

# Hall's Corner

## Economic Development & Transportation Study

Prepared for the Town of Duxbury



Prepared by:  
Old Colony Planning Council  
70 School Street  
Brockton, MA 02301

October 2014



## ***Notices***

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Old Colony Planning Council worked collaboratively with the Town of Duxbury Board of Selectmen, Town Manager, Planning Department and Economic Advisory Committee to complete this analysis. We thank the Economic Advisory Committee and Planning Board and Planning Department Staff who were instrumental in providing information and guidance.

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## 1.0 EXECUTIVE SUMMARY

Recognizing the importance of Hall's Corner in the community's economy and wanting to serve the needs and wants of Duxbury's residents as well as the business owners in Hall's Corner, the Duxbury Economic Advisory Committee (EAC) and Town Manager René J. Read on behalf of the Town of Duxbury requested that the Old Colony Planning Council (OCPC) conduct a study analyzing the market conditions, traffic patterns and parking turnover in Hall's Corner.

Considering the interrelationship between economic development and transportation and how they collectively contribute to the success of a business district, it was important both elements be considered together throughout the study process. Thus, this Economic Development and Transportation Study has collectively integrated both economic development and transportation considerations in the identification of recommended strategies to support and strengthen Hall's Corner now and in the coming years. Study recommendations for both the economic development and transportation components of the study are categorized into short-term recommendations and long-term recommendations.

### **Economic Development Recommendations**

#### Short-Term

##### *Marketing & Promotion*

Marketing and promotion of the area is recommended to help raise the local and regional exposure of Hall's Corner and should focus on the area's strengths, such as the caliber of local/independent stores and personalized service. According to the market analysis, the local market area has plenty of untapped market potential. Strategies recommended to further increase the marketing and promotion of the area include:

- Encouraging Business Owners to Expand Store Hours
- Creating Additional Special Events to Draw Customers to Hall's Corner (Similar to Holly Days)
- Establishing a Web Presence (via a website and Facebook page)
- Development of a Merchant Guide/Brochure
- Encouraging Businesses in Hall's Corner to Engage in Cooperative Advertising

##### *Business Development & Recruitment*

The successful development and recruitment of business within Hall's Corner is needed to develop critical mass and increase economic activity in the area. Results of surveys, interviews, and the market analysis suggest that the following types of businesses would be the most viable, compatible, and appropriate for Hall's Corner:

- Upscale Full-Service Restaurant(s)
- Hardware/Garden Store
- High-End Clothing/Accessory Store(s)
- Limited-Service Restaurant(s)

For this to succeed the community should strongly consider developing attractive recruitment and marketing materials to present to interested prospects. The recruitment materials should be designed to show interested prospects why they should consider locating to Hall's Corner. Material contents should include: a list of businesses currently located in Hall's Corner, the types of businesses that the town would like to attract, a listing of available commercial properties, a variety of trade area demographic characteristics, traffic counts of local roadways and contact information for town officials.

## Long-Term

### *Market Identification/Branding*

Duxbury should consider developing a unique identification or a brand for Hall's Corner as a way to stand out among competing business districts and shopping centers. It should project a positive attitude and approach and be seen as a place where people would want to spend time. Market identification or branding can have a number of positive impacts including increasing exposure for existing businesses, as well as used as a recruitment tool for prospective businesses.

### *Appearance Improvement*

A lack of cohesion in Hall's Corner between Foodie's Plaza, the Marketplace, and the Traffic Circle was cited as one of the key impediments in Hall's Corner. Improving the appearance of Hall's Corner is crucial in building that sought after cohesiveness and is a way to attract new business and stimulate economic development. Strategies recommended to enhance the appearance of the area include:

- Incorporation of Streetscape Elements (period/historic light fixtures, trees and plants, sidewalks, and street furniture, such as benches, trash receptacles, bicycle racks, bollards)
- Updating Wayfinding/Directional Signage
- Undergrounding of Utility Wires
- Development of a Façade Improvement Program

### *Preserve Ground Floor Space for Retail Uses*

Realizing there is limited opportunity for the expansion of retail space in Hall's Corner due to the surrounding land uses, it is recommended that the Town examine the possibility of preserving ground floor space in Hall's Corner for retail uses only. Preserving ground floor space for retail uses only will generate additional foot traffic, benefitting all businesses in Hall's Corner.

### *Expand Sewage Capacity*

While the use/reliance of private wastewater treatment systems is currently an acceptable form of sewage treatment for Hall's Corner, the town should investigate the feasibility of constructing a larger package wastewater treatment plant that could process thousands of gallons of sewerage daily. The size of the system would be dependent on the number of businesses utilizing the system and their particular uses.

## **Transportation and Safety Recommendations**

### Short-Term

#### *Traffic Circle Parking Considerations*

Several parking spots within Hall's Corner directly interfere with the operation of the intersection and present a safety hazard to motorists. The removal of the following parking spaces should be considered:

- Removal of diagonal parking beyond the Stop Sign on Standish Street
- Removal of parallel parking between Bay Road and Standish Street; and between Standish Street and Washington Street

#### *Signage*

Roadway signage in Hall's Corner should be consistent and in compliance with the Manual on Uniform Traffic Control Devices (MUTCD). Recommended signage improvements include:



- Upgrading Stop Signs on Depot Street, Washington Street, Standish Street, and Bay Road to include retroreflective surfaces.
- Installation of Traffic Circle signage on all approaches to Hall's Corner.
- Improving the visibility of the Stop Sign on the Standish Street approach. This should include the removal of the last parking space before the Stop Sign and the construction of a curb bump out to bring the Stop Sign closer to the travel lane.
- Installation of appropriate Crosswalk signage at the mid-block crosswalk on Depot Street. Safety could be further improved at this crosswalk with the installation of pedestrian actuated Rectangular Rapid Flash Beacons.
- Installation of "Keep Right" signage on the flag pole island in the center of Hall's Corner should be updated to include an arrow pointing right.

#### *Pedestrian and Bicycle Improvements*

To maximize the attractiveness of Hall's Corner as a shopping, restaurant, and services destination, the following improvements should be made to the pedestrian and bicycle infrastructure:

- Creation of ADA compliant crosswalks at the intersection.
- Creation of a designated walkway from the Housing Authority to Foodie's Plaza to Depot Street.
- Installation of a "raised crosswalk" for the mid-block crosswalk on Depot Street.
- Painting of shared-lane markings or "sharrows" on the roadways approaching Hall's Corner to alert drivers to the presence of bicyclists.
- Placement of bicycle racks at Hall's Corner destinations.

#### *Visibility Improvements*

Visibility can be improved via the trimming and/or removal of vegetation in the following areas to allow for clear sight lines:

- Removal of tall vegetation on the center island in Hall's Corner.
- Regular maintenance of overhanging tree canopies along the roadway.
- Trimming or removal of vegetation by Dunkin Donuts.

#### *Parking*

The presence of on-street parking reduces the capacity and flow of roadways, while increasing the potential for collisions; however, parallel and angle on-street parking can be useful in specific situations with context-sensitive designs by encouraging pedestrian activity, increasing parking supply and traffic calming. The following are some parking recommendations that should be considered to make Hall's Corner safer for all users:

- Encourage land owners to clearly paint formal parking spaces in all of their lots
- Improve the Parking Enforcement Program

#### *Complete Streets Policy*

Consider adopting a Complete Streets policy for the roadways that serve Hall's Corner. Complete Streets is a planning and design concept that ensures all roadway users (pedestrians, bicyclists, motorists and transit riders of all ages and abilities) are included in the design, construction, and maintenance of roadways.

## Long-Term

### *Traffic Circle Parking Considerations*

Several parking spots within Hall's Corner directly interfere with the operation of the intersection and present a safety hazard to motorists. The removal of the following parking spaces should be considered:

- Removal of perpendicular parking in front of VERC / Dunkin Donuts on Chestnut Street
- Removal of perpendicular parking between Chestnut Street and Bay Road

### *Pedestrian and Bicycle Improvements*

To maximize the attractiveness of Hall's Corner as a shopping, restaurant, and services destination, the following improvements should be made to the pedestrian and bicycle infrastructure:

- Creation of sidewalks on both sides of each roadway

### *Traffic Calming*

Consider installing Speed Humps as another option available to calm traffic in Hall's Corner. A speed hump is much longer than a "speed bump", and is effective at reducing travel speeds while minimizing impacts on area noise, emergency vehicle operations, and snow plow operations.

### *Parking*

The presence of on-street parking reduces the capacity and flow of roadways, while increasing the potential for collisions; however, parallel and angle on-street parking can be useful in specific situations with context-sensitive designs by encouraging pedestrian activity, increasing parking supply and traffic calming. The following are some parking recommendations that should be considered to make Hall's Corner safer for all users:

- Enlargement of the parking spaces on Standish Street
- Investigate the possibility of constructing a public parking lot

### *Modern Roundabout*

Consider performing an engineering evaluation at the traffic circle to determine if a modern roundabout is feasible in Hall's Corner. Modifying the traffic circle into a roundabout would effectively process the low to moderate traffic volumes in Hall's Corner as well as increase pedestrian safety, due to the presence of splitter islands providing a pedestrian refuge.

## **2.0 INTRODUCTION AND BACKGROUND**

Duxbury is a coastal suburban community of slightly more than 15,000 residents located on the South Shore of Massachusetts, approximately 33 miles south of Boston. Duxbury is 37.63 square miles (of which 23.76 square miles are land) and is bordered by Duxbury Bay to the east, Kingston Bay and Plymouth to the southeast, Kingston to the southwest, Pembroke to the north and northwest and Marshfield to the north.

Duxbury's coastal location has played a prominent role throughout its history. Settled in 1624 and incorporated in 1637 by original Mayflower passengers Myles Standish and John Alden, Duxbury served primarily as a farming and fishing community throughout the seventeenth and eighteenth centuries and experienced little growth. Duxbury was on the map for the first time in the late eighteenth and early nineteenth centuries as a shipbuilding center. By the mid-1840s there were more than 20 shipyards in Duxbury, making it the largest producer of sailing vessels on the South Shore. Its status as a shipbuilding center was short lived however, as faster, newer Clipper ships were too large for Duxbury Bay.

By the 1870s Duxbury began to be seen as a summer retreat for city dwellers and a number of hotels, cottages and related businesses sprang up along its shoreline to cater to the summer visitors. Duxbury remained a small summer resort community until the construction of Route 3 in the 1950s and 1960s. The introduction of Route 3 made Duxbury much more accessible to Boston and other employment centers and as a result Duxbury's population grew fourfold from 3,167 in 1950 to 13,895 in 1990.

Throughout the years town officials and residents alike have wanted to maintain Duxbury's suburban residential character by limiting the amount of commercial and industrial zoned land in town. Today, Duxbury remains a largely residential community with approximately 80 acres of commercially zoned land, with the largest area being Hall's Corner.

Recognizing the importance of Hall's Corner in the community's economy and wanting to serve the needs and wants of Duxbury's residents as well as the business owners within Hall's Corner, the Duxbury Economic Advisory Committee (EAC) and Town Manager René J. Read on behalf of the Town of Duxbury requested that the Old Colony Planning Council (OCPC) conduct a study that analyze the market conditions, traffic patterns and parking turnover in Hall's Corner utilizing funding from the Massachusetts Department of Housing and Community Development (DHCD) District Local Technical Assistance (DLTA) program. This Economic Development and Transportation Study analyzes each of these conditions within Hall's Corner and offers a series of recommendations in an effort to improve the overall condition of the area.

To understand the present market, traffic and parking realities in Hall's Corner, a variety of both quantitative and qualitative data was collected and analyzed. To obtain the perspective of stakeholders, a series of meetings were held to gather the input and thoughts of various town boards, town officials and residents alike. Additionally, both a Customer Survey and Business Survey were developed to give all residents, workers, and businesses in Hall's Corner an opportunity to share their opinions about Hall's Corner. Both surveys proved to be quite successful, with the Customer Survey yielding 348 responses and the Business Survey yielding responses from 26 businesses in Hall's Corner. All of this information was then used to draft a series of recommendations aimed at improving the market, traffic and parking conditions in Hall's Corner.



### 3.0 FINDINGS AND RECOMMENDATIONS FROM PREVIOUS STUDIES

This section provides a summary of existing plans and studies that helped to inform and affect the recommendations of this Economic Development and Transportation Study. The town's previously prepared documents have been reviewed in order to help strengthen OCPCs understanding of past and current plans dealing with economic development, housing, traffic, and parking matters within town. The following documents have been reviewed, with relevant goals, policies, and recommendations presented in this section of the study.

- Town of Duxbury Comprehensive Plan, December, 1999
- Town of Duxbury Community Development Plan, June 2004
- Town of Duxbury Housing Production Needs Assessment, April 2014

#### Town of Duxbury Comprehensive Plan, December 1999

##### (John Brown Associates, Daylor Consulting Group and Bluestone Planning Group)

The Duxbury Comprehensive Plan analyzed a variety of aspects related to the future growth of the community, including land use, economic activity, natural and cultural resources, housing, public facilities and services and transportation. The Plan included an assessment of existing resources and issues, projections of future conditions and needs, and consideration of collective goals and desires. The Plan was also created to serve as a policy-type guide and provided recommendations for future land use and the physical development of the town. It not only addressed land use and infrastructure resources, but also the economic, natural and cultural resources of the town.

Goals, Policies & Recommendations specific to Hall's Corner included:

#### Land Use

- Recognize that large commercial development will have an adverse impact on the rural nature of the community.
- Manage growth to minimize negative financial impacts from new development.
- Support and strengthen the kinds of local businesses that are beneficial to the community in terms of providing needed services, products, employment, and tax revenue.
- Maintain high standards of design, construction, and maintenance in existing and new commercial developments.
- Coordinate vehicular traffic, pedestrian traffic and parking in commercial areas so that they function in an optimal manner.
- Encourage limited amounts of office and high technology uses in existing neighborhood business districts that will yield net tax revenues to the town.
- Seek other desirable land uses (senior assisted living, private schools, etc.) that fit the community and may yield net tax revenues, provided they are not disruptive to the residential community or the environment.
- Improve and enforce design review procedures for nonresidential and multifamily uses.
- Seek to accommodate (with appropriate design controls) shops and garages for small and medium sized trade, service companies, and contractors yards who serve town residents and businesses.

#### Economic Base

- Recognize that large commercial development will have an adverse impact on the rural nature of the community.
- Manage growth to minimize negative financial impacts from new development.
- Support and strengthen the kinds of local businesses that are beneficial to the community in terms of providing needed services, products, employment, and tax revenue.

- Maintain high standards of design, construction, and maintenance in existing and new commercial developments.
- Coordinate vehicular traffic, pedestrian traffic and parking in commercial areas so that they function in an optimal manner.
- Encourage limited amounts of office and high technology uses in existing neighborhood business districts that will yield net tax revenues to the town.
- Seek other desirable land uses (senior assisted living, private schools, etc.) that fit the community and may yield net tax revenues, provided they are not disruptive to the residential community or the environment.
- Do not expand neighborhood business zones except for a possible modest expansion of the Bennett's Corner District.
- Improve and enforce design review procedures for nonresidential and multifamily uses.
- Seek to accommodate (with appropriate design controls) shops and garages for small and medium sized trade, service companies, and contractors yards who serve town residents and businesses.

#### Transportation

- Study the roadway network, paying particular attention to vehicular traffic/ pedestrian conflicts.
- Encourage options for better management of traffic circles at Hall's Corner and other intersections in Town.
- Encourage access linking of major public uses with private commercial uses to provide for easy circulation throughout the Town.
- Resist development pressures that would increase the amount of commercially zoned land within the town; prohibit high traffic generators from locating in the business districts.
- Develop appropriate plans to improve bike safety on existing roads.
- Improve sidewalks and create multi-use path systems between residential areas and popular destinations to meet the needs of pedestrians and bicyclists.
- Strictly adhere to regulations relating to circulation, infrastructure, and traffic safety during the development review process.
- Create more pedestrian friendly environments in business areas by regulating the location of access drives, controlling the location and number of parking spaces on each site, and requiring sidewalk connections between businesses and nearby residences.
- Encourage the use of traffic calming techniques.

#### Town of Duxbury Community Development Plan, June 2004

##### (Duxbury Community Development Steering Committee & Dufresne-Henry, Inc.)

The Community Development Plan was designed to serve multiple community needs. Funded by the State's Executive Order 418 Program, the plan's primary purpose was to serve town boards and organizations, including the Selectmen and the Planning Board with a framework for expanding affordable housing and economic development within the community. The Plan is based on a thorough analysis of social, economic, environmental and land use trends and conditions in Duxbury.

The Plan was also designed to serve as the basis for land-use regulations and to bolster applications for local and state grants for various community projects, and guide private decision making on new housing development and business growth. The Plan also identifies issues that require further investigation, planning or design, and provides a framework of specific strategies needed to accomplish community goals and objectives.

Recommendations specific to Hall's Corner included:

- Work with the owners of the Grand Union Plaza to replace the supermarket with a similar tenant that will serve the daily needs of surrounding neighborhoods and the entire community.
- Consider expanding the center island (flagpole) at the 5-street intersection for better directional flow and aesthetics. Enhancements may improve safety and circulation, reduce pavement and create an attractively landscaped centerpiece for the district.
- Retain on-street parking and expand off-street parking behind and on the side of buildings where possible; encourage internal connections between off-street parking lots where possible.
- Encourage village design with mixed-use buildings of 1 ½ to 2 stories, minimal front setbacks and required sidewalks, parking behind buildings, attractive signage, and traditional architecture.
- Encourage more outdoor uses such as sidewalk dining by amending conflicting local regulations.
- Encourage infill development where appropriate to enhance village setting including areas where existing building are setback long distances, and 1-story buildings that may provide new 2nd floor business and residential opportunities adding to the vitality of the district.
- Develop a streetscape improvement plan that can be implemented in phases over the next 10 years including the replacement of existing ornamental trees with larger shade trees, and repairing and extending the sidewalk network in the district.
- Investigate current sewage capacity in the area.
- Promote the use of bike racks.

Town of Duxbury Housing Production Needs Assessment, April 2014  
(LDS Consulting Group, LLC)

The goal of the Housing Production Needs Assessment is to identify the supply and demand for affordable housing in Duxbury and provide a strategic plan to assist the Town in determining how it should best direct and leverage its resources to meet the affordable housing needs in Duxbury. Prior to this plan, Duxbury had already taken steps to create additional affordable housing in town by creating the Duxbury Affordable Housing Trust.

Recommendations specific to Hall's Corner included:

- Encourage affordable housing development in areas in close proximity to retail and services such as those located in Neighborhood Business Zones, such as Hall's Corner among a number of others.





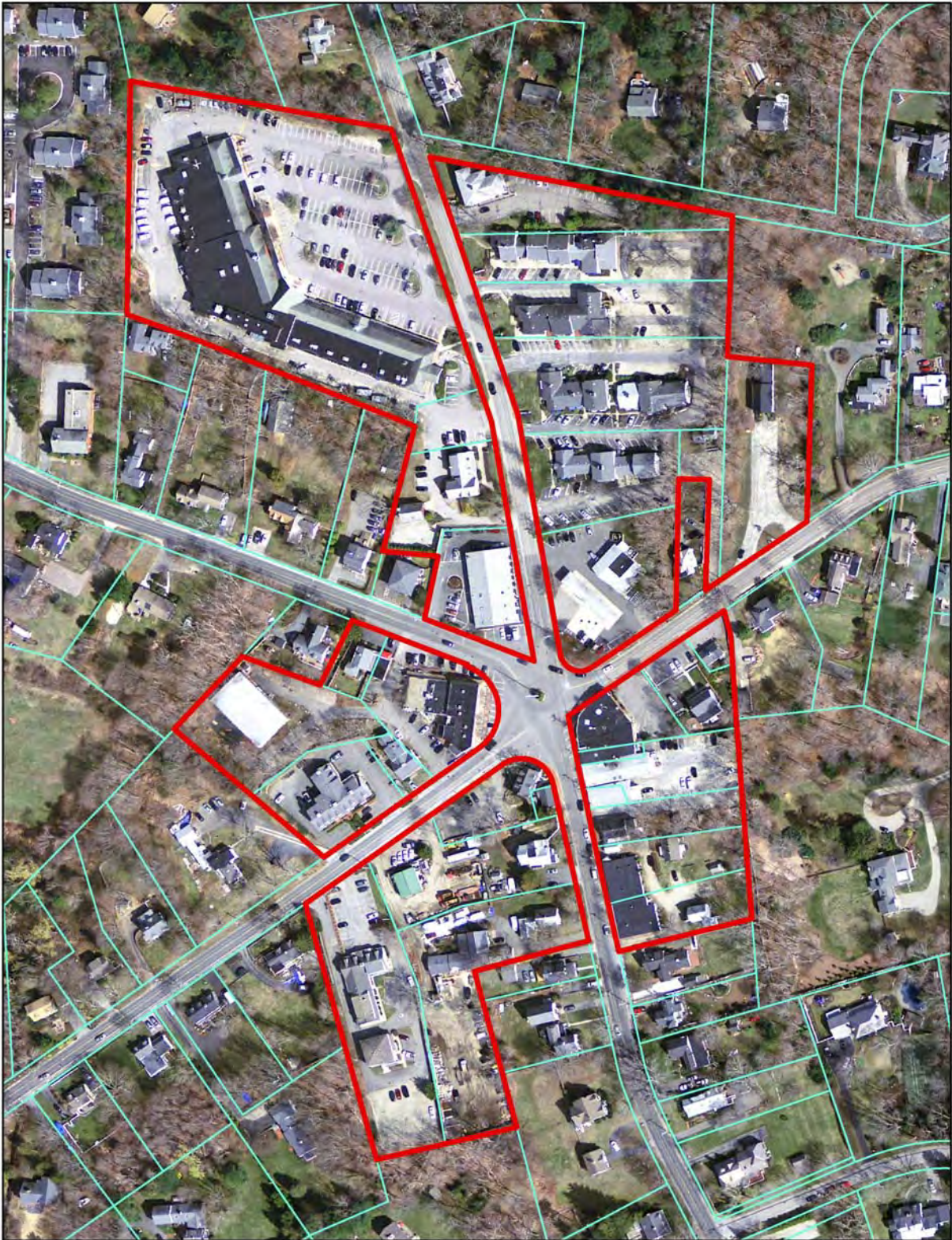
## **4.0 EXISTING CONDITIONS**

### **4.1 Overview of the Study Area**

Hall's Corner is located in South Duxbury at the intersection of Bay Road, Chestnut Street, Depot Street, Washington Street and Standish Street. At just over 20 acres, this area serves as the largest of the nine commercial areas in town. Within Hall's Corner itself are three distinct "business areas". The strip mall, which consists of the local grocery store, drugstore, post office and bank; the Marketplace, which consists of four rows of retail shops and offices situated perpendicular to the road; and the neighborhood traffic circle, which is at the intersection of the five aforementioned roadways and consists of miscellaneous shops, dining establishments and a gas station. Zoning within the study area consists of two separate zoning districts - Neighborhood Business District 1 (NB1) and Neighborhood Business District 2 (NB2). NB1 serves as the predominant zoning district in the study area, covering the strip plaza, the Marketplace and the southern half of the study area, and NB2 serves the parcels directly abutting the traffic circle.

For the purposes of this study, the study area consists of 30 parcels totaling 20.059 acres. The study area consists of 176,911 total square feet of finished area and had an assessed value of \$25,386,595 (2013). The three largest landowners in Hall's Corner are Dux Limited Partnership, which owns the three parcels that form the Marketplace; Trapelo Realty Inc., which owns the two parcels that form the strip mall; and 24 Standish Street Realty Trust, which owns the one parcel on which Eagles Nest Tree & Landscape is located. A map of the study area can be found in Figure A: Hall's Corner Study Area on the following page.

Figure A: Hall's Corner Study Area





## 4.2 Business Mix

Fieldwork conducted in Summer 2014 identified a total of 86 business establishments in Hall's Corner. The establishments are categorized according to the North American Industry Classification System (NAICS) by major sector in Table 1 and listed individually by sector in Table 2, which are located below.

Retail Trade businesses account for slightly more than a quarter of all the establishments in Hall's Corner. A variety of retail establishments are currently offered in Hall's Corner with the most common establishments being gift stores (4), liquor stores (2) and jewelry stores (2). Other retail establishments in Hall's Corner include a convenience store, drugstore, florist, bookstore, clothing store, toy store, sporting goods store, candy store, pet store, carpet store, yarn store, thrift and consignment shop, a Christian Science Reading Room/Bookstore and a gas station.

Service establishments also account for a large number of the businesses in Hall's Corner, with Other Service businesses accounting for 17% of the establishments. These services are all of the personal service variety and include drycleaners (5), hair salons (5), and nail/skin salons (5). Professional, Scientific, and Technical Service businesses account for 14% of the establishments and consist primarily of lawyers and architects. Finance and Insurance service businesses account for 9% of the establishments and consist primarily of banks and insurance agencies.

Accommodations & Food Services establishments account for slightly more than 10% of the establishments in Hall's Corner with the majority being categorized as either quick-service or fast-casual restaurants.

Other types of businesses in Hall's Corner include four (4) Construction establishments, four (4) Healthcare & Social Assistance establishments, three (3) Arts, Entertainment & Recreation establishments, three (3) Real Estate Rental & Leasing establishments, two (2) Administrative and Support and Waste Management and Remediation Services establishments, and one (1) each of the following establishments: Educational Services, Public Administration, and Transportation and Warehousing.

**Table 1: Establishments by NAICS Category**

Category	NAICS (2 Digit Code)	Number of Establishments	% of Businesses in Hall's Corner
Retail Trade	44-45	23	26.7%
Other Services	81	15	17.4%
Professional, Scientific, and Technical Services	54	12	14.0%
Accommodations & Food Services	72	9	10.5%
Finance & Insurance	52	8	9.3%
Construction	23	4	4.7%
Health Care & Social Assistance	62	4	4.7%
Arts, Entertainment & Recreation	71	3	3.5%
Real Estate Rental & Leasing	53	3	3.5%
Administrative and Support and Waste Management and Remediation Services	56	2	2.3%
Educational Services	61	1	1.2%
Public Administration	92	1	1.2%
Transportation and Warehousing	48-49	1	1.2%

**Table 2: Inventory of Businesses in Hall's Corner**

<b>44-45: Retail Trade</b>	
<b>Business Name</b>	<b>Address</b>
Beach Bites Coastal Confections	17 Standish Street
Celebrations, etc.	9 Standish Street
Cellar d'Or Wine & Spirits	35 Depot Street
Christian Science Reading Room	17 Standish Street
Consider the Lillies	35 Depot Street
Cotton's	3 Standish Street
Dole & Dowd Jewelers	18 Washington Street
Duxbury Wine & Spirits	1 Washington Street
Duxbury Thrift & Consignment	48 Depot Street
Foodie's Market	46 Depot Street
Gulf Gas Station	10 Washington Street
Hall's Corner Store	2 Chestnut Street
Happy Tails Pet Boutique	35 Depot Street
Les MS	45 Depot Street
One	35 Depot Street
Oriental Express	45 Depot Street
Reed's Jewelers	5 Standish Street
Rite Aid	28 Depot Street
Rock, Paper, Scissors	45 Depot Street
Sportworks	45 Depot Street
The Studio of Duxbury	25 Depot Street
Westwinds Bookshop	35 Depot Street
Wool Basket Yarns	19 Depot Street
<b>81: Other Services</b>	
Angel's Touch Nail & Skin Spa	25 Depot Street
Beehive The Salon	8 Standish Street
Bella Fiore Skin Care	9 Standish Street
Crossroads Salon	15 Depot Street
Duxbury Cleaners & Tailors	49 Depot Street
Empire Cleaners	4 Chestnut Street
Great Outlooks	17 Standish Street
London Looks	15 Washington Street
Lux Nails & Spa	40 Depot Street
Michelle's Nails	7 Standish Street
Randy's Dry Cleaning & Tailoring	38 Depot Street
Razia's Tailor & Cleaners	35 Depot Street
Skin Solutions by Delores	1 Bay Road
The Cleanist	16 Chestnut Street
Zahmats at Larri's	31 Bay Road
<b>54: Professional, Scientific, and Technical Services</b>	
Amory Engineers, P.C.	25 Depot Street
Anne Henning Photography	19 Depot Street
Campbell/Smith Architects	22 Depot Street

<b>Business Name</b>	<b>Address</b>
Colleen Maimaron, CPA	6 Chestnut Street
Creative Concepts Interiors	10 Bay Road
DesRosiers & Tierney, LLC	15 Depot Street
Griffin Publishing	21 Chestnut Street
Law Offices of James Taylor Pye	24 Bay Road
Law Office of Philip M. Markella	19 Depot Street
Lineal Inc. Architects & Builders	9 Standish Street
Maine Pointe LLC	11 Washington Street
Welch & Donohue LLP	49 Depot Street
<b>72: Accommodations &amp; Food Services</b>	
Depot Street Market	35 Depot Street
D'Orzaio's Italian Marketplace	35 Depot Street
Dunkin Donuts	5 Chestnut Street
Duxbury Deli	12 Bay Road
Duxbury Pizza	7 Standish Street
Gunther Tooties Coffee & Bagels	10 Washington Street
Scoops Ice Cream Shop	13 Standish Street
Tsang's Café	45 Depot Street
Wildflower Café & Tavern	8 Chestnut Street
<b>52: Finance &amp; Insurance</b>	
Bank of America ATM	52 Depot Street
C & S Advisors	19 Depot Street
Duxbury Insurance Group	6 Chestnut Street
Duxbury Mortgage Services	1 Bay Road
Eastern Bank	19 Depot Street
Lougee Insurance Agency	24 Bay Road
Rockland Trust	27 Bay Road
Santander Bank	64 Depot Street
<b>23: Construction</b>	
Coastal Construction Corp.	22 Depot Street
Clarke Plumbing & Heating	25R Bay Road
Ken Savard Electrical Contractor	15 Depot Street
Sea View Construction	25 Bay Road
<b>62: Health Care &amp; Social Assistance</b>	
Dr. Paul J. Karr (Chiropractor)	11 Standish Street
Duxbury Dental Associates	24 Bay Road
Kristin Gearin (Psychotherapist)	15 Depot Street
Simply Eyewear	1 Bay Road
<b>71: Arts, Entertainment &amp; Recreation</b>	
Gymnastics with Flair	14 Chestnut Street
Indigo Body Works	19 Standish Street
Liquid Movement Pilates Center	49 Depot Street
<b>53: Real Estate Rental and Leasing</b>	
Coldwell Banker Residential Brokerage	15 Depot Street
Vantage Point Realty Advisors	22 Depot Street

<b>Business Name</b>	<b>Address</b>
VERC Enterprises	5 Chestnut Street
<b>56: Administrative and Support and Waste Management and Remediation Services</b>	
Eagles Nest Tree & Landscape	24 Standish Street
Phillips Tree & Construction	14 Standish Street
<b>61: Educational Services</b>	
Gotta Dance Studio	62 Depot Street
<b>92: Public Administration</b>	
Duxbury Recreation Department	22 Washington Street
<b>48-49: Transportation and Warehousing</b>	
U.S. Post Office	56 Depot Street

## 5.0 OPINION RESEARCH

In cooperation with the Town of Duxbury, the Duxbury Business Association and a number of businesses in Hall's Corner, OCPC and the Duxbury Economic Advisory Committee conducted both a Customer Survey and a Business Survey in an effort to obtain the thoughts and opinions of both customers and businesses in regards to Hall's Corner.

