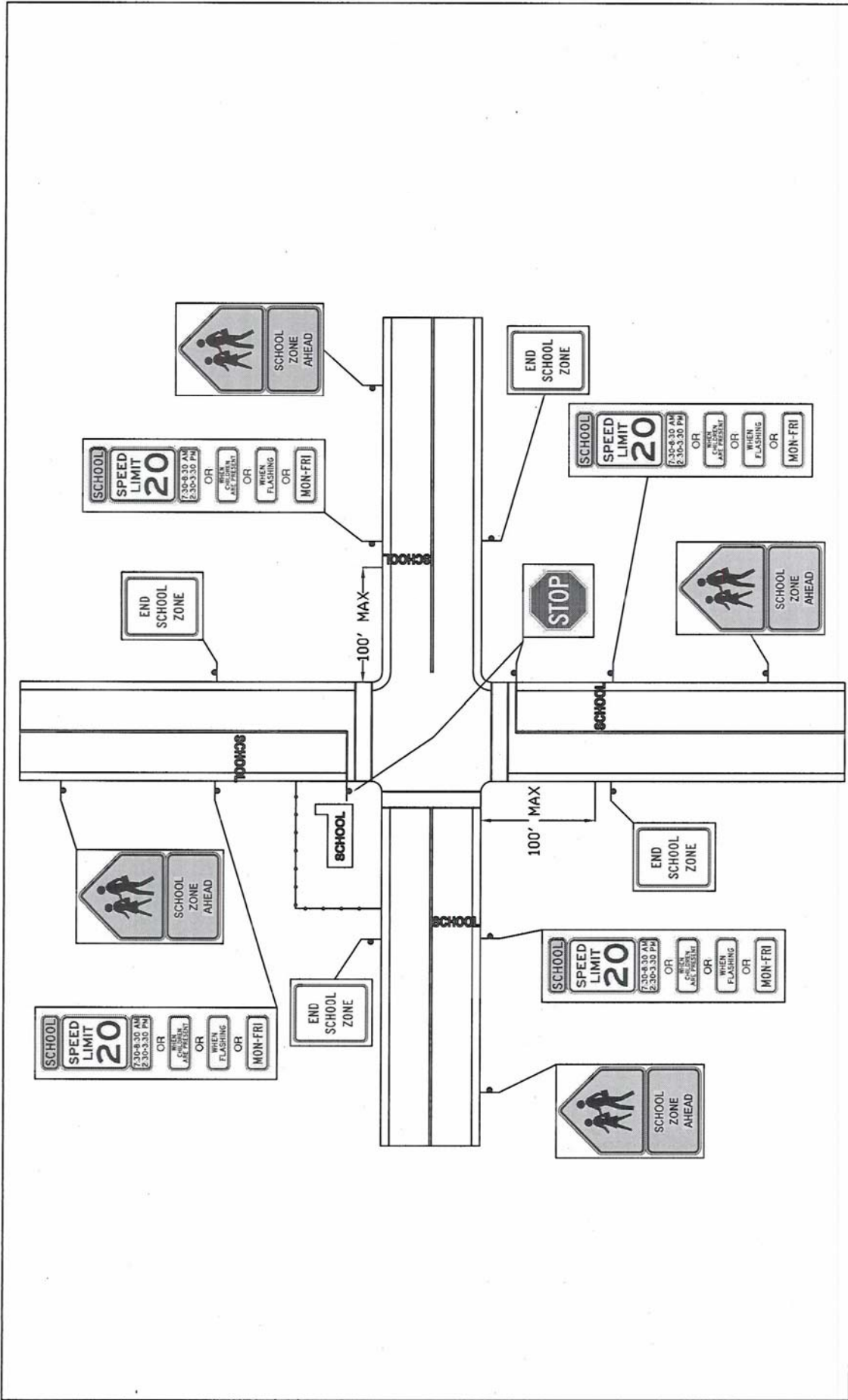
A clearance of 1 foot from the curb line is permissible where sidewalk width is limited or where existing poles are close to the curb. Otherwise, where a raised curb, guardrail or paved shoulder is present, a sign should be ordinarily placed with its nearest edge at least two feet outside such curb line, guardrail or paved shoulder.

7G-10 PROCEDURE FOR APPROVAL

On State Highways, approval of the use of school zone speed limit signs will be granted by permit from the Department to a municipality upon written application setting forth the proposed operation of the sign.

7G-11 PERMISSIBLE TIMES OF OPERATION

School zones signs may be permitted to flash and show the 20 mph speed limit only during the school noon hour, school recess or during those periods when children are going to or leaving school during opening and closing hours.