### 5.1 Customer Survey

The goal of the Customer Survey was to gain an understanding of the local habits, preferences, and perceptions that Duxbury residents, workers, and visitors have about Hall's Corner. The survey focused on shopping habits, with an emphasis toward improving retail amenities and opportunities in Hall's Corner and asked questions about when and where people shop, what type of merchandise they shop for, what types of additional businesses they would like to see in Hall's Corner and what influences their choice of store.

The survey could be completed either online or in paper format. A link to the survey was available on the Town of Duxbury, Duxbury Business Association, and the South Shore Chamber of Commerce's Marshfield, Pembroke & Duxbury Business Council websites and paper copies of the survey were available at Duxbury Town Hall, the Duxbury Council on Aging, and the Duxbury Free Library. The survey was also advertised via the Town of Duxbury email notification system, the Duxbury Clipper and Patriot Ledger newspapers as well as in the shops of five local businesses in Hall's Corner (Depot Street Market, Foodie's, Sportworks, The Studio, and Westwinds Bookshop). The survey was available for a total of twenty-three days from May 21 through June 13, 2014. In total, 348 surveys were collected. Results of the survey can be found in Appendix 2 of this study.

#### *Summary of Survey Findings:*

- The primary purposes for visiting Hall's Corner were for shopping and dining experiences.
- The majority (79.3%) of respondents utilize the businesses in Hall's Corner at least weekly.
- Hall's Corner is utilized as a convenience shopping area, with the most frequented business being of the convenience variety, such as Foodies, Dunkin Donuts, Rite-Aid, Duxbury Pizza and the Post Office.
- Major advantages include its convenience and personalized friendly service.
- Major disadvantages include its limited selection of goods and services, limited store hours, and high prices.
- A sizeable number (44.1%) of respondents indicated that they tend to patronize businesses in Hall's Corner more during the summer months.
- An overwhelming majority of people do most of their shopping outside of Duxbury and Hall's Corner altogether, due to its limited selection of businesses and high prices. They tend to do most of their shopping in the adjacent communities of Kingston, Plymouth and Marshfield due to their greater selection of businesses and lower prices.
- Desirable new businesses include restaurants (sit-down, take-out and café/bakeries), hardware/garden store and clothing/accessory shops.
- Desired changes include addressing traffic flow at the neighborhood traffic circle, having better pedestrian amenities, increasing the variety/selection of businesses (most notably restaurants), as well as improving/updating the appearance of the area.
- The desired identity or image most would like to see for Hall's Corner is that of a quaint, traditional New England coastal village, similar to Downtown Hingham or Scituate Harbor.

## 5.2 Business Survey

To get a sense of the thoughts and views of the businesses in Hall's Corner, Mr. Kurt Franke and Mr. Clark Hinckley of the Duxbury Economic Advisory Committee conducted interviews and an informal survey with the personnel of 26 businesses located in Hall's Corner. The observations gathered below are a result of these interviews and informal survey:

- All interviewees felt they would benefit if there were more “destination” shops and/or services in Hall's Corner.
- The Halls Corner Business District would benefit from a reintroduction to Duxbury residents or an introduction to nearby communities via some type of marketing effort.
- It is felt that a chicken vs. egg phenomenon exists, meaning that it is difficult to attract new and vibrant business investment without already having an existing vibrant business environment. Halls Corner while having many successful enterprises would not be considered a thriving business community. In fact, several of the “destination” businesses are currently for sale.
- Many of the current businesses seem to be “hobby” businesses, those where the owner's livelihood is not directly impacted by the success of the business.
- Parking is an issue for some businesses but not all. Overall it is not as big an issue as expected. Those mostly impacted were the businesses located directly around the flagpole.
- The neighborhood traffic circle and traffic in Hall's Corner is a huge problem for pedestrians and parking. A solution is desperately needed, particularly on the Chestnut Street approach. (Perhaps a STOP painted on the road like it is on other roads....something needs to be done.)
- The town could be more business friendly. Signage restrictions are an issue for some. There is no seating available in shopping areas and town owned sidewalks and infrastructure are shabby.
- Many current Duxbury shoppers are willing to spend substantial money on goods and services but the good and services they desire are not available in Hall's Corner. (These shoppers are instead attracted to higher-end retail lifestyle centers such as the Derby Street Shoppes in Hingham). Younger shoppers (20-30 some-things) spend more on generic items, which are also not available in Hall's Corner.
- Hall's Corner is not especially conducive to out-of-towners as a go-to destination shopping area; rather it focuses on serving the local population.
- Many Duxbury residents are not aware of the existing businesses in Hall's Corner.



### 5.3 Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis

Based upon a combination of field visits, a walking tour, review of study materials, and public outreach, several common themes began to develop as part of a competitive assessment of Hall's Corner. These themes were categorized as Strengths, Weaknesses, Opportunities, and Threats.

#### Strengths

- Safe, friendly community with historic character.
- Superior level of service provided by area shop owners.
- Local retail market area is affluent with incomes well above County and State medians.
- Existing businesses accommodate most of shoppers' day-to-day needs with grocery, pharmacy, banking, gas, and many business services.
- Majority of businesses are owned by local entrepreneurs.
- Very low commercial vacancy rate.
- Duxbury Beach is an important nearby attraction, which draws a number of recreational visitors through Hall's Corner.
- The presence of a number of historical attractions, including the Myles Standish Monument, the Duxbury Rural & Historic Society's Historic Houses and the Alden House Historic Site.
- The Duxbury Business Association and Duxbury Economic Advisory Committee serve as an advocate for businesses in Duxbury.
- Holly Days is a positive community event that occurs in Hall's Corner.

#### Weaknesses

- Numerous service/office tenants occupy ground floor space in prime retail locations and disrupt the shopping flow and potential for retail critical mass.
- The lack of retail variety.
- Limited business hours - most businesses are closed by 6:00 PM at the latest.
- Amalgamation of typical downtown storefront street retail and strip center developments make it difficult to project a uniform identity and a challenge for the area to coalesce.
- Some storefronts and facades are in need of updating and are viewed as tired or rundown by residents and businesses. There are currently no incentives for property development such as façade or storefront improvement funds/grants.
- Limited directional signage makes it harder for shoppers to identify Hall's Corner and other business districts in town.
- The Town does not promote itself well to customers both inside and outside of Duxbury.
- The Town website has a lack of information for prospective businesses.
- Perception of some locals that shopping in Hall's Corner is expensive and very limited.
- Perception that the town is unfriendly toward the business community.
- Parking availability is a concern for some.

#### Opportunities

- 2014 Market Area leakage of \$84 million of retail trade and food and drink within the 5 Minute Drive Time Area. Sales leakage is occurring in all merchandise categories except Liquor Stores, Jewelry and Luggage Stores and Other Motor Vehicle Dealers.
- More retail and restaurant variety is needed. The most frequently requested additional businesses and services noted in the Customer Survey were sit-down restaurants, café/bakery, hardware/garden store and clothing/accessory store.
- There is a lack of upscale retailers to serve the segment of the population which desires high-end apparel and accessories.

- There are a number of recreational, cultural and historical assets within a 20 minute drive.
- Lacks a brand identity, but has the opportunity to reinvent its identity/image through streetscape improvements & redevelopment projects.
- The relocation of industrial businesses within Hall's Corner such as Eagles Nest Tree & Landscape or Phillips Tree Service would result in the availability of rare commercially zoned space which could be used for more intensive retail uses.
- There is an opportunity to attract more customers from other market areas by advertising in regional magazines, periodicals and newspapers as well as the local visitor convention bureau.
- Events like Holly Days are popular but many businesses want more of these events to draw attention to Hall's Corner.

#### Threats

- Significant retail competition from the selection and big box stores of Kingston and Plymouth requires Hall's Corner to focus on unique niches.
- Traffic configuration and layout at the traffic circle is challenging, particularly to those who are from out of town.
- Pedestrian circulation and safety is challenging (especially for families with small children) due to the lack of sidewalks and pedestrian accommodations.
- Lack of sewer may limit or inhibit development/redevelopment opportunities in Hall's Corner.
- Location has limited access and low visibility from high traffic areas such as Route 3, limiting the exposure of businesses in Hall's Corner to potential customers from nearby communities.
- Increase of visitors during the summer months causes a fluctuation in business for some businesses.
- Limited amount of commercially zoned property available in Hall's Corner.

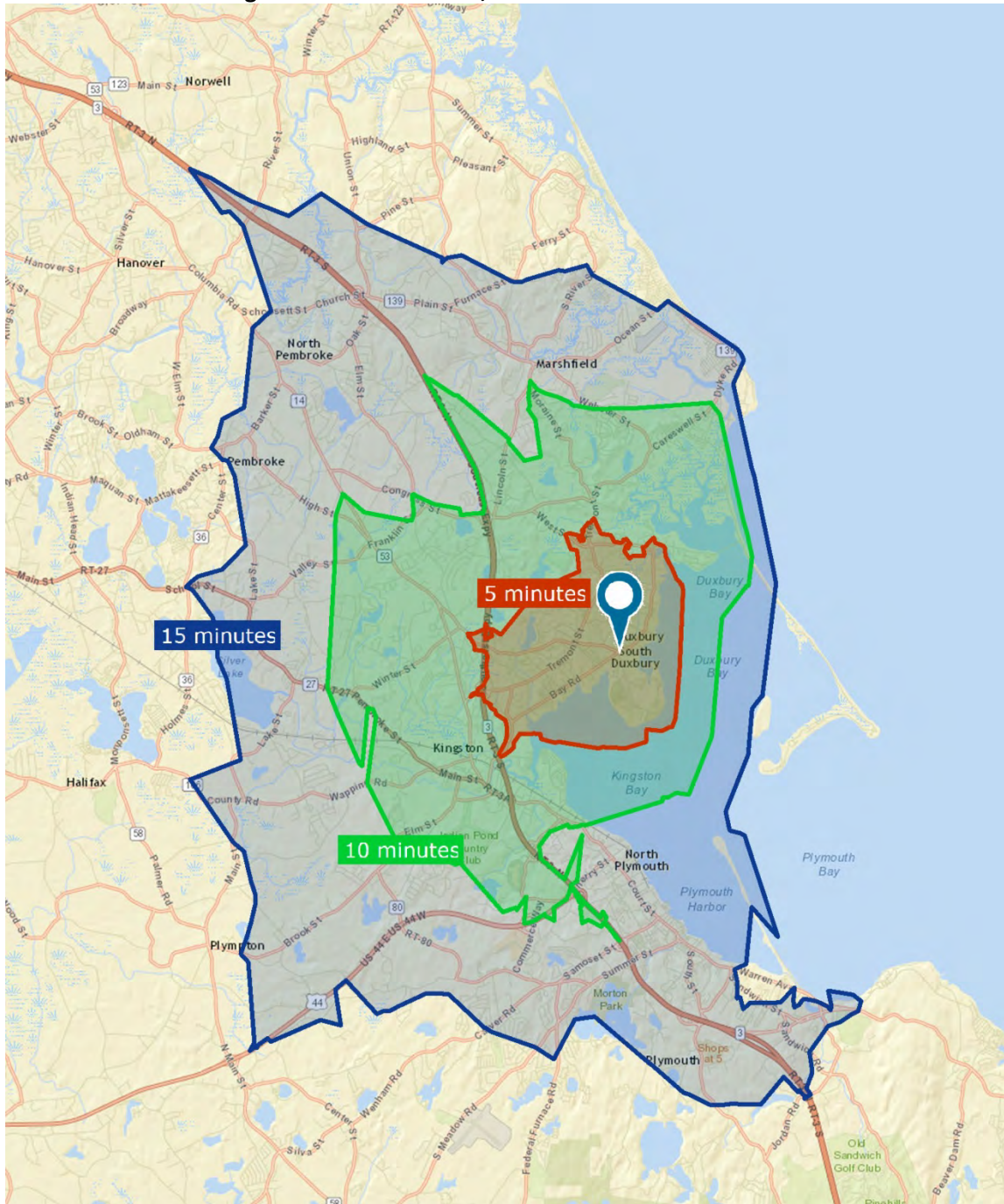
## **6.0 MARKET ANALYSIS**

### **6.1 Trade Area**

A trade area is generally defined as the geographic area from which retailers draw a majority of their customers and provides a basis for understanding the extent and depth of a market and its opportunities. Traditionally, trade areas were defined by drawing concentric rings around a community or specific location. However, concentric rings do not account for physical geography (rivers, streams, mountains), road networks, traffic conditions or human behavior, all of which may influence how and why a consumer shops in a particular area. Because of the limitations with concentric rings, and the fact that most people today shop by convenience, and measure distance in time, not miles, OCPC utilized ESRI Business Analyst Online (BAO) to define trade areas in terms of drive times. Drive times are determined by the time it takes to drive to a community or specific location. Drive times are irregular in shape because of the layout of roads, differences in speed limits and geographic barriers, etc. For the purpose of this analysis, we utilized three common trade areas retailers typically use; 5, 10, and 15 Minute Drive Time Areas. Figure B on the following page illustrates the boundaries of each of Drive Time Area. For the purpose of comparison, Plymouth County was also used in this analysis.

- The 5 Minute Drive Time Area includes the immediate area surrounding Hall's Corner in southeast portion of Duxbury. This area profiles a convenience-oriented market and reflects a total population of 5,272.
- The 10 Minute Drive Time Area includes areas along regional travel routes in the Hall's Corner vicinity and includes a large portion of Duxbury, the eastern half of Kingston, and the southeastern portion of Marshfield. This Drive Time Area reflects a total population of 25,302.
- The 15 Minute Drive Time Area is more expansive and representative of a regional market, and includes all of Duxbury and Kingston, the southern half of Marshfield, the western halves of Pembroke and Plympton, the northern portion of Plymouth and the southern tip of Norwell. This Drive Time Area reflects a total population of 76,620.

**Figure B: Hall's Corner 5, 10 and 15 Minute Drive Time Areas**



## 6.2 Demographic Analysis

Demographic characteristics strongly influence retail shopping habits and preferences. To assist in understanding the characteristics of residents, demographic data was analyzed for the defined retail trade areas and includes population, household, income, age, and education data. Comparing demographics in each of these geographic areas helps to differentiate local consumers and may identify potential customer niches. The data used in this analysis is derived from the US Census Bureau and from Environmental Systems Research Institute (ESRI) Business Analyst Online (BAO), a leading national provider of market information.

### Population & Household Growth

Population is defined as the total number persons living within a specific geographic area. Population data is vital for determining the current market size and growth trends, both of which are essential in determining consumer demand. The populations of each of the three Drive Time Areas as well as the County grew modestly from 2010-2014. This modest rate of growth is expected to continue in each of the Drive Time Areas as well as in the County from 2014-2019, with the highest rate of growth (3.3%) occurring in the 5 Minute Drive Time Area.

Households are defined as all people who occupy a housing unit and include both related family members and unrelated people. Like population data, household data is vital for determining the current market size and growth trends. The number of households in each of the three Drive Time Areas as well as the County grew modestly from 2010-2014, and is expected to continue to grow modestly from 2014-2019, with the highest rate of growth (3.5%) again occurring in the 5 Minute Drive Time Area. While the number of households has grown and is expected to continue to grow modestly, the average household size in all three Drive Time Areas as well as the County is expected to continue to decrease in size which is consistent with national trends.

**Table 3: Market Area Population & Household Growth**

	<b>5 Minute Drive Time Area</b>	<b>10 Minute Drive Time Area</b>	<b>15 Minute Drive Time Area</b>	<b>Plymouth County</b>
<b>Population</b>				
2010 Census	5,133	24,840	74,962	494,919
2014 Estimate	5,272	25,302	76,620	505,505
2019 Projection	5,444	25,958	78,747	519,056
% Change 2010-14	2.7%	1.9%	2.2%	2.1%
% Change 2014-19	3.3%	2.6%	2.8%	2.7%
<b>Households</b>				
2010 Census	1,879	9,202	27,904	181,126
2014 Estimate	1,939	9,453	28,776	186,357
2019 Projection	2,006	9,741	29,739	192,163
% Change 2010-14	3.2%	2.7%	3.1%	2.9%
% Change 2014-19	3.5%	3.0%	3.3%	3.1%
<b>Average Household Size</b>				
2010 Census	2.73	2.68	2.61	2.67
2014 Estimate	2.72	2.65	2.59	2.65
2019 Projection	2.71	2.64	2.58	2.64
% Change 2010-14	(.03%)	(.11%)	(.07%)	(.07%)
% Change 2014-19	(.03%)	(.03%)	(.03%)	(.03%)

### Income

Income is a strong indicator of the spending potential of a particular area, as it often correlates with retail expenditures. Two commonly used measures of income data are median household income and per capita income. Median household income is defined as the amount which divides the household income distribution into two equal groups, half having household incomes above the median, half having household incomes below the median. Per capita income is defined as the average income computed for every man, woman, and child in a particular group. The distribution of household incomes is also included, as some retailers seek a minimum number of households within a certain income range.

Both the median household and per capita income levels within the three Drive Time Areas are well above that of the County and are highest in the 5 Minute Drive Time Area. The 5 Minute Drive Time Area is also expected to experience the highest increase in both categories over the next five years. The Five Minute Drive Time Area also has the highest percentage of households with incomes exceeding \$100,000, with approximately 69.1% of households doing so, compared to 37.8% of households in the County.

**Table 4: Market Area Income**

	<b>5 Minute Drive Time Area</b>	<b>10 Minute Drive Time Area</b>	<b>15 Minute Drive Time Area</b>	<b>Plymouth County</b>
<b>Median Household Income</b>				
2014 Estimate	\$144,314	\$115,734	\$89,156	\$76,321
2019 Projection	\$172,248	\$137,544	\$101,973	\$84,667
% Change 2014-19	19.4%	18.8%	14.4%	10.9%
<b>Per Capita Income</b>				
2014 Estimate	\$66,268	\$53,415	\$43,394	\$36,427
2019 Projection	\$80,574	\$64,024	\$51,197	\$42,307
% Change 2014-19	21.6%	19.9%	18.0%	16.1%
<b>Household Income (2014 Estimates) (Number and Percent of Households)</b>				
Less than \$50,000	295 (15.2%)	1,950 (20.7%)	8,467 (29.5%)	62,585 (33.6%)
\$50,000-\$74,999	151 (7.8%)	1,050 (11.1%)	3,867 (13.4%)	28,900 (15.5%)
\$75,000-\$99,999	153 (7.9%)	923 (9.8%)	3,273 (11.4%)	24,327 (13.1%)
\$100,000-\$149,999	403 (20.8%)	1,953 (20.7%)	5,902 (20.5%)	37,804 (20.3%)
\$150,000-\$199,999	302 (15.6%)	1,753 (18.5%)	3,791 (13.2%)	17,774 (9.5%)
\$200,000+	635 (32.7%)	1,824 (19.3%)	3,475 (12.1%)	14,961 (8.0%)

### Age

Age often affects a person's tastes and preferences which often change as they become older. Understanding the ages of the population within an area helps businesses effectively address the needs of the market. The median age is higher in each of the three Drive Time Areas when compared to the County averages, with the 5 Minute Drive Time Area having the highest median age. The data tracking company Nielsen notes the importance of the aging population and their spending power by noting that by 2017 almost half of the U.S. adult population will be 50 and older and will control a full 70% of the nation's disposable income.



**Table 5: Market Area Age Profile**

	<b>5 Minute Drive Time Area</b>	<b>10 Minute Drive Time Area</b>	<b>15 Minute Drive Time Area</b>	<b>Plymouth County</b>
<b>Median Age</b>				
2010 Census	44.9	43.8	42.2	41.1
2014 Estimate	46.8	45.6	43.3	42.0
2019 Projection	48.7	46.8	44.2	42.6
% Change 2010-14	4.2%	4.1%	2.6%	2.2%
% Change 2014-19	4.1%	2.6%	2.1%	1.4%
<b>Age Profile (2014 Estimates) (Number and Percent of Population)</b>				
Under 15	1,090 (20.6%)	4,870 (19.3%)	14,063 (18.3%)	94,109 (18.7%)
15-24	695 (13.2%)	3,073 (12.1%)	9,215 (12.0%)	64,132 (12.7%)
25-34	240 (4.6%)	1,892 (7.5%)	7,765 (10.1%)	53,863 (10.7%)
35-44	443 (8.4%)	2,580 (10.2%)	8,952 (11.7%)	60,889 (12.0%)
45-54	962 (18.2%)	4,320 (17.1%)	12,561 (16.4%)	80,229 (15.9%)
55-64	842 (16.0%)	4,024 (15.9%)	11,153 (14.6%)	71,511 (14.1%)
65-74	594 (11.3%)	2,699 (10.7%)	7,478 (9.8%)	47,324 (9.4%)
75+	406 (7.7%)	1,844 (7.3%)	5,431 (7.1%)	33,448 (6.6%)

#### Educational Attainment

Educational attainment is defined as the highest grade of school one has completed or the highest degree one has received. There is a strong correlation between educational attainment and income levels; U.S. Bureau of Labor Statistics data shows that the median weekly earnings of a full-time, bachelor's degree holder in 2013 were 70 percent higher than those of a high school graduate (\$1,108 compared to \$651). The populations within the 5, 10, and 15 Minute Drive Time Areas are all well-educated and have higher levels of education than the County average, with the population within the 5 Minute Drive Time Area having the highest percentage of people holding either a Bachelor's or Graduate/Professional Degree, with 75.1% doing so, compared to 32.9% of the population of the County.

**Table 6: Market Area Educational Attainment (25+)**

	<b>5 Minute Drive Time Area</b>	<b>10 Minute Drive Time Area</b>	<b>15 Minute Drive Time Area</b>	<b>Plymouth County</b>
<b>Educational Attainment (2014 Estimates) (Number and Percent of Population)</b>				
Less than 9 <sup>th</sup> Grade	10 (0.3%)	139 (0.8%)	907 (1.7%)	10,071 (2.9%)
9 <sup>th</sup> -12 <sup>th</sup> Grade, No Diploma	38 (1.1%)	365 (2.1%)	1,920 (3.6%)	18,058 (5.2%)
High School Graduate	245 (7.0%)	2,951 (17.0%)	13,442 (25.2%)	105,221 (30.3%)
Some College, No Degree	418 (12.0%)	2,882 (16.6%)	10,081 (18.9%)	66,675 (19.2%)
Associate Degree	157 (4.5%)	1,250 (7.2%)	4,534 (8.5%)	32,990 (9.5%)
Bachelor's Degree	1,611 (46.2%)	6,024 (34.7%)	14,402 (27.0%)	73,967 (21.3%)
Graduate/Professional Degree	1,008 (28.9%)	3,767 (21.7%)	8,108 (15.2%)	40,283 (11.6%)

### 6.3 Market Segmentation

Market segmentation is defined as the classification of consumers according to demographic, socioeconomic and housing characteristics, lifestyles and product preferences. It is based on the theory that “birds of a feather flock together”; that is, people with similar tastes, lifestyles, and behaviors naturally gravitate toward each other and into the neighborhoods in which they live. Segmentation allows companies and organizations to better understand their consumers/constituents, their shopping patterns, and media preferences, so that they can supply them with the services and products they desire.

Market segmentation data for this analysis was obtained by utilizing the ESRI Tapestry Segmentation system, which classifies neighborhoods into 67 unique market segments based on their socioeconomic and demographic compositions by using more than 60 data attributes to identify and cluster neighborhoods including age, race, household type, housing type, education, employment, and income among others. (Data sources used to develop the ESRI Tapestry Segmentation system include Census 2010 data, ESRI proprietary demographic updates, Acxiom Corporation’s InfoBase-X consumer database and national consumer surveys, such as the Survey of the American Consumer from GfK MRI).

Table 7 shows and compares the concentrations of the top five Tapestry Segments found within each of the Hall’s Corner Drive Time Areas.

**Table 7: Comparative View of Predominant Tapestry Segments**

	5 Minute Drive Time Area			10 Minute Drive Time Area			15 Minute Drive Time Area		
	Count	Pct.	Rank	Count	Pct.	Rank	Count	Pct.	Rank
1A - Top Tier	1,599	82.5%	1	1,981	21.0%	2	1,981	6.9%	4
1E - Exurbanites	339	17.5%	2	1,592	16.8%	3	2,406	8.4%	3
1D- Savvy Suburbanites	1	0.0%	3	3,005	31.8%	1	7,418	25.8%	1
2B - Pleasantville	0	0.0%	--	712	7.5%	4	5,621	19.5%	2
6C - The Great Outdoors	0	0.0%	--	650	6.9%	5	650	2.3%	14
8A - City Lights	0	0.0%	--	0	0.0%	--	1,673	5.8%	5
Count/Pct. of Area	1,939	100.0%	--	7,940	84.0%	--	19,749	68.7%	--

Brief descriptions as well as demographic characteristics for the top five Tapestry Segments found within each of the drive time areas can be found on the following pages. Information on ESRI Tapestry methodology and applications, along with full descriptions for the Tapestry’s 67 segments can be found in the ESRI Tapestry Segmentation Reference Guide at:

<http://www.esri.com/library/brochures/pdfs/tapestry-segmentation.pdf>



#### Segment 1A - Top Tier

The residents of the wealthiest Tapestry market, *Top Tier*, earn more than three times the US household income. They have the purchasing power to indulge any choice. Aside from the obvious expense for the upkeep of their high-end homes, consumers select upscale salons, spas, and fitness centers for their personal well-being and shop at high-end retailers for their personal effects. Whether short or long, domestic or foreign, their frequent vacations spare no expense. Residents fill their weekends and evenings with opera, classical music concerts, charity dinners, and shopping. These highly educated professionals have reached their corporate career goals. With an accumulated average net worth of over 1.5 million dollars and income from a strong investment portfolio, many of these older residents have moved into consulting roles or operate their own businesses.

#### Segment 1E – Exurbanites

*Exurbanites* residents are approaching retirement but show few signs of slowing down. They are active in their communities, generous in their donations, and seasoned travelers. They take advantage of their proximity to large metropolitan centers to support the arts, but prefer a more expansive home style in less crowded neighborhoods. They have cultivated a lifestyle that is both affluent and urbane.

#### Segment 1D – Savvy Suburbanites

*Savvy Suburbanites* residents are well educated, well read, and well capitalized. Families include empty nesters and nearly empty nesters, who still have adult children at home. Located in older neighborhoods outside the urban core, their suburban lifestyle includes home remodeling, gardening and sports and exercise. They enjoy good food and wine, plus the amenities of the city's cultural events.

#### Segment 2B – Pleasantville

Prosperous domesticity best describes the settled denizens of *Pleasantville*. Situated principally in older housing in suburban areas in the Northeast and the West, these slightly older couples move less than any other market. Many couples have already transitioned to empty nesters; many are still home to adult children. Families own older, single-family homes and maintain their standard of living with dual incomes. These consumers have higher incomes and home values and much higher net worth. Older homes require upkeep; home improvement and remodeling projects are a priority—preferably done by contractors. Residents spend their spare time participating in a variety of sports or watching movies. They shop online and in a variety of stores, from upscale to discount, and use the Internet largely for financial purposes.

#### Segment 6C - Great Outdoors

These neighborhoods are found in pastoral settings throughout the United States. Consumers are educated empty nesters living an active but modest lifestyle. Their focus is land. They are more likely to invest in real estate or a vacation home than stocks. They are active gardeners and partial to homegrown and home-cooked meals. Although retirement beckons, most of these residents still work, with incomes slightly above the US level.

#### Segment 8A - City Lights

*City Lights*, a densely populated urban market, is the epitome of equality. The wide-ranging demographic characteristics of residents mirror their passion for social welfare and equal opportunity. Household types range from single person to married-couple families, with and without children. A blend of owners and renters, single-family homes and town homes, midrise and high-rise apartments, these neighborhoods are both racially and ethnically diverse. Many residents have completed some college or a degree, and they earn a good income in professional and service occupations. Willing to commute to their jobs, they work hard and budget well to support their urban lifestyles, laying the foundation for stable financial futures.

**Table 8: Demographic Characteristics of Top Tapestry Segments**

<b>Tapestry Segment</b>	<b>Median Household Income</b>	<b>Median Age</b>	<b>Predominant Household Type</b>	<b>Predominant Housing Style</b>	<b>Predominant Employment</b>	<b>Predominant Education</b>	<b>Predominant Race</b>
1A-Top Tier	\$157,000	46.2	Married Couples	Single Family	Professional, Management	College Degree	White
1E-Exurbanites	\$98,000	49.6	Married Couples	Single Family	Professional, Management	College Degree	White
1D-Savvy Suburbanites	\$104,000	44.1	Married Couples	Single Family	Professional, Management	College Degree	White
2B-Pleasantville	\$85,000	41.9	Married Couples	Single Family	Professional, Management, Services	College Degree	White
6C-Great Outdoors	\$53,000	46.3	Married Couples	Single Family	Professional, Services	College Degree	White
8A City Lights	\$60,000	38.8	Married Couples	Multi-Units & Single Family	Professional, Services	College Degree	White

## 6.4 Retail Leakage/Surplus Analysis

The Retail Leakage/Surplus Analysis section examines retail trends in each of the three trade areas by comparing existing retail sales (supply) in each trade area with the retail potential (demand) of each trade area, as shown in Tables 9-11. This analysis is helpful in identifying potential market opportunities in each of the three trade areas.

ESRI's Retail MarketPlace Profile was utilized to obtain this data. ESRI uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups within the Retail Trade sector and four industry groups within the Food Services and Drinking Establishments government data sources, including the Dun and Bradstreet business database, the U.S. Census Bureau's Census of Retail Trade (CRT), Monthly Retail Trade Survey (MRTS) and Nonemployer Statistics (NES) as well as the U.S. Bureau of Labor Statistics.