THE MASSACHUSETTS
 AMENDMENTS TO THE MUTCD
 AND THE STANDARD MUNICIPAL
 TRAFFIC CODE
 2006

FIGURE 1
 SCHOOL ZONE
 INTERSECTION
 NOT TO SCALE



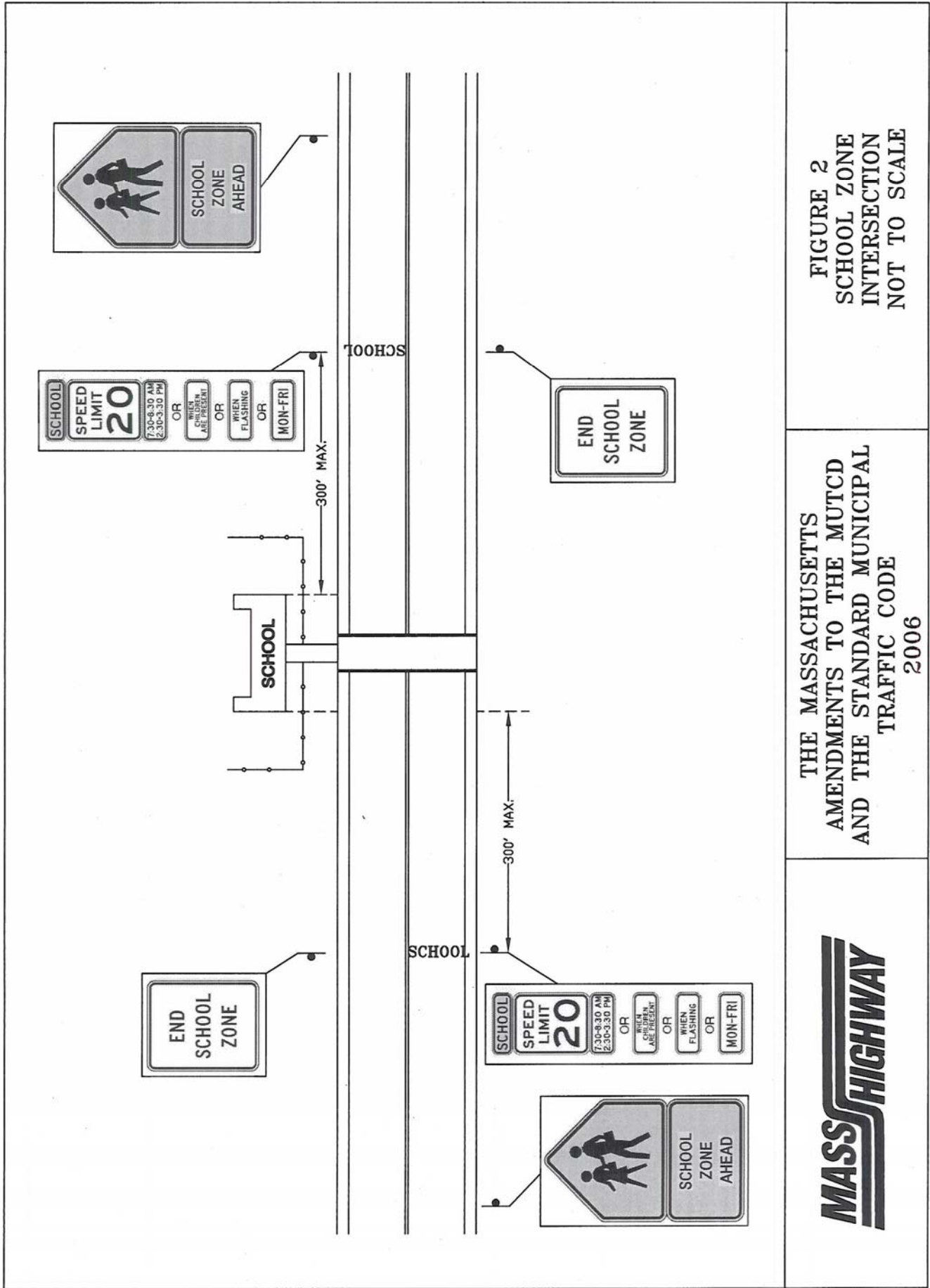


FIGURE 2
SCHOOL ZONE
INTERSECTION
NOT TO SCALE

THE MASSACHUSETTS
AMENDMENTS TO THE MUTCD
AND THE STANDARD MUNICIPAL
TRAFFIC CODE
2006



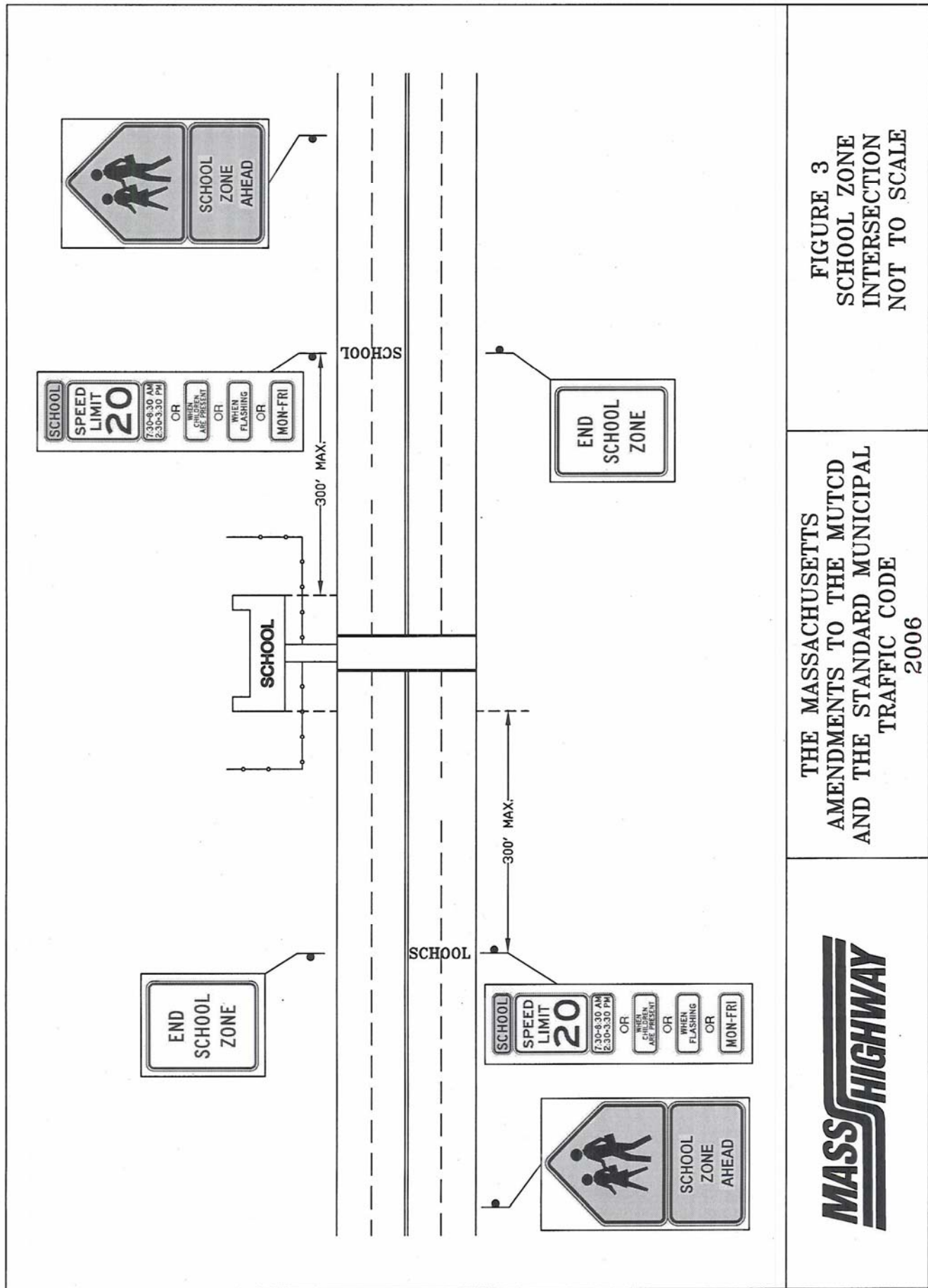


FIGURE 3
SCHOOL ZONE
INTERSECTION
NOT TO SCALE

THE MASSACHUSETTS
AMENDMENTS TO THE MUTCD
AND THE STANDARD MUNICIPAL
TRAFFIC CODE
2006



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COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS HIGHWAY DEPARTMENT
PROCEDURES FOR SPEED ZONING
ON
STATE AND MUNICIPAL ROADWAYS
2005

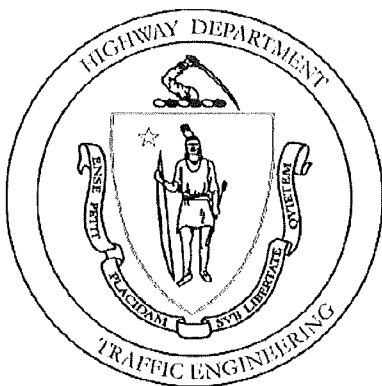


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SPEED ZONING ON MASSACHUSETTS HIGHWAYS

Speed regulation is, and always has been, a subject of both interest and controversy to almost everyone. Whether we drive or not, most of us are directly affected by the speed of motor vehicles. There has always been a small segment of motorists who drive in a careless and reckless manner. This leads to demands from all sides that definite rules must be laid down regarding the operation of the motor vehicle and that a special effort be made to control those motorists who do not conform with the vast majority when governing their vehicular speeds.

It should be understood that it has been the consistent objective of the Massachusetts Highway Department (MassHighway) over the years to provide means to promote safe and efficient traffic flow in the Commonwealth. The goal of our Speed Limit Traffic Control Program has always been to provide appropriate and enforceable speed limits on all paved streets and highways within the commonwealth in the best interest of the motoring public's right to use a roadway in a reasonable and proper manner.

Speed limits shall be established only after an engineering and traffic investigation has been conducted in compliance with established traffic engineering practices. The ideal speed limit is both acceptable to the prudent driver and enforceable by our police departments. Gravel and unpaved roadways are not typically speed zoned due to the fact that it is impossible to establish a

consistent road surface and the conditions on such roads tend to change over a relatively short period of time.

MASSACHUSETTS SPEED LAW

Speed laws in Massachusetts are based on Chapter 90, Sections 17 and 18 of the Massachusetts General Laws. (Appendix 1)

Chapter 90, Section 17 governs the speed of motor vehicles on unposted roadways. The speed limits on roadways that fall into this category are often referred to as "prima facie" speed limits. The present prima facie speed limits according to Chapter 90, Section 17 are condensed below:

...it shall be prima facie evidence of a rate of speed greater than is reasonable and proper if a motor vehicle is operated in excess of:

1. 50 miles per hour on a divided highway outside of a thickly settled or business district for a distance of 1/4 of a mile.

2. 40 miles per hour on an undivided highway outside of a thickly settled or business district for a distance of 1/4 of a mile.

3. 30 miles per hour in a thickly settled or business district for a distance of 1/8 of a mile.

4. 20 miles per hour in a legally established school zone.

Note the distance requirements associated with the enforcement of Chapter 90, Section 17. Instantaneous radar or laser readings are not adequate. The motor vehicle must be shown to have been in excess of these speed limits for the entire distance associated with each respective speed limit. Also, prima facie speed limits cannot be posted, with the exceptions of a legally established school zone.

The definition of a "thickly settled or business district" is as follows: "The territory contiguous to any way which is built up with structures devoted to business, or the territory contiguous to any way where dwelling houses are situated at such distances as will average less than two hundred feet between them for a distance of a quarter of a mile or over."

Chapter 90, Section 18 authorizes the posting of numerical speed limits on all roadways in Massachusetts. The foundation for the actual posting of a speed limit is a thorough traffic engineering study. After a study has been completed, a Special speed Regulation is drafted and approved by the governing authority of the roadway, the Registry of Motor Vehicles and MassHighway. **All** posted regulatory speed limit signs must adhere to this approval process. If a speed limit is posted without this procedure, it is in violation of Chapter 90, Section 18, and is therefore considered illegal and unenforceable.

Chapter 90, Section 17 dictates the basic speed law, which is "No person operating a motor vehicle shall run it at a rate of speed greater than is reasonable and proper, having regard to traffic and the use of the way and the safety of the public."

Note "reasonable and proper", for this is the fundamental speed law. No form of regulation, control, or restriction can supersede it. No matter what speed is posted, "reasonable and proper" is always the fundamental rule. On a highway posted 55 miles per hour, reasonable and proper may mean five miles per hour depending on conditions.

ENGINEERING STUDIES AND SPEED ZONING

A prerequisite to establishing speed regulations and posting speed limits is a comprehensive engineering study at each location where speed control is contemplated. The purpose of the study is to establish a speed limit that is safe, reasonable and self-enforcing. The most important step is measuring the prevailing speeds of motorists on a particular section of a roadway under ideal conditions. The speed at or below which 85 percent of the motorists travel is the principle value used for establishing speed controls. This is commonly referred to as the **85th percentile speed**. This method is based on numerous studies which indicate that the majority of motorists are prudent and capable of

selecting safe speeds. The 85th percentile speed is the national standard for establishing safe speed limits.

In Massachusetts, numerical limits are based on ideal conditions. More specifically, the posted speed limits represent the **maximum safe speed under ideal driving conditions**. It is the responsibility of each motorist to reduce his\her speed for unfavorable weather conditions, for poor visibility, for heavy traffic volume, for substandard vehicle conditions, and for his\her own driving deficiencies. Posted speed limits also serve as an invaluable guide to enforcement officers as to what is a reasonable maximum speed for ideal conditions.

The determination of the proper speed to post on any roadway depends on the results obtained in the engineering study, which for the purpose of this manual can be separated into A) the collection of data, and B) the analysis of the data.

COLLECTION OF DATA

Investigations for this purpose should include:

- I. Preliminary Study of Conditions
- II. Speed Calculations of Curves
- III. Speed Observations
- IV. Studies of Accident Distribution
- V. Trial Runs over the Location

The municipality requesting the establishment of a speed limit on a particular city\town way is responsible for submitting to their respective MassHighway District Office all of the necessary information listed above, with the exception of II, since most municipalities do not possess the proper equipment to accomplish this. MassHighway is responsible for collecting the above data on all State Highway and numbered routes (non-state highway).

I. Preliminary Study of Conditions

Upon receipt of the necessary data from the municipality, a Speed Control Summary sheet should be prepared by MassHighway District Speed Zoning personnel for the roadway under consideration (see figure 1), showing all data on horizontal curves, hills, volumes is available, accident distributions, speeds by 85th percentile and by trial runs, and recommended speed zones. It is also desirable to include notes regarding other conditions contiguous to the area of interest such as intersecting streets/driveways, bridges, playgrounds, etc. or any other landmark that may help to provide an accurate description of the area. All observations, tabulations or calculations are to be made separately for each of the two directions of the traffic and should be recorded on the Summary

sheet. All zones are to be computed to the nearest tenth of a mile. With a few exceptions, zones ideally should be at least 0.5 miles in length.

However, exceptions to this guide do exist. For example, on an approach to a section of roadway where it is determined that it is necessary to reduce the speed limit due to an adverse or dangerous situation, a minimum zone length of 0.5 miles is not needed to adequately advise motorists of the proper operating speed through such a condition.

II. Speed Calculations on Curves

The Ball Bank Indicator is the simplest and most widely used device to measure safe, comfortable speeds on horizontal curves (see figure 2). The Ball Bank Indicator is a curved level that measures the combined effect of the body roll angle, the centrifugal force, and the superelevation angle as a vehicle negotiates a horizontal curve at various speeds. A ball bank indicator reading of ten degrees is the usual value used to establish the safe speed. This is a national standard.

Ball Bank Indicator

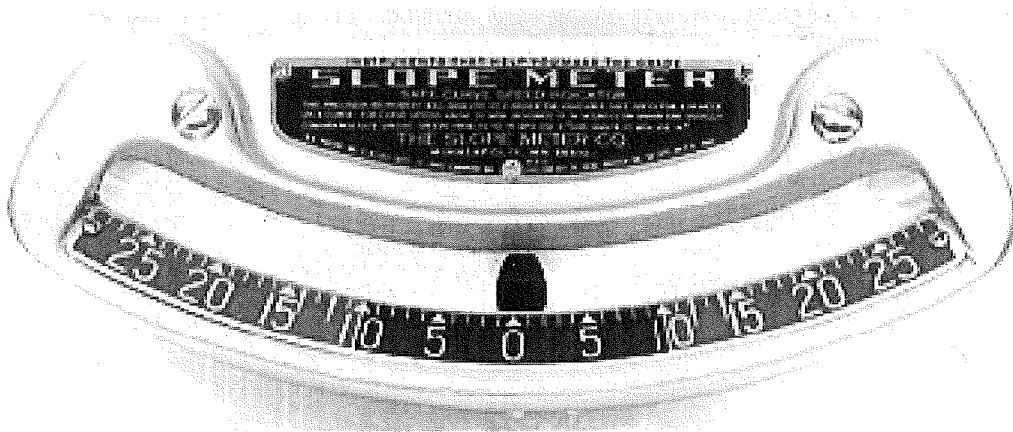


Fig. 2

To obtain the driver's respect of the posted speed (regulatory or advisory). The following maximum ball bank angles are recommended:

<u>Speed</u>	<u>Ball Bank Reading</u>
20 mph	14 degrees
25 mph	12 "
30 mph	12 "
35 mph and up	10 "

It is desirable to have these speeds as close to 85th percentile values as possible. However, with the increased performance of late model passenger cars (i.e. ABS brakes, improved power steering, better traction on tires, etc.), this is often not the case. With this in mind, it is the policy of MassHighway that we should assume the safest scenario and, therefore, the guide shown above shall always be used so that consistency is maintained throughout the Commonwealth.

Trial runs should be made with the ball bank indicator on all horizontal curves having a safe operating speed of 60 mph or less, in accordance with the procedure outlined in Section V.

III. Speed Observations

Spot speed checks are of prime importance since they represent the opinion of the drivers using the roadway as to what the safe speed is at a given location. This is the basic data on which all speed zones are based.

The location of the speed check stations is singularly important because it determines whether or not a complete picture

of the speeds in the area is being obtained. It would be ideal to have speed checks at an infinite number of locations so that the 85th percentile speed could be computed at all points. Since this is not practical, the speed check stations must be strategically located to show all the important changes to municipalities, speed check stations should generally be located at intervals not to exceed 0.25 miles, depending upon the locality and the uniformity of physical and traffic conditions. Much closer spacing than this may be necessary to obtain an accurate picture of the speed pattern. In rural areas, the spacing of speed check stations may be at much greater intervals provided they properly reflect the general speed pattern. There should be at least one observation for each directions of travel in each zone of a different numerical limit.

Trial runs (see Section V) through the area may be of help in locating the appropriate speed check stations. After the locations of the speed check stations have been determined and the speed checks made, the 85th percentile speeds should be calculated immediately in the field. By doing so, it is possible to get an idea of what the speed pattern will look like and to determine if more speed check stations or an unusually high or low 85th percentile speed at a particular point, additional speed checks should be made, and possibly additional speed check stations added, to clarify the speed picture.

Speed checks should be made on average weekdays at off-peak hours and under ideal weather conditions.

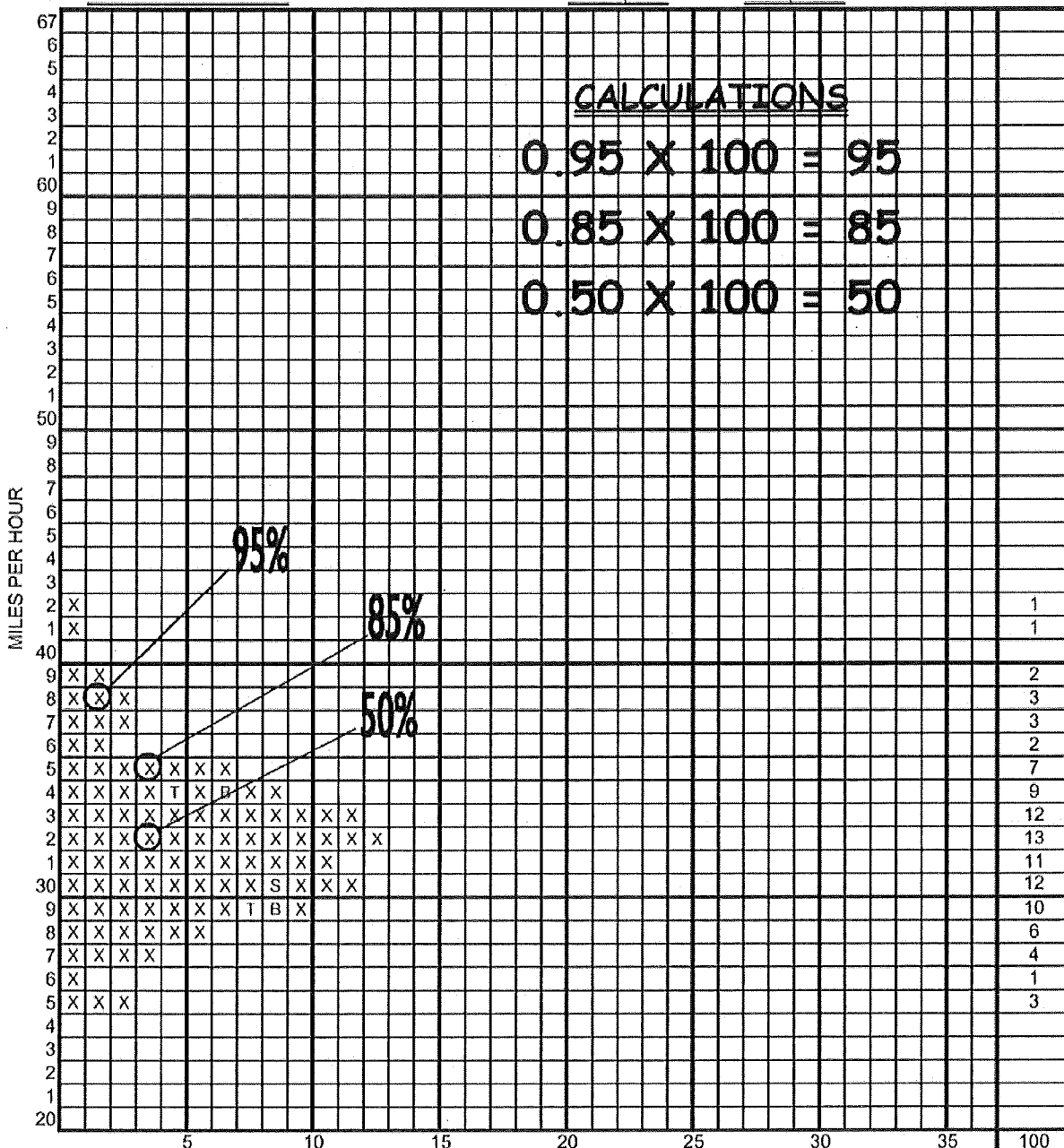
The speeds of 100 or more vehicles in each direction should be checked at each station. On highways carrying low traffic volumes, the checks at any one station may be discontinued after two hours although a minimum of 100 vehicles have not been timed. Vehicles should be checked as quickly as possible, but it is not necessary to check the speed of every vehicle. The vehicles checked, insofar as possible, should be the ones in which the driver is choosing his/her own speed. When a line of vehicles closely spaced passes a speed check station, only the speed of the first vehicle should be recorded since the other drivers may not be selecting their own speeds. Vehicles involved in short passing or turning maneuvers should not be recorded since they are usually traveling at an abnormal rate of speed. Speeds of vehicles other than passenger cars, such as trucks and buses, shall be recorded as: T, B, S, etc. (see Speed Distribution Sheet, Fig 3)

Speeds are measured by a radar gun or laser gun. Both instruments are extremely accurate and provide the engineer with invaluable data when used properly. Caution should be taken that the manufacturer's instructions are followed stringently in order to insure that collected data is correct and accurate for speed

HED 739 REV4/76

Massachusetts Highway Department
SPEED DISTRIBUTION

Location: Route MAIN STREET Town ANYTOWN
 Direction of Travel EASTBOUND Station AT FLEM STREET
 Date 11/15/96 Time 12:15 p.m. To 1:30 p.m. Interval Total



LEGEND: X=Pass. Car
 T=Truck
 S=Semi Trailer
 B=Bus

Surface Type BIT. CONC.
 Weather CLEAR
 Existing Posted Speed 35 M.P.H.

95% Speed 38 M.P.H.
 85% Speed 35 M.P.H.
 50% Speed 32 M.P.H.
 Mode 32 M.P.H.

OBSERVER J. SMITH

Fig. 3

zoning purposes. In most cases, speed data collection is typically conducted in a passenger car or light truck. It is important that the aforementioned vehicles are **unmarked** so that motorists do not perceive the recorder's presence as an enforcement activity and adjust their speeds accordingly. Also, the recording vehicle should be parked in such a way that it does not affect the speed of vehicles using the roadway, preferably being positioned off the traveled way out of plain view.

The **85th percentile** speed of vehicles passing a given point is the speed at or below which 85 percent of the vehicles passing the point are traveling. This is the principle value used for establishing speed controls. This method assumes that the majority of motorists are prudent and capable of selecting safe speeds; therefore, speeds established in this manner meet the legal requirement that they be "reasonable and proper."

Calculating the 85th percentile speed from the data collected on the Speed Distribution Sheet (fig. 3) is simply a matter of determining what 85% of the total number of vehicles recorded is. For example, if 100 vehicles are recorded, 85 percent of 100 equals: $(0.85 \times 100 = 85)$. One could also determine the 85th percentile speed by taking the highest 15 percent of the vehicles recorded and eliminating them from consideration (counting down from the highest speeds, right to left) : and the next tally mark on the sheet represents the 85th percentile speed is circled on the

Speed Distribution Sheet along with the 95th and 50th percentile speeds. The Mode is simply the speed at which the largest number of vehicles is traveling and is also recorded (fig. 3). Any other information regarding the conditions present during the time of the recording should also be included. The speed check information should then be recorded on the Speed Control Summary Sheet (fig. 1).

In some unique cases, the 85th percentile speeds will differ considerable by direction at a particular location. In such cases, the zone speeds should conform to the 85th percentile speed even though this means zoning for different speeds in opposite directions. Such a condition may be caused by relatively heavy development on one side of the road. Within the proximity of the development, motorists will tend to be more prudent due to the increased possibility of conflict caused by traffic into and out of the development.

Conditions which might justify varying from the 85th percentile speed are:

a. If the 85th percentile speeds for adjacent speed check stations are approximately the same, they may be statistically averaged to determine one speed zone. No 85th percentile speed should be included in such averages, however, if it varies more than 7 miles per hour from the speed derived from the average.

Posted limits are rounded off to the nearest 5 mile per hour increment.

b. On sections of highways having a high accident experience, the zone speed may be lower than the 85th percentile speed, but in no case more than 7 miles per hour lower. This should be considered more as an exception than the rule, and should be done only where enforcement agencies will ensure consistent enforcement which will increase the effectiveness of the zone to an acceptable level of conformance.

c. At locations where traffic volumes are low and one hundred cars cannot be recorded in the two hours that the speed check station is operated, the 85th percentile speed may not be reliable. In many cases such as this, speed zoning will probably not be required. However, if conditions such as roadside development and high accident experience indicate that speeds lower than the prima facie limits are required, it would be beneficial to make a number of trial runs through the area. From the data obtained from the trial runs and from the speed check data, it should be possible to arrive at a reasonable and proper speed zone.

For each speed observation location, the following information should be recorded on the Speed Distribution sheet:

1. 95th percentile speed
2. 85th percentile speed
3. 50th percentile speed

4. Mode (the speed at which the greatest number of vehicle are traveling)

5. Pace (the ten m.p.h. speed range containing the greatest number of vehicles)

IV. Studies of Accident Distribution

Indicate on the strip map, the locations of all accidents reported during the previous two years. Use distinctive marks to represent fatal, personal injury and property damage accidents.