### Sales Leakage

Sales leakage is a measure of retail sales lost by one market to a competitive market. Leakage occurs because consumers are making purchases at businesses outside of a particular market area, including purchases made online and via mail order. For example, if residents of a particular trade area are spending a total of \$1 million annually on home furnishings, but total trade area home furnishings sales are only \$300,000, it is assumed that \$700,000 of home furnishings sales are "leaking" out of the trade area, meaning that some home furnishings are being purchased elsewhere. While sales leakages can be viewed as an opportunity to recapture lost sales, not all retail categories that exhibit leakage within a particular study area should be assumed to be a good fit for that specific trade area. There are many reasons why a business might succeed or fail and the retail market is just one factor. It is also unlikely that all sales leakage occurring in a category would be recaptured if additional retailers in that specific retail category located to Hall's Corner. Conversely, a sales surplus occurs when the supply of goods exceeds an area's demand and therefore is likely attracting customers that reside outside of the trade area. Sales surpluses may result due to the presence of a specialty retail cluster in a particular area or due to simple market saturation. It is important to note that such an analysis is not an exact science and that this analysis focuses on retail categories where households (not businesses) are essentially the only consumer group.

- The 5 Minute Drive Time Area generated an estimated \$107 million in annual sales, but only captured an estimated \$23 million (or 21.4%), with an estimated \$84 million leaking from the trade area annually.
- The 10 Minute Drive Time Area generated an estimated \$433 million in annual sales and captured an estimated \$315 million (or 72.8%), with an estimated \$117 million leaking from the trade area annually.
- The 15 Minute Drive Time Area generated an estimated \$1.127 billion in annual sales, and captured an estimated \$999 million (or 88.6%), with an estimated \$129 million leaking from the trade area annually.

According to the Sales Leakage Analysis, there are industries in each of the three trade areas suffering from sales leakage. The 5 Minute Drive Time Area trade area experiences the most leakage of the three, with just three industry subcategories reporting a surplus in sales.

**Table 9: Sales Leakage Analysis - 5 Minute Drive Time**

Industry Group (NAICS Number)	Demand (Retail Potential)	Supply (Retail Sales)	Retail Opportunity Gap/Surplus	Percent of Demand Being Met
Total Retail Trade and Food & Drink (44-45,722)	\$106,967,318	\$22,941,952	\$84,025,366	21.4%
Total Retail Trade (44-45)	\$95,974,497	\$19,340,911	\$76,633,586	20.2%
Total Food & Drink (722)	\$10,992,821	\$3,601,041	\$7,391,780	32.8%
Motor Vehicle & Parts Dealers (441)	\$17,891,313	\$1,822,757	\$16,068,556	10.2%
Automobile Dealers (4411)	\$15,319,899	\$0	\$15,319,899	0.0%
Other Motor Vehicle Dealers (4412)	\$1,180,693	\$1,328,679	(\$147,986)	112.5%
Auto Parts, Accessories & Tire Stores (4413)	\$1,390,721	\$137,319	\$1,253,402	9.9%
Furniture & Home Furnishings Stores (442)	\$2,619,182	\$862,206	\$1,756,976	32.9%
Furniture Stores (4421)	\$1,239,004	\$557,201	\$681,803	45.0%
Home Furnishings Stores (4422)	\$1,380,178	\$305,005	\$1,075,173	22.1%
Electronics & Appliances Stores (443)	\$3,480,434	\$78,219	\$3,402,215	2.2%
Bldg. Material, Garden Equip. & Supply Stores (444)	\$4,112,806	\$248,987	\$3,863,819	6.1%
Building Material & Supplies Dealers (4441)	\$3,677,036	\$44,804	\$3,632,232	1.2%
Lawn & Garden Equip. & Supply Stores (4442)	\$435,770	\$204,183	\$231,587	46.9%
Food & Beverage Stores (445)	\$18,096,436	\$3,424,263	\$14,672,173	18.9%
Grocery Stores (4451)	\$15,197,313	\$825,495	\$14,371,818	5.4%
Specialty Food Stores (4452)	\$770,354	\$291,524	\$478,830	37.8%
Beer, Wine & Liquor Stores (4453)	\$2,128,768	\$2,307,244	(\$178,476)	108.4%
Health & Personal Care Stores (446,4461)	\$10,449,702	\$5,922,924	\$4,526,778	56.7%
Gasoline Stations (447,4471)	\$8,794,053	\$910,529	\$7,883,524	10.4%
Clothing & Clothing Accessories Stores (448)	\$7,410,375	\$2,667,995	\$4,742,380	36.0%
Clothing Stores (4481)	\$5,371,590	\$1,539,198	\$3,832,392	28.7%
Shoe Stores (4482)	\$957,461	\$0	\$957,461	0.0%
Jewelry, Luggage & Leather Goods Stores (4483)	\$1,081,324	\$1,128,797	(\$47,473)	104.4%
Sporting Goods, Hobby, Book & Music Stores (451)	\$2,877,494	\$1,584,072	\$1,293,422	55.1%
Sporting Goods/Hobby/Musical Inst. Stores (4511)	\$2,340,934	\$1,160,029	\$1,180,905	49.6%
Book, Periodical & Music Stores (4512)	\$536,561	\$424,043	\$112,518	79.0%
General Merchandise Stores (452)	\$10,981,453	\$46,374	\$10,935,079	0.4%
Department Stores Excluding Leased Depts. (4521)	\$6,233,493	\$0	\$6,233,493	0.0%
Other General Merchandise Stores (4529)	\$4,747,961	\$46,374	\$4,701,587	1.0%
Miscellaneous Store Retailers (453)	\$2,631,955	\$935,179	\$1,696,776	35.5%
Florists (4531)	\$222,488	\$118,676	\$103,812	53.3%
Office Supplies, Stationary & Gift Stores (4532)	\$953,877	\$235,847	\$718,030	24.7%

<b>Industry Group (NAICS Number)</b>	<b>Demand (Retail Potential)</b>	<b>Supply (Retail Sales)</b>	<b>Retail Opportunity Gap/Surplus</b>	<b>Percent of Demand Being Met</b>
Used Merchandise Stores (4533)	\$444,329	\$386,827	\$57,502	87.1%
Other Miscellaneous Store Retailers (4539)	\$1,011,261	\$193,830	\$817,431	19.2%
Nonstore Retailers (454)	\$6,629,295	\$837,407	\$5,791,888	12.6%
Electronic Shopping & Mail-Order Houses (4541)	\$4,684,962	\$0	\$4,684,962	0.0%
Vending Machine Operators (4542)	\$152,002	\$0	\$152,002	0.0%
Direct Selling Establishments (4543)	\$1,792,331	\$837,407	\$954,924	46.7%
Food Services & Drinking Places (722)	\$10,992,821	\$3,601,041	\$7,391,780	32.8%
Full-Service Restaurants (7221)	\$5,820,507	\$2,556,036	\$3,264,471	43.9%
Limited Service Eating Places (7222)	\$4,284,950	\$691,509	\$3,593,441	16.1%
Special Food Services (7223)	\$566,140	\$352,210	\$213,930	62.2%
Drinking Places – Alcoholic Beverages (7224)	\$321,225	\$0	\$321,225	0.0%

**Table 10: Sales Leakage Analysis - 10 Minute Drive Time**

Industry Group (NAICS Number)	Demand (Retail Potential)	Supply (Retail Sales)	Retail Opportunity Gap/Surplus	Percent of Demand Being Met
Total Retail Trade and Food & Drink (44-45,722)	\$433,208,018	\$315,327,790	\$117,880,228	72.8%
Total Retail Trade (44-45)	\$388,818,012	\$292,828,313	\$95,989,699	75.3%
Total Food & Drink (722)	\$44,390,005	\$22,499,477	\$21,890,528	50.7%
Motor Vehicle & Parts Dealers (441)	\$72,754,164	\$50,040,925	\$22,713,239	68.8%
Automobile Dealers (4411)	\$62,544,273	\$46,310,290	\$16,233,983	74.0%
Other Motor Vehicle Dealers (4412)	\$4,597,824	\$2,660,294	\$1,937,530	57.9%
Auto Parts, Accessories & Tire Stores (4413)	\$5,612,067	\$1,070,340	\$4,541,727	19.1%
Furniture & Home Furnishings Stores (442)	\$10,449,839	\$3,580,574	\$6,869,265	34.3%
Furniture Stores (4421)	\$4,971,122	\$1,848,931	\$3,122,191	37.2%
Home Furnishings Stores (4422)	\$5,478,716	\$1,731,643	\$3,747,073	31.6%
Electronics & Appliances Stores (443)	\$13,948,315	\$3,609,531	\$10,338,784	25.9%
Bldg. Material, Garden Equip. & Supply Stores (444)	\$15,042,875	\$26,877,011	(\$11,834,136)	178.7%
Building Material & Supplies Dealers (4441)	\$13,282,669	\$25,813,726	(\$12,531,057)	194.3%
Lawn & Garden Equip. & Supply Stores (4442)	\$1,760,206	\$1,063,285	\$696,921	60.4%
Food & Beverage Stores (445)	\$74,500,642	\$61,705,086	\$12,795,556	82.8%
Grocery Stores (4451)	\$62,771,132	\$52,884,679	\$9,886,453	84.3%
Specialty Food Stores (4452)	\$3,179,031	\$952,361	\$2,226,670	30.0%
Beer, Wine & Liquor Stores (4453)	\$8,550,479	\$7,868,046	\$682,433	92.0%
Health & Personal Care Stores (446,4461)	\$42,176,889	\$12,761,997	\$29,414,892	30.3%
Gasoline Stations (447,4471)	\$36,459,118	\$48,034,712	(\$11,575,594)	131.7%
Clothing & Clothing Accessories Stores (448)	\$29,622,002	\$18,627,673	\$10,994,329	62.9%
Clothing Stores (4481)	\$21,665,180	\$15,390,496	\$6,274,684	71.0%
Shoe Stores (4482)	\$3,905,288	\$1,382,173	\$2,523,115	35.4%
Jewelry, Luggage & Leather Goods Stores (4483)	\$4,051,534	\$1,855,003	\$2,196,531	45.8%
Sporting Goods, Hobby, Book & Music Stores (451)	\$11,589,249	\$17,705,956	(\$6,116,707)	152.8%
Sporting Goods/Hobby/Musical Inst. Stores (4511)	\$9,449,705	\$15,359,119	(\$5,909,414)	162.5%
Book, Periodical & Music Stores (4512)	\$2,139,544	\$2,346,837	(\$207,293)	109.7%
General Merchandise Stores (452)	\$44,674,555	\$34,730,650	\$9,943,905	77.7%
Department Stores Excluding Leased Depts. (4521)	\$25,152,666	\$19,069,014	\$6,083,652	75.8%
Other General Merchandise Stores (4529)	\$19,521,889	\$15,661,636	\$3,860,253	80.2%
Miscellaneous Store Retailers (453)	\$10,543,665	\$3,262,787	\$7,280,878	30.9%
Florists (4531)	\$888,314	\$278,523	\$609,791	31.4%
Office Supplies, Stationary & Gift Stores (4532)	\$3,825,054	\$757,549	\$3,067,505	19.8%

Industry Group (NAICS Number)	Demand (Retail Potential)	Supply (Retail Sales)	Retail Opportunity Gap/Surplus	Percent of Demand Being Met
Used Merchandise Stores (4533)	\$1,734,124	\$910,619	\$823,505	52.5%
Other Miscellaneous Store Retailers (4539)	\$4,096,173	\$1,316,096	\$2,780,077	32.1%
Nonstore Retailers (454)	\$27,056,701	\$11,891,412	\$15,165,289	43.9%
Electronic Shopping & Mail-Order Houses (4541)	\$18,796,764	\$1,573,142	\$17,223,622	8.4%
Vending Machine Operators (4542)	\$626,728	\$127,773	\$498,955	20.4%
Direct Selling Establishments (4543)	\$7,633,209	\$10,190,497	(\$2,557,288)	133.5%
Food Services & Drinking Places (722)	\$44,390,005	\$22,499,477	\$21,890,528	50.7%
Full-Service Restaurants (7221)	\$23,445,533	\$8,203,641	\$15,241,892	35.0%
Limited Service Eating Places (7222)	\$17,357,272	\$13,670,765	\$3,686,507	78.8%
Special Food Services (7223)	\$2,314,728	\$466,160	\$1,848,568	20.1%
Drinking Places – Alcoholic Beverages (7224)	\$1,272,473	\$158,910	\$1,113,563	12.5%



**Table 11: Sales Leakage Analysis - 15 Minute Drive Time**

Industry Group (NAICS Number)	Demand (Retail Potential)	Supply (Retail Sales)	Retail Opportunity Gap/Surplus	Percent of Demand Being Met
Total Retail Trade and Food & Drink (44-45,722)	\$1,127,736,000	\$998,873,440	\$128,862,560	88.6%
Total Retail Trade (44-45)	\$1,011,997,743	\$902,129,982	\$109,867,761	89.1%
Total Food & Drink (722)	\$115,738,257	\$96,743,458	\$18,994,799	83.6%
Motor Vehicle & Parts Dealers (441)	\$189,482,104	\$127,301,651	\$62,180,453	67.2%
Automobile Dealers (4411)	\$163,638,905	\$115,574,476	\$48,064,429	70.6%
Other Motor Vehicle Dealers (4412)	\$11,370,669	\$4,331,795	\$7,038,874	38.1%
Auto Parts, Accessories & Tire Stores (4413)	\$14,472,531	\$7,395,380	\$7,077,151	51.1%
Furniture & Home Furnishings Stores (442)	\$26,822,975	\$19,306,087	\$7,516,888	72.0%
Furniture Stores (4421)	\$12,912,131	\$5,098,022	\$7,814,109	39.5%
Home Furnishings Stores (4422)	\$13,910,844	\$14,208,066	(\$297,222)	102.1%
Electronics & Appliances Stores (443)	\$36,109,294	\$30,743,860	\$5,365,434	85.1%
Bldg. Material, Garden Equip. & Supply Stores (444)	\$36,204,415	\$76,121,382	(\$39,916,967)	210.3%
Building Material & Supplies Dealers (4441)	\$31,744,244	\$63,660,349	(\$31,916,105)	200.5%
Lawn & Garden Equip. & Supply Stores (4442)	\$4,460,171	\$12,461,033	(\$8,000,862)	279.4%
Food & Beverage Stores (445)	\$196,578,185	\$195,175,214	\$1,402,971	99.3%
Grocery Stores (4451)	\$165,952,158	\$166,709,359	(\$757,201)	100.5%
Specialty Food Stores (4452)	\$8,393,591	\$6,742,265	\$1,651,326	80.3%
Beer, Wine & Liquor Stores (4453)	\$22,232,436	\$21,723,590	\$508,846	97.7%
Health & Personal Care Stores (446,4461)	\$109,251,925	\$49,073,243	\$60,178,682	44.9%
Gasoline Stations (447,4471)	\$96,636,587	\$77,778,843	\$18,857,744	80.5%
Clothing & Clothing Accessories Stores (448)	\$76,806,003	\$69,880,296	\$6,925,707	91.0%
Clothing Stores (4481)	\$56,409,836	\$52,393,467	\$4,016,369	92.9%
Shoe Stores (4482)	\$10,242,317	\$10,476,242	(\$233,925)	102.3%
Jewelry, Luggage & Leather Goods Stores (4483)	\$10,153,851	\$7,010,588	\$3,143,263	69.0%
Sporting Goods, Hobby, Book & Music Stores (451)	\$30,154,474	\$39,072,762	(\$8,918,288)	129.6%
Sporting Goods/Hobby/Musical Inst. Stores (4511)	\$24,556,605	\$36,458,922	(\$11,902,317)	148.5%
Book, Periodical & Music Stores (4512)	\$5,597,870	\$2,613,840	\$2,984,030	46.7%
General Merchandise Stores (452)	\$116,900,001	\$140,191,674	(\$23,291,673)	119.9%
Department Stores Excluding Leased Depts. (4521)	\$65,498,133	\$75,375,011	(\$9,876,878)	115.1%
Other General Merchandise Stores (4529)	\$51,401,868	\$64,816,663	(\$13,414,795)	126.1%
Miscellaneous Store Retailers (453)	\$27,211,026	\$24,705,947	\$2,505,079	90.8%
Florists (4531)	\$2,219,288	\$1,296,405	\$922,883	58.4%
Office Supplies, Stationary & Gift Stores (4532)	\$9,865,207	\$10,480,724	(\$615,517)	106.2%

Industry Group (NAICS Number)	Demand (Retail Potential)	Supply (Retail Sales)	Retail Opportunity Gap/Surplus	Percent of Demand Being Met
Used Merchandise Stores (4533)	\$4,456,134	\$4,461,138	(\$5,004)	100.1%
Other Miscellaneous Store Retailers (4539)	\$10,670,397	\$8,467,680	\$2,202,717	79.4%
Nonstore Retailers (454)	\$69,840,754	\$52,779,022	\$17,061,732	75.6%
Electronic Shopping & Mail-Order Houses (4541)	\$48,620,649	\$20,437,077	\$28,183,572	42.0%
Vending Machine Operators (4542)	\$1,654,271	\$132,808	\$1,521,463	8.0%
Direct Selling Establishments (4543)	\$19,565,834	\$32,209,137	(\$12,643,303)	164.6%
Food Services & Drinking Places (722)	\$115,738,257	\$96,743,458	\$18,994,799	83.6%
Full-Service Restaurants (7221)	\$61,061,912	\$49,196,414	\$11,865,498	80.6%
Limited Service Eating Places (7222)	\$45,379,294	\$42,755,939	\$2,623,355	94.2%
Special Food Services (7223)	\$6,015,565	\$2,050,344	\$3,965,221	34.1%
Drinking Places – Alcoholic Beverages (7224)	\$3,281,486	\$2,740,761	\$540,725	83.5%

## **7.0 TRANSPORTATION AND SAFETY ANALYSIS**

### **7.1 Site Description**

Hall's Corner is located at the intersection of Bay Road, Chestnut Street, Depot Street, Washington Street, and Standish Street in South Duxbury.

#### Depot Street

Depot Street is a two lane roadway that connects Route 3A to Hall's Corner from the northwest. The Depot Street approach to Hall's Corner is controlled by a stop sign. There is a sidewalk on the northbound side of the roadway, connecting from the traffic circle up to the northern end of the business district. There is informal parallel street parking adjacent to the VERC/Dunkin Donuts building on the approach to the intersection.

#### Washington Street

Washington Street is a two lane roadway that connects Hall's Corner northeastward to residential areas of Duxbury, and is the primary access to Snug Harbor and Duxbury Beach from South Duxbury. There is a sidewalk on the northeast-bound side of the roadway. The Washington Street approach to Hall's Corner is controlled by a stop sign, and the approach is flared to allow two vehicles to queue side-by-side.

#### Standish Street

Standish Street is a two lane roadway, providing the only access between Hall's Corner and residential areas on the peninsula south of Hall's Corner. It also provides access to Myles Standish State Park. A sidewalk is located on the northbound approach to Hall's Corner along the street-side businesses. The Standish Street approach to Hall's Corner is controlled by a stop sign. Striped parallel street parking is located on the east side of the roadway.

#### Bay Road

Bay Road is a two lane roadway connecting Hall's Corner to Loring Street and Landing Road in south Duxbury and Kingston. Paralleling Route 3A and Kingston Bay, it provides access to primarily residential areas as well as providing a connection to Route 3A, Route 106, Route 80, and Route 3 in Kingston. The Bay Road approach to Hall's Corner is controlled by a stop sign. No sidewalks are present on Bay Road.

#### Chestnut Street

Chestnut Street is a two lane roadway connecting between Hall's Corner and Route 3A to the west. It is the only approach to Hall's Corner that does not have any signed control, allowing free flow of vehicles into the traffic circle (although by default yielding to traffic already in the traffic circle). Both sides of Chestnut Street at the intersection have perpendicular parking in front of businesses.

While not designed as a traditional modern roundabout, the intersection at Hall's Corner where these five roads meet operates similar to a roundabout in that traffic is directed to circulate counterclockwise around a small island. Signage on the central island containing the flagpole in Hall's Corner directs drivers to keep to the right. Currently Hall's Corner operates as a neighborhood traffic circle. To differentiate the differences between roundabouts, rotaries and neighborhood traffic circles the National Cooperative Highway Research Program (NCHRP) published the *Roundabouts: An Informational Guide (Report 672)* in 2010 which provides the following definitions of a roundabout, a rotary, and a neighborhood traffic circle, which are included below:

### *Roundabout*

A roundabout is a form of circular intersection in which traffic travels counterclockwise (in the United States and other right-hand traffic countries) around a central island and in which entering traffic must yield to circulating traffic (Roundabouts: An Informational Guide, NCHRP, 672).

### *Rotary*

A rotary is an old-style circular intersection common to the United States prior to the 1960s, which is characterized by a large diameter (often greater than 300 feet). Unlike the modern roundabout, lane changes are typically required within a rotary for some movements. Circulating speeds are high due to the large diameter, making maneuvers within the circle more challenging (Roundabouts: An Informational Guide, NCHRP, 672).

### *Neighborhood Traffic Circle*

Neighborhood traffic circles are typically built at the intersections of local streets for reasons of traffic calming and/or aesthetics. The intersection approaches may be uncontrolled or stop-controlled. They do not typically include raised channelization to guide the approaching driver onto the circulatory roadway. At some traffic circles, left-turning movements for larger vehicles are allowed to occur in front of the central island, potentially conflicting with other circulating traffic (Roundabouts: An Informational Guide, NCHRP, 672).

## **7.2 Traffic Conditions**

### Mainline Traffic Volumes

Traffic data was collected at two different time periods: the week of May 12<sup>th</sup>, 2014 (representing off-peak conditions) and the week of July 8<sup>th</sup>, 2014 (representing peak summer season conditions).

**Table 12: Hall's Corner Traffic Volumes, May and July, 2014**

Location	Average Daily Traffic		Difference	% Change
	Spring Off-Peak May 13-14, 2014	Summer Peak July 9-10, 2014		
Depot Street, north of Hall's Corner	6,265	6,687	422	6.7%
Chestnut Street, west of Hall's Corner	5,309	5,907	598	11.3%
Washington Street, east of Hall's Corner	4,651	5,659	1,008	21.7%
Depot Street, north of Foodie's Market	4,595	4,726	131	2.9%
Bay Road, west of Hall's Corner	3,143	3,425	282	9.0%
Standish Street, south of Hall's Corner	2,595	3,024	429	16.5%

Along with the recorded average weekday traffic volumes, the data in Table 12 also demonstrates the seasonal change in the traffic pattern from off-peak (spring) to the peak summer months. Traffic in the area increases dramatically during the summer months. Depot Street, Chestnut Street, and Washington Street are the busiest roadways serving Hall's Corner. Bay Road and Standish Street had significantly less traffic volume.

### Intersection Level of Service

Intersection Level of service is a quantitative measure of how efficiently an intersection operates during peak travel demand hours. Typically an intersection will have three peak demand periods during a

typical week: the weekday morning commute (typically between 7:00 and 9:00 AM), the weekday afternoon commute (typically between 4:00 and 6:00 PM), and midday Saturday between 11:00 AM and 1:00 PM. Level of service is determined by the calculated average delay per vehicle during the peak hour, and is based on traffic volume and turning movements during that peak hour, the type of traffic control present, and roadway geometry. A letter grade is assigned to each approach and the intersection overall, ranging from A to F. Turning movements were recorded during the three peak demand periods in both May and July. The intersection was evaluated as a roundabout with stop signs on Depot Street, Washington Street, Standish Street, and Bay Road; and free flow from Chestnut Street. The data in Table 13 summarizes the levels of service from May 2014 while Table 14 contains the levels of service from July 2014.

**Table 13: May 2014 Levels of Service during Peak Hours**

		Intersection Approaches					Intersection Total
		Chestnut Street	Depot Street	Washington Street	Standish Street	Bay Road	
Weekday Morning	Volume	305	138	147	131	154	875
	Delay	9.3	6.2	7.3	8.3	9.2	8.4
	LOS	A	A	A	A	A	A
Weekday Afternoon	Volume	227	245	159	114	95	840
	Delay	7.8	7.4	6.9	6.4	6.6	7.2
	LOS	A	A	A	A	A	A
Saturday Midday	Volume	255	222	180	112	176	945
	Delay	8.2	6.8	8.0	6.7	8.4	7.8
	LOS	A	A	A	A	A	A

**Table 14: July 2014 Levels of Service during Peak Hours**

		Intersection Approaches					Intersection Total
		Chestnut Street	Depot Street	Washington Street	Standish Street	Bay Road	
Weekday Morning	Volume	256	131	131	97	144	759
	Delay	6.9	6.5	6.7	6.6	6.4	6.7
	LOS	A	A	A	A	A	A
Weekday Afternoon	Volume	253	198	170	101	161	883
	Delay	8.5	6.6	7.7	7.6	8.6	7.9
	LOS	A	A	A	A	A	A
Saturday Midday	Volume	319	290	186	140	183	1,118
	Delay	9.3	7.7	7.4	8.2	8.2	8.2
	LOS	A	A	A	A	A	A

Based on the calculated levels of service, all approaches of the intersection as well as the overall function of the intersection performed well during the three peak demand periods in May and July. While the calculated average delay for vehicles during the peak hours is very low, field observation of the intersection during these periods revealed that traffic flow is occasionally disrupted or stopped by vehicles backing into the traffic circle due to the location of parking spaces inside or immediately adjacent to the circle. Occasional short queues of traffic formed during these peak periods, and actual delay may be slightly higher than what the calculated delay indicates.

### Crash History and Crash Rate

Crash data for the intersection was obtained from Massachusetts Registry of Motor Vehicles (RMV) data to determine the crash rate. An intersection crash rate is a quantitative measure of an intersection's safety performance, expressed average number of crashes per million entering vehicles (crashes/MEV) into the intersection. From 2010 through 2012, there were five reportable crashes at the intersection, according to Massachusetts RMV records. The resulting crash rate for the intersection is 0.67/MEV. The crash rate for Hall's Corner is above average for un-signalized intersections in the Massachusetts Department of Transportation (MassDOT) District Five region (southeastern Massachusetts). The average crash rate for un-signalized intersections in the MassDOT District Five region was 0.58/MEV as of January 2013.

### All-Way Stop Control and Traffic Signal Warrant Analyses

Conditions at the intersection were tested to determine if warrants for an All-Way Stop Control (stop signs on all approaches) and/or the installation of traffic signals were satisfied for this location. All-Way Stop Control and Traffic Signal Warrants are sets of minimum criteria defined by the Federal Highway Administration in their Manual on Uniform Traffic Control Devices (MUTCD) that define the need for, or appropriateness, of these traffic control devices.

***Existing conditions at Hall's Corner do not satisfy any of the warrants for an All-Way Stop Control or Traffic Signal application.***

## **7.3 Pedestrian Connectivity and Bicycle Accommodations**

Hall's Corner currently has limited pedestrian accessibility. On roadways where a sidewalk is present, generally it is only on one side of the roadway. At the five-way intersection, only Washington Street and Bay Road have crosswalks, making maneuvering around Hall's Corner on foot challenging. The location of parallel and perpendicular on-street parking at the intersection presents an obstacle to pedestrians. There are also substantial obstacles to accessibility and mobility for physically challenged individuals, with crosswalks that do not include curb ramps or truncated domes, and brick sidewalks that can be difficult for those with disabilities to maneuver.

An off-road walking path connects the Duxbury Housing Authority development on Chestnut Street to the rear of Foodie's Market plaza. The walking path connects to other walkways on the housing development side, while on the plaza side it terminates in a parking area, and does not include further connections to the plaza or street.

Bicycle parking racks are available on Standish Street. None of the roadways serving Hall's Corner currently have bike lanes or painted shared-lane markings, or "sharrows"; however, Bay Road has adequate shoulder space to accommodate bicyclists and has posted "Share the Road" signage alerting drivers to the presence of bicyclists.

## **7.4 Transit**

The Greater Attleboro Taunton Regional Transit Authority (GATRA) currently provides fixed route and paratransit services to Hall's Corner along with other areas of Duxbury through its Seaside Area Inter-Link (SAIL) line. The SAIL line serves destinations in Kingston, Duxbury, Marshfield, and Pembroke. It provides connections to regional transportation, including other GATRA routes in Plymouth as well as

connections to the Plymouth and Brockton Street Railway Company (P&B) facility in Kingston and the MBTA Commuter Rail Station in Kingston.

GATRA serves Hall's Corner via Chestnut Street and Depot Street, with a dedicated stop in front of Foodie's Market and the Post Office. Since GATRA is a "flag stop" service, customers can board a GATRA bus anywhere along the route by flagging down the driver (or similarly requesting a stop for alighting if on-board) as long as it is safe for the driver to stop.



## 8.0 PARKING UTILIZATION AND TURNOVER ANALYSIS

### 8.1 Study Area

The geographic scope of the parking utilization and turnover study included the parcels directly abutting the Hall's Corner intersection as well as numerous commercial parcels on Bay Road, Chestnut Street, Depot Street, Standish Street, and Washington Street. Figure C displays the parking study area included in the parking utilization and turnover study.

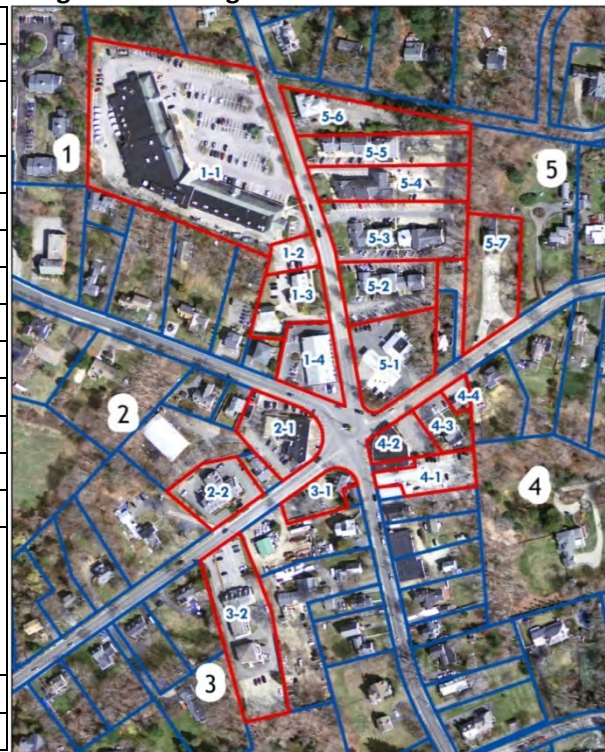
Characteristics of the study area included:

- A mix of commercial uses (eatery, supermarket, convenience store, office, other service);
- A mix of small and large parking areas;
- A mix of low and high turnover areas (office/service vs. eatery/convenience);
- A mix of on-street and off-street parking, and;
- A mix of formal and informal parking.