V. Trial Runs Over the Location

Trial runs should be made over the entire roadway by engineers, enforcement officers and municipal officials using at least three different drivers. An observer seated directly behind the driver should take and record readings of the speedometer and odometer for every tenth of a mile. (see Trial Run sheet, fig.4) The drivers should operate at the safe maximum comfortable speed. The actual speed is observed for each point and plotted on the Trial Run Sheet. (Note: Use a different color pencil for each driver.) The high and low speeds are discounted and the remaining speeds are averaged, thereby developing a speed curve. The speeds at each tenth of a mile are then recorded on the Speed Control Summary Sheet. (fig. 1)

SPEED ZONING
SPEED CONTROL
TRIAL RUNS

COMMONWEALTH OF MASSACHUSETTS

ANYTOWN

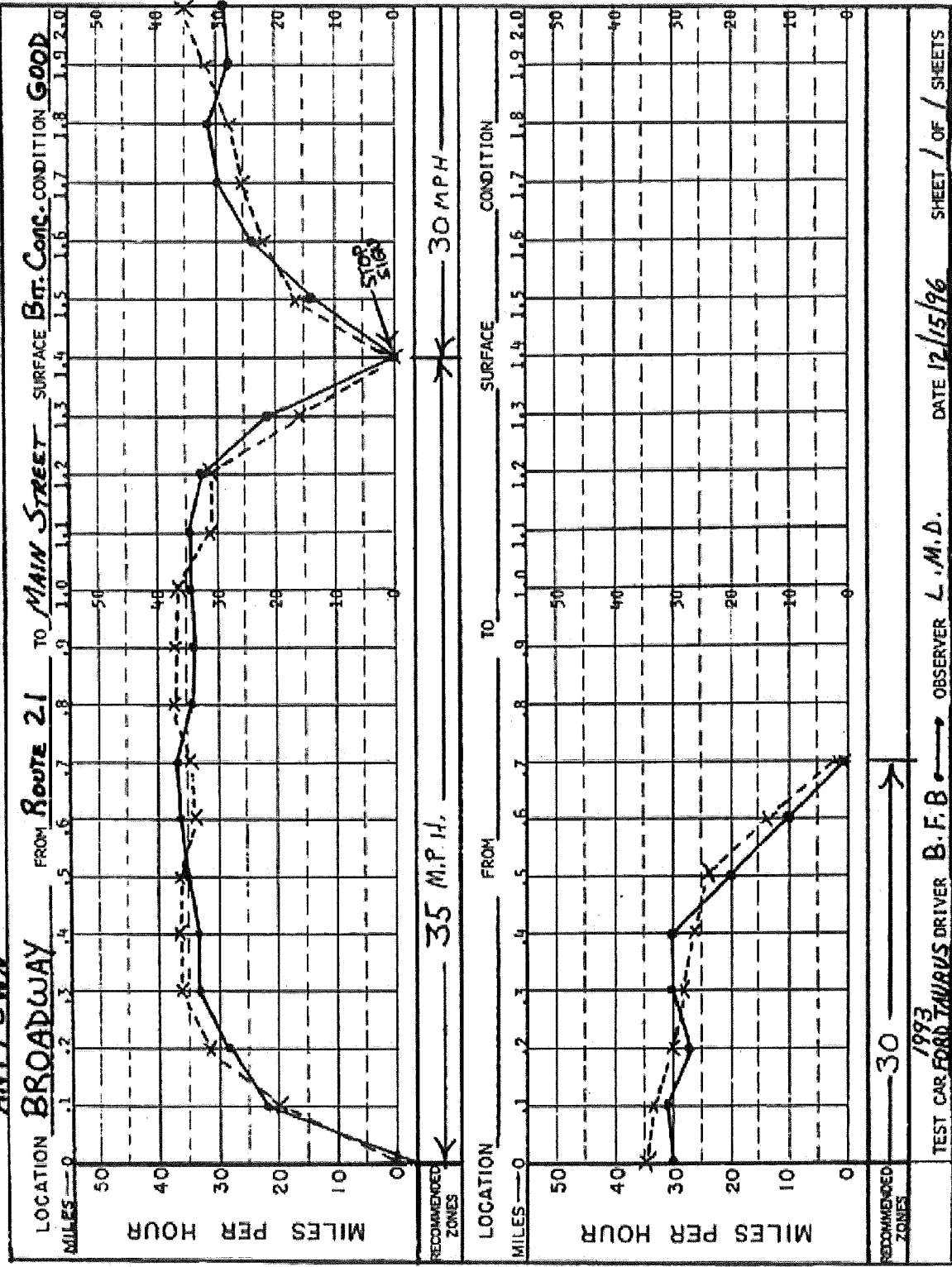


Fig. 4

1993
TEST CAR: FORD TAURUS DRIVER B.F.B. OBSERVER L.M.D. DATE 12/15/96 SHEET 1 OF 1 SHEETS

L.M.D. --- X B.F.B.

RED-740

ANALYSIS OF DATA

The requirements for analyzing the collected data are as follows:

- I. Safe Speed Range
- II. Selecting Speed Limits and Lengths of Each Zone
- III. Advisory Speeds
- IV. Rechecks with Trial Runs

- I. **SAFE SPEED RANGE**

The safe speed range for each location is determined after the data collected for the location is analyzed.

The following criteria is used to determine safe speed values for each location:

- a. The proposed speed limit for any location should not be higher than the critical approach speed for that location, which in part is determined by horizontal and vertical safe sight distance. Also, for the purpose of establishing speed limits, the critical approach speed can be considered equal to the 95th percentile speed in the absence of geometric restrictions.

- b. At speed observation locations, the estimated safe speed shall not be more than 7 m.p.h. below the 85th percentile speed, and it should not be higher than the 95th percentile speed. The relative position within this range will depend on several other considerations, as outlined in c, below.

- c. Consideration should be given to the following in selecting a value for the estimated speed within the previously

mentioned range for each speed observation location:

1. Accident Rating - When the accident rate for a section is much higher than the average for other highways of similar classification, the estimated maximum safe speed should approach the lower limit of this speed range. When the accident rating is average or below, the estimated safe speed should be "closer to the upper limit of the speed range.

2. Probable value of the speed limit - When the speed limit is likely to be 40 m.p.h. or above, the value of the estimated speed limit should generally approach the upper limit of the speed range.

3. Physical Conditions - When the strip map on the Speed Control Summary Sheet reveals narrow shoulders and lack of sufficient space for maneuvering in the event of emergency, or any other conditions or traffic impediments present that may require additional caution on the part of motorists using the roadway, it may be desirable to use slightly lower values to provide some additional margin of safety (such as the presence of schools, elderly housing, etc.). However, the proposed speed limit should never be lower than the lower limit of the safe speed range.

II. SELECTING SPEED LIMITS AND LENGTHS OF EACH ZONE

Each speed zone should be as long as possible, while always taking into consideration the speed limitations at curves, hills and intersections. (see Section III., below)

In rural areas, the length of a zone generally should be at least one-half mile when possible. Each zone in a series of graduated speed zones should be at least two tenths of a mile in length, and, if the speed limit is reduced from one zone to the next by 15 mph or greater, a "REDUCED SPEED AHEAD" sign shall be erected in advance of the lower limit in order to inform motorists to adjust their speeds accordingly.

The point where the highway enters or leaves a residential district should be used, when feasible, as points of change in numerical limits for a graduated speed zone. This encourages uniformity and provides a reason to the motorist as to why the speed limit has increased or decreased at a particular point.

The value of the speed limit for each zone should generally be equal to or slightly less than the average of the values of the safe speeds for speed observation locations within the zone.

III. ADVISORY SPEEDS

Special consideration should always be given to the safe speeds for curves, hills and other locations located within that portion of the section. If the safe speed determined by a Ball-Bank Indicator through a particular curved section of a roadway differs from the preceding speed zone by 10 miles per hour or less, and the curved section of roadway is less than 0.20 miles, or if engineering judgment determines that it is appropriate, a warning sign used in conjunction with an advisory speed plate indicating

the safe speed can be used in lieu of establishing a separate speed zone for an isolated condition.

Section 2C-46 of the Manual on Uniform Traffic Control Devices (M.U.T.C.D.) states:

"The Advisory Speed (W13-1) plaque may be used to supplement any warning sign to indicate the advisory speed for a condition.

The Advisory Speed plaque shall be used where an engineering study indicates a need to advise road users of the advisory speed for a condition.

If used, the Advisory Speed plaque shall carry the message XX km/h (XX MPH). The speed shown shall be a multiple of 10 km/h or 5 mph.

Except in emergencies or when the condition is temporary, an Advisory Speed plaque shall not be installed until the advisory speed has been determined by an engineering study.

Because changes in conditions, such as roadway geometrics, surface characteristics, or sight distance, might affect the advisory speed, each location should be periodically evaluated and the Advisory Speed plaque changed if necessary.

The advisory speed may be the 85th-percentile speed of free-flowing traffic, the speed corresponding to a 16-degree ball bank indicator reading, or the speed otherwise determined by an engineering study because of unusual circumstances."

Unlike regulatory speed signs, advisory speed signs can be erected by municipalities without any further approval provided they comply with the M.U.T.C.D.. Also, advisory speeds are not enforceable, since their intent is to advise motorists of an appropriate speed through a particular condition, not regulate it.

IV. RECHECKS WITH TRIAL RUNS

After the proposed speed limits and zone lengths have been determined, repeat the trial speed runs, driving in each direction over each part of the zone at the recommended speed for that direction. Make notes on whether the limits and the lengths of the separate zones appear to be satisfactory. Note also the readings of the

WARNING SIGN
WITH ADVISORY
SPEED PLATE
RURAL DISTRICT

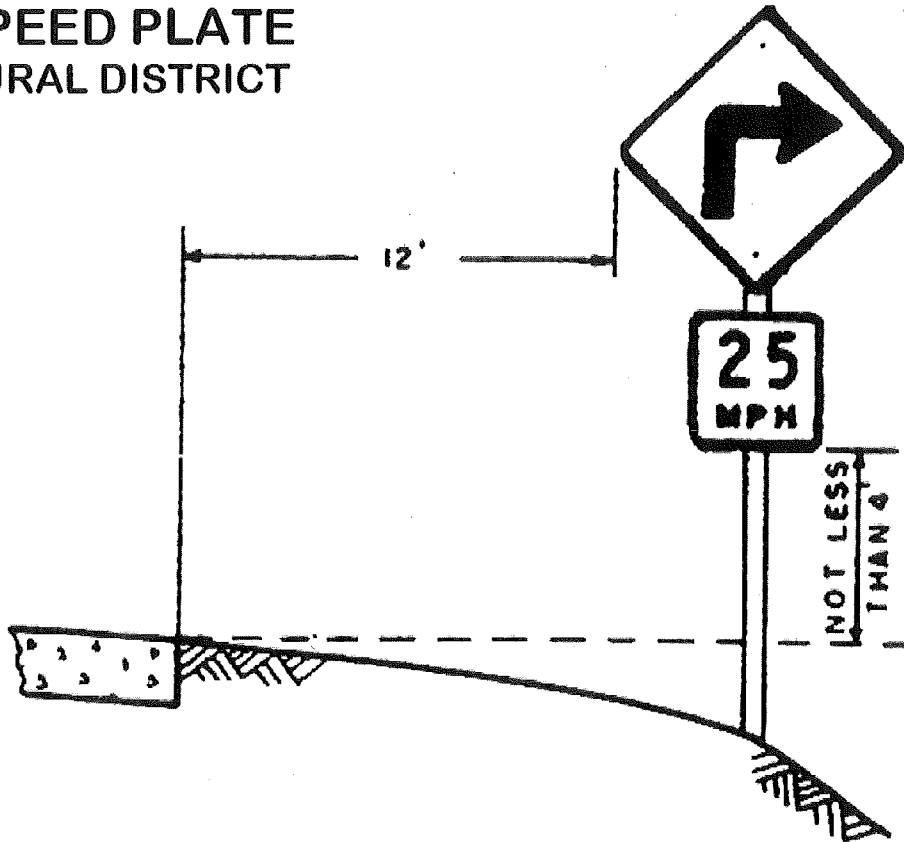


Fig. 5

ball bank indicator when negotiating horizontal curves. If some revision in the zone appears to be necessary, make the required adjustments and recheck with test runs accordingly.