**Table 15: Parcel Reference Table**

Parcel	Description
1-1	Foodies Market, Rite Aid, etc.
1-2	Vantage Point, Campbell/Smith Architects
1-3	
1-4	VERC, Dunkin Donuts
2-1	Hall's Corner Store, Wildflower Café, etc.
2-2	Duxbury Dental, Lougee Insurance Agency
3-1	Duxbury Mortgage, Simply Eyewear
3-2	Rockland Trust
4-1	Duxbury Pizza
4-2	Duxbury Wine & Spirits
4-3	Maine Pointe LLC
4-4	London Looks
5-1	Gulf Gas Station
5-2	Duxbury Marketplace
5-3	
5-4	
5-5	Duxbury Cleaners & Tailors
5-6	
5-7	Duxbury Recreation Department

**Figure C: Parking Utilization & Turnover Area**



This combination of characteristics results in an array of patron and employee habits in the study area. Examples of this include the different parking utilization and turnover rates of business such as the Foodies Marketplace, Duxbury Pizza, and the Gulf Gas Station. Clearly, folks patronizing and working at those establishments are doing so for different reasons and stay for different periods, resulting in different utilization and turnover rates. For example, a customer shopping at a supermarket is typically going to stay for longer period of time than that of a customer purchasing products at a convenience store resulting in a shorter duration and higher turnover rate.

## 8.2 Study Methodology

The parking utilization and turnover analysis done for this project was completed utilizing standard practices in the *Manual of Transportation Engineering Studies, 2<sup>nd</sup> Edition*, published by the Institute of Traffic Engineers (ITE). The parking analysis included a focus on parking utilization and parking turnover during both the Spring and Summer of 2014. The study involved recording the license plate of the vehicle occupying each parking space every hour in order to determine lot utilization and turnover. The surveys were conducted from 7:00 AM to 6:00 PM (11 hours) on Wednesday – May 21, 2014 and Tuesday – July 8, 2014.

By recording the license plate numbers, an average duration and the average number of vehicles per space can be calculated. Calculation of these averages aids in determining whether vehicles in the study area are creating parking issues by violating the posted time limits. Together, the parking studies are intended to help determine what, if any, parking issues exist and how to begin resolving them. They aid in establishing peak parking demand, distribution of parking throughout the day, and parking duration.

## 8.3 Parking Inventory

### On-Street and Off-Street Parking

The Hall's Corner study area was subdivided by parcels (25 in total) for preparation of the parking utilization and turnover counts. Each parcel was inventoried to determine the number of formal and informal on-street as well as off-street parking spaces. Table 15 illustrates the total parking supply in the study area and Table 16 highlights the on-street spaces in the study area.

**Table 15: Hall's Corner Parking Supply**

On-Street Spaces	Off-Street Spaces	Total Spaces
55	560	615

**Table 16: Hall's Corner On-Street Parking Supply**

Parcel	Formal Spaces	Informal Spaces	Total Spaces
1-4	5	5	10
2-1	23	0	23
3-1	2	0	2
4-1	15	0	15
4-2	5	0	5
Total	50	5	55

For the most part, the parcels which provided on-street parking spaces in the study area (generally businesses abutting the intersection) did so with formal painted spaces. The one exception was Parcel 1-4 (VERC Car Rental and Dunkin Donuts) which had an area of pavement on the west side of Depot Street where vehicles routinely parked to frequent those businesses. That area was noted as an informal parking area and was added to the total on-street parking supply. It should be noted that the on-street parallel parking on Standish Street was included in Parcel 4-1 in order to be consistent with the rest of the study area. The following section provides a description of the formal and informal parking supply and how it was calculated for the study area.

### Traffic Circle Parking (On-Street)

The on-street parking supply located on the Hall's Corner traffic circle consists of a mix of conventional perpendicular, angle, and parallel. The majority of the parking spaces are the perpendicular type followed by angle and parallel respectively. The parallel parking spaces typically do not pose a safety concern for Hall's Corner as they seldom require vehicles to back into the open spot; however, the angle and perpendicular spaces pose a serious safety threat to passing vehicles, bicyclists, and pedestrians due to the "back-out" vehicle departure.

### Formal and Informal Parking Spaces

Several parcels in the study area had a mix of formal painted parking spaces and areas without formal painted spaces where patrons were regularly parked. As such, using the 9'x18.5' parking space dimension found in Section 603.5 of the Duxbury Zoning Bylaw, an approximate number of informal spaces was estimated for each parcel with this characteristic. Examples of this condition were found at Parcel 3-1 which had a sizable gravel lot located behind the Simply Eyewear and Duxbury Mortgage Services businesses abutting the Hall's Corner intersection that had no formal painted spaces and at Parcels 5-4 and 5-5 (Duxbury Marketplace) which had a mix of formal spaces closest to the street and a collection of informal spaces in the rear. In order to analyze the parking utilization for the study area a parking supply needed to be approximated for parcels such as those. Table 17 shows the total number of formal and informal study area off-street parking spaces.

**Table 17: Hall's Corner Off-Street Parking Supply**

Parcel	Formal Spaces	Informal Spaces	Total Spaces
1-1	159	20	179
1-2	9	0	9
1-3	3	6	9
1-4	11	3	14
2-1	2	9	11
2-2	31	0	31
3-1	0	17	17
3-2	20	7	27
4-1	32	0	32
4-2	0	14	14
4-3	6	0	6
4-4	0	4	4
5-1	22	0	22
5-2	37	0	37
5-3	28	17	45
5-4	9	28	37
5-5	12	16	28
5-6	23	0	23
5-7	15	0	15
Total	419	141	560



*Example of Formal Parking (Parcel 1-1)*



*Example of Informal Parking (Parcel 3-1)*

Overall, the majority (75%) of the off-street parking supply in the study area consisted of formal painted parking spaces; however, without a formal parking program, people will use more space than necessary for their vehicle and the likelihood of underutilization increases.

#### 8.4 Parking Utilization

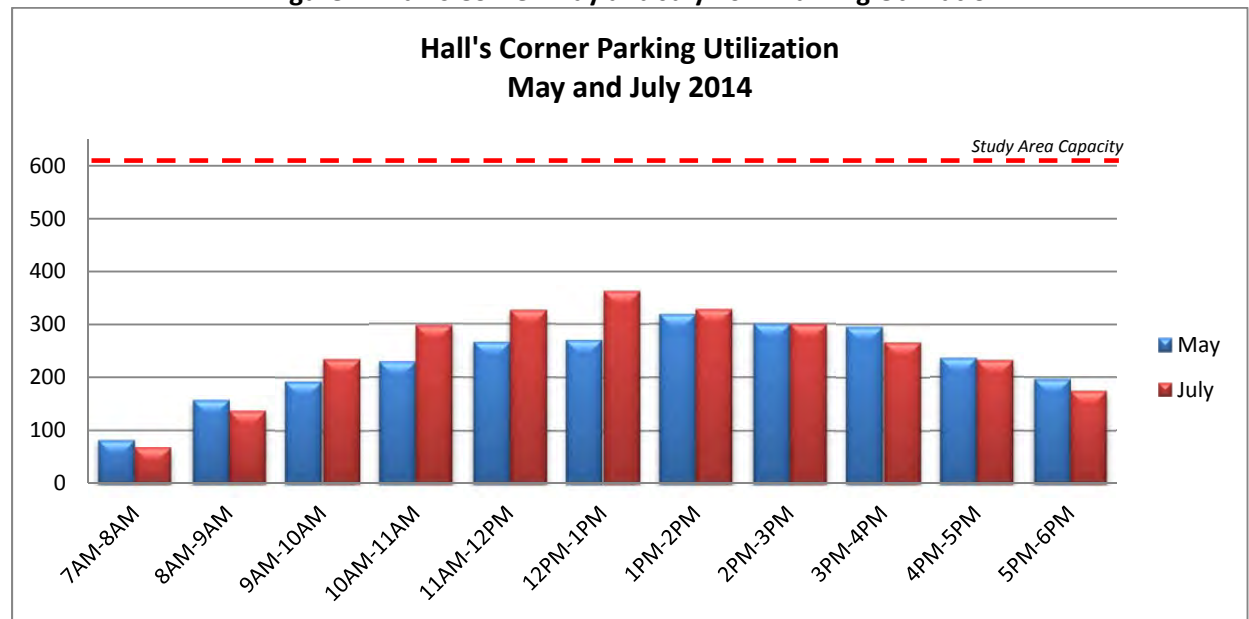
Table 18 and Figure D summarize the parking utilization during the Spring (May, 2014) count and the Summer (July, 2014) count. More detailed parking utilization tables for each hour and each location are included in the Appendix.

**Table 18: Hall's Corner Spring and Summer Parking Utilization**

Interval	Vehicles Parked		Utilization	
	May	July	May	July
7:00 AM – 8:00 AM	82	69	13.3%	11.2%
8:00 AM – 9:00 AM	157	137	25.5%	22.3%
9:00 AM – 10:00 AM	193	235	31.4%	38.2%
10:00 AM – 11:00 AM	230	298	37.4%	48.5%
11:00 AM – 12:00 PM	267	327	43.4%	53.2%
12:00 AM – 1:00 PM	271	363	44.1%	59.0%
1:00 AM – 2:00 PM	319	328	51.9%	53.3%
2:00 AM – 3:00 PM	301	300	48.9%	48.8%
3:00 AM – 4:00 PM	296	267	48.1%	43.4%
4:00 AM – 5:00 PM	236	232	38.4%	37.7%
5:00 AM – 6:00 PM	197	175	32.0%	28.5%
Total	2,549	2,731	37.7%	40.4%

According to the surveys done in the Spring and Summer of 2014, there is currently ample parking supply in Hall's Corner to meet the weekday demand. Overall, parking during the weekday peak hour is approximately 45%-55% percent utilized, which from a broad perspective, is below desirable peak efficiency. Parking demand generally peaked between 11:00 AM – 2:00 PM in May and July. Generally, eateries and convenience stores have spikes in demand during the lunch period and Hall's Corner has several of each (Foodies, Duxbury Pizza, D'Orazio's, Tsang's Café, Halls Corner Store, Gulf Gas Station).

**Figure D: Hall's Corner May and July 2014 Parking Utilization**



## 8.5 Parking Turnover

In addition to counting the number of vehicles simply parked each hour, additional detail was documented at key on-street and off-street locations to understand parking turnover (how frequently spaces are used over the course of the survey period and for how long). In order to collect these characteristics, license plate data was collected to track a parked vehicle's continued presence in each hourly circuit.

The following metrics shape the idea of how long a vehicle stays at a particular location:

**Duration (Hrs.):** this metric illustrates how long a particular vehicle stayed at a particular parking lot

**Turnover Rate:** this ratio shows the number of different vehicles parked per space

Table 19 summarizes the measured May and July duration and turnover rates for each parcel in the study area.

**Table 19: Hall's Corner Parking Duration and Turnover Rates**

Parcel	Duration (Hrs.)	
	May	July
1-1A	1.9	1.8
1-1B	4.5	4.1
1-2	4.0	5.0
1-3	4.3	6.2
1-4	3.3	3.7
1-4S	1.9	1.5
2-1	2.2	3.0
2-1S	1.5	1.5
2-2	2.8	3.3
3-1	3.0	3.2
3-1S	1.0	2.2
3-2	1.9	2.4
4-1	1.8	1.8
4-1S	1.2	1.1
4-2	2.5	2.1
4-2S	1.0	1.0
4-3	3.4	3.1
4-4	2.5	2.7
5-1	1.7	2.2
5-2	2.1	2.9
5-3	2.1	2.0
5-4	2.4	2.1
5-5	2.4	2.3
5-6	2.4	3.0
5-7	2.3	2.5
Average	2.4	2.7

Parcel	Turnover Rate	
	May	July
1-1A	2.2	2.6
1-1B	0.8	0.8
1-2	1.1	0.7
1-3	1.1	1.1
1-4	1.9	1.3
1-4S	1.2	1.4
2-1	2.5	1.8
2-1S	2.3	2.0
2-2	2.2	1.5
3-1	1.5	1.8
3-1S	0.5	2.5
3-2	1.9	1.8
4-1	2.3	2.2
4-1S	1.2	1.9
4-2	0.6	1.2
4-2S	1.0	4.6
4-3	1.2	2.5
4-4	3.5	2.8
5-1	2.7	2.5
5-2	1.4	1.4
5-3	1.1	1.4
5-4	0.9	1.3
5-5	1.4	1.6
5-6	0.8	0.3
5-7	1.4	0.8
Average	1.5	1.8



It was clear during the surveys that Parcel 1-1 (Foodies) needed to be split into two distinct areas to differentiate between employee and customer parking. The majority of the vehicles parking in the rear of the building were doing so for the entire survey period which indicated they were either business owners or employees. In addition, Parcels 1-4 (VERC & Dunkin Donuts), 2-1 (Halls Corner Store and others), 3-1 (Duxbury Mortgage Services and Simply Eyewear), 4-1 (Duxbury Pizza), and 4-2 (Duxbury Wine & Spirits) had on-street parking spaces either in front or adjacent to their businesses and were separated in order to provide a more accurate on-street analysis. Parcels with on-street parking were indicated by adding an “S” for “street parking” to the parcel identifier.

#### Duration

The average parking duration was 2.4 hours per vehicle in May and 2.7 hours per vehicle in July. This pattern is not surprising considering the “beach community” characteristic; the proximity to Duxbury Beach; and the higher traffic volumes in July. The parcels that exceeded the average duration of 2.4 hours in May and the 2.7 hours in July were those that were privately owned primarily low intensity service based businesses (mortgage, doctors’ offices, architects, optical shops). Field observations concluded that there were vehicles parked for extended periods in certain lots; therefore, any vehicle parked for more than five hours were assumed to be business owners and/or employees. On the contrary, those parcels which had a low duration in May and July were those that directly abutted Hall’s Corner; had on-street parking; and, were generally high intensity service based businesses (Gulf gas station, Dunkin Donuts, Halls Corner Store, Duxbury Pizza, and Duxbury Wine & Spirits).

Generally, an average two-hour duration is appropriate for downtown type visitors to do some shopping and grab lunch; however, the lack of posted time restrictions allow visitors to feel comfortable taking their time enjoying the area without worrying about potentially getting a parking violation. The on-street parking on Standish Street (Parcels 4-1 and 4-2) was the only area that had a posted 1-hour time limit and according to Table 20, that time limit was generally observed as average duration was approximately 1 hour.

#### Turnover Rate

The average parking turnover rate was 1.5 vehicles per space in May and 1.8 vehicles per space in July which coincides with the higher traffic volumes recorded in July. The parcels that exceeded the average turnover rate of 1.5 vehicles in May and the 1.8 vehicles in July were those that were primarily high intensity service based businesses with a higher number of parking spaces. Parcel 1-1A (Foodies front lot), parcel 2-1S (Halls Corner Store on-street parking), parcel 5-1 (Gulf gas station), and parcel 4-1 (Duxbury Pizza) exceeded the average turnover rates in both May and July. The angled on-street parking on Standish Street (parcel 4-2) had the highest recorded parking turnover rate with 4.6 vehicles per space in July. Those parcels which had a lower than average turnover rate in May and July were those that also had longer duration times. Parcels such as 1-1B, 1-2 and 1-3 (Foodies back lot, Vantage Point Realty Advisors, Campbell/Smith Architects); parcel 3-1 (Duxbury Mortgage Services and Simply Eyewear); and, parcel 3-2 (Rockland Trust) had turnover rates between 0.7 and 1.8.

Overall, the average parking turnover rates in both May and July showed the difference in the commercial uses in Hall’s Corner. The on-street parking seemed to turnover faster than the off-street; however, there are clear safety concerns as the majority of the on-street parking is located on the traffic circle and is the conventional back out type. Patrons leaving their parking space in front of Parcel 1-4 (VERC and Dunkin Donuts), Parcel 2-1 (Halls Corner Store and others), and Parcel 4-2 (Duxbury Wine & Spirits) generally backed out into traffic which created congestion and safety issues.

## 9.0 CONCLUSIONS AND RECOMMENDATIONS

This analysis has found that while Hall's Corner faces some challenges – including a disjointed retail shopping area, a limited business mix, a sometimes confusing traffic circle, and a lack of pedestrian amenities – it does have a strong asset base. These recommendations are aimed at increasing the intensity of economic activity, improving the flow of traffic, enhancing pedestrian and bicyclist safety, and ensuring the presence of adequate parking facilities in Hall's Corner.

When either rebuilding or reinvigorating a neighborhood retail center, the Urban Land Institute's *Ten Principles for Rebuilding Neighborhood Retail* should be taken under advisement. These principles include:

- Great Streets Need Great Champions
- It Takes a Vision
- Think Residential
- Honor the Pedestrian
- Parking is Power
- Merchandise and Lease Proactively
- Make It Happen
- Be Clean, Safe, and Friendly
- Extend Day into Night
- Manage for Change

The recommendations in this report touch upon many of these principles, which are applicable to both urban and suburban neighborhood retail centers, where retailing is struggling to recover from the shift of buying habits that led people to malls and shopping centers rather than to downtowns and neighborhood retail centers.

### 9.1 Market Analysis Recommendations

At the heart of Hall's Corner success is its ability to offer businesses, residents and visitors a unique and welcoming environment. Recommendations drawn from the market analysis include strategies that address business development and recruitment, market identification/branding, marketing/promotion, and appearance improvement.

#### Business Development & Recruitment

The successful development and recruitment of business within Hall's Corner is needed to develop critical mass and increase economic activity in the area. There are currently 86 businesses located within Hall's Corner, which is below the number generally expected to draw from a broad regional market. Of the 86 businesses in Hall's Corner, there are only approximately 20 retail stores and nine dining establishments. Specialty shopping locations like malls and lifestyle centers can contain more than 75 stores and restaurants. While Hall's Corner is not going to compete "head to head" with area malls and shopping centers, there is capacity within the area to support additional businesses, as the Five Minute Drive Time Area is leaking more than \$84 million annually. When locating additional businesses in Hall's Corner it is important to remember that they should complement/have synergy with the existing businesses in the area. The results of the Customer Survey and Business Survey, interviews, and market analysis suggest that the following types of businesses would be most viable, compatible, and appropriate for Hall's Corner:



### *Upscale Full-Service Restaurants*

Full-Service Restaurants consist of establishments engaged in providing food services to patrons who order and are served while seated (i.e., waiter/waitress service) and pay after eating. The Sales Leakage analysis shows that there is an opportunity for additional full-service restaurants within the 5, 10, and 15 Minute Drive Time Areas, with the highest percentage of sales leakage occurring within the 5 and 10 Minute Drive Time Areas, with more than \$3.2 and \$15.2 million leaking respectively. The need for additional dining establishments in Hall's Corner was reinforced by information obtained from the Customer Survey which asked respondents what types of additional services and businesses they would like to see in Hall's Corner, of which full-service or sit down restaurants was the most requested by 64.8% of respondents. There is an opportunity to capture some of these sales through the presence of upscale full-service restaurants that would cater to the preferences of the local population. The placement of full-service restaurants is an important category for Hall's Corner as it will add foot traffic and continue to drive locals and visitors to the area.

### *Hardware/Garden Store*

The Building Material, Garden Equipment & Supply Store category shows there is \$3.9 million in leakage in the 5 Minute Drive Time Area, but a surplus of sales in both the 10 and 15 Minute Drive Time Areas. This surplus can be attributed to the location of big-box home improvements stores in nearby Kingston and Pembroke (Lowe's) and Plymouth (Home Depot). While these stores have a large variety of items, the knowledgeable and personal service which was noted as being very important to the respondents of the Customer Survey in Duxbury is sometimes absent. The Customer Survey showed that a hardware/garden store was the second most popular requested business with 46.8% of respondents indicating they would like to see one of these types of stores in Hall's Corner. While large home improvement stores, such as Home Depot or Lowe's would not be feasible or appropriate for Hall's Corner, there are indications of market support for a smaller, traditional type of hardware store that carries a variety of items for the homeowner and focuses on personal service. Examples of compatible hardware stores for Hall's Corner may include an independently owned and operated Ace Hardware, True Value Hardware or Do It Best.

### *High-End Clothing/Accessory Stores*

As is the case in other small suburban communities, clothing sales tend to leak to nearby communities where malls and shopping centers offer a variety of clothing styles at a number of different price points to satisfy most consumers. The Clothing and Accessory category shows that there is leakage occurring in the 5, 10, and 15 Minute Drive Time Areas, again with the highest percentage of sales leakage occurring within the 5 Minute Drive Time Area, with more than \$4.7 million leaking from this area annually due to insufficient retail offerings in this category. The need for additional clothing and accessories establishments was again reinforced by information obtained from the Customer Survey in which 33.6% of respondents indicated that they would like to see additional clothing and accessories establishments in Hall's Corner, the fourth most requested type of business. There is an opportunity to capture some of these sales through the presence of small, high-end boutique clothing stores that would cater to the preferences of the local population.

### *Limited-Service Restaurants*

Limited-Service Restaurants consist of establishments engaged in providing food services (except snack and nonalcoholic beverage bars) where patrons generally order or select items and pay before eating. These types of restaurants include a wide variety of eateries, including delis and sandwich shops, cafes, pizza parlors and fast-food restaurants. The Sales Leakage analysis shows that there is an opportunity for additional limited-service restaurants within the 5, 10, and 15 Minute Drive Time Areas, with the highest

percentage of sales leakage occurring within the 5 Minute Drive Time Area, with more than \$3.6 leaking annually. The need for additional dining establishments in Hall's Corner was reinforced by information obtained from the Hall's Corner Customer Survey which asked respondents what types of additional services and businesses they would like to see in Hall's Corner, of which a café/bakery was the third most requested by 45.1% of respondents and other limited-service or take-out restaurants was the most the fifth most requested by 29.5% of respondents. The placement of additional limited-service restaurants will continue to add foot traffic and drive locals and visitors to the area.

#### *Develop Business Recruitment Materials*

The community should develop attractive recruitment and marketing materials to present to interested prospects. The materials should be posted online as well as distributed to potential retailers. The recruitment materials should be designed to show interested prospects why they should consider locating to Hall's Corner. Contents should include the following information:

- Maps showing the location of Duxbury and Hall's Corner, the trade areas, proximity of neighboring attractions, neighboring communities, etc.
- A list of businesses currently located in Hall's Corner.
- The types of businesses that town would like to attract, based on opportunities identified.
- A listing of available commercial properties that is updated regularly and contains contact information for brokers and realtors.
- Trade area demographic characteristics and other market data from this study.
- Traffic counts for local roadways.
- Information about positive news or trends in the area, such as public and private investments, business successes and special events.
- Contact information for Town officials (Town Planner and Economic Advisory Committee), the Duxbury Business Association, the Plymouth Chamber of Commerce, and South Shore Chamber of Commerce.

#### Market Identification/Branding

The community should consider developing a unique identification or a brand for Hall's Corner as a way to stand out among competing business districts and shopping centers. It should project a positive attitude and approach and be seen as a place where people would want to spend time. Market identification or branding can also create a sense of community and make it more attractive for both residents and visitors. Market identification or branding can also have a number of positive impacts including increasing exposure for existing businesses, as well as being used as a recruitment tool for prospective businesses.

Creating an identity or a brand is far more than just putting a logo or a tagline on a product, it is the foundation of a marketing approach to an area and can be an integral part of a business strategy. If it is to be successfully conceived, implemented and sustained it is recommended that the community partner with a professional communications and marketing firm to explore and identify specific market and branding strategies.

Once an identity or a brand is developed it should be shared and used by all local merchants, business associations, and tourism and economic development agencies to increase the identity or brand's awareness and should be disseminated not only in advertising and materials, but also via streetscape design elements, including street banners, informational kiosks, and wayfinding signage.

While it is beyond the scope of this project to suggest an identification or brand for Hall's Corner, a question was asked in the Customer Survey as to what identity or image would you like to see Hall's Corner develop for itself as a unique business and shopping district. The most commonly mentioned identity or image respondents indicated was that of a quaint, traditional New England coastal village, with frequently mentioned comparisons of Downtown Hingham and Scituate Harbor. Coincidentally, both Downtown Hingham and Scituate Harbor have already taken steps in identifying or branding themselves. Downtown Hingham promotes itself as having the charms of a quintessential New England town center and the joys of unusual shops, excellent dining, casual entertainment and a warm welcome, whereas Scituate Harbor promotes itself as the "Heart" of Scituate with shopping, dining, entertainment, services, fishing and boating. Both Downtown Hingham and Scituate Harbor have created websites and Facebook pages to advertise and promote their respective areas. Information about Downtown Hingham can be found at <http://www.discoverhingham.com/> as well as at <https://www.facebook.com/DowntownHingham> and information about Scituate Harbor can be found at <http://scituateharbor.server270.com> as well as at <https://www.facebook.com/pages/Scituate-Harbor-Business-Association/179687063826>

As part of this study, OCPC surveyed the downtowns of three other communities in Massachusetts that were considered successful downtowns by study participants: Downtown Concord, Downtown Hingham and Downtown Osterville. Upon further analysis, the following similarities were identified:

- More than 50% of the businesses in the area were either retail shops and/or restaurants.
- The vast majority of businesses were small, independently owned businesses.
- Sidewalks were present throughout each of the areas and were present on both sides of the street(s).
- Parking lots were located in the rear of businesses.
- On street-parking was almost exclusively parallel.
- Streetscape elements in the form of ornamental streetlights and ornamental trash and recycling receptacles were present in the Downtowns of Concord and Hingham.

#### Marketing & Promotion

Marketing and promotion of the area is recommended to help raise the local and regional exposure of Hall's Corner and should focus on the area's strengths, such as the caliber of local/independent stores and personalized service that sets the area apart. According to the Sales Leakage Analysis, the local market area, in particular the 5 Minute Drive Time Area, has plenty of untapped market potential, as approximately \$84 million leaks from this area annually.

#### *Expand Store Hours*

Many of the businesses located in Hall's Corner have limited hours of operation, as many retail shops close by 6:00 PM on weekdays as well as on Sunday. These limited hours were found to be the second biggest disadvantage by respondents participating in the Customer Survey, with 42.9% of respondents stating so. Not being open after 6:00 PM during the weekday limits the number of rush-hour commuters who are able to shop in Hall's Corner, as many of these workers do not arrive in Duxbury until after 6:00 PM. The lack of evening hours among so many of the businesses in the area may dissuade consumers from shopping at other businesses in Hall's Corner that are open after 6:00 PM and force customers to shop in nearby Kingston and Plymouth, most of which are open later into the evening. The number of stores closed on Sunday may also hamper tourism in the area, as there are a limited number of places for tourists to shop and stroll while visiting area attractions.

The town may want to meet with businesses and encourage them to open later in the morning and operate into the early evening, allowing more customers access to businesses and services in Hall's Corner. This does not necessarily mean that businesses in Hall's Corner would need to stay open more hours; rather it may simply mean shifting store hours from ten-to-six, to say, eleven-to-seven. As an introduction to possibly shifting hours in the area the town may want to encourage businesses to create a "Fridays After Five" event. Nearby Scituate hosts its own "Friday After Five" event on the first Friday night of every month, when businesses stay open late and host music, authors, artists, and special events as a way to further promote businesses in the area.

#### *Create Additional Special Events*

One of the best ways to change the perception of both residents and locals about Hall's Corner is to give them reasons to visit the area. One of the best ways to do this is to create events in the area. An example of a successful event that does this on an annual basis is Duxbury's Holly Days. The annual event held every November brings individuals and families to Hall's Corner by offering a wide variety of activities as well as a number of sales and promotions from local merchants who are showcasing their wares during the holiday shopping season. Events like Holly Days add excitement and vibrancy to the area and are more likely to attract residents from outside of Duxbury.

Consideration should be given to developing additional events to attract people to Hall's Corner at other times of the year. Efforts should focus on a limited number of high-quality events that build on local and regional assets. For maximum exposure, it may be wise to schedule Hall's Corner events to coincide with and complement other activities planned in Town. During the creation of future events it is imperative that all businesses in Hall's Corner be contacted and invited to establish sales and promotions for the events. Sales and promotions attract more people, especially if promoted and advertised in advance.

#### *Establish a Web Presence*

The establishment of a dedicated shopping and dining web page for Hall's Corner is a very cost-effective and informative way to promote the shops, restaurants and services available in Hall's Corner to prospective customers. For the site to be successful it needs to contain relevant content and be updated regularly. Information to consider placing on the website includes:

- Listing of Businesses
- Listing of Nearby Attractions
- Listing of Area Events
- Listing of Special Offers and Sales
- Listing of Properties for Sale/Lease/Rent
- Images of the Area
- Stories about Existing Businesses and the People who own them
- Positive Reviews and Comments from sites such as Yelp and TripAdvisor

The site should also include a place where current businesses could place their individual weblinks, thereby creating one central site. The site should also feature an area where guests can sign up to receive informational emails and newsletters.

As was previously mentioned the downtown areas of nearby Hingham and Scituate each have their own websites and Facebook pages that assist in the marketing and promotion of these areas. Duxbury may do the same with Hall's Corner in establishing its own website and Facebook page. Examples of potential website names include [www.HallsCorner.com](http://www.HallsCorner.com), [www.VisitHallsCorner.com](http://www.VisitHallsCorner.com), or

[www.DiscoverHallsCorner.com](http://www.DiscoverHallsCorner.com). The site should be included in any and all Hall's Corner marketing materials as well as be linked to the Town's webpage for maximum exposure.

#### *Develop a Merchant Guide/Brochure*

The creation of a merchant guide/brochure in print form is another way businesses in Hall's Corner can reach new audiences. A merchant guide/brochure should include a directory of shops and dining establishments, your brand (if applicable), website address (if applicable), images of the area, a location map, as well as a brief description of other amenities and attractions in the immediate area. These guides/brochures can be disseminated utilizing existing distribution channels such as tourism visitor centers, community and business organizations, as well as area businesses. While a guide/brochure may be costly to produce and distribute and may need to be updated occasionally, some of the costs may be offset with advertising featuring local merchants.

#### *Cooperative Advertising*

The merchants of Hall's Corner could get a better distribution of their advertising dollar using cooperative advertising. In particular, periodic advertising in South Shore Living Magazine, Yankee Magazine, and the Plymouth County Development Council's Dining, Shopping & Activities Guide would be an effective initial effort.

#### Appearance Improvement

A lack of cohesion in Hall's Corner between the three areas (Foodie's Plaza, the Marketplace, and the Traffic Circle) was cited as one of the impediments in Hall's Corner. Improving the appearance of Hall's Corner is crucial in building that sought after cohesiveness. Improving the appearance of the area is also a way to attract new business and stimulate economic development.