After all of the necessary field data has been collected and analyzed, it should be forwarded to the appropriate MassHighway District Office so that the results of the study can be discussed. A tentative agreement should be reached as to what speed limits will be established. This must be a tentative agreement because the speed zones must be reviewed by both the MassHighway District Traffic Engineering Section and the Boston Office Speed Zoning Section for final approval.

SPECIAL SPEED REGULATIONS

Following the determination of the appropriate speed zones and the subsequent approval by the Boston Office, a Special Speed Regulation will be drafted by the Boston Office Speed Zoning Section to be signed by the Chief Deputy Registrar for the Registry of Motor Vehicles and the State Traffic Engineer for MassHighway. In the case of a City or Town regulation, the Special Speed Regulation must first be adopted by the appropriate City or Town officials before being approved by Registry and Department officials. (see Speed Control Flow Charts, fig. 6a & 6b) After the regulation is adopted by all of the previously mentioned agencies, the authority in control of the subject

SPEED LIMIT PROCEDURE ON MUNICIPAL ROADWAYS

TOWN REGULATIONS

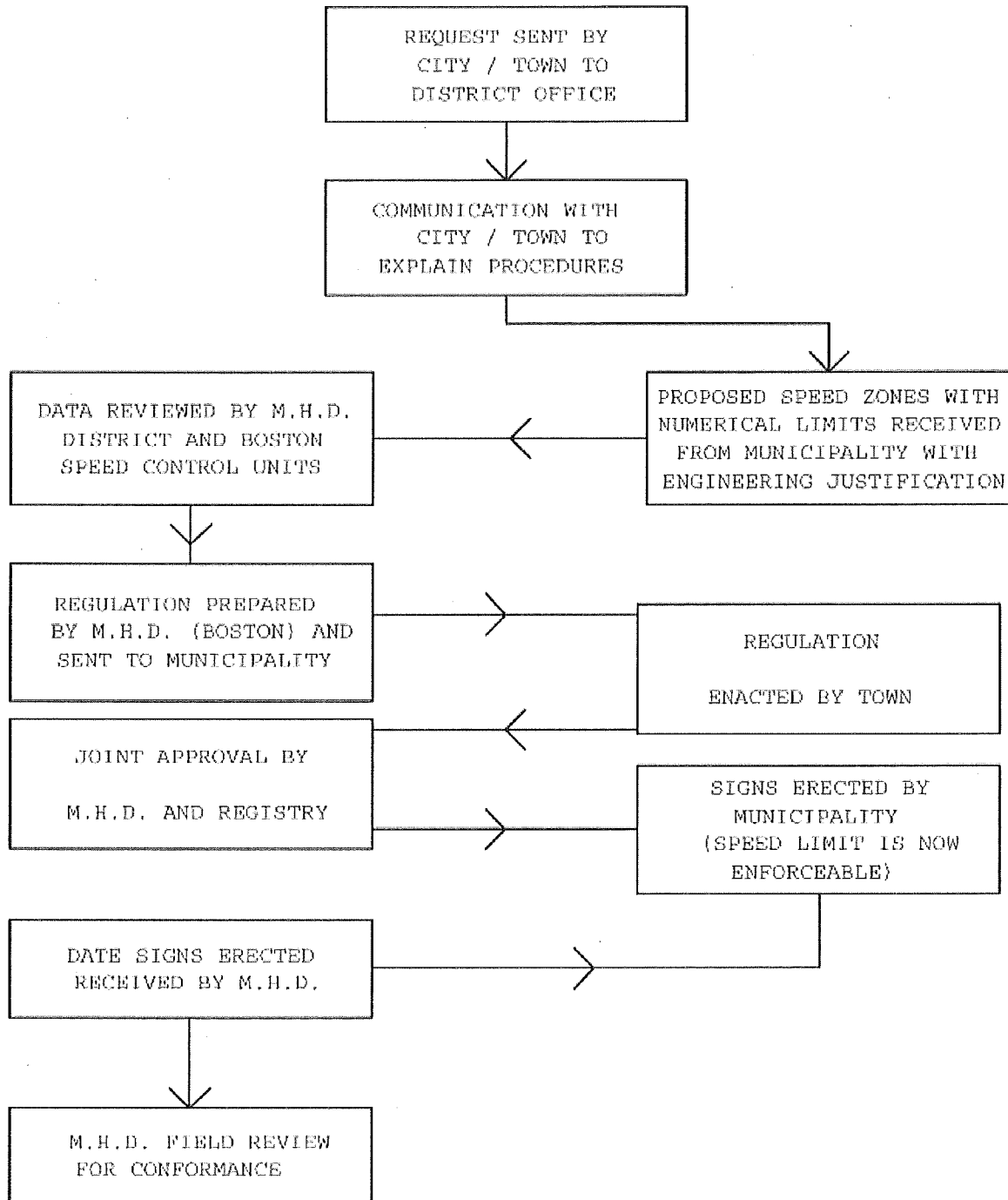


Fig. 6a

SPEED LIMIT PROCEDURE ON STATE HIGHWAYS AND NUMBERED ROUTES

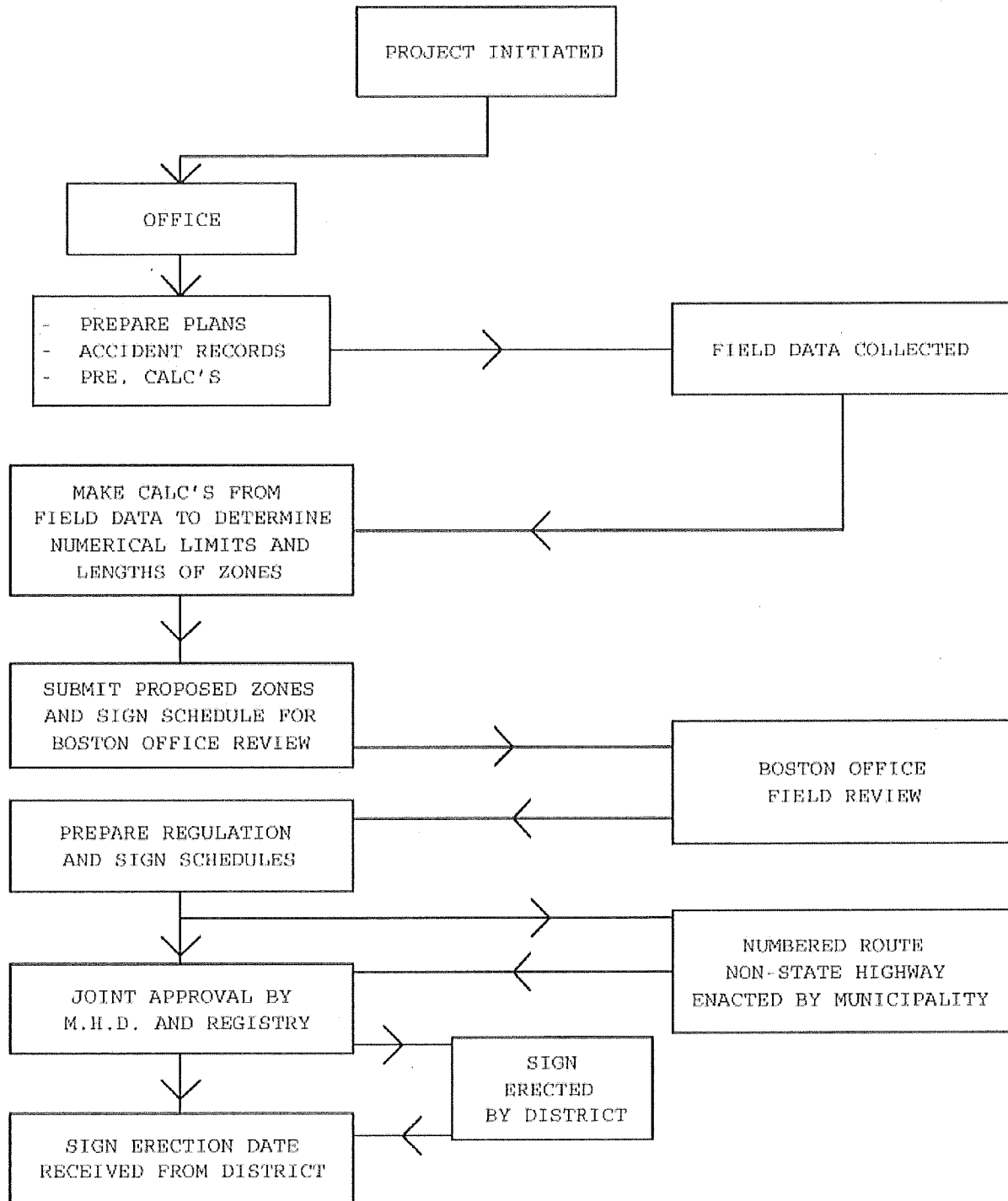


Fig. 6b

roadway may then proceed with the erection of the appropriate speed limit signs at which point the regulation then becomes legal and enforceable.

SPEED LIMIT SIGNS

Speed Limit signs are rectangular in shape, with black numerals on a white reflectorized background. (see fig. 7).

Typical sizes of standard signs and numerals are as follows;

	Numerals	Sign
Town or State Highway*	12"	24" x 30"
Limited Access Expressways	16"	48" x 60"
Interstate	16"	48" x 60"

* a 36" x 48" sign with 14" numerals can also be used.

(NOTE: The regulation does not become effective until all of the appropriate signs are actually erected.)

A sign must be placed at each location where a change in the numerical limit occurs. In unusually long zones, confirmatory speed signs should also be erected at strategic locations to remind the driver of the legal speed limit. On Interstates and Limited Access Expressways, confirmatory signs are usually erected at all points of access.

FOLLOW UP STUDIES

After the speed signs have been in place for sometime, it is often beneficial to conduct a follow-up study to determine the zone's effectiveness and to evaluate any changes in speed

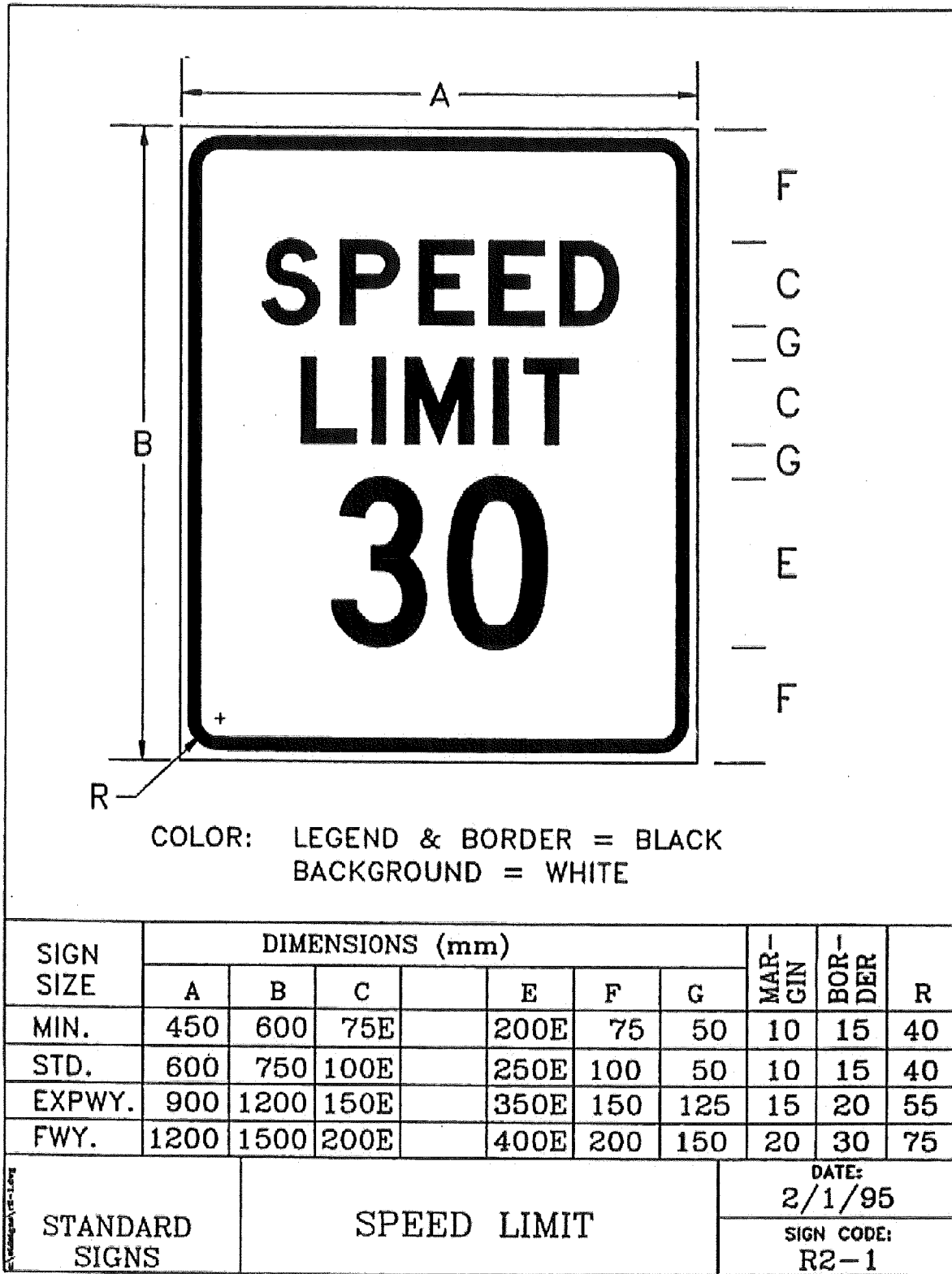


Fig. 7

patterns. The comparison of the speed observations made before and after the zoning should be recorded. Consideration should be given to revising numerical limits which vary by 7 m.p.h. from the 85th percentile speed.

After the zones have been in effect for a year or more, it is often beneficial to make a comparison of the accident experience for one year before and after the establishment of the zone. This accident experience should be compared and summarized on before and after summary tables. Such a comparison will show whether the zone has been effective in reducing the number and severity of accidents and will also show the types of accidents which have been affected by the speed limit signing.

EFFECT OF SPEED ZONES

Studies have shown that speed zoning has very little permanent effect on average vehicular speeds. There are indications, however, that it does have a tendency to group more of the drivers within the Pace since some of the slower drivers speed up and some of the faster drivers slow down after the speed limits are posted.

In some cases, it has been noted that speed zoning has had a marked effect in lowering the accident rate.

The principal benefit of properly established speed zoning is to provide a means for police officers to apply enforcement to those who do not conform to speeds considered reasonable and proper by the majority of the motoring public. Public opinion

will be on the side of the police who are enforcing a reasonable maximum speed. The former federally mandated 55 mile per hour national speed limit on the Interstate System clearly shows that an unreasonably low speed limit is neither enforceable nor has the long term support of the general public.

Conclusion

Successful speed zoning is a cooperative project which includes the traffic engineer, the enforcement agencies and the judiciary. It requires careful engineering, conformance to recognized standards, state-wide uniformity, and development of public understanding and support. Under this approach, speed zoning is a valuable aid to the conscientious motorist and to enforcement officials.

APPENDIX

CHAPTER 90: SECTION 17 SPEED LIMITS

No person operating a motor vehicle on any way shall run it at a rate of speed greater than is reasonable and proper, having regard to traffic and the use of the way and the safety of the public. Unless a way is otherwise posted in accordance with the provisions of section eighteen, it shall be prima facie evidence of a rate of speed greater than is reasonable and proper as aforesaid (1) if a motor vehicle is operated on a divided highway outside a thickly settled or business district at a rate of speed exceeding fifty miles per hour for a distance of a quarter of a mile, or (2) on any other way outside a thickly settled or business district at a rate of speed exceeding forty miles per hour for a distance of a quarter of a mile, or (3) inside a thickly settled or business district at a rate of speed exceeding thirty miles per hour for a distance of one-eighth of a mile, or (4) within a school zone which may be established by a city or town as provided in section two of chapter eighty-five at a rate of speed exceeding twenty miles per hour. Operation of a motor vehicle at a speed in excess of fifteen miles per hour within one-tenth of a mile of a vehicle used in hawking or peddling merchandise and which displays flashing amber lights shall likewise be prima facie evidence of a rate of speed greater than is reasonable and proper. If a speed limit has been duly established upon any way, in accordance with the provisions of said section, operation of a motor vehicle at a rate of speed in excess of such limit shall be prima facie evidence that such speed is greater than is reasonable and proper; but, notwithstanding such establishment of a speed limit, every person operating a motor vehicle shall decrease the speed of the same when a special hazard exists with respect to pedestrians or other traffic, or by reason of weather or highway conditions. Any person in violation of this section, while operating a motor vehicle through the parameters of a marked construction zone or construction area, at a speed which exceeds the posted limit, or at a speed that is greater than is reasonable and proper, shall be subject to a fine of 2 times the amount currently in effect for the violation issued. Except on a limited access highway, no person shall operate a school bus at a rate of speed exceeding forty miles per hour, while actually engaged in carrying school children. Amended by St.1932, c.271, c.716; St.1964, c.176; St.1964, c.185; St.1965, c.474; St.1972, c.463; St.1974, c.49; St.1974, c.851, & 7; St.1975, c.173, & 1; St.1975, c.329, & 1; St.1975, c.494, & 7; St.1978, c.171; St.1986, c.689, & 7;

Chapter 90: Section 18
Special regulations, speed and use of vehicles

The city council, the transportation commission of the city of Boston, the board of selectmen, park commissioners, a traffic commission or traffic director, or the department, on ways within their control, may make special regulations as to the speed of motor vehicles and may prohibit the use of such vehicles altogether on such ways; provided, however, that except in the case of a speed regulation no such special regulation shall be effective unless it shall have been published in one or more newspapers, if there be any, published in the town in which the way is situated, otherwise in one or more newspapers published in the county in which the town is situated; nor until after the department, and in the case of a speed regulation the department and the registrar, acting jointly, shall have certified in writing that such regulation is consistent with the public interests; provided, however, that nothing herein contained shall be construed as affecting the right of the metropolitan district commission or of the department of environmental management to make rules and regulations governing the use and operation of motor vehicles on lands, roadways and parkways under its care and control. No such rule or regulation shall prohibit the use of passenger or station wagon type motor vehicles whose gross weight is less than five thousand pounds and which are registered for commercial use on ways where noncommercial passenger type motor vehicles are permitted to operate. No such regulation shall be effective until there shall have been erected, upon the ways affected thereby and at such points as the department and the registrar, acting jointly, may designate, signs, conforming to standards adopted by the department, setting forth the speed or other restrictions established by the regulation, and then only during the time such signs are in place. Any sign, purporting to establish a speed limit, which has not been erected in accordance with the foregoing provisions may be removed by or under the direction of the department.

Any person, corporation, firm or trust owning a private parking area or owning land on or abutting a private way, or any person, corporation, firm or trust controlling such land or parking area, with the written consent of the owner, may apply in writing to the city council, the traffic commission of a city or town having a traffic commission, the transportation commission of the city of Boston or the board of selectmen in any town in which the private way or parking area lies, to make special regulations as to the speed of motor vehicles and as to

the use of such vehicles upon the particular private way or parking area, and the city council with the approval of the mayor, the traffic commission of a city or town, the transportation commission of the city of Boston or the board of selectmen, as the case may be, may make such special regulations with respect to said private way or parking area to the same extent as to ways within their control and such special regulations shall not be subject to approval by the department or the registrar; provided, however, that any traffic signs, signals, markings or devices used to implement such special regulations shall conform in size, shape and color to the most current manual on uniform traffic control devices. Amended by St. 1945, c125; St.1948, c.564, & 2; 18, 19; St.1968, c.222; St.1968, c,694 & 3; St.1969, c. 76; St.1970, c342, & 2; St.1975, c706, & 119; St.1984, c.84; St.1986, c.608, & 18; St.1986, c689 & 9;