#### *Incorporation of Streetscape Elements*

The incorporation of streetscape elements into Hall's Corner will assist in creating a more attractive and cohesive area. Streetscape elements refer to those functional and aesthetic items in pedestrian spaces that provide a more convenient, safe and visually attractive space for pedestrians and other street users. Examples of streetscape elements include period/historic light fixtures, trees and plants, sidewalks, and street furniture (benches, trash receptacles, bicycle racks, bollards). The inclusion of streetscape elements into Hall's Corner will assist in identifying the area as a special and distinct place for shoppers, visitors and employees. Additionally, downtown retailers are known to perform best when there is cohesiveness in an area, which the incorporation of streetscape elements helps provide, with the goal to make these three areas be perceived as one shopping area, not three exclusive choices.



Figure E: Streetscape in Lexington, Massachusetts

#### *Update Wayfinding Signage*

Duxbury currently has some wayfinding signage throughout town, but it is intermittent and can be hard to see while travelling in an automobile. Updating the wayfinding signage in concert with development of an identity or brand for the area will help further promote the identity or brand the town is trying to convey. The best wayfinding signage features consistent and recognizable lettering and graphics ensuring that the signage appears neither fragmented nor piecemeal. Wayfinding signage can enhance both visitors' and residents' ability to navigate around town and find desired locations, including parking.

#### *Undergrounding of Utility Wires*

The undergrounding of utility wires will help improve the character of the area by reducing visual clutter in the area. With the absence of overhead utilities, communities can more readily undertake improvement projects such as sidewalk widening, tree planting, etc.

#### *Development of a Façade Improvement Program*

The development of a Façade Improvement Program will assist business owners and tenants improve the appearance of their façades and street-facing exteriors. A Façade Improvement Program may be funded via a loan program, a grant program, a matching program, or some combination thereof. Specific elements of a Façade Improvement Program may include painting of exterior elements, replacement of street-facing doors, installation of new awnings and the installation of new exterior lighting. Improving building facades will help make the area more cohesive and a more inviting and interesting place to walk and shop. It will also help building owners attract and retain tenants as well as help promote the marketability of the area.

#### Other Recommendations

##### *Examine the Possibility of Preserving Ground Floor Space for Retail Uses Only*

Realizing that there is very limited opportunity for the expansion of retail space in Hall's Corner due to the area being surrounded by residences, it is recommended that the Town examine the possibility of preserving ground floor retail space in Hall's Corner by limiting office and financial uses to above ground levels only. By preserving ground floor space for retail only, it will generate more foot traffic for the area, thereby benefitting all businesses in Hall's Corner. This may be done via changes to the existing zoning or via the creation of an overlay district. Hingham has already approved an ordinance for Downtown Hingham that preserves ground floor space for retail uses only.

##### *Investigate the Possibility of Expanding Sewage Capacity*

Hall's Corner, like most of Duxbury, relies on private wastewater treatment systems to handle sewerage. While this form of sewage treatment is currently acceptable for Hall's Corner, the town should investigate the feasibility of constructing a larger package wastewater treatment plant that could process thousands of gallons of sewerage daily. The size of the system would be dependent on the number of businesses utilizing the system and their particular uses.

## **9.2 Transportation and Safety Recommendations and Potential Countermeasures**

As part of creating a welcoming environment to businesses, residents and visitors to Hall's Corner is the need to address transportation and safety concerns in Hall's Corner. While the analysis does conclude that the current design of the neighborhood traffic circle operates efficiently, concerns remain about the traffic circles elevated crash rate as well as the safety of bicyclists and pedestrians in Hall's Corner. A



series of recommendations and strategies address the need to create more effective and safer operating conditions for motorists, bicyclists and pedestrians in Hall's Corner.

#### Traffic Circle Parking Considerations

There are several parking spots within Hall's Corner that directly interfere with the operation of the intersection and present a safety hazard to motorists. The removal of the following parking spaces should be considered:

- Removal of perpendicular parking in front of VERC / Dunkin Donuts of Chestnut Street
- Removal of perpendicular parking between Chestnut Street and Bay Road
- Removal of diagonal parking beyond the Stop Sign on Standish Street
- Removal of parallel parking between Bay Road and Standish Street; and between Standish Street and Washington Street

#### Complete Streets

The Town should consider the adoption of a Complete Streets policy into its zoning bylaw for the roadways that serve Hall's Corner. Complete Streets is a planning and design concept that ensures all roadway users are included in the design, construction, and maintenance of roadways.

**Motorists:** Travel lanes should have adequate width to accommodate all motor vehicles (passenger cars, trucks, buses, emergency vehicles), however be narrow enough to reduce travel speeds and provide additional space on the sides for the placement of shoulders and sidewalks. Typically ten feet is a width adequate for providing mobility for motorists while also effective at controlling travel speeds.

**Bicyclists:** A minimum 4' (ideally 5') wide shoulder or painted bike lane should be provided to safely accommodate bicyclists. When adequate shoulder space is not available, painted shared-use arrows ("sharrows") may be painted on the right-hand side of the travel lane to alert motorists that bicyclists are using the travel lane.

**Pedestrians:** Sidewalks should be included along both sides of the roadway, or at a minimum one-side of the roadway when the right-of-way is not available or the cost of attaining the right-of-way is prohibitive. Accessible ramps should be included at all crossing locations, and the surface of the sidewalk should be adequate for all potential users.

**Transit:** Transit routes should be marked, so visitors and residents are aware that transit options are available. Bus shelters should be placed along the route, particularly at significant boarding and alighting points.

**Parking:** On-street parking should be designed as parallel parking, or reverse-in only diagonal parking. Front-in diagonal parking presents a significant hazard, particularly to bicyclists, as drivers reverse out of them into the travel lanes.

#### Speed Humps

Speed Humps are an option available for traffic calming in Hall's Corner, particularly for controlling speed as vehicles approach the business district and intersection. A speed hump, also sometimes called a speed table, is much longer than a "speed bump", and is effective at reducing travel speeds while minimizing impacts on area noise, emergency vehicle operations, and snow plow operations. A speed



hump usually has a total length of 22 feet, with 6 foot long ramps rising between 3 to 4.5 inches and a 10 foot long flat top.

### Signage Improvements

Advance warning signage should be consistent on all approaches. Given the nature of the intersection, appropriate advance warning signage on all approaches to the intersection would be sign W2-6 from the Manual on Uniform Traffic Control Devices (MUTCD). Stop signs on Depot Street, Washington Street, Standish Street, and Bay Road should be upgraded with retroreflective surfaces. Efforts should be made to improve visibility of the Stop Sign on the Standish Street approach, including consideration of the removal of the last parking space before the Stop Sign and construction of a curb bump out to bring the Stop Sign closer to the travel lane. The installation of a curb bump out to bring the Stop Sign closer to the travel lane. The installation of a curb bump out along with the installation of a crosswalk would also improve safety for pedestrians crossing at that point.

Figure F: Appropriate advance warning signage for traffic circles



The mid-block crosswalk on Depot Street, adjacent to The Marketplace, should be appropriately signed with appropriate MUTCD compliant signage (sign W11-2 with optional W16-7P placard). Safety for pedestrians at this crosswalk could be further improved with the installation of pedestrian actuated Rectangular Rapid Flash Beacons (RRFB) that alert drivers a crossing pedestrian is present.

The “Keep Right” signage installed on the flag pole island in the center of Hall’s Corner should be updated with signage that includes an arrow pointing right, consistent with the MUTCD (sign R4-7a).



Figure G: Crosswalk signage (sign W11-2 from MUTCD)



Figure H: “Keep Right” signage (sign R4-7a from MUTCD)

### Roundabout

The construction of a typical modern roundabout may be an option for Hall’s Corner. A modern roundabout has a small central island around which traffic circulates. The approaches have splitter islands that create a physical “choke point” that forces drivers to slow down on approach, deflect to the right, and yield to traffic in the roundabout. The approaches are typically controlled by yield signs.

Roundabouts are very effective at processing low to moderate traffic volumes and have a very good safety performance record. Furthermore, roundabouts are typically safer for pedestrians than typical stop controlled intersections due to the splitter islands providing a pedestrian refuge, allowing a pedestrian to only focus on one direction of travel at a time. An engineering evaluation would need to be performed to determine if a modern roundabout is feasible in Hall’s Corner.

Roundabouts are becoming more popular based on the multiple opportunities to improve safety and operational efficiency, and provide other benefits. According to the NCHRP Report 672, *Roundabouts: An Informational Guide*, the following are benefits of roundabout intersections, and some constraining factors:

- *Traffic Safety:* Numerous studies have shown significant safety improvements at intersections converted from conventional forms to roundabouts. The physical shape of roundabouts eliminate crossing conflicts that are present at conventional intersections, thus reducing the total number of potential conflict points and the most severe of those conflict points.
- *Operational Performance:* When operating within their capacity, roundabouts typically have lower overall delay than signalized and all-way stop-controlled intersections. The delay reduction is often most significant during non-peak traffic periods.
- *Environmental Factors:* Roundabouts often provide environmental benefits by reducing vehicle delay and the number and duration of stops compared with signalized or all-way stop-controlled alternatives. This can reduce noise and air quality impacts and fuel consumption significantly by reducing the number of acceleration/deceleration cycles and the time spent idling.
- *Access Management:* Because roundabouts can facilitate U-turns, they can be a key element of a comprehensive access management strategy to reduce or eliminate left-turn movements at driveways between major intersections.
- *Traffic Calming:* Roundabouts can have traffic calming effects on streets by reducing vehicle speeds using geometric design rather than relying solely on traffic control devices.
- *Pedestrian Safety:* Due to the reduction of vehicle speeds in and around the intersection, roundabouts can improve pedestrian crossing opportunities. Additionally, the splitter island refuge area provides the ability for pedestrians to focus on one traffic stream at a time while crossing.
- *Aesthetics:* The central island and splitter islands offer the opportunity to provide attractive entries or centerpieces to communities through use of landscaping, monuments, and art, provided that they are appropriate for the speed environment in which the roundabout is located.
- *Land Use:* Roundabouts can provide a transition area between high-speed rural and low-speed urban environments. They can also be used to demarcate commercial areas from residential areas.
- *Ongoing Operations and Maintenance:* A roundabout typically has lower operating and maintenance costs than a traffic signal due to the lack of technical hardware, signal timing equipment, and electricity needs. Roundabouts also provide substantial cost savings to society due to the reduction in crashes, particularly fatal and injury crashes, over their service life.
- *Approach Roadway Width –* A roundabout may reduce the amount of widening needed on the approach roadways in comparison to alternative intersection forms. While signalized or stop-controlled intersections can require adding lengthy left-turn and/or right-turn lanes, a roundabout may enable maintaining a narrower cross section in advance of the intersection.

#### Pedestrian and Bicycle Improvements

To best maximize the attractiveness of Hall's Corner as a shopping, restaurant, and services destination along with improving safety, improvements should be made to pedestrian and bicycle infrastructure throughout the district and at the intersection. Sidewalks should be located on both sides of each roadway in the Hall's Corner area. Sidewalks should be constructed of a smooth, flat surface, typically concrete or asphalt, to ensure accessibility for all users. Vegetated and/or landscaped buffers between the curb and sidewalk should be included whenever right-of-way permits to provide increased separation between motorists and pedestrians, which increases a pedestrian's comfort level.

Crosswalks should be included at the intersection on all approaches for the safety of pedestrians attempting to traverse the intersection. All crosswalks should include ADA compliant ramps connecting from the crosswalk to the sidewalk. Crosswalks throughout the Hall's Corner area should be the same in

color and design. If solid coloring is to be used for a crosswalk, the paint should include material mixed into the paint to increase friction and reduce the threat of slipping by pedestrians and “spinning out” by bicyclists during wet conditions.

A clear connection through the use of separate walkways and painted crosswalks should be extended from the Housing Authority pedestrian connection in the rear parking lot of the Post Office to the storefront walkway of the plaza, as well as to the sidewalks on Depot Street and the Depot Street crosswalk. Lighting of these walkways should be provided and maintained.

A “raised crosswalk” may be considered for the mid-block crosswalk near the Marketplace on Depot Street. A raised crosswalk is very similar to a speed hump in design, but painted and signed as a crosswalk. It improves safety for pedestrians by increasing visibility of the crosswalk and forcing drivers to slow down on approach. As mentioned underneath “Signage” the installation of Rectangular Rapid Flash Beacons (RRFB) can further increase safety at this location. Shared-lane markings or “sharrows” should be painted on the roadways approaching and departing Hall’s Corner, alerting drivers to the presence of bicyclists.

Bicycle parking should be added at destination points in Hall’s Corner, including Foodie’s Market plaza and the Marketplace.

#### Visibility

Tall vegetation on the central island in Hall’s Corner presents an obstruction to visibility of opposing traffic for motorists. Removal of the taller vegetation should be considered to allow clear sight lines across the intersection from all approaches.

Roadside vegetation, particularly overhanging tree canopies, should be maintained regularly to provide clear sight lines on approaches and reduce the obstruction of roadside signage by vegetation. Additionally, vegetation by Dunkin Donuts should be trimmed or removed to prevent the obstruction of sight lines to and from the Dunkin Donuts driveways.

### **9.3 Parking Conclusions and Recommendations**

Levels of parking utilization and turnover rates are often used to gauge the vitality of a surrounding commercial district. While not having enough parking can stifle a downtown, having too much unused parking can have equally negative impacts. Thus, a successful parking approach strives to balance providing enough parking to support the various businesses over time while also maintaining a district that remains consistent with the historic character; provides a bicycle and pedestrian friendly atmosphere; and, achieves the most desirable and productive use of available land.

#### Conclusions

Upon completing a comprehensive analysis of the parking situation in Hall’s Corner, the following are some general parking conclusions:

- Overall, there is ample parking supply within the study area
- Parking demand currently peaks between 11:00 AM and 2:00 PM
- There is a mix of patrons and employees parking in the study area
- It appeared that several premium on-street parking spaces are occupied by business owners and/or employees and not by patrons
- The on-street parking spaces generally turned over faster than the off-street parking spaces

- The Foodies Market and the Marketplace parking areas had some of the highest turnover in the study area
- The on-street parallel parking spaces on Standish Street appear to be smaller than the typical space which makes it challenging for patrons to park
- The on-street parking (conventional, parallel, and angle) on the intersection is popular but presents a challenge to traffic circulation and bicycle and pedestrian safety
- The angle on-street parking located in front of the stop sign on Standish Street reduces visibility and creates a safety issue for vehicles entering the intersection and for pedestrians crossing the street

### Recommendations

The presence of on-street parking reduces the capacity and flow of roadways, while increasing the potential for collisions (AASHTO, 2004). However, parallel and angle on-street parking can be useful in specific situations with context-sensitive designs by encouraging pedestrian activity, increasing parking supply and traffic calming (ITE, 2009). On-street parking is generally more favorable for low-speed and low-to-moderate-volume roadways provided that it does not conflict with the operation of an intersection.

The following are some parking recommendations that focus on making Hall's Corner safer for all users:

- Eliminate all parking on the traffic circle  
*The parking on the traffic circle creates congestion as vehicles are entering and exiting the parking space and is hazardous to other vehicles and bicyclists.*
- Eliminate the angle parking in front of the stop sign on Standish Street  
*The angle parking in front of the stop sign creates visibility issues for vehicles entering the intersection; increases the chance of a collision with vehicles backing out into traffic; and produces a dangerous situation for pedestrians crossing the street.*
- Enlarge the parking spaces on Standish Street  
*The parking on Standish Street is too small for a large truck or SUV to park safely. As a result, some vehicles occupy more than one spot – reducing capacity. In addition, the spaces do not provide enough clearance for drivers to open their doors.*
- Encourage the land owners to clearly paint formal parking spaces in all of their parking lots  
*Formal painted spaces make it easier for patrons to park as well as reduce the possibility of the parking lot reaching a false capacity.*
- Investigate the possibility of constructing a public parking lot  
*The public parking lot would provide a safe area for patrons and/or employees to park and could serve as a potential wayfinding area.*
- Improve Parking Enforcement Program  
*Numerous vehicles were observed parking on the traffic circle in illegal areas as well as in ways that constricted traffic flow and created hazardous conditions. Without parking enforcement, those conditions will continue and the risk of an accident increases.*

## 10.0 FUNDING SOURCES

Listed below are a number of resources that could be utilized for the implementation of the recommended improvements. Local resources, both in terms of funding and staff time, will push the recommendations forward, but additional outside resources will likely be necessary for completing the improvements. A list of potential funding resources is provided below. Please note that federal aid eligible projects on the Old Colony Transportation Improvement Program (TIP) go through a comprehensive evaluation process to determine priority for funding and the process to fund a project through the TIP may take up to five years. Due to the limitation of TIP funding, communities are encouraged to seek alternate funding avenues for priority projects. OCPC is available to assist the town in its pursuit of the funding sources listed below.

### Economic Development Fund (EDF)

The Economic Development Fund (EDF) finances projects and programs that create and/or retain jobs, improve the local and/or regional tax base, or otherwise enhance the quality of life in the community. EDF gives priority assistance for physical improvements in support of job creation/retention and downtown/commercial center revitalization. Historically, EDF has funded a range of economic and community development projects.

<http://www.mass.gov/hed/community/funding/economic-development-fund-edf.html>

### Massachusetts Downtown Initiative (MDI)

DHCD's Massachusetts Downtown Initiative (MDI) offers a range of services and assistance to communities seeking help on how to revitalize their downtowns. The primary mission of the MDI is to make downtown revitalization an integral part of community development in cities and towns across the Commonwealth. MDI's guiding principles are that the most effective approach to downtown revitalization is a holistic one; that it addresses economic and community development needs; and that it provides a framework of interrelated activities that promote positive change in a downtown to keep it healthy and prosperous.

<http://www.mass.gov/hed/community/funding/massachusetts-downtown-initiative-mdi.html>

### MassWorks Infrastructure Program

The MassWorks Infrastructure Program provides infrastructure grants for work including, but not limited to, sewers, utility extensions, streets, roads, curb-cuts, parking facilities, site preparation and improvements on publicly owned land, demolition, pedestrian walkways, and water treatment systems. The focus of the grant is on economic development, community revitalization, transportation improvements and multifamily housing projects. The Program represents an administrative consolidation of six former grant programs, including:

- Public Works Economic Development (PWED) Grant
- Community Development Action Grant (CDAG)
- Growth District Initiative (GDI) Grant
- Massachusetts Opportunity Relocation and Expansion Program (MORE)
- Small Town Rural Assistance Program (STRAP)
- Transit Oriented Development (TOD) Program

<http://www.mass.gov/hed/economic/eohed/pro/infrastructure/massworks/>

### Business Improvement Districts (BID)

Business Improvement Districts (BID) are special assessment districts in which property owners vote to initiate, manage and finance supplemental services or enhancements above and beyond the baseline of services already provided by their local city or town governments. A special assessment, or common

area fee, is levied only on property within the district. The assessments are collected and expended within the district for a range of services and/or programs, including marketing and public relations, improving the downtown marketplace or city/town center, capital improvements, public safety enhancements, and special events. A BID creates a stable local management structure that provides a sustainable funding source for the revitalization and long-term maintenance of downtowns and city/town centers. The goal of a BID is to improve a specific commercial area by attracting customers, clients, shoppers and other businesses.

<http://www.mass.gov/hed/community/planning/bid.html>

#### Community Development Block Grant (CDBG)

Massachusetts Community Development Block Grant Program is a federally funded, competitive grant program designed to help small cities and towns meet a broad range of community development needs. Eligible CDBG projects include but are not limited to housing rehabilitation or development, micro-enterprise or other business assistance, infrastructure, community/public facilities, public social services, planning, removal of architectural barriers to allow access by persons with disabilities, and downtown or area revitalization.

<http://www.mass.gov/hed/community/funding/community-development-block-grant-cdbg.html>

#### Tax Increment Financing (TIF)

Massachusetts' version of Tax Increment Financing allows municipalities to provide flexible targeted incentives to stimulate job-creating development. Elements of a TIF include:

- Negotiated Agreement between the business and host municipality;
- 5 year minimum, 20 year maximum or anything in between;
- Business pays full tax rate on the “base value”;
- Exemption from property taxation on all or part of the increased value as a result of development (the “increment”);
- Percentage of exemption may range from 5% to 100%;
- Personal property tax exemption for both existing and new property;
- M.G.L. 40 § 59 governs all TIF agreements.

<http://www.mass.gov/hed/business/incentives/tax-increment-financing-tif.html>

#### Local Capital Improvement Program (CIP)

Local Capital Improvement Program (CIP) and local funding have historically been used to provide funding for a number of economic development and transportation related projects.

#### Exactions (Developer Mitigation Agreements)

Communities have increasingly turned to exactions as a means to meet new infrastructure and public service needs. Cities and towns use developer exactions as a strategy to offset the burdens of new development on the community.

#### Public/Private Partnerships

Public/Private Partnerships are agreements between public entities and private parties which are crafted in order to improve or provide services.

#### Chapter 90 Program

Chapter 90 provides funding for highway construction, preservation, and improvement projects that create or extend the life of capital facilities. The Chapter 90 Program is a reimbursable program, as the community must initially pay the cost of a particular project.

#### Transportation Bond Bill (TBB)

The Transportation Bond Bill authorizes and directs MassDOT to expend monies for transportation projects such as reconstruction, resurfacing, rehabilitation or improvements of highways, bridges, and parking facilities. From this, the State will issue either general obligation or special obligation bonds.

#### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. OCPC is located in the Boston non-attainment area for ozone.

#### Surface Transportation Program (STP)

The Surface Transportation Program (STP) is a block grant type program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as federal-aid eligible roads.

#### National Highway System (NHS)

The National Highway System consists primarily of existing Interstate Highway routes and portions of the Primary System. This program was established to focus federal resources on roads that are the most important to interstate travel, national defense, inter-modal connections, and international commerce.





## 11.0 REFERENCES

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8. American Planning Association (APA). *Parking Standards*. APA Planning Advisory Service Report Number 510/511, Washington DC, 2002.



## **12.0 APPENDIX**

1. Hall's Corner Project Request
2. Hall's Corner Customer Survey Results
3. Automatic Traffic Recorder (ATR) Counts (Volumes, Speeds, Vehicle Classifications)
4. Turning Movement Count (TMC) Data
5. Peak Hour Intersection Levels of Service (LOS)
6. MassDOT Crash Rate Calculation Worksheet
7. Signal Warrant Analysis Results
8. Parking Utilization and Turnover Data

**APPENDIX 1:      HALL’S CORNER PROJECT REQUEST**





Old Colony Planning Council  
Request for Technical Assistance  
2014 District Local Technical Assistance (DLTA) Program

Part 1: Applicant Information

Lead Community: Town of Duxbury, MA Date: January 30, 2014

Point of Contact, Lead Community, as designated by the governing body (please print):

Name: Thomas A. Broadrick, AICP

Title: Planning Director

Address: Town of Duxbury, 878

Telephone: 781-934-1100 x 5475 Email: broadrick@town.duxbury.ma.us

Partner Communities (if applicable): Please list all partner communities and the contacts and contact information (telephone and email) for each community.

N/A

Part 2: Type of Assistance

Please check the type of assistance requested:

- ☐ Planning Ahead for Housing
- ☒ Planning Ahead for Growth
- ☒ Supporting Regional Services

Part 3: Technical Assistance Proposal

Please include a brief summary of the project below. The summary should address the projects purpose, scope, timeline, desired results and local official/staff commitment to the project.

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**PROJECT OVERVIEW:** The Economic Advisory Committee (EAC) through the Planning Office would like to utilize DLTA Program assistance in the Funding Categories Planning Ahead for Growth/Regional Services to initiate a Development Strategy/Market Analysis of the Town's major development hub known locally as Hall's Corner.

The town of Duxbury is predominately zoned residential with only 80± acres zoned for commercial use. Retail facilities are concentrated in nine neighborhood business districts scattered throughout the town, the largest of which is Hall's Corner. Here three distinct "business areas" make up the district but are disjointed and lack cohesiveness. The local grocery store is located in what can be described as a "strip-mall" development with accompanying post office, drug store, and bank. Across the street is a retail/office "cluster" known as The Marketplace which has four rows of shops situated perpendicular to its road frontage. Finally the "rotary" bringing five (5) town roads together with miscellaneous shops, coffee franchise, and gas station completes the three "business areas".

Through the 1999 Comprehensive Plan and the 2004 Community Development Plan, economic development strategies were explored but on a more town wide basis. The current request is to explore through a market analysis what the existing business demand is and then define what development strategy(s) might work specifically for Hall's Corner. We hope to identify the types of businesses and mixed use development that will be able to be supported by the local and regional populations.

**NEED FOR PROJECT AND LOCAL, REGIONAL AND STATE GOALS ADVANCED BY PROJECT:** As indicated, Hall's Corner is the town's largest business area but is a disjointed combination of three (3) business areas. Shoppers often drive from one area to another even though the distance between them is minimal adding unnecessary traffic to an already busy area. The "rotary" area suffers from a lack of parking, its stores struggle financially and its appearance is relatively unattractive. Local goals would include facilitating growth near town centers by identifying the types of businesses most suitable for

Duxbury and the best locations for such businesses within the zoned neighborhood business district. Regional goals might include Sustainable Growth Patterns and how the new growth will benefit the town center while expanding the regional draw. State goals might include orderly, structured growth patterns using proactive planning efforts.

**SPECIFIC PRODUCTS:**

- A retail market study along with economic strategy report that might lead to changes in zoning bylaws and permitting procedures and targeted development initiatives to implement the findings.
- A basic parking availability study to document the existing on-street and off-street parking in Hall's Corner and the existing use, time and price restrictions, where applicable. A report will include recommendations to more efficiently use existing supply through strategies potentially including streamlined restrictions, restriping, and signage, among others.

- A “Complete Streets” evaluation of Hall’s Corner to recommend infrastructure and streetscape improvements to encourage walking and calm vehicle traffic.

**COMMUNITY INVOLVEMENT:** The EAC would be the lead local committee holding the public meetings with connections to local business groups and the local government. The EAC would report to the Board of Selectmen (BOS) as it is the appointing authority.

**PROJECT TIMELINE:** The project could begin immediately and conclude within six (6) months with milestones determined with a consultant and committee meetings scheduled on a twice a month basis or more frequently if needed in addition to public meetings to be determined.

**MUNICIPAL COMMITMENT:** The BOS appointed EAC is charged with exploring economic development opportunities within the nine (9) Neighborhood Business Districts. Focusing on the largest (Hall’s Corner) will enable the EAC to replicate those efforts in the other business districts. Strong support for this concept is evidenced by the inclusion of a BOS liaison on the EAC and support from the Planning Office through both the elected Planning Board and the Town Manager.

**COMMUNITY CONTRIBUTION:** Presently the nine (9) member EAC meets every other month for two (2) hour meetings resulting in over 100 hours of volunteer service during the year. Adding the Planning Director’s staffing time in scheduling meetings, preparing background information, attending meetings results in over 24 hours of staffing time just for the regularly scheduled meetings. For this particular project staff in-kind hours might approach 50 hours total for a 6-month study with EAC meetings scheduled every 2 weeks if necessary would result in 100 hours of volunteer service.

The Economic Advisory Committee was originally established by the 2004 Annual Town Meeting. It consists of nine members serving staggered three year terms and includes 3 representatives from the business community, three residents at-large, and designees from the Board of Selectmen, Planning Board, and Board of Appeals. The Committee’s scope is to “support and promote effects (sic) to foster economic strategies working with the local business community within the Town of Duxbury.” The current Committee was reconstituted in September 2008. It began by reassessing the Committee’s goals and objectives and narrowing its focus to the following:

- a) Explore ways to enhance existing business districts including business mix, façade improvements, signage, traffic patterns and pedestrian access and make appropriate recommendations.
- b) Identify desirable new businesses and possibilities for expansion of existing businesses. Recommend steps to encourage business development and business success in Town, including home occupations.
- c) Examine and propose improvements to Zoning Bylaw and ZBA, Planning Board and other relevant Town Board and Committee processes to facilitate reasonable commercial development.

## Part 4: Application Submittal Process

Applications are due to OCPC by January 31, 2014. Applications may be sent via email, mail or fax to:

Eric Arbeene, Community Planner  
Old Colony Planning Council  
70 School Street  
Brockton, MA 02301  
earbeene@ocpcrpa.org  
Fax: (508) 559-8768

## Part 5: Authorized Signature

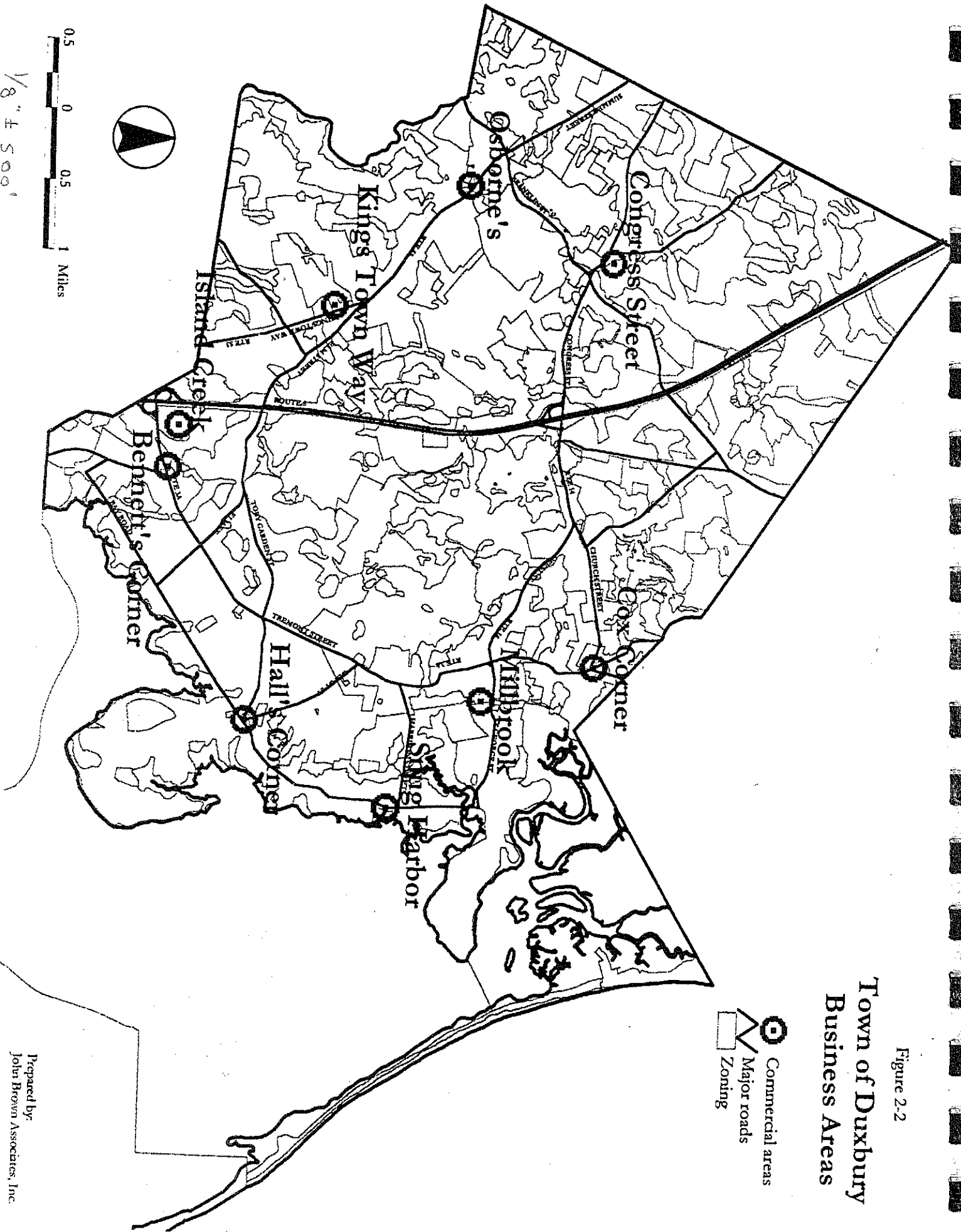
Please include the signature of the Community's Chief Elected Official or Town Manager/Administrator.

Name: René Read Date: January 30, 2014

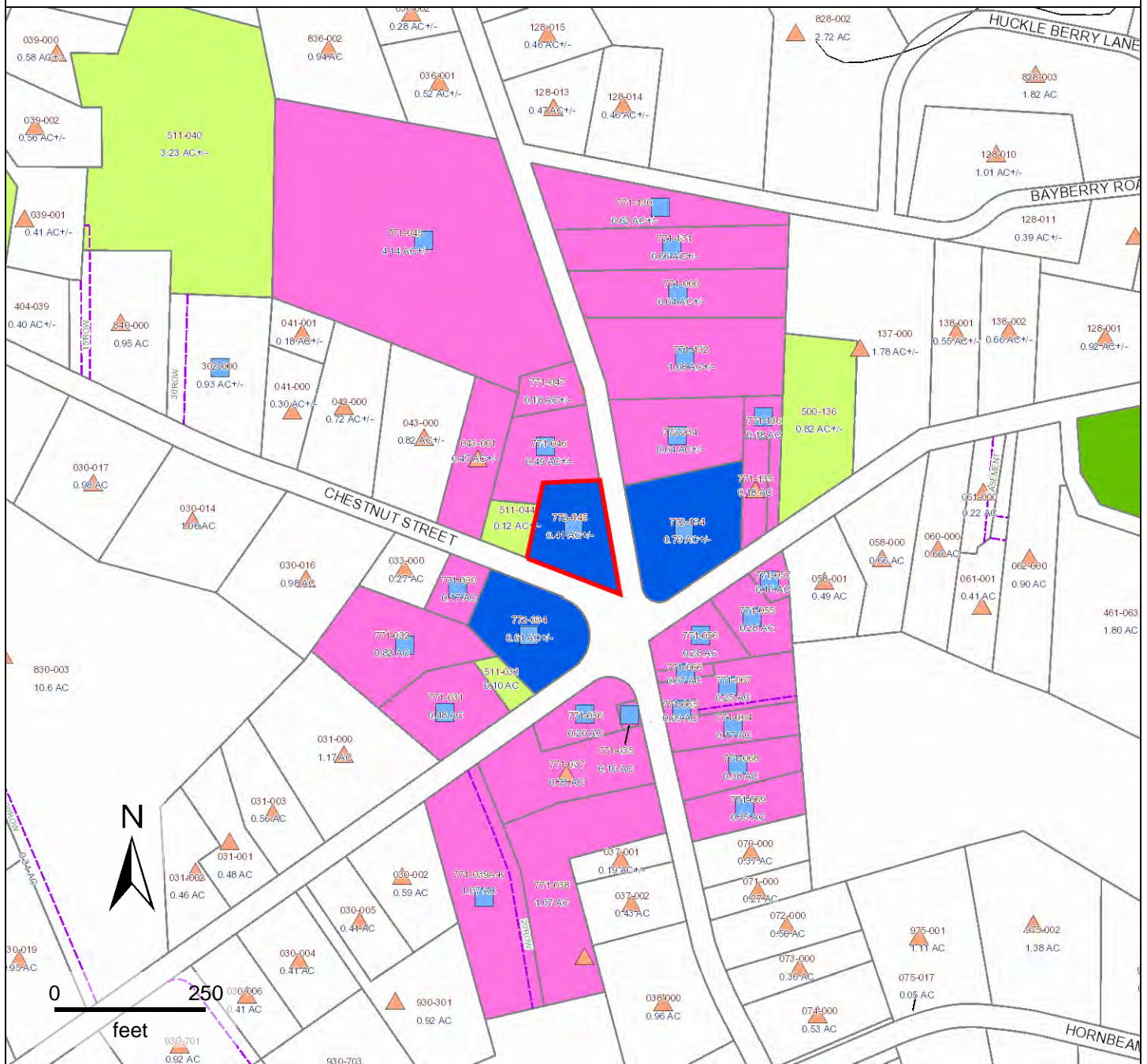
Title: Town Manager

Signature: 

Figure 2-2  
Town of Duxbury  
Business Areas



## Hall's Corner



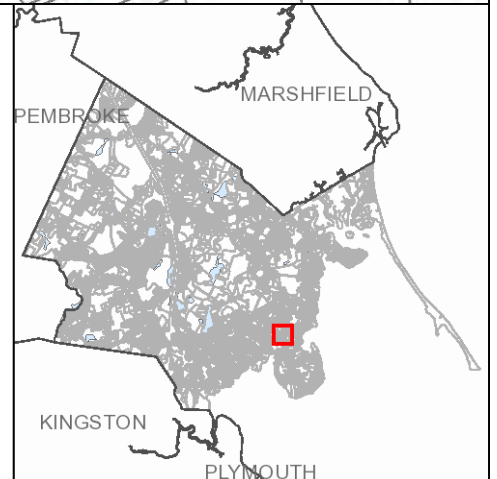
## Property Information

**Property ID** 082/190 772 045  
**Location** 5 CHESTNUT ST  
**Owner Name** VERCOLLONE PAUL L & LEO M  
**Building Value** \$677,000.00  
**Land Value** \$716,300.00  
**Total Value** \$1,393,300.00  
**State Use Code** 322  
**Sale Date** 12/18/1991  
**Sale Price** \$1.00  
**Book** 10646  
**Page** 290



### MAP FOR REFERENCE ONLY NOT A LEGAL DOCUMENT

The Town of Duxbury makes no claims, no representations, and no warranties, expressed or implied, concerning the validity (expressed or implied), the reliability, or the accuracy of the GIS data and GIS data products furnished by the Town, including the implied validity of any uses of such data. The use of this data, in any such manner, shall not supercede any federal, state or local laws or regulations.



## **APPENDIX 2:      HALL’S CORNER CUSTOMER SURVEY RESULTS**





**Question 1: For what purposes do you visit Hall's Corner? (340 respondents)**

- The primary purposes respondents visit Hall's Corner were shopping (90%), dining (63.2%) and services (57.1%).

Trip Purpose	Number	Percent
Shopping	306	90.0%
Dining	215	63.2%
Services	194	57.1%
Work	34	10.0%
I Never Visit Hall's Corner	6	1.80%

\*Numbers/Percentages exceed 100% due to multiple responses.

**Question 2: How often do you use the businesses and services in Hall's Corner? (344 respondents)**

- The majority (79.3%) of respondents utilize the business and services in Hall's Corner at least once per week, with more than half (58.1%) of the respondents stating that they utilize the business and services in Hall's Corner multiple times per week.

Frequency	Number	Percent
A Few Times a Week	200	58.1%
Once a Week	73	21.2%
2-3 Times Per Month	33	9.6%
Once a Month	23	6.7%
Rarely/Never	15	4.4%

**Question 3: Name the three businesses you frequent most in Hall's Corner. (330 respondents)**

- Foodies was clearly the most frequented business in Hall's Corner, with 62.7% of respondents listing it as one the three businesses they frequent the most in Hall's Corner.
- Other highly frequented businesses included Dunkin Donuts (23.6%), Rite Aid (21.5%), Duxbury Pizza (20.6%) and the Post Office (20%).

Business	Number	Percent
Foodies	207	62.7%
Dunkin Donuts	78	23.6%
Rite Aid	71	21.5%
Duxbury Pizza	68	20.6%
Post Office	66	20.0%
Gas Station	45	13.6%
Wildflower Cafe	36	10.9%
Tsang's Café	34	10.3%
Duxbury Consignment/Thrift Shop	33	10.0%
Cottons	30	9.1%
Westwinds Bookshop	30	9.1%
Duxbury Wine & Spirits	29	8.8%
Randy's Dry Cleaning	26	7.9%
D'Orazio's	24	7.3%
Gunther Tooties	24	7.3%
Hall's Corner Store	22	6.7%
Rock, Paper, Scissors	19	5.8%

Business	Number	Percent
Scoops Ice Cream	18	5.5%
Eastern Bank	17	5.2%
The Studio	16	4.8%
Lux Nails	15	4.5%
Michelle's Nails	14	4.2%
Sportworks	13	3.9%
One Gifts & Coffee	12	3.6%
Rockland Trust	12	3.6%
Depot Street Market	11	3.3%
Empire Cleaners	8	2.4%
Reed's Jewelers	8	2.4%
Consider the Lillies	7	2.1%
Santander Bank	7	2.1%
Beehive Salon	6	1.8%
Duxbury Deli	6	1.8%
The Cleanist	5	1.5%
Bank of America ATM	4	1.2%
Duxbury Cleaners	4	1.2%

\*Numbers/Percentages exceed 100% due to multiple responses.

\*\*Businesses mentioned in less than 1% of surveys were not included.

**Question 4: What advertising venues used by merchants in Hall's Corner do you notice the most? (Check all that apply.) (289 respondents)**

- An overwhelming majority (84.8%) responded that the Duxbury Clipper is the advertising venue that they noticed the most.

Advertising Venue	Number	Percent
Patriot Ledger	11	3.8%
Duxbury Clipper	245	84.8%
T.V.	1	0.3%
Radio	11	3.8%
Window Displays	97	33.6%
Direct Mail	35	12.1%

\*Numbers/Percentages exceed 100% due to multiple responses.

**Question 5: Currently, what do you think are the major advantages of shopping or doing errands in Hall's Corner? (Check top 3) (336 respondents)**

- Respondents indicated the top three major advantages of shopping or doing errands in Hall's Corner are its convenient location (90.8%), their desire to support local businesses (78%), and vendor's friendly service (44.9%).

Major Advantages	Number	Percent
Convenient Location	305	90.8%
Selection of Goods & Services	79	23.5%
Ease of Parking	93	27.7%
Less Traffic/Crowds	90	26.8%
Fair Prices	19	5.7%

Major Advantages	Number	Percent
Friendly Service	151	44.9%
Support Local Businesses	262	78.0%

\*Numbers/Percentages exceed 100% due to multiple responses.

**Question 6: Currently, what do you think are the major disadvantages of shopping or doing errands in Hall's Corner? (Check top 3) (294 respondents)**

- Respondents indicated the top three major disadvantages of shopping or doing errands in Hall's Corner were its high prices (51%), limited hours (42.9%), and poor selection of goods and services (40.5%).

Major Disadvantages	Number	Percent
Inconvenient Location	16	5.4%
Poor Selection of Goods & Services	119	40.5%
Lack of Parking	72	24.5%
Traffic	70	23.8%
High Prices	150	51.0%
Limited Hours	126	42.9%
Poor Appearance	48	16.3%

\*Numbers/Percentages exceed 100% due to multiple responses.

**Question 7: What can merchants in Hall's Corner do to improve their stores? (Check top three) (331 respondents)**

- The most common responses as to what merchants can do to improve their stores were to lower their prices/have sales (40.2%), improve their selection of goods/services (33.2%) and expand their store hours.
- Almost one-third (30.5%) of respondents indicated that there is nothing merchants need to do to improve their stores, as they are happy with the current conditions.

Desired Improvements	Number	Percent
Improve Appearance	82	24.8%
Expand Store Hours	90	27.2%
Improve Selection	110	33.2%
Advertise	32	9.7%
Lower Prices/Sales	133	40.2%
Improve Customer Service	19	5.7%
Nothing, I am happy with the merchants in Hall's Corner	101	30.5%

\*Numbers/Percentages exceed 100% due to multiple responses.

**Question 8: When do you do most of your shopping? (338 respondents)**

- A large majority of respondents (71.7%) indicated that they do most of their shopping during the week, with the most common time period being weekday afternoons (21.1%).

Time Period	Number	Percent
Weekday Mornings (7:00 AM to 11:00 AM)	67	16.7%
Weekday Mid-days (11:00 AM to 1:00 PM)	79	19.7%
Weekday Afternoons (1:00 PM to 5:00 PM)	85	21.1%

Time Period	Number	Percent
Weekday Evenings (After 5:00 PM)	57	14.2%
Saturday Morning	49	12.2%
Saturday Afternoon	41	10.2%
Sunday Morning	7	1.7%
Sunday Afternoon	17	4.2%

**Question 9: Do you tend to patronize businesses in Hall's Corner more during the summer months? (340 respondents)**

- Nearly half (44.1%) of respondents indicated that they patronize Hall's Corner more often during the summer months.

Patronage Increase in the Summer	Number	Percent
Yes	150	44.1%
No	190	55.9%

**Question 10: Where do you do most of your shopping? (340 respondents)**

- The overwhelming majority (82.7%) of respondents do most of their shopping outside of Duxbury.
- Of the respondents who indicated that they do most of their shopping outside of Duxbury, more than half (42.9%) do so in Kingston.
- Shopping via the Internet is a growing trend due, which will continue to grow in the coming years.

Most Frequently Shopped Area	Number	Percent
Hall's Corner	51	13.6%
Other Locations in Duxbury	14	3.7%
Kingston	161	42.9%
Marshfield	49	13.1%
Plymouth	55	14.7%
Internet/Mail Order	45	12.0%

\*The total number of responses is 375, due to the fact that some respondents recorded two answers, as they split their shopping between two areas.

**Question 11: If you do not do most of your shopping in Hall's Corner, why do you shop at the other locations? (Open-ended Question) (253 respondents)**

- The most common reason respondents gave for not doing most of their shopping in Hall's Corner was a lack of variety, followed its high prices. Respondents frequently indicated that they shop in nearby communities due to their greater selection of stores/services and their accompanying lower prices.

**Question 12: What types of additional businesses and services would you like to see in Hall's Corner? (Check all that apply) (295 respondents)**

- The most requested type of additional business restaurants. The most commonly requested restaurant type was a sit-down restaurant (65.2%). Other highly requested restaurant types businesses were a café/bakery (45.1%) and take-out restaurants (29.5%).

- The most highly requested non-restaurant business was a hardware/garden store, with 46.8% of respondents indicating they would like to see one in Hall's Corner.

Requested Businesses/Services Types	Number	Percent
Restaurant (Sit Down)	192	65.1%
Restaurant (Take Out)	87	29.5%
Café/Bakery	133	45.1%
Specialty Food Store	68	23.1%
Clothing/Accessory Store	99	33.6%
Card/Gift Shop	41	13.9%
Home Furnishings Store	32	10.8%
Hardware/Garden Store	138	46.8%
Jewelry Store	3	1.0%
Pharmacy	14	4.7%
Health/Personal Care Services	14	4.7%
Barber/Hairdresser	23	7.8%
Exercise Studio	34	11.5%
Art Gallery	28	9.5%
Antiques Shop	39	13.2%
Financial Services	4	1.4%

\*Numbers/Percentages exceed 100% due to multiple responses.

**Question 13: If you could change one thing about Hall's Corner, what would it be? (Open-ended Question) (255 respondents)**

- The most requested change as indicated by respondents would be to improve the current traffic conditions in Hall's Corner. This included addressing traffic flow at the rotary, having better pedestrian amenities and placing a Stop sign at Chestnut Street.
- Other highly requested changes were to increase the variety/selection of stores in Hall's Corner, most notably restaurants, as well as to improve the appearance of the area, including streetscaping improvements and updating the building façades.

**Question 14: What identity or image would you like to see Hall's Corner develop for itself as a unique business and shopping district? (Open-ended Question) (187 respondents)**

- The most commonly mentioned identity or image respondents indicated they would like to see for Hall's Corner would be a quaint, traditional New England coastal village. Frequently mentioned comparisons included Downtown Hingham and Scituate Harbor.
- A number of respondents also indicated that they like the current identity/image of Hall's Corner, but noted that it needs some aesthetic improvements, with regards to streetscaping and building appearance.

**Question 15: Please indicate your gender. (339 respondents)**

- The majority (69.3%) of respondents were female.

Gender	Number	Percent
Male	104	30.7%
Female	235	69.3%

**Question 16: Please indicate your age. (333 respondents)**

- The majority (67.5%) of respondents were between the ages of 35-64.
- Only 9.3% of the respondents were under 35.

Age	Number	Percent
15-19	5	1.5%
20-24	4	1.2%
25-34	22	6.6%
35-44	85	25.5%
45-54	83	24.9%
55-64	57	17.1%
65-74	51	15.3%
75-84	26	7.8%
85+	0	0.0%

**Question 17: Please indicate your average annual household income. (282 respondents)**

- More than 70% of respondents reported having an annual household income over \$100,000.

Household Income	Number	Percent
Less than \$10,000	3	1.1%
\$10,000 to \$14,999	4	1.4%
\$15,000 to \$24,999	5	1.8%
\$25,000 to \$34,999	3	1.1%
\$35,000 to \$49,999	20	7.1%
\$50,000 to \$74,999	20	7.1%
\$75,000 to \$99,999	29	10.3%
\$100,000 to \$149,999	63	22.3%
\$150,000 or More	135	47.9%

**Question 18: Please estimate how many miles you live or work from Hall's Corner. (339 respondents)**

- The majority (90.9%) of respondents either lived and/or worked within 5 miles of Halls' Corner.

Miles	Number	Percent
Under 1 Mile	81	23.9%
1-3 Miles	137	40.4%
3-5 Miles	90	26.6%
6-10 Miles	23	6.8%
10 or More Miles	8	2.4%

**Question 19: Please share any further comments below. (Open-ended Question) (80 respondents)**

- Further comments shared by respondents mirrored the responses given in response to Question 13 "If you could change one thing about Hall's Corner, what would it be?" and indicated a desire to address traffic flow at the rotary, having better pedestrian amenities and placing a Stop sign at Chestnut Street. Other highly requested changes were to increase the variety/selection of stores in Hall's Corner as well as to improve the overall appearance of the area.

**APPENDIX 3:       AUTOMATIC TRAFFIC RECORDER (ATR) COUNTS  
(VOLUMES, SPEEDS, VEHICLE CLASSIFICATIONS)**





**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

Start Time	12-May-14		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	*	*	1	1	5	3	*	*	*	*	*	*	*	*	3	2
01:00	*	*	0	0	0	2	*	*	*	*	*	*	*	*	0	1
02:00	*	*	0	1	1	1	*	*	*	*	*	*	*	*	0	1
03:00	*	*	0	0	1	0	*	*	*	*	*	*	*	*	0	0
04:00	*	*	1	2	2	1	*	*	*	*	*	*	*	*	2	2
05:00	*	*	11	10	13	11	*	*	*	*	*	*	*	*	12	10
06:00	*	*	44	31	45	28	*	*	*	*	*	*	*	*	44	30
07:00	*	*	131	59	132	70	*	*	*	*	*	*	*	*	132	64
08:00	*	*	116	105	126	101	*	*	*	*	*	*	*	*	121	103
09:00	*	*	110	98	113	73	*	*	*	*	*	*	*	*	112	86
10:00	*	*	66	111	118	97	*	*	*	*	*	*	*	*	92	104
11:00	*	*	104	131	92	111	*	*	*	*	*	*	*	*	98	121
12:00 PM	*	*	122	112	141	123	*	*	*	*	*	*	*	*	132	118
01:00	*	*	101	135	86	121	*	*	*	*	*	*	*	*	94	128
02:00	*	*	99	135	113	136	*	*	*	*	*	*	*	*	106	136
03:00	*	*	123	160	118	180	*	*	*	*	*	*	*	*	120	170
04:00	*	*	95	166	113	201	*	*	*	*	*	*	*	*	104	184
05:00	*	*	92	135	99	126	*	*	*	*	*	*	*	*	96	130
06:00	*	*	63	100	82	134	*	*	*	*	*	*	*	*	72	117
07:00	*	*	55	75	54	73	*	*	*	*	*	*	*	*	54	74
08:00	*	*	32	53	39	51	*	*	*	*	*	*	*	*	36	52
09:00	*	*	15	19	17	34	*	*	*	*	*	*	*	*	16	26
10:00	*	*	15	10	14	16	*	*	*	*	*	*	*	*	14	13
11:00	*	*	5	3	8	7	*	*	*	*	*	*	*	*	6	5
Total	0	0	1401	1652	1532	1700	0	0	0	0	0	0	0	0	1466	1677
Day	0		3053		3232		0		0		0		0		3143	
AM Peak	-	-	07:00	11:00	07:00	11:00	-	-	-	-	-	-	-	-	07:00	11:00
Vol.	-	-	131	131	132	111	-	-	-	-	-	-	-	-	132	121
PM Peak	-	-	15:00	16:00	12:00	16:00	-	-	-	-	-	-	-	-	12:00	16:00
Vol.	-	-	123	166	141	201	-	-	-	-	-	-	-	-	132	184

Comb. Total	0	3053	3232	0	0	0	0	3143
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Page 1

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Bay Rd, west of Hall's Corner

Start Time	13-May-14 Tue	EB		WB		Combined		14-May Wed	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.
12:00		0	25	1	25	1	50		2	<b>48</b>	2	34	4	82
12:15		0	37	0	29	0	66		3	<b>33</b>	0	30	3	63
12:30		1	30	0	32	1	62		0	<b>27</b>	1	32	1	59
12:45		0	30	0	26	0	56		0	<b>33</b>	0	27	0	60
01:00		0	24	0	44	0	68		0	22	0	39	0	61
01:15		0	27	0	29	0	56		0	15	1	27	1	42
01:30		0	25	0	29	0	54		0	26	0	29	0	55
01:45		0	25	0	33	0	58		0	23	1	26	1	49
02:00		0	21	0	38	0	59		0	28	1	39	1	67
02:15		0	25	0	31	0	56		0	24	0	27	0	51
02:30		0	29	0	26	0	55		1	35	0	29	1	64
02:45		0	24	1	40	1	<b>64</b>		0	26	0	41	0	67
03:00		0	<b>33</b>	0	53	0	<b>86</b>		0	32	0	61	0	93
03:15		0	<b>29</b>	0	38	0	<b>67</b>		0	26	0	32	0	58
03:30		0	<b>34</b>	0	32	0	<b>66</b>		0	27	0	43	0	70
03:45		0	<b>27</b>	0	<b>37</b>	0	64		1	33	0	44	1	<b>77</b>
04:00		0	18	0	<b>53</b>	0	71		1	28	0	<b>55</b>	1	<b>83</b>
04:15		0	23	0	<b>40</b>	0	63		0	36	0	<b>51</b>	0	<b>87</b>
04:30		0	34	1	<b>39</b>	1	73		1	25	1	<b>50</b>	2	<b>75</b>
04:45		1	20	1	34	2	54		0	24	0	<b>45</b>	0	69
05:00		0	15	4	34	4	49		1	22	1	38	2	60
05:15		4	21	0	32	4	53		6	30	1	36	7	66
05:30		1	24	2	39	3	63		1	23	2	30	3	53
05:45		6	32	4	30	10	62		5	24	7	22	12	46
06:00		9	19	6	30	15	49		9	19	3	44	12	63
06:15		6	16	5	16	11	32		5	22	4	25	9	47
06:30		15	9	6	32	21	41		13	19	6	36	19	55
06:45		14	19	14	22	28	41		18	22	15	29	33	51
07:00		17	20	11	23	28	43		21	13	17	21	38	34
07:15		<b>31</b>	14	14	21	45	35		<b>26</b>	12	16	14	42	26
07:30		<b>24</b>	12	17	14	41	26		<b>33</b>	23	19	21	52	44
07:45		<b>59</b>	9	17	17	<b>76</b>	26		<b>52</b>	6	18	17	<b>70</b>	23
08:00		<b>27</b>	8	22	15	<b>49</b>	23		<b>44</b>	14	18	19	<b>62</b>	33
08:15		27	13	38	17	<b>65</b>	30		22	7	28	16	<b>50</b>	23
08:30		25	4	22	12	<b>47</b>	16		27	8	34	8	<b>61</b>	16
08:45		37	7	23	9	60	16		33	10	21	8	54	18
09:00		36	3	27	7	63	10		23	6	17	7	40	13
09:15		20	3	31	5	51	8		31	4	20	18	51	22
09:30		22	5	21	3	43	8		27	3	16	3	43	6
09:45		32	4	19	4	51	8		32	4	20	6	52	10
10:00		14	7	36	6	50	13		34	5	27	5	61	10
10:15		22	2	30	1	52	3		31	3	29	8	60	11
10:30		14	2	27	3	41	5		30	5	16	0	46	5
10:45		16	4	18	0	34	4		23	1	25	3	48	4
11:00		26	1	<b>25</b>	1	51	2		22	4	<b>28</b>	3	50	7
11:15		34	1	<b>34</b>	2	68	3		19	1	<b>28</b>	3	47	4
11:30		24	1	<b>39</b>	0	63	1		26	1	<b>23</b>	0	49	1
11:45		20	2	<b>33</b>	0	53	2		25	2	<b>32</b>	1	57	3
Total		584	817	549	1103	1133	1920		648	884	498	1202	1146	2086
Day Total		1401		1652		3053			1532		1700		3232	
% Total		19.1%	26.8%	18.0%	36.1%				20.0%	27.4%	15.4%	37.2%		
Peak	-	07:15	03:00	11:00	03:45	07:45	02:45	-	07:15	12:00	11:00	04:00	07:45	03:45
Vol.	-	141	123	131	169	237	283	-	155	141	111	201	243	322
P.H.F.		0.597	0.831	0.840	0.797	0.780	0.823		0.745	0.734	0.867	0.914	0.868	0.925

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

Start Time	12-May-14 Mon	13-May-14 Tue	14-May-14 Wed	15-May-14 Thu	16-May-14 Fri	17-May-14 Sat	18-May-14 Sun	Week Average
12:00 AM	*	2	8	*	*	*	*	5
01:00	*	0	2	*	*	*	*	1
02:00	*	1	2	*	*	*	*	2
03:00	*	0	1	*	*	*	*	0
04:00	*	3	3	*	*	*	*	3
05:00	*	21	24	*	*	*	*	22
06:00	*	75	73	*	*	*	*	74
07:00	*	190	202	*	*	*	*	196
08:00	*	221	227	*	*	*	*	224
09:00	*	208	186	*	*	*	*	197
10:00	*	177	215	*	*	*	*	196
11:00	*	235	203	*	*	*	*	219
12:00 PM	*	234	264	*	*	*	*	249
01:00	*	236	207	*	*	*	*	222
02:00	*	234	249	*	*	*	*	242
03:00	*	283	298	*	*	*	*	290
04:00	*	261	314	*	*	*	*	288
05:00	*	227	225	*	*	*	*	226
06:00	*	163	216	*	*	*	*	190
07:00	*	130	127	*	*	*	*	128
08:00	*	85	90	*	*	*	*	88
09:00	*	34	51	*	*	*	*	42
10:00	*	25	30	*	*	*	*	28
11:00	*	8	15	*	*	*	*	12
Total	0	3053	3232	0	0	0	0	3144
Percentage	0.0%	97.1%	102.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	-	11:00	08:00	-	-	-	-	08:00
Vol.	-	235	227	-	-	-	-	224
PM Peak	-	15:00	16:00	-	-	-	-	15:00
Vol.	-	283	314	-	-	-	-	290

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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

**EB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	1	0	0	0	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
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	0	0	0	0	0	0	0	0	0	0	0	1
05:00	2	5	4	0	0	0	0	0	0	0	0	0	0	0	11
06:00	19	17	7	1	0	0	0	0	0	0	0	0	0	0	44
07:00	37	43	44	7	0	0	0	0	0	0	0	0	0	0	131
08:00	28	39	40	6	2	1	0	0	0	0	0	0	0	0	116
09:00	36	39	28	5	1	1	0	0	0	0	0	0	0	0	110
10:00	16	27	18	4	1	0	0	0	0	0	0	0	0	0	66
11:00	31	39	29	4	1	0	0	0	0	0	0	0	0	0	104
12 PM	31	55	24	9	3	0	0	0	0	0	0	0	0	0	122
13:00	31	42	24	4	0	0	0	0	0	0	0	0	0	0	101
14:00	28	42	22	6	1	0	0	0	0	0	0	0	0	0	99
15:00	50	50	18	4	1	0	0	0	0	0	0	0	0	0	123
16:00	25	42	23	5	0	0	0	0	0	0	0	0	0	0	95
17:00	25	27	32	7	1	0	0	0	0	0	0	0	0	0	92
18:00	15	23	17	6	2	0	0	0	0	0	0	0	0	0	63
19:00	13	21	17	3	1	0	0	0	0	0	0	0	0	0	55
20:00	17	7	6	2	0	0	0	0	0	0	0	0	0	0	32
21:00	6	5	4	0	0	0	0	0	0	0	0	0	0	0	15
22:00	9	5	0	0	1	0	0	0	0	0	0	0	0	0	15
23:00	1	3	0	1	0	0	0	0	0	0	0	0	0	0	5
Total	421	531	358	74	15	2	0	0	0	0	0	0	0	0	1401

Daily

15th Percentile :	14 MPH
50th Percentile :	27 MPH
85th Percentile :	39 MPH
95th Percentile :	44 MPH
Mean Speed(Average) :	28 MPH
10 MPH Pace Speed :	30-39 MPH
Number in Pace :	421
Percent in Pace :	30.0%
Number of Vehicles > 30 MPH :	1189
Percent of Vehicles > 30 MPH :	84.9%

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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