Massachusetts Highway Department

SPEED DISTRIBUTION

Location: Route _____

Town _____

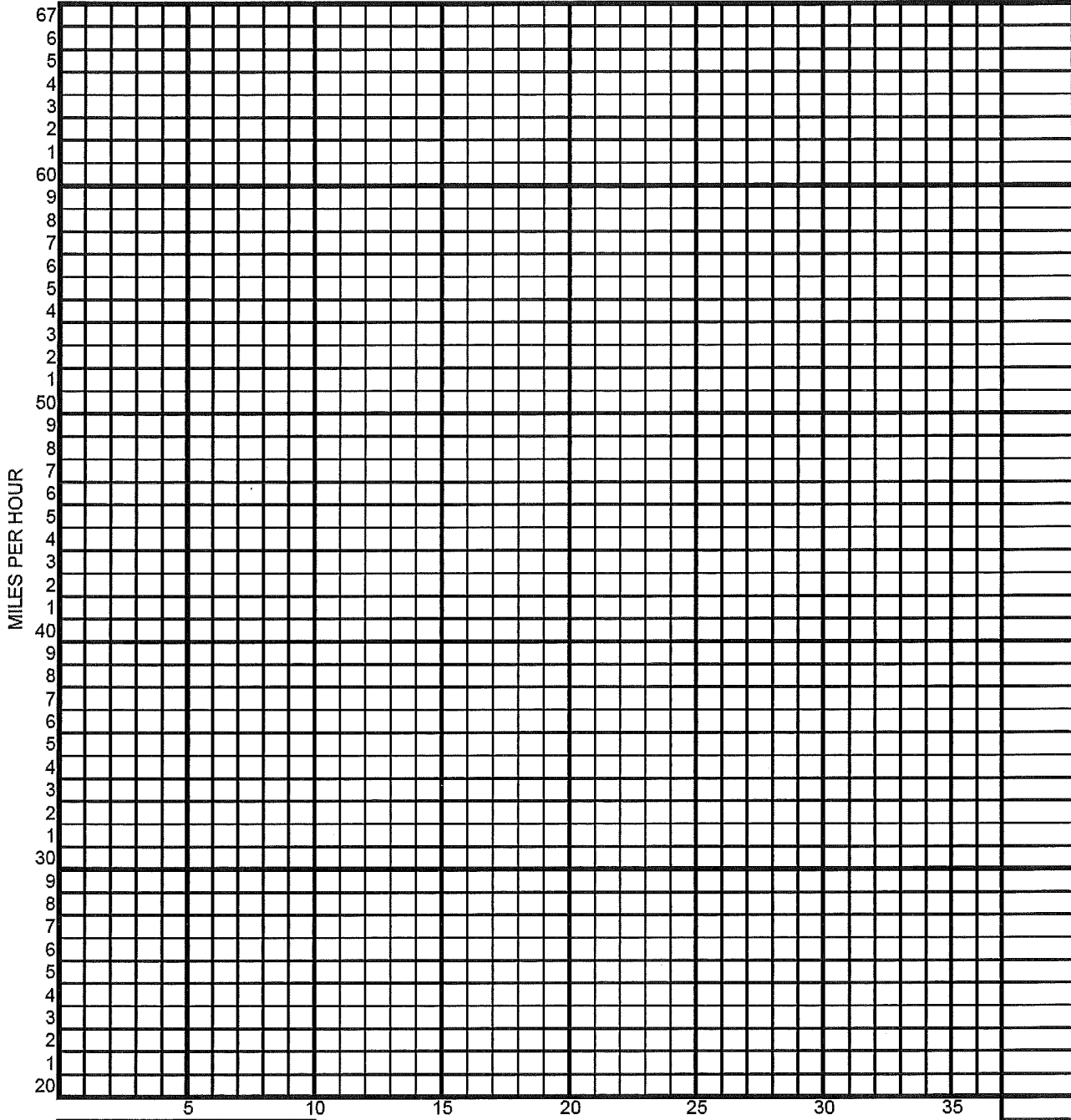
Direction of Travel _____

Station _____

Date _____

Time _____ To _____

Interval
Total



LEGEND: X=Pass. Car
 T=Truck
 S=Semi Traller
 B=Bus

Surface Type _____
 Weather _____
 Existing Posted Speed _____ M.P.H.

95% Speed _____ M.P.H.
 85% Speed _____ M.P.H.
 50% Speed _____ M.P.H.
 Mode _____ M.P.H.

OBSERVER _____

COMMONWEALTH OF MASSACHUSETTS
 SPEED ZONING
 SPEED CONTROL
 TRIAL RUNS

LOCATION _____		FROM _____	TO _____	SURFACE _____	CONDITION _____																	
MILES	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	
	50										50											
	40										40											
	30										30											
	20										20											
	10										10											
	0										0											

RECOMMENDED ZONES

LOCATION _____		FROM _____	TO _____	SURFACE _____	CONDITION _____																	
MILES	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	
	50										50											
	40										40											
	30										30											
	20										20											
	10										10											
	0										0											

RECOMMENDED ZONES

TEST CAR _____ DRIVER _____ OBSERVER _____ DATE _____ SHEET _____ OF _____ SHEETS

District _____

Sheet ____ of ____ Sheets

TRIAL RUN WORKSHEET

Route Name _____ From _____ To _____

St. Hwy. -- Town Way _____ Time _____ Mileage _____

Driver _____ Recorder _____ Test Car _____ Date _____

Pavement Markings: Centerlines and Edgelines



Example of fading centerline and edgeline. (Photo Source: FHWA)

Did You Know?

A study by the American Traffic Safety Services Association and the National Association of County Engineers found that on two-lane rural roads with an ADT of at least 500 vehicles per day, edge lines yield \$17 in safety benefits for every dollar invested.

Background

Providing pavement markings is an effective strategy to prevent vehicles from encroaching on the roadside. Run-off-the-road and cross-over-the-centerline crashes are among the most deadly crashes along U.S. roadways. Lane departure crashes account for nearly half of all fatal crashes in Massachusetts.

A Federal Highway Administration (FHWA) report of ranked countermeasures listed highly visible and well-maintained pavement markings, such as centerlines and edgelines, as the third-most effective low-cost safety improvement behind (1) the installation of edgeline rumble strips and (2) enhanced shoulder or in-lane delineation and markings for sharp curves. Such pavement markings can help prevent lane departure on roadways by guiding the roadway user. While the [Manual on Uniform Traffic Control Devices \(MUTCD\)](#) clearly details standards for installation of pavement markings, the primary challenge facing most communities is the maintenance of existing markings.

Please note that this fact sheet refers to centerline and edgeline pavement markings only. Additional details on all other types of pavement markings can be found in the *Pavement Markings: Other* fact sheet in this toolbox series.

Longitudinal Lines

Centerlines, edgelines, and lane lines are used to guide the road user and delineate travel lanes. These lines are even more critical when visibility is compromised by fog or heavy rain. Centerlines are intended to separate two opposing traffic streams, whereas edgelines are used to separate the travel lane from an adjacent shoulder. The MUTCD states that centerlines must be yellow and edgelines must be white. When used, lane line pavement markings delineating the separation of traffic lanes that have the same direction of travel shall be white. The MUTCD also provides information regarding the width of centerlines, lane lines, and edgelines.



Example of highly retroreflective pavement markings at night. (Source: FHWA)

A solid line discourages crossing and a double line prohibits crossing. A broken centerline, used to indicate a passing zone, indicates a permissive condition. The MUTCD suggests that the broken line should consist of 10-foot line segments and 30-foot gaps, or dimensions in a similar ratio of line segments to gaps as appropriate for traffic speeds and need for delineation.



For more information contact:
MassHighway
Traffic Engineering
(617) 973-8484

Last Revised:
January 2008

Pavement Markings: Centerlines and Edgelines

Centerlines

Centerlines are required on all paved urban arterials and collectors that have a traveled way of 20 feet or more in width and an Average Daily Traffic (ADT) volume of 6,000 vehicles per day or greater. Centerline markings should also be placed on all paved two-way streets or undivided highways that have three or more lanes for travel.

A two-lane, two-direction roadway meeting the above criteria should have one of the following centerline combinations: a double yellow solid centerline where passing is prohibited in both directions, a single solid yellow and adjoining broken yellow line where passing in one direction is permitted, or a single broken yellow line. A highway with four or more lanes, with at least two lanes in each direction should have a double yellow solid centerline along the entire roadway.

Edgelines

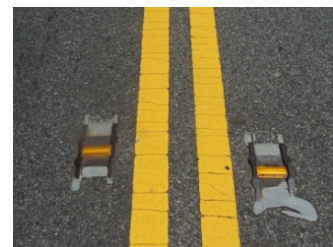
Edgelines shall be placed on paved rural arterials with a traveled way of 20 feet or more and an ADT of 6,000 vehicles per day or greater. Edgelines may also be placed on any paved street or highway where an engineering study indicates a need and does not show that edgelines would decrease safety.


Installation Considerations

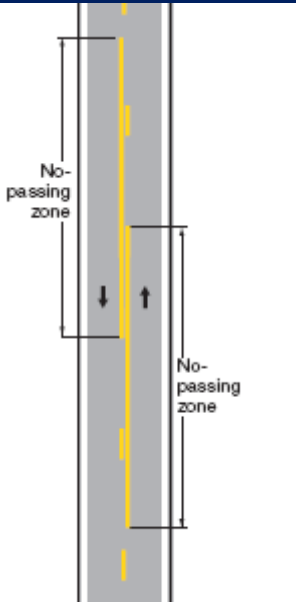
A problem facing many communities is the maintenance of worn centerlines and edgelines. There is a variety of new materials which are more durable, but cost more than older types, such as paint. A brief introduction to the differences between new non-paint-based materials and paint-based materials is included on the next page.

Line width, pattern, and color are all used to convey meaning to the road user. Another consideration may be the use of supplemental signage or markers, such as embedded or raised pavement markers, to emphasize a message.

Some other considerations when selecting materials and pavement marking type include: retroreflectivity in dry and wet conditions, durability, worker safety during application, total cost, ease of application, life expectancy, and supplier availability.



Solid double yellow centerline with embedded pavement markers. 



Typical two-lane, two-way marking with no passing zones. (Source: MUTCD)

EOT

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U.S. Department of Transportation
**Federal Highway
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University of Massachusetts
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Pavement Markings: Centerlines and Edgelines

Materials Comparison

	<u>Thermoplastic</u>	<u>Solvent Based Paint</u>	<u>Epoxy</u>	<u>Grooved in Tape</u>
Relative Cost \$ (per installed linear foot)	.30 – .85	.03 – .15	.08 – .65	1.00 – 2.00
Life Expectancy (asphalt/concrete)	2 – 5 years	4 – 18 months	2 – 3 years	3 – 7 years
Life Expectancy (Portland cement)	1 – 3 years	2 – 7 months	1 – 2 years	3 – 7 years
Approximate Nighttime Visibility in feet (in dry conditions)	340	290	Data not available	320
Approximate Nighttime Visibility in feet (in wet conditions)	200	70		200

Source: *Wet Night Visibility of Pavement Markings: Executive Summary* by Gibbons, R., Hankey, J., and Pashaj, I. 2004.

Additional Considerations

The first step in installing pavement markings is determining the ADT and roadway classification (i.e., arterial, collector, or local). Contact the Executive Office of Transportation and Public Works (EOTPW) Planning Department for help in determining the roadway classification. Next, select appropriate pavement markings based upon the MUTCD. Finally, choose a marking material based upon information provided in this fact sheet as well as local considerations. Questions about pavement markings on state roads and bridges should be directed to [MassHighway](#).

Resources

Massachusetts Traffic Safety Toolbox Series

This series of fact sheets on safety improvements that can be implemented at the local level is available online. Information on problem areas, possible countermeasures, and implementation considerations is included in each fact sheet. Available online at www.mass.gov/mhd/safetytoolbox/

The Manual on Uniform Traffic Control Devices (MUTCD)

The MUTCD defines the standards used by transportation professionals nationwide to install and maintain traffic control devices on all streets and highways. The most recent version (2003) can be found online at <http://mutcd.fhwa.dot.gov/>

Pavement Marking Materials

Additional information on pavement marking materials can be found online through the Iowa State University Center for Transportation Research and Education at <http://www.ctre.iastate.edu/reports/pavemark.pdf>



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Speed Limits & Speed Limit Setting

Did You Know?

According to NHTSA approximately 86% of 2003 speed-related fatalities occurred on non-interstate roadways

Background

The [National Highway Traffic Safety Administration \(NHTSA\)](#) defines speeding as “travelling in excess of the posted speed limit” or “driving too fast for conditions.” Nationally, speed-related crashes account for 30 percent of all fatal crashes, resulting in over 13,000 fatalities annually and a societal cost exceeding \$40 billion. The numbers in Massachusetts are similar where 33 percent of the 442 fatalities in 2005 were speed-related. In Massachusetts, 58 percent of speed-related fatalities occurred on roadways with a posted speed limit of 35 mph or less, and 80 percent of speed-related fatalities occurred on a roadway with a posted speed limit of 45 mph or less. From an engineering standpoint *properly posted* speed limits represent the front lines of speed management. This fact sheet provides basic information regarding speed limits and guidance on proper speed limit setting and sign posting.