**EB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	1	4	8	0	0	0	0	0	0	0	0	0	0	0	13
06:00	16	20	7	2	0	0	0	0	0	0	0	0	0	0	45
07:00	44	43	35	8	2	0	0	0	0	0	0	0	0	0	132
08:00	28	50	39	8	1	0	0	0	0	0	0	0	0	0	126
09:00	35	40	30	4	4	0	0	0	0	0	0	0	0	0	113
10:00	39	39	32	6	1	0	0	1	0	0	0	0	0	0	118
11:00	14	43	27	7	1	0	0	0	0	0	0	0	0	0	92
12 PM	37	67	28	8	1	0	0	0	0	0	0	0	0	0	141
13:00	23	33	21	9	0	0	0	0	0	0	0	0	0	0	86
14:00	29	47	25	10	1	1	0	0	0	0	0	0	0	0	113
15:00	37	44	29	7	1	0	0	0	0	0	0	0	0	0	118
16:00	31	47	24	10	1	0	0	0	0	0	0	0	0	0	113
17:00	26	29	37	6	1	0	0	0	0	0	0	0	0	0	99
18:00	11	35	28	7	1	0	0	0	0	0	0	0	0	0	82
19:00	8	22	19	4	1	0	0	0	0	0	0	0	0	0	54
20:00	9	17	9	3	1	0	0	0	0	0	0	0	0	0	39
21:00	4	6	5	1	1	0	0	0	0	0	0	0	0	0	17
22:00	5	7	2	0	0	0	0	0	0	0	0	0	0	0	14
23:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	404	601	407	100	18	1	0	1	0	0	0	0	0	0	1532

Daily

15th Percentile : 14 MPH  
50th Percentile : 28 MPH  
85th Percentile : 40 MPH  
95th Percentile : 44 MPH

Mean Speed(Average) : 29 MPH  
10 MPH Pace Speed : 30-39 MPH  
Number in Pace : 483  
Percent in Pace : 31.5%  
Number of Vehicles > 30 MPH : 1365  
Percent of Vehicles > 30 MPH : 89.1%

Grand Total	825	1132	765	174	33	3	0	1	0	0	0	0	0	0	2933
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Overall

15th Percentile : 14 MPH  
50th Percentile : 28 MPH  
85th Percentile : 39 MPH  
95th Percentile : 44 MPH

Mean Speed(Average) : 28 MPH  
10 MPH Pace Speed : 30-39 MPH  
Number in Pace : 904  
Percent in Pace : 30.8%  
Number of Vehicles > 30 MPH : 2554  
Percent of Vehicles > 30 MPH : 87.1%

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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	1	0	0	0	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
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	6	3	0	1	0	0	0	0	0	0	0	0	0	0	10
06:00	14	12	4	0	0	1	0	0	0	0	0	0	0	0	31
07:00	15	30	14	0	0	0	0	0	0	0	0	0	0	0	59
08:00	31	49	23	2	0	0	0	0	0	0	0	0	0	0	105
09:00	41	38	18	1	0	0	0	0	0	0	0	0	0	0	98
10:00	25	52	31	3	0	0	0	0	0	0	0	0	0	0	111
11:00	53	59	18	1	0	0	0	0	0	0	0	0	0	0	131
12 PM	49	40	22	1	0	0	0	0	0	0	0	0	0	0	112
13:00	54	53	22	5	1	0	0	0	0	0	0	0	0	0	135
14:00	56	48	27	4	0	0	0	0	0	0	0	0	0	0	135
15:00	86	54	17	3	0	0	0	0	0	0	0	0	0	0	160
16:00	67	72	25	2	0	0	0	0	0	0	0	0	0	0	166
17:00	52	52	26	5	0	0	0	0	0	0	0	0	0	0	135
18:00	35	40	20	4	1	0	0	0	0	0	0	0	0	0	100
19:00	21	40	12	2	0	0	0	0	0	0	0	0	0	0	75
20:00	22	20	9	2	0	0	0	0	0	0	0	0	0	0	53
21:00	6	10	3	0	0	0	0	0	0	0	0	0	0	0	19
22:00	2	8	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	638	682	293	36	2	1	0	0	0	0	0	0	0	0	1652

Daily

15th Percentile :	13 MPH
50th Percentile :	25 MPH
85th Percentile :	37 MPH
95th Percentile :	41 MPH
Mean Speed(Average) :	26 MPH
10 MPH Pace Speed :	29-38 MPH
Number in Pace :	498
Percent in Pace :	30.1%
Number of Vehicles > 30 MPH :	1262
Percent of Vehicles > 30 MPH :	76.4%



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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	3	7	1	0	0	0	0	0	0	0	0	0	0	0	11
06:00	11	12	5	0	0	0	0	0	0	0	0	0	0	0	28
07:00	23	33	13	1	0	0	0	0	0	0	0	0	0	0	70
08:00	21	56	21	3	0	0	0	0	0	0	0	0	0	0	101
09:00	24	33	14	1	1	0	0	0	0	0	0	0	0	0	73
10:00	36	35	23	3	0	0	0	0	0	0	0	0	0	0	97
11:00	30	52	27	2	0	0	0	0	0	0	0	0	0	0	111
12 PM	44	54	22	3	0	0	0	0	0	0	0	0	0	0	123
13:00	42	48	27	3	1	0	0	0	0	0	0	0	0	0	121
14:00	45	60	30	1	0	0	0	0	0	0	0	0	0	0	136
15:00	52	88	29	9	2	0	0	0	0	0	0	0	0	0	180
16:00	52	85	55	8	1	0	0	0	0	0	0	0	0	0	201
17:00	43	62	17	3	1	0	0	0	0	0	0	0	0	0	126
18:00	36	73	21	4	0	0	0	0	0	0	0	0	0	0	134
19:00	26	29	15	3	0	0	0	0	0	0	0	0	0	0	73
20:00	31	12	8	0	0	0	0	0	0	0	0	0	0	0	51
21:00	10	13	10	1	0	0	0	0	0	0	0	0	0	0	34
22:00	5	6	4	1	0	0	0	0	0	0	0	0	0	0	16
23:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
Total	536	764	346	46	8	0	0	0	0	0	0	0	0	0	1700

Daily

15th Percentile : 14 MPH  
50th Percentile : 27 MPH  
85th Percentile : 38 MPH  
95th Percentile : 42 MPH

Mean Speed(Average) : 27 MPH  
10 MPH Pace Speed : 30-39 MPH  
Number in Pace : 559  
Percent in Pace : 32.9%  
Number of Vehicles > 30 MPH : 1441  
Percent of Vehicles > 30 MPH : 84.7%

Grand Total	1174	1446	639	82	10	1	0	0	0	0	0	0	0	0	3352
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Overall

15th Percentile : 13 MPH  
50th Percentile : 26 MPH  
85th Percentile : 37 MPH  
95th Percentile : 42 MPH

Mean Speed(Average) : 27 MPH  
10 MPH Pace Speed : 29-38 MPH  
Number in Pace : 1054  
Percent in Pace : 31.4%  
Number of Vehicles > 30 MPH : 2702  
Percent of Vehicles > 30 MPH : 80.6%

**Old Colony Planning Council**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	2	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
05:00	8	8	4	1	0	0	0	0	0	0	0	0	0	0	21
06:00	33	29	11	1	0	1	0	0	0	0	0	0	0	0	75
07:00	52	73	58	7	0	0	0	0	0	0	0	0	0	0	190
08:00	59	88	63	8	2	1	0	0	0	0	0	0	0	0	221
09:00	77	77	46	6	1	1	0	0	0	0	0	0	0	0	208
10:00	41	79	49	7	1	0	0	0	0	0	0	0	0	0	177
11:00	84	98	47	5	1	0	0	0	0	0	0	0	0	0	235
12 PM	80	95	46	10	3	0	0	0	0	0	0	0	0	0	234
13:00	85	95	46	9	1	0	0	0	0	0	0	0	0	0	236
14:00	84	90	49	10	1	0	0	0	0	0	0	0	0	0	234
15:00	136	104	35	7	1	0	0	0	0	0	0	0	0	0	283
16:00	92	114	48	7	0	0	0	0	0	0	0	0	0	0	261
17:00	77	79	58	12	1	0	0	0	0	0	0	0	0	0	227
18:00	50	63	37	10	3	0	0	0	0	0	0	0	0	0	163
19:00	34	61	29	5	1	0	0	0	0	0	0	0	0	0	130
20:00	39	27	15	4	0	0	0	0	0	0	0	0	0	0	85
21:00	12	15	7	0	0	0	0	0	0	0	0	0	0	0	34
22:00	11	13	0	0	1	0	0	0	0	0	0	0	0	0	25
23:00	3	3	1	1	0	0	0	0	0	0	0	0	0	0	8
Total	1059	1213	651	110	17	3	0	0	0	0	0	0	0	0	3053

Daily

15th Percentile :	13 MPH
50th Percentile :	26 MPH
85th Percentile :	38 MPH
95th Percentile :	42 MPH
Mean Speed(Average) :	27 MPH
10 MPH Pace Speed :	29-38 MPH
Number in Pace :	918
Percent in Pace :	30.1%
Number of Vehicles > 30 MPH :	2452
Percent of Vehicles > 30 MPH :	80.3%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 6

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
05:00	4	11	9	0	0	0	0	0	0	0	0	0	0	0	24
06:00	27	32	12	2	0	0	0	0	0	0	0	0	0	0	73
07:00	67	76	48	9	2	0	0	0	0	0	0	0	0	0	202
08:00	49	106	60	11	1	0	0	0	0	0	0	0	0	0	227
09:00	59	73	44	5	5	0	0	0	0	0	0	0	0	0	186
10:00	75	74	55	9	1	0	0	1	0	0	0	0	0	0	215
11:00	44	95	54	9	1	0	0	0	0	0	0	0	0	0	203
12 PM	81	121	50	11	1	0	0	0	0	0	0	0	0	0	264
13:00	65	81	48	12	1	0	0	0	0	0	0	0	0	0	207
14:00	74	107	55	11	1	1	0	0	0	0	0	0	0	0	249
15:00	89	132	58	16	3	0	0	0	0	0	0	0	0	0	298
16:00	83	132	79	18	2	0	0	0	0	0	0	0	0	0	314
17:00	69	91	54	9	2	0	0	0	0	0	0	0	0	0	225
18:00	47	108	49	11	1	0	0	0	0	0	0	0	0	0	216
19:00	34	51	34	7	1	0	0	0	0	0	0	0	0	0	127
20:00	40	29	17	3	1	0	0	0	0	0	0	0	0	0	90
21:00	14	19	15	2	1	0	0	0	0	0	0	0	0	0	51
22:00	10	13	6	1	0	0	0	0	0	0	0	0	0	0	30
23:00	3	7	4	0	1	0	0	0	0	0	0	0	0	0	15
Total	940	1365	753	146	26	1	0	1	0	0	0	0	0	0	3232

Daily

15th Percentile : 14 MPH  
50th Percentile : 28 MPH  
85th Percentile : 39 MPH  
95th Percentile : 43 MPH

Mean Speed(Average) : 28 MPH  
10 MPH Pace Speed : 30-39 MPH  
Number in Pace : 1043  
Percent in Pace : 32.3%  
Number of Vehicles > 30 MPH : 2806  
Percent of Vehicles > 30 MPH : 86.8%

Grand Total	1999	2578	1404	256	43	4	0	1	0	0	0	0	0	0	6285
----------------	------	------	------	-----	----	---	---	---	---	---	---	---	---	---	------

Overall

15th Percentile : 14 MPH  
50th Percentile : 27 MPH  
85th Percentile : 38 MPH  
95th Percentile : 43 MPH

Mean Speed(Average) : 27 MPH  
10 MPH Pace Speed : 30-39 MPH  
Number in Pace : 1956  
Percent in Pace : 31.1%  
Number of Vehicles > 30 MPH : 5257  
Percent of Vehicles > 30 MPH : 83.6%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

EB

Start Time	Bikes	Cars & Trailer	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
05/13/14	0	0	1	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	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	5	5	0	1	0	0	0	0	0	0	0	0	11	1
06:00	1	27	12	0	4	0	0	0	0	0	0	0	0	44	4
07:00	0	83	30	1	15	0	0	2	0	0	0	0	0	131	18
08:00	0	62	38	0	16	0	0	0	0	0	0	0	0	116	16
09:00	0	64	31	0	14	0	0	1	0	0	0	0	0	110	15
10:00	0	37	24	0	4	0	0	1	0	0	0	0	0	66	5
11:00	0	64	30	0	9	0	0	1	0	0	0	0	0	104	10
12 PM	0	74	39	0	9	0	0	0	0	0	0	0	0	122	9
13:00	0	63	28	0	8	0	0	2	0	0	0	0	0	101	10
14:00	0	62	28	1	5	0	0	3	0	0	0	0	0	99	9
15:00	0	74	38	2	7	1	0	1	0	0	0	0	0	123	11
16:00	0	60	26	1	7	1	0	0	0	0	0	0	0	95	9
17:00	1	53	29	0	8	0	0	1	0	0	0	0	0	92	9
18:00	0	42	18	0	3	0	0	0	0	0	0	0	0	63	3
19:00	0	37	16	0	1	0	0	1	0	0	0	0	0	55	2
20:00	0	20	8	0	4	0	0	0	0	0	0	0	0	32	4
21:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15	1
22:00	0	10	4	0	1	0	0	0	0	0	0	0	0	15	1
23:00	0	2	1	0	2	0	0	0	0	0	0	0	0	5	2
Total	2	851	408	5	120	2	0	13	0	0	0	0	0	1401	140
Percent	0.1%	60.7%	29.1%	0.4%	8.6%	0.1%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%		10.0%
AM Peak Vol.	06:00	07:00	08:00	07:00	08:00			07:00						07:00	07:00
PM Peak Vol.	17:00	12:00	12:00	15:00	12:00	15:00		14:00						15:00	15:00
	1	74	39	2	9	1		3						123	11

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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

EB

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	3	2	0	0	0	0	0	0	0	0	0	0	5	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	1	0	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
05:00	0	8	3	0	2	0	0	0	0	0	0	0	0	13	2
06:00	0	23	16	0	6	0	0	0	0	0	0	0	0	45	6
07:00	0	76	41	0	13	0	0	1	1	0	0	0	0	132	15
08:00	1	79	39	1	6	0	0	0	0	0	0	0	0	126	7
09:00	0	60	42	1	7	2	0	1	0	0	0	0	0	113	11
10:00	0	63	34	1	19	1	0	0	0	0	0	0	0	118	21
11:00	0	60	25	0	7	0	0	0	0	0	0	0	0	92	7
12 PM	0	91	42	0	8	0	0	0	0	0	0	0	0	141	8
13:00	1	47	31	1	5	1	0	0	0	0	0	0	0	86	7
14:00	0	76	29	1	6	0	0	1	0	0	0	0	0	113	8
15:00	0	69	36	0	11	1	0	1	0	0	0	0	0	118	13
16:00	0	67	35	0	9	1	0	1	0	0	0	0	0	113	11
17:00	1	59	32	0	7	0	0	0	0	0	0	0	0	99	7
18:00	0	58	20	0	4	0	0	0	0	0	0	0	0	82	4
19:00	0	33	19	0	2	0	0	0	0	0	0	0	0	54	2
20:00	0	18	19	0	2	0	0	0	0	0	0	0	0	39	2
21:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17	0
22:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0
Total	3	920	478	5	114	6	0	5	1	0	0	0	0	1532	131
Percent	0.2%	60.1%	31.2%	0.3%	7.4%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		8.6%
AM Peak	08:00	08:00	09:00	08:00	10:00	09:00		07:00	07:00					07:00	10:00
Vol.	1	79	42	1	19	2		1	1					132	21
PM Peak	13:00	12:00	12:00	13:00	15:00	13:00		14:00						12:00	15:00
Vol.	1	91	42	1	11	1		1						141	13
Grand Total	5	1771	886	10	234	8	0	18	1	0	0	0	0	2933	271
Percent	0.2%	60.4%	30.2%	0.3%	8.0%	0.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%		9.2%

**Old Colony Planning Council**  
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Page 3

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

WB

Start Time	Bikes	Cars & Trailer	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
05/13/14	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	1	0	0	1	0	0	0	0	0	0	0	0	2	1
05:00	0	3	6	0	1	0	0	0	0	0	0	0	0	10	1
06:00	0	22	6	1	2	0	0	0	0	0	0	0	0	31	3
07:00	0	40	12	1	5	1	0	0	0	0	0	0	0	59	7
08:00	0	70	26	2	7	0	0	0	0	0	0	0	0	105	9
09:00	0	57	26	0	11	2	0	2	0	0	0	0	0	98	15
10:00	0	79	25	0	6	0	0	1	0	0	0	0	0	111	7
11:00	0	76	41	0	9	2	0	3	0	0	0	0	0	131	14
12 PM	0	80	28	0	3	0	0	1	0	0	0	0	0	112	4
13:00	0	81	42	0	11	0	0	1	0	0	0	0	0	135	12
14:00	0	95	30	1	7	0	0	2	0	0	0	0	0	135	10
15:00	0	107	38	1	13	0	0	0	1	0	0	0	0	160	15
16:00	0	115	37	0	12	1	0	1	0	0	0	0	0	166	14
17:00	0	95	32	1	7	0	0	0	0	0	0	0	0	135	8
18:00	0	64	32	0	4	0	0	0	0	0	0	0	0	100	4
19:00	0	59	15	0	1	0	0	0	0	0	0	0	0	75	1
20:00	0	45	6	0	2	0	0	0	0	0	0	0	0	53	2
21:00	0	12	4	0	2	0	0	1	0	0	0	0	0	19	3
22:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	1116	406	7	104	6	0	12	1	0	0	0	0	1652	130
Percent	0.0%	67.6%	24.6%	0.4%	6.3%	0.4%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%		7.9%
AM Peak Vol.		10:00	11:00	08:00	09:00	09:00		11:00						11:00	09:00
		79	41	2	11	2		3						131	15
PM Peak Vol.		16:00	13:00	14:00	15:00	16:00		14:00	15:00					16:00	15:00
		115	42	1	13	1		2	1					166	15

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

**WB**

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
01:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	1
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	1	0	0	0	0	0	0	0	0	1	1
05:00	0	4	6	0	1	0	0	0	0	0	0	0	0	11	1
06:00	0	22	4	1	1	0	0	0	0	0	0	0	0	28	2
07:00	0	41	25	1	2	0	0	0	1	0	0	0	0	70	4
08:00	0	66	18	3	14	0	0	0	0	0	0	0	0	101	17
09:00	0	50	16	1	5	0	1	0	0	0	0	0	0	73	7
10:00	0	61	29	1	6	0	0	0	0	0	0	0	0	97	7
11:00	2	67	35	0	6	1	0	0	0	0	0	0	0	111	7
12 PM	0	88	28	0	6	1	0	0	0	0	0	0	0	123	7
13:00	1	82	23	0	15	0	0	0	0	0	0	0	0	121	15
14:00	0	92	32	1	8	1	0	2	0	0	0	0	0	136	12
15:00	1	127	40	1	11	0	0	0	0	0	0	0	0	180	12
16:00	1	126	60	0	12	0	0	2	0	0	0	0	0	201	14
17:00	0	89	29	0	7	0	0	1	0	0	0	0	0	126	8
18:00	2	96	30	0	6	0	0	0	0	0	0	0	0	134	6
19:00	1	53	15	0	3	0	0	1	0	0	0	0	0	73	4
20:00	0	40	10	0	1	0	0	0	0	0	0	0	0	51	1
21:00	0	27	6	0	1	0	0	0	0	0	0	0	0	34	1
22:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0
Total	8	1153	412	9	107	3	1	6	1	0	0	0	0	1700	127
Percent	0.5%	67.8%	24.2%	0.5%	6.3%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		7.5%
AM Peak	11:00	11:00	11:00	08:00	08:00	11:00	09:00		07:00					11:00	08:00
Vol.	2	67	35	3	14	1	1		1					111	17
PM Peak	18:00	15:00	16:00	14:00	13:00	12:00		14:00						16:00	13:00
Vol.	2	127	60	1	15	1		2						201	15
Grand Total	8	2269	818	16	211	9	1	18	2	0	0	0	0	3352	257
Percent	0.2%	67.7%	24.4%	0.5%	6.3%	0.3%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%		7.7%



**Old Colony Planning Council**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

**EB, WB**

Start Time	Bikes	Cars & Trailer	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
05/13/14	0	1	1	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	2	0	0	0	0	0	0	0	0	3	2
05:00	0	8	11	0	2	0	0	0	0	0	0	0	0	21	2
06:00	1	49	18	1	6	0	0	0	0	0	0	0	0	75	7
07:00	0	123	42	2	20	1	0	2	0	0	0	0	0	190	25
08:00	0	132	64	2	23	0	0	0	0	0	0	0	0	221	25
09:00	0	121	57	0	25	2	0	3	0	0	0	0	0	208	30
10:00	0	116	49	0	10	0	0	2	0	0	0	0	0	177	12
11:00	0	140	71	0	18	2	0	4	0	0	0	0	0	235	24
12 PM	0	154	67	0	12	0	0	1	0	0	0	0	0	234	13
13:00	0	144	70	0	19	0	0	3	0	0	0	0	0	236	22
14:00	0	157	58	2	12	0	0	5	0	0	0	0	0	234	19
15:00	0	181	76	3	20	1	0	1	1	0	0	0	0	283	26
16:00	0	175	63	1	19	2	0	1	0	0	0	0	0	261	23
17:00	1	148	61	1	15	0	0	1	0	0	0	0	0	227	17
18:00	0	106	50	0	7	0	0	0	0	0	0	0	0	163	7
19:00	0	96	31	0	2	0	0	1	0	0	0	0	0	130	3
20:00	0	65	14	0	6	0	0	0	0	0	0	0	0	85	6
21:00	0	24	6	0	3	0	0	1	0	0	0	0	0	34	4
22:00	0	20	4	0	1	0	0	0	0	0	0	0	0	25	1
23:00	0	5	1	0	2	0	0	0	0	0	0	0	0	8	2
Total	2	1967	814	12	224	8	0	25	1	0	0	0	0	3053	270
Percent	0.1%	64.4%	26.7%	0.4%	7.3%	0.3%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%		8.8%
AM Peak	06:00	11:00	11:00	07:00	09:00	09:00		11:00						11:00	09:00
Vol.	1	140	71	2	25	2		4						235	30
PM Peak	17:00	15:00	15:00	15:00	15:00	16:00		14:00	15:00					15:00	15:00
Vol.	1	181	76	3	20	2		5	1					283	26

**Old Colony Planning Council**  
**70 School Street**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Bay Rd, west of Hall's Corner

**EB, WB**

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0
01:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	1
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	0	2	0	1	0	0	0	0	0	0	0	0	3	1
05:00	0	12	9	0	3	0	0	0	0	0	0	0	0	24	3
06:00	0	45	20	1	7	0	0	0	0	0	0	0	0	73	8
07:00	0	117	66	1	15	0	0	1	2	0	0	0	0	202	19
08:00	1	145	57	4	20	0	0	0	0	0	0	0	0	227	24
09:00	0	110	58	2	12	2	1	1	0	0	0	0	0	186	18
10:00	0	124	63	2	25	1	0	0	0	0	0	0	0	215	28
11:00	2	127	60	0	13	1	0	0	0	0	0	0	0	203	14
12 PM	0	179	70	0	14	1	0	0	0	0	0	0	0	264	15
13:00	2	129	54	1	20	1	0	0	0	0	0	0	0	207	22
14:00	0	168	61	2	14	1	0	3	0	0	0	0	0	249	20
15:00	1	196	76	1	22	1	0	1	0	0	0	0	0	298	25
16:00	1	193	95	0	21	1	0	3	0	0	0	0	0	314	25
17:00	1	148	61	0	14	0	0	1	0	0	0	0	0	225	15
18:00	2	154	50	0	10	0	0	0	0	0	0	0	0	216	10
19:00	1	86	34	0	5	0	0	1	0	0	0	0	0	127	6
20:00	0	58	29	0	3	0	0	0	0	0	0	0	0	90	3
21:00	0	37	13	0	1	0	0	0	0	0	0	0	0	51	1
22:00	0	24	6	0	0	0	0	0	0	0	0	0	0	30	0
23:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0
Total	11	2073	890	14	221	9	1	11	2	0	0	0	0	3232	258
Percent	0.3%	64.1%	27.5%	0.4%	6.8%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		8.0%
AM Peak	11:00	08:00	07:00	08:00	10:00	09:00	09:00	07:00	07:00					08:00	10:00
Vol.	2	145	66	4	25	2	1	1	2					227	28
PM Peak	13:00	15:00	16:00	14:00	15:00	12:00		14:00						16:00	15:00
Vol.	2	196	95	2	22	1		3						314	25
Grand Total	13	4040	1704	26	445	17	1	36	3	0	0	0	0	6285	528
Percent	0.2%	64.3%	27.1%	0.4%	7.1%	0.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%		8.4%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

Start Time	07-Jul-14		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	*	*	*	*	2	1	2	10	*	*	*	*	*	*	2	6
01:00	*	*	*	*	0	2	0	2	*	*	*	*	*	*	0	2
02:00	*	*	*	*	1	0	1	0	*	*	*	*	*	*	1	0
03:00	*	*	*	*	0	0	2	2	*	*	*	*	*	*	1	1
04:00	*	*	*	*	5	2	1	2	*	*	*	*	*	*	3	2
05:00	*	*	*	*	11	9	12	7	*	*	*	*	*	*	12	8
06:00	*	*	*	*	45	23	48	23	*	*	*	*	*	*	46	23
07:00	*	*	*	*	102	76	96	70	*	*	*	*	*	*	99	73
08:00	*	*	*	*	111	78	133	93	*	*	*	*	*	*	122	86
09:00	*	*	*	*	114	113	105	98	*	*	*	*	*	*	110	106
10:00	*	*	*	*	124	121	138	135	*	*	*	*	*	*	131	128
11:00	*	*	*	*	118	143	104	135	*	*	*	*	*	*	111	139
12:00 PM	*	*	*	*	138	171	118	132	*	*	*	*	*	*	128	152
01:00	*	*	*	*	113	144	113	154	*	*	*	*	*	*	113	149
02:00	*	*	*	*	109	122	110	148	*	*	*	*	*	*	110	135
03:00	*	*	*	*	105	157	104	147	*	*	*	*	*	*	104	152
04:00	*	*	*	*	120	158	129	170	*	*	*	*	*	*	124	164
05:00	*	*	*	*	101	138	88	148	*	*	*	*	*	*	94	143
06:00	*	*	*	*	98	116	104	105	*	*	*	*	*	*	101	110
07:00	*	*	*	*	74	89	78	98	*	*	*	*	*	*	76	94
08:00	*	*	*	*	39	68	52	75	*	*	*	*	*	*	46	72
09:00	*	*	*	*	39	59	21	50	*	*	*	*	*	*	30	54
10:00	*	*	*	*	22	20	11	19	*	*	*	*	*	*	16	20
11:00	*	*	*	*	6	11	15	21	*	*	*	*	*	*	10	16
Total	0	0	0	0	1597	1821	1585	1844	0	0	0	0	0	0	1590	1835
Day	0			0		3418		3429	0		0		0		3425	
AM Peak	-	-	-	-	10:00	11:00	10:00	10:00	-	-	-	-	-	-	10:00	11:00
Vol.	-	-	-	-	124	143	138	135	-	-	-	-	-	-	131	139
PM Peak	-	-	-	-	12:00	12:00	16:00	16:00	-	-	-	-	-	-	12:00	16:00
Vol.	-	-	-	-	138	171	129	170	-	-	-	-	-	-	128	164

Comb. Total	0	0	3418	3429	0	0	0	3425
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**Old Colony Planning Council**  
**70 School Street**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

Start Time	09-Jul-14 Wed	EB		WB		Combined		10-Jul-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.
12:00		1	28	0	45	1	73		1	36	6	42	7	78
12:15		0	28	0	39	0	67		0	21	2	37	2	58
12:30		0	38	0	41	0	79		0	29	1	26	1	55
12:45		1	44	1	46	2	90		1	32	1	27	2	59
01:00		0	25	0	31	0	56		0	28	0	44	0	72
01:15		0	32	1	38	1	70		0	38	0	37	0	75
01:30		0	26	1	40	1	66		0	17	2	40	2	57
01:45		0	30	0	35	0	65		0	30	0	33	0	63
02:00		0	25	0	27	0	52		1	23	0	51	1	74
02:15		1	24	0	28	1	52		0	28	0	34	0	62
02:30		0	32	0	33	0	65		0	34	0	27	0	61
02:45		0	28	0	34	0	62		0	25	0	36	0	61
03:00		0	20	0	42	0	62		0	29	1	45	1	74
03:15		0	29	0	32	0	61		0	29	0	31	0	60
03:30		0	28	0	35	0	63		2	25	0	37	2	62
03:45		0	28	0	48	0	76		0	21	1	34	1	55
04:00		1	34	0	43	1	77		0	42	0	45	0	87
04:15		0	23	0	37	0	60		0	41	1	49	1	90
04:30		1	30	1	40	2	70		0	22	0	41	0	63
04:45		3	33	1	38	4	71		1	24	1	35	2	59
05:00		2	23	2	44	4	67		1	17	1	47	2	64
05:15		1	27	0	41	1	68		2	19	2	35	4	54
05:30		4	22	4	22	8	44		4	26	3	29	7	55
05:45		4	29	3	31	7	60		5	26	1	37	6	63
06:00		4	20	5	38	9	58		6	26	5	34	11	60
06:15		10	31	8	25	18	56		7	29	3	23	10	52
06:30		17	30	6	23	23	53		16	26	7	29	23	55
06:45		14	17	4	30	18	47		19	23	8	19	27	42
07:00		20	21	16	27	36	48		11	19	13	30	24	49
07:15		19	19	24	15	43	34		27	20	17	27	44	47
07:30		30	20	19	31	49	51		31	19	21	20	52	39
07:45		33	14	17	16	50	30		27	20	19	21	46	41
08:00		25	9	24	23	49	32		33	14	18	22	51	36
08:15		36	9	22	10	58	19		38	19	25	14	63	33
08:30		21	16	18	17	39	33		26	8	25	23	51	31
08:45		29	5	14	18	43	23		36	11	25	16	61	27
09:00		25	12	27	16	52	28		26	6	35	19	61	25
09:15		25	11	29	17	54	28		32	7	26	11	58	18
09:30		24	10	22	11	46	21		22	4	22	8	44	12
09:45		40	6	35	15	75	21		25	4	15	12	40	16
10:00		40	6	30	5	70	11		36	0	34	6	70	6
10:15		28	4	27	4	55	8		36	1	34	3	70	4
10:30		27	6	37	5	64	11		30	6	33	4	63	10
10:45		29	6	27	6	56	12		36	4	34	6	70	10
11:00		24	2	39	7	63	9		32	4	35	4	67	8
11:15		24	2	31	1	55	3		20	3	37	6	57	9
11:30		34	1	44	0	78	1		19	6	32	5	51	11
11:45		36	1	29	3	65	4		33	2	31	6	64	8
Total		633	964	568	1253	1201	2217		642	943	577	1267	1219	2210
Day Total		1597		1821		3418			1585		1844		3429	
% Total		18.5%	28.2%	16.6%	36.7%				18.7%	27.5%	16.8%	36.9%		
Peak	-	09:45	00:30	11:00	12:00	09:45	12:00	-	10:00	03:30	10:30	04:15	10:00	04:00
Vol.	-	135	139	143	171	264	309	-	138	129	139	172	273	299
P.H.F.		0.844	0.790	0.813	0.929	0.880	0.858		0.908	0.768	0.939	0.878	0.975	0.831