Speed Laws in Massachusetts

Within the [Massachusetts General Laws \(MGL\)](#) there are two sections that deal specifically with speed limits.

[MGL Chapter 90, Section 18](#) allows for the posting of numerical limits on the typical speed limit sign. This law also indicates that this limit must be based on engineering study and needs approval via a Special Speed Regulation approved by the Registry of Motor Vehicles and MassHighway. Please note that all regulatory speed limit signs not posted under this procedure are in violation of the law and are not legally enforceable.*



Typical Speed Limit Sign (R2-1)

[MGL Chapter 90, Section 17](#) applies to unposted roadways and specifically states that *it shall be prima facie evidence of a rate of speed greater than is reasonable and proper as aforesaid (1) if a motor vehicle is operated on a divided highway outside a thickly settled or business district at a rate of speed exceeding fifty miles per hour for a distance of a quarter of a mile, or (2) on any other way outside a thickly settled or business district at a rate of speed exceeding forty miles per hour for a distance of a quarter of a mile, or (3) inside a thickly settled or business district at a rate of speed exceeding thirty miles per hour for a distance of one-eighth of a mile, or (4) within a school zone which may be established by a city or town as provided in section two of chapter eighty-five at a rate of speed exceeding twenty miles per hour.*

* Please note there are special speed law provisions in the MGL for the [Massachusetts Turnpike](#) and [Department of Conservation and Recreation \(DCR\)](#) [formerly the Metropolitan District Commission (MDC)] Roads.



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Speed Limits & Speed Limit Setting

Setting Speed Limits

Municipalities should contact MassHighway to request speed limit posting on state-owned roadways. It is the responsibility of the municipality to follow the procedures for locally-owned roadways, which require approval by both MassHighway and the Registry of Motor Vehicles (RMV). When considering the establishment of speed limits there are two primary sources it is imperative you review which will provide specific guidance on speed zoning: (1) [Procedures for Speed Zoning on State and Municipal Roads](#), and (2) The Manual on Uniform Traffic Control Devices ([MUTCD Section 2B.13](#)). The establishment of a speed limit is *required* to be based upon engineering study, and any resulting posting must be in increments of 5 mph. One major basis for the setting of speed limits is that most motorists are able to select a reasonable and safe speed. Using the 85th %ile speed as a baseline, the proposed speed limit may be adjusted based upon additional factors, including, road characteristics (e.g., shoulder condition, grade, alignment, and sight distance), the pace speed, roadside development and environment, parking practices and pedestrian activity, and reported crash experience.

Please Note
Research has shown that only changing a posted speed limit does not result in significant changes to the roadway speeds. In fact, this holds true for both increases and decreases to the posted limit.

Engineering Study

An engineering study from the municipality must contain both the collected data and analysis of this data. Data collection includes:

1. Preliminary study of conditions;
2. Speed calculations of curves (MassHighway responsibility);
3. Speed observations;
4. Studies of crash distributions; and
5. Trial runs over the location.

Speed observations are determined from a spot speed study and are representative of the motorists "opinion" regarding the speed limit. Speeds from 100 free flow vehicles (drivers choosing their own speed, i.e., not in queue) should be captured in each direction. Data analysis includes:

1. Safe speed range;
2. Selecting speed limits/lengths of zone;
3. Advisory speeds; and
4. Rechecks with trial runs.

What is the 85th %ile Speed?

This is the speed at which or below 85% of the vehicles are travelling. Speeds are typically assumed to be normally distributed which results in a probability distribution as shown below. Knowing this distribution allows for the targeting of egregious violators. Additionally, studies have shown that as vehicle speeds deviate from the mean the risk of a crash increases; using the 85th %ile method lessens variation of speeds within a traffic stream.



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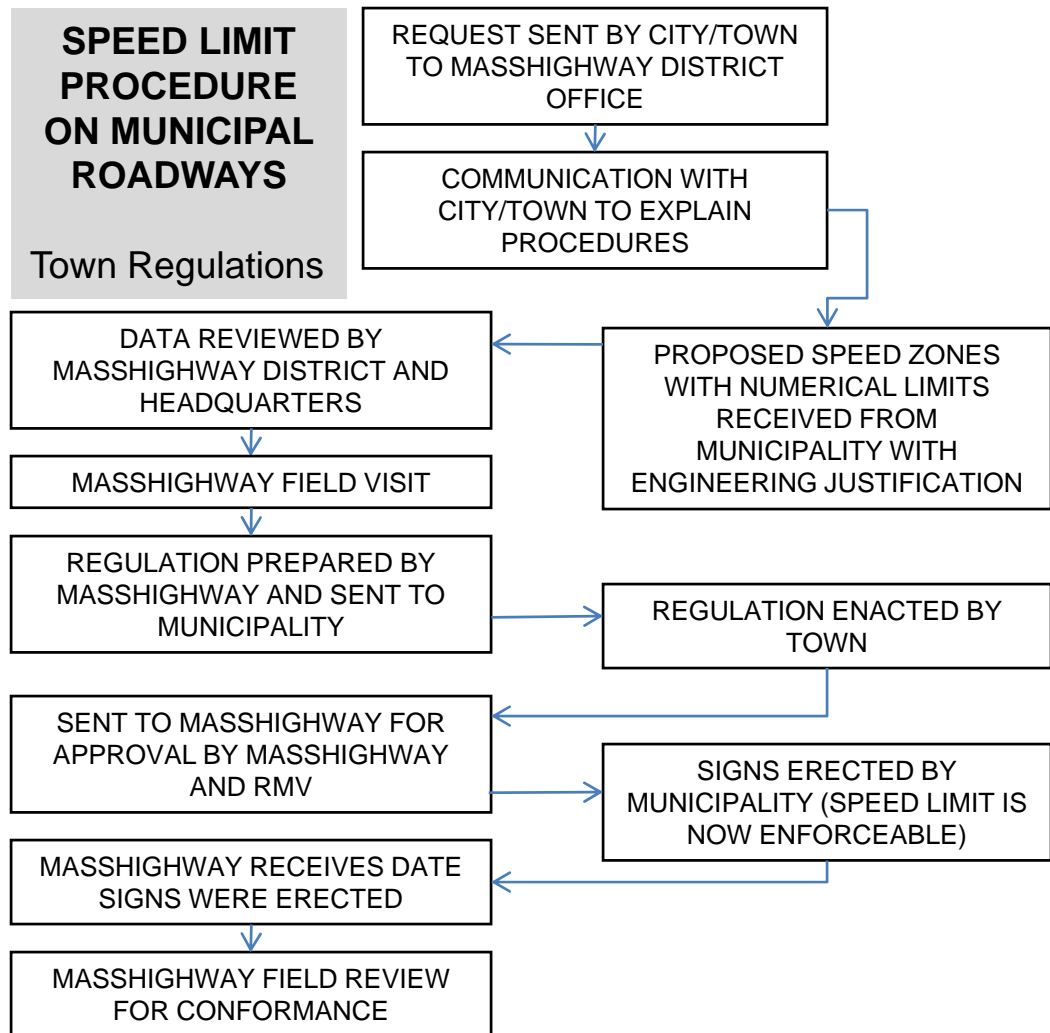
Speed Limits & Speed Limit Setting

Important Reminder!

Advisory speed signage should be used when engineering judgment indicates the need to advise road users of a recommended speed for a given condition (e.g., an exit, a ramp or a curve). Please note that advisory speed limits are not enforceable. Additional information on advisory speed limits is available in the MUTCD Sections [2C. 36 & 2C. 46](#).

SPEED LIMIT PROCEDURE ON MUNICIPAL ROADWAYS

Town Regulations



Resources

Massachusetts Traffic Safety Toolbox Series

This series of fact sheets provides information on safety improvements that can be implemented at the local level. Information on problem areas, possible countermeasures, and implementation considerations is included in each fact sheet which can be found at www.mass.gov/mhd/safetytoolbox/

Procedures for Speed Zoning on State and Municipal Roads

These procedures provide specifications for speed zoning in Massachusetts and can be found at <http://www.mhd.state.ma.us/downloads/manuals/speedZoning.pdf>

The Manual on Uniform Traffic Control Devices (MUTCD)

Published by the FHWA, the MUTCD defines the standards used by transportation professionals nationwide to install and maintain traffic control devices on all streets and highways. The most recent version (2003) can be found at <http://mutcd.fhwa.dot.gov/>



For more information contact:
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Traffic Engineering
(617) 973-8484

Last Revised:
January 2008

TOWN OF HALIFAX
Commonwealth of Massachusetts

Town Administrator	Telephone:	781-294-1316
499 Plymouth Street	Fax:	781-294-7684
Halifax, MA 02338	E-mail:	cseelig@town.halifax.ma.us

May 11, 2010

Mr. Pasquale Ciaramella
Executive Director
Old Colony Planning Council
70 School Street
Brockton MA 02301

Dear Mr. Ciaramella,

The Halifax Board of Selectmen has received a petition from a group of residents on Walnut Street in southwest Halifax requesting that the Board investigate the possibility of creating a truck exclusion for Walnut Street due to the heavy amount of truck traffic on the road. However, the Town will need to work with the Town of Bridgewater on this matter as I expect that any alternate route (such as having trucks use Route 104 to get to Route 106 and then to Route 105), will have an impact in Bridgewater also, although the trucks must be using roads such as East Street, Plymouth Street and Cherry Street in Bridgewater along with Walnut Street as a shortcut to avoid the 104/106/105 journey and the Town of Bridgewater may be interested in having one or more roads delivering or receiving traffic from Walnut Street receive truck exclusion designations.

I do understand that any alternate route may or may not be considered to be excessive given that it is 2.2 miles from the intersection of Plymouth and Pond Streets in Bridgewater to Walnut Street and Route 105 in Halifax via East Street versus 5.2 miles following 104/106/105 and 4.5 miles from Routes 28/18 to Walnut and 105 via Flagg, Auburn, Short and Cherry versus 9.7 miles via 28/18/104/106/105.

However, part of the process is to have at least a twenty-four count of traffic on Walnut Street differentiating truck traffic versus other vehicles. The Board of Selectmen asks that you place this traffic count on your schedule.

If you need any other information, please contact me.

Sincerely yours,

Charlie Seelig
Town Administrator
Town of Halifax

cc: Troy Clarkson, Town Manager, Town of Bridgewater
Halifax Traffic Safety Committee



TOWN OF HALIFAX
Commonwealth of Massachusetts

Town Administrator	Telephone:	781-294-1316
499 Plymouth Street	Fax:	781-294-7684
Halifax, MA 02338	E-mail:	cseelig@town.halifax.ma.us

September 16, 2008

Mr. Pasquale Ciaramella
Executive Director
Old Colony Planning Council
70 School Street
Brockton, MA 02301

Dear Mr. Ciaramella,

For the list of locations for traffic volume counts for 2009, could you please add the locations on Elm Street that were done in August 2005? I am trying to determine whether there has been any general increase in traffic as more people, especially the drivers of trucks, use GPS to navigate in this area and "discover" Elm Street as a connector between Routes 27 and 106/105 and south.

Thanks for your help.

Sincerely yours,

Charlie Seelig
Town Administrator
Town of Halifax