**Old Colony Planning Council**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

Start Time	07-Jul-14 Mon	08-Jul-14 Tue	09-Jul-14 Wed	10-Jul-14 Thu	11-Jul-14 Fri	12-Jul-14 Sat	13-Jul-14 Sun	Week Average
12:00 AM	*	*	3	12	*	*	*	8
01:00	*	*	2	2	*	*	*	2
02:00	*	*	1	1	*	*	*	1
03:00	*	*	0	4	*	*	*	2
04:00	*	*	7	3	*	*	*	5
05:00	*	*	20	19	*	*	*	20
06:00	*	*	68	71	*	*	*	70
07:00	*	*	178	166	*	*	*	172
08:00	*	*	189	226	*	*	*	208
09:00	*	*	227	203	*	*	*	215
10:00	*	*	245	273	*	*	*	259
11:00	*	*	261	239	*	*	*	250
12:00 PM	*	*	309	250	*	*	*	280
01:00	*	*	257	267	*	*	*	262
02:00	*	*	231	258	*	*	*	244
03:00	*	*	262	251	*	*	*	256
04:00	*	*	278	299	*	*	*	288
05:00	*	*	239	236	*	*	*	238
06:00	*	*	214	209	*	*	*	212
07:00	*	*	163	176	*	*	*	170
08:00	*	*	107	127	*	*	*	117
09:00	*	*	98	71	*	*	*	84
10:00	*	*	42	30	*	*	*	36
11:00	*	*	17	36	*	*	*	26
Total	0	0	3418	3429	0	0	0	3425
Percentage	0.0%	0.0%	99.8%	100.1%	0.0%	0.0%	0.0%	
AM Peak	-	-	11:00	10:00	-	-	-	10:00
Vol.	-	-	261	273	-	-	-	259
PM Peak	-	-	12:00	16:00	-	-	-	16:00
Vol.	-	-	309	299	-	-	-	288

**Old Colony Planning Council**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

**EB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	2	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
05:00	6	3	2	0	0	0	0	0	0	0	0	0	0	0	11
06:00	28	15	2	0	0	0	0	0	0	0	0	0	0	0	45
07:00	50	42	10	0	0	0	0	0	0	0	0	0	0	0	102
08:00	67	33	11	0	0	0	0	0	0	0	0	0	0	0	111
09:00	74	32	7	1	0	0	0	0	0	0	0	0	0	0	114
10:00	56	56	12	0	0	0	0	0	0	0	0	0	0	0	124
11:00	73	36	8	1	0	0	0	0	0	0	0	0	0	0	118
12 PM	92	34	10	2	0	0	0	0	0	0	0	0	0	0	138
13:00	68	35	10	0	0	0	0	0	0	0	0	0	0	0	113
14:00	45	55	8	1	0	0	0	0	0	0	0	0	0	0	109
15:00	45	52	5	3	0	0	0	0	0	0	0	0	0	0	105
16:00	63	44	10	3	0	0	0	0	0	0	0	0	0	0	120
17:00	53	37	10	1	0	0	0	0	0	0	0	0	0	0	101
18:00	50	41	6	1	0	0	0	0	0	0	0	0	0	0	98
19:00	42	27	4	1	0	0	0	0	0	0	0	0	0	0	74
20:00	18	20	1	0	0	0	0	0	0	0	0	0	0	0	39
21:00	22	12	4	1	0	0	0	0	0	0	0	0	0	0	39
22:00	12	9	1	0	0	0	0	0	0	0	0	0	0	0	22
23:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6
Total	874	585	123	15	0	0	0	0	0	0	0	0	0	0	1597

Daily

15th Percentile :	11 MPH
50th Percentile :	22 MPH
85th Percentile :	34 MPH
95th Percentile :	39 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	531
Percent in Pace :	33.2%
Number of Vehicles > 30 MPH :	936
Percent of Vehicles > 30 MPH :	58.6%

**Old Colony Planning Council**  
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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

**EB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	2	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	12
06:00	31	14	3	0	0	0	0	0	0	0	0	0	0	0	48
07:00	47	39	9	1	0	0	0	0	0	0	0	0	0	0	96
08:00	70	51	9	3	0	0	0	0	0	0	0	0	0	0	133
09:00	54	39	10	2	0	0	0	0	0	0	0	0	0	0	105
10:00	77	53	7	1	0	0	0	0	0	0	0	0	0	0	138
11:00	67	28	7	2	0	0	0	0	0	0	0	0	0	0	104
12 PM	46	55	16	1	0	0	0	0	0	0	0	0	0	0	118
13:00	64	39	9	1	0	0	0	0	0	0	0	0	0	0	113
14:00	52	42	16	0	0	0	0	0	0	0	0	0	0	0	110
15:00	57	34	11	2	0	0	0	0	0	0	0	0	0	0	104
16:00	70	52	5	2	0	0	0	0	0	0	0	0	0	0	129
17:00	52	27	6	2	1	0	0	0	0	0	0	0	0	0	88
18:00	63	30	8	3	0	0	0	0	0	0	0	0	0	0	104
19:00	32	33	13	0	0	0	0	0	0	0	0	0	0	0	78
20:00	34	17	1	0	0	0	0	0	0	0	0	0	0	0	52
21:00	13	7	0	1	0	0	0	0	0	0	0	0	0	0	21
22:00	6	4	1	0	0	0	0	0	0	0	0	0	0	0	11
23:00	9	3	1	1	0	1	0	0	0	0	0	0	0	0	15
Total	854	573	134	22	1	1	0	0	0	0	0	0	0	0	1585

Daily

15th Percentile : 11 MPH  
50th Percentile : 22 MPH  
85th Percentile : 35 MPH  
95th Percentile : 39 MPH

Mean Speed(Average) : 24 MPH  
10 MPH Pace Speed : 16-25 MPH  
Number in Pace : 525  
Percent in Pace : 33.1%  
Number of Vehicles > 30 MPH : 942  
Percent of Vehicles > 30 MPH : 59.4%

Grand Total	1728	1158	257	37	1	1	0	0	0	0	0	0	0	0	3182
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Overall

15th Percentile : 11 MPH  
50th Percentile : 22 MPH  
85th Percentile : 35 MPH  
95th Percentile : 39 MPH

Mean Speed(Average) : 24 MPH  
10 MPH Pace Speed : 16-25 MPH  
Number in Pace : 1056  
Percent in Pace : 33.2%  
Number of Vehicles > 30 MPH : 1878  
Percent of Vehicles > 30 MPH : 59.0%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:00	4	3	1	0	1	0	0	0	0	0	0	0	0	0	9
06:00	14	6	3	0	0	0	0	0	0	0	0	0	0	0	23
07:00	31	32	11	2	0	0	0	0	0	0	0	0	0	0	76
08:00	31	33	13	1	0	0	0	0	0	0	0	0	0	0	78
09:00	62	43	8	0	0	0	0	0	0	0	0	0	0	0	113
10:00	61	51	8	1	0	0	0	0	0	0	0	0	0	0	121
11:00	56	66	18	3	0	0	0	0	0	0	0	0	0	0	143
12 PM	84	69	16	2	0	0	0	0	0	0	0	0	0	0	171
13:00	51	71	21	0	1	0	0	0	0	0	0	0	0	0	144
14:00	45	63	14	0	0	0	0	0	0	0	0	0	0	0	122
15:00	67	59	27	3	1	0	0	0	0	0	0	0	0	0	157
16:00	77	64	16	1	0	0	0	0	0	0	0	0	0	0	158
17:00	61	59	16	2	0	0	0	0	0	0	0	0	0	0	138
18:00	43	58	14	1	0	0	0	0	0	0	0	0	0	0	116
19:00	51	30	8	0	0	0	0	0	0	0	0	0	0	0	89
20:00	42	19	4	2	1	0	0	0	0	0	0	0	0	0	68
21:00	33	23	2	1	0	0	0	0	0	0	0	0	0	0	59
22:00	7	10	1	2	0	0	0	0	0	0	0	0	0	0	20
23:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	829	764	202	21	5	0	0	0	0	0	0	0	0	0	1821

Daily

15th Percentile :	12 MPH
50th Percentile :	24 MPH
85th Percentile :	36 MPH
95th Percentile :	40 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	18-27 MPH
Number in Pace :	561
Percent in Pace :	30.8%
Number of Vehicles > 30 MPH :	1261
Percent of Vehicles > 30 MPH :	69.2%



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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	3	5	0	2	0	0	0	0	0	0	0	0	0	0	10
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	10	12	1	0	0	0	0	0	0	0	0	0	0	0	23
07:00	29	27	11	3	0	0	0	0	0	0	0	0	0	0	70
08:00	35	40	14	3	1	0	0	0	0	0	0	0	0	0	93
09:00	43	42	10	3	0	0	0	0	0	0	0	0	0	0	98
10:00	45	68	20	2	0	0	0	0	0	0	0	0	0	0	135
11:00	55	62	16	2	0	0	0	0	0	0	0	0	0	0	135
12 PM	54	56	19	3	0	0	0	0	0	0	0	0	0	0	132
13:00	46	87	16	5	0	0	0	0	0	0	0	0	0	0	154
14:00	49	82	12	5	0	0	0	0	0	0	0	0	0	0	148
15:00	64	69	13	1	0	0	0	0	0	0	0	0	0	0	147
16:00	80	69	16	5	0	0	0	0	0	0	0	0	0	0	170
17:00	52	68	23	4	1	0	0	0	0	0	0	0	0	0	148
18:00	49	34	16	3	2	0	0	1	0	0	0	0	0	0	105
19:00	48	39	9	2	0	0	0	0	0	0	0	0	0	0	98
20:00	49	24	2	0	0	0	0	0	0	0	0	0	0	0	75
21:00	26	20	2	1	0	1	0	0	0	0	0	0	0	0	50
22:00	5	11	3	0	0	0	0	0	0	0	0	0	0	0	19
23:00	12	5	3	1	0	0	0	0	0	0	0	0	0	0	21
Total	760	824	209	45	4	1	0	1	0	0	0	0	0	0	1844

Daily

15th Percentile : 13 MPH  
50th Percentile : 25 MPH  
85th Percentile : 36 MPH  
95th Percentile : 40 MPH

Mean Speed(Average) : 26 MPH  
10 MPH Pace Speed : 29-38 MPH  
Number in Pace : 573  
Percent in Pace : 31.1%  
Number of Vehicles > 30 MPH : 1370  
Percent of Vehicles > 30 MPH : 74.3%

Grand Total	1589	1588	411	66	9	1	0	1	0	0	0	0	0	0	3665
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Overall

15th Percentile : 12 MPH  
50th Percentile : 25 MPH  
85th Percentile : 36 MPH  
95th Percentile : 40 MPH

Mean Speed(Average) : 25 MPH  
10 MPH Pace Speed : 18-27 MPH  
Number in Pace : 1110  
Percent in Pace : 30.3%  
Number of Vehicles > 30 MPH : 2631  
Percent of Vehicles > 30 MPH : 71.8%

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**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	2	1	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	3	1	0	1	0	0	0	0	0	0	0	0	0	7
05:00	10	6	3	0	1	0	0	0	0	0	0	0	0	0	20
06:00	42	21	5	0	0	0	0	0	0	0	0	0	0	0	68
07:00	81	74	21	2	0	0	0	0	0	0	0	0	0	0	178
08:00	98	66	24	1	0	0	0	0	0	0	0	0	0	0	189
09:00	136	75	15	1	0	0	0	0	0	0	0	0	0	0	227
10:00	117	107	20	1	0	0	0	0	0	0	0	0	0	0	245
11:00	129	102	26	4	0	0	0	0	0	0	0	0	0	0	261
12 PM	176	103	26	4	0	0	0	0	0	0	0	0	0	0	309
13:00	119	106	31	0	1	0	0	0	0	0	0	0	0	0	257
14:00	90	118	22	1	0	0	0	0	0	0	0	0	0	0	231
15:00	112	111	32	6	1	0	0	0	0	0	0	0	0	0	262
16:00	140	108	26	4	0	0	0	0	0	0	0	0	0	0	278
17:00	114	96	26	3	0	0	0	0	0	0	0	0	0	0	239
18:00	93	99	20	2	0	0	0	0	0	0	0	0	0	0	214
19:00	93	57	12	1	0	0	0	0	0	0	0	0	0	0	163
20:00	60	39	5	2	1	0	0	0	0	0	0	0	0	0	107
21:00	55	35	6	2	0	0	0	0	0	0	0	0	0	0	98
22:00	19	19	2	2	0	0	0	0	0	0	0	0	0	0	42
23:00	13	3	1	0	0	0	0	0	0	0	0	0	0	0	17
Total	1703	1349	325	36	5	0	0	0	0	0	0	0	0	0	3418

Daily

15th Percentile :	12 MPH
50th Percentile :	23 MPH
85th Percentile :	35 MPH
95th Percentile :	39 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	17-26 MPH
Number in Pace :	1091
Percent in Pace :	31.9%
Number of Vehicles > 30 MPH :	2196
Percent of Vehicles > 30 MPH :	64.3%

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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	5	5	0	2	0	0	0	0	0	0	0	0	0	0	12
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	10	8	1	0	0	0	0	0	0	0	0	0	0	0	19
06:00	41	26	4	0	0	0	0	0	0	0	0	0	0	0	71
07:00	76	66	20	4	0	0	0	0	0	0	0	0	0	0	166
08:00	105	91	23	6	1	0	0	0	0	0	0	0	0	0	226
09:00	97	81	20	5	0	0	0	0	0	0	0	0	0	0	203
10:00	122	121	27	3	0	0	0	0	0	0	0	0	0	0	273
11:00	122	90	23	4	0	0	0	0	0	0	0	0	0	0	239
12 PM	100	111	35	4	0	0	0	0	0	0	0	0	0	0	250
13:00	110	126	25	6	0	0	0	0	0	0	0	0	0	0	267
14:00	101	124	28	5	0	0	0	0	0	0	0	0	0	0	258
15:00	121	103	24	3	0	0	0	0	0	0	0	0	0	0	251
16:00	150	121	21	7	0	0	0	0	0	0	0	0	0	0	299
17:00	104	95	29	6	2	0	0	0	0	0	0	0	0	0	236
18:00	112	64	24	6	2	0	0	1	0	0	0	0	0	0	209
19:00	80	72	22	2	0	0	0	0	0	0	0	0	0	0	176
20:00	83	41	3	0	0	0	0	0	0	0	0	0	0	0	127
21:00	39	27	2	2	0	1	0	0	0	0	0	0	0	0	71
22:00	11	15	4	0	0	0	0	0	0	0	0	0	0	0	30
23:00	21	8	4	2	0	1	0	0	0	0	0	0	0	0	36
Total	1614	1397	343	67	5	2	0	1	0	0	0	0	0	0	3429

Daily

15th Percentile : 12 MPH  
50th Percentile : 24 MPH  
85th Percentile : 36 MPH  
95th Percentile : 40 MPH

Mean Speed(Average) : 25 MPH  
10 MPH Pace Speed : 17-26 MPH  
Number in Pace : 1069  
Percent in Pace : 31.2%  
Number of Vehicles > 30 MPH : 2310  
Percent of Vehicles > 30 MPH : 67.4%

Grand Total	3317	2746	668	103	10	2	0	1	0	0	0	0	0	0	6847
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Overall

15th Percentile : 12 MPH  
50th Percentile : 23 MPH  
85th Percentile : 35 MPH  
95th Percentile : 40 MPH

Mean Speed(Average) : 24 MPH  
10 MPH Pace Speed : 17-26 MPH  
Number in Pace : 2161  
Percent in Pace : 31.6%  
Number of Vehicles > 30 MPH : 4507  
Percent of Vehicles > 30 MPH : 65.8%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

EB

Start Time	Bikes	Cars & Trailer	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
07/09/14	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	4	0	0	1	0	0	0	0	0	0	0	0	5	1
05:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0
06:00	0	29	15	0	1	0	0	0	0	0	0	0	0	45	1
07:00	1	69	29	0	3	0	0	0	0	0	0	0	0	102	3
08:00	3	82	23	1	2	0	0	0	0	0	0	0	0	111	3
09:00	0	90	22	0	1	1	0	0	0	0	0	0	0	114	2
10:00	0	93	27	0	3	1	0	0	0	0	0	0	0	124	4
11:00	0	95	19	0	3	1	0	0	0	0	0	0	0	118	4
12 PM	1	103	32	0	2	0	0	0	0	0	0	0	0	138	2
13:00	1	91	21	0	0	0	0	0	0	0	0	0	0	113	0
14:00	0	76	26	0	5	1	0	1	0	0	0	0	0	109	7
15:00	1	81	20	0	3	0	0	0	0	0	0	0	0	105	3
16:00	0	101	14	1	4	0	0	0	0	0	0	0	0	120	5
17:00	0	91	10	0	0	0	0	0	0	0	0	0	0	101	0
18:00	0	85	13	0	0	0	0	0	0	0	0	0	0	98	0
19:00	0	65	8	0	1	0	0	0	0	0	0	0	0	74	1
20:00	0	32	6	0	1	0	0	0	0	0	0	0	0	39	1
21:00	0	37	2	0	0	0	0	0	0	0	0	0	0	39	0
22:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
Total	7	1261	292	2	30	4	0	1	0	0	0	0	0	1597	37
Percent	0.4%	79.0%	18.3%	0.1%	1.9%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		2.3%
AM Peak	08:00	11:00	07:00	08:00	07:00	09:00								10:00	10:00
Vol.	3	95	29	1	3	1								124	4
PM Peak	12:00	12:00	12:00	16:00	14:00	14:00		14:00						12:00	14:00
Vol.	1	103	32	1	5	1		1						138	7

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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

EB

Start Time	Bikes	Cars & Trailer	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
07/10/14	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	2	0	0	0	0	0	0	0	0	0	0	0	2	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12	1
06:00	0	31	16	0	1	0	0	0	0	0	0	0	0	48	1
07:00	0	70	21	0	4	1	0	0	0	0	0	0	0	96	5
08:00	1	110	18	0	3	1	0	0	0	0	0	0	0	133	4
09:00	0	88	14	0	3	0	0	0	0	0	0	0	0	105	3
10:00	0	109	28	0	0	1	0	0	0	0	0	0	0	138	1
11:00	1	83	14	0	4	0	0	2	0	0	0	0	0	104	6
12 PM	0	94	16	0	6	1	0	1	0	0	0	0	0	118	8
13:00	0	97	16	0	0	0	0	0	0	0	0	0	0	113	0
14:00	0	87	20	0	2	0	0	1	0	0	0	0	0	110	3
15:00	0	81	21	0	2	0	0	0	0	0	0	0	0	104	2
16:00	0	101	24	0	2	1	0	1	0	0	0	0	0	129	4
17:00	0	81	6	1	0	0	0	0	0	0	0	0	0	88	1
18:00	2	89	13	0	0	0	0	0	0	0	0	0	0	104	0
19:00	5	65	8	0	0	0	0	0	0	0	0	0	0	78	0
20:00	1	48	2	0	1	0	0	0	0	0	0	0	0	52	1
21:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0
22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
23:00	1	14	0	0	0	0	0	0	0	0	0	0	0	15	0
Total	11	1292	242	1	29	5	0	5	0	0	0	0	0	1585	40
Percent	0.7%	81.5%	15.3%	0.1%	1.8%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		2.5%
AM Peak	08:00	08:00	10:00		07:00	07:00		11:00						10:00	11:00
Vol.	1	110	28		4	1		2						138	6
PM Peak	19:00	16:00	16:00	17:00	12:00	12:00		12:00						16:00	12:00
Vol.	5	101	24	1	6	1		1						129	8
Grand Total	18	2553	534	3	59	9	0	6	0	0	0	0	0	3182	77
Percent	0.6%	80.2%	16.8%	0.1%	1.9%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		2.4%

**Old Colony Planning Council**  
**70 School Street**  
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Page 3

Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

WB

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	1	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	1	0	0	0	0	0	0	0	0	2	1
05:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9	1
06:00	0	15	7	0	1	0	0	0	0	0	0	0	0	23	1
07:00	0	58	17	0	1	0	0	0	0	0	0	0	0	76	1
08:00	0	49	28	0	1	0	0	0	0	0	0	0	0	78	1
09:00	0	82	25	1	4	0	1	0	0	0	0	0	0	113	6
10:00	0	96	19	1	2	1	1	1	0	0	0	0	0	121	6
11:00	1	111	25	0	4	1	1	0	0	0	0	0	0	143	6
12 PM	0	129	38	0	2	0	1	1	0	0	0	0	0	171	4
13:00	0	112	29	0	3	0	0	0	0	0	0	0	0	144	3
14:00	1	93	23	0	3	0	0	2	0	0	0	0	0	122	5
15:00	1	113	39	0	3	1	0	0	0	0	0	0	0	157	4
16:00	1	115	41	0	1	0	0	0	0	0	0	0	0	158	1
17:00	1	107	27	1	1	0	0	1	0	0	0	0	0	138	3
18:00	2	92	18	0	4	0	0	0	0	0	0	0	0	116	4
19:00	0	69	17	0	3	0	0	0	0	0	0	0	0	89	3
20:00	0	57	9	0	2	0	0	0	0	0	0	0	0	68	2
21:00	1	48	10	0	0	0	0	0	0	0	0	0	0	59	0
22:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0
Total	8	1381	380	3	37	3	4	5	0	0	0	0	0	1821	52
Percent	0.4%	75.8%	20.9%	0.2%	2.0%	0.2%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		2.9%
AM Peak	11:00	11:00	08:00	09:00	09:00	10:00	09:00	10:00						11:00	09:00
Vol.	1	111	28	1	4	1	1	1						143	6
PM Peak	18:00	12:00	16:00	17:00	18:00	15:00	12:00	14:00						12:00	14:00
Vol.	2	129	41	1	4	1	1	2						171	5

**Old Colony Planning Council**  
**70 School Street**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

WB

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	10	0	0	0	0	0	0	0	0	0	0	0	10	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	2	0	0	0	0	0	0	0	0	0	0	0	2	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
05:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7	0
06:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0
07:00	0	48	16	1	5	0	0	0	0	0	0	0	0	70	6
08:00	0	71	19	0	3	0	0	0	0	0	0	0	0	93	3
09:00	0	77	18	0	3	0	0	0	0	0	0	0	0	98	3
10:00	0	97	34	0	2	1	0	1	0	0	0	0	0	135	4
11:00	0	100	30	0	3	1	0	1	0	0	0	0	0	135	5
12 PM	0	98	29	0	4	0	0	1	0	0	0	0	0	132	5
13:00	1	125	22	0	6	0	0	0	0	0	0	0	0	154	6
14:00	1	100	37	0	7	0	0	3	0	0	0	0	0	148	10
15:00	1	114	28	1	3	0	0	0	0	0	0	0	0	147	4
16:00	1	128	37	0	3	0	0	1	0	0	0	0	0	170	4
17:00	3	115	26	0	3	1	0	0	0	0	0	0	0	148	4
18:00	3	81	17	0	4	0	0	0	0	0	0	0	0	105	4
19:00	2	81	15	0	0	0	0	0	0	0	0	0	0	98	0
20:00	0	61	13	0	1	0	0	0	0	0	0	0	0	75	1
21:00	3	39	7	0	0	0	0	1	0	0	0	0	0	50	1
22:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0
Total	15	1410	359	2	47	3	0	8	0	0	0	0	0	1844	60
Percent	0.8%	76.5%	19.5%	0.1%	2.5%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		3.3%
AM Peak Vol.		11:00	10:00	07:00	07:00	10:00		10:00						10:00	07:00
		100	34	1	5	1		1						135	6
PM Peak Vol.	17:00	16:00	14:00	15:00	14:00	17:00		14:00						16:00	14:00
	3	128	37	1	7	1		3						170	10
Grand Total	23	2791	739	5	84	6	4	13	0	0	0	0	0	3665	112
Percent	0.6%	76.2%	20.2%	0.1%	2.3%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		3.1%

**Old Colony Planning Council**  
**70 School Street**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

**EB, WB**

Start Time	Bikes	Cars & Trailer	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
07/09/14	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	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	5	0	0	2	0	0	0	0	0	0	0	0	7	2
05:00	0	12	7	0	1	0	0	0	0	0	0	0	0	20	1
06:00	0	44	22	0	2	0	0	0	0	0	0	0	0	68	2
07:00	1	127	46	0	4	0	0	0	0	0	0	0	0	178	4
08:00	3	131	51	1	3	0	0	0	0	0	0	0	0	189	4
09:00	0	172	47	1	5	1	1	0	0	0	0	0	0	227	8
10:00	0	189	46	1	5	2	1	1	0	0	0	0	0	245	10
11:00	1	206	44	0	7	2	1	0	0	0	0	0	0	261	10
12 PM	1	232	70	0	4	0	1	1	0	0	0	0	0	309	6
13:00	1	203	50	0	3	0	0	0	0	0	0	0	0	257	3
14:00	1	169	49	0	8	1	0	3	0	0	0	0	0	231	12
15:00	2	194	59	0	6	1	0	0	0	0	0	0	0	262	7
16:00	1	216	55	1	5	0	0	0	0	0	0	0	0	278	6
17:00	1	198	37	1	1	0	0	1	0	0	0	0	0	239	3
18:00	2	177	31	0	4	0	0	0	0	0	0	0	0	214	4
19:00	0	134	25	0	4	0	0	0	0	0	0	0	0	163	4
20:00	0	89	15	0	3	0	0	0	0	0	0	0	0	107	3
21:00	1	85	12	0	0	0	0	0	0	0	0	0	0	98	0
22:00	0	38	4	0	0	0	0	0	0	0	0	0	0	42	0
23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0
Total	15	2642	672	5	67	7	4	6	0	0	0	0	0	3418	89
Percent	0.4%	77.3%	19.7%	0.1%	2.0%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		2.6%
AM Peak	08:00	11:00	08:00	08:00	11:00	10:00	09:00	10:00						11:00	10:00
Vol.	3	206	51	1	7	2	1	1						261	10
PM Peak	15:00	12:00	12:00	16:00	14:00	14:00	12:00	14:00						12:00	14:00
Vol.	2	232	70	1	8	1	1	3						309	12



**Old Colony Planning Council**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U6  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Bay Rd, west of Hall's Corner

**EB, WB**

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	11	7	0	1	0	0	0	0	0	0	0	0	19	1
06:00	0	50	20	0	1	0	0	0	0	0	0	0	0	71	1
07:00	0	118	37	1	9	1	0	0	0	0	0	0	0	166	11
08:00	1	181	37	0	6	1	0	0	0	0	0	0	0	226	7
09:00	0	165	32	0	6	0	0	0	0	0	0	0	0	203	6
10:00	0	206	62	0	2	2	0	1	0	0	0	0	0	273	5
11:00	1	183	44	0	7	1	0	3	0	0	0	0	0	239	11
12 PM	0	192	45	0	10	1	0	2	0	0	0	0	0	250	13
13:00	1	222	38	0	6	0	0	0	0	0	0	0	0	267	6
14:00	1	187	57	0	9	0	0	4	0	0	0	0	0	258	13
15:00	1	195	49	1	5	0	0	0	0	0	0	0	0	251	6
16:00	1	229	61	0	5	1	0	2	0	0	0	0	0	299	8
17:00	3	196	32	1	3	1	0	0	0	0	0	0	0	236	5
18:00	5	170	30	0	4	0	0	0	0	0	0	0	0	209	4
19:00	7	146	23	0	0	0	0	0	0	0	0	0	0	176	0
20:00	1	109	15	0	2	0	0	0	0	0	0	0	0	127	2
21:00	3	60	7	0	0	0	0	1	0	0	0	0	0	71	1
22:00	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0
23:00	1	33	2	0	0	0	0	0	0	0	0	0	0	36	0
Total	26	2702	601	3	76	8	0	13	0	0	0	0	0	3429	100
Percent	0.8%	78.8%	17.5%	0.1%	2.2%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		2.9%
AM Peak	08:00	10:00	10:00	07:00	07:00	10:00		11:00						10:00	07:00
Vol.	1	206	62	1	9	2		3						273	11
PM Peak	19:00	16:00	16:00	15:00	12:00	12:00		14:00						16:00	12:00
Vol.	7	229	61	1	10	1		4						299	13
Grand Total	41	5344	1273	8	143	15	4	19	0	0	0	0	0	6847	189
Percent	0.6%	78.0%	18.6%	0.1%	2.1%	0.2%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		2.8%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

Start Time	12-May-14		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	*	*	5	7	3	2	*	*	*	*	*	*	*	*	4	4
01:00	*	*	2	1	6	6	*	*	*	*	*	*	*	*	4	4
02:00	*	*	2	0	1	3	*	*	*	*	*	*	*	*	2	2
03:00	*	*	0	0	0	1	*	*	*	*	*	*	*	*	0	0
04:00	*	*	7	6	7	2	*	*	*	*	*	*	*	*	7	4
05:00	*	*	17	25	19	28	*	*	*	*	*	*	*	*	18	26
06:00	*	*	84	71	88	69	*	*	*	*	*	*	*	*	86	70
07:00	*	*	209	140	193	129	*	*	*	*	*	*	*	*	201	134
08:00	*	*	229	159	212	188	*	*	*	*	*	*	*	*	220	174
09:00	*	*	194	165	166	160	*	*	*	*	*	*	*	*	180	162
10:00	*	*	188	150	159	169	*	*	*	*	*	*	*	*	174	160
11:00	*	*	165	170	185	189	*	*	*	*	*	*	*	*	175	180
12:00 PM	*	*	223	203	217	210	*	*	*	*	*	*	*	*	220	206
01:00	*	*	198	189	202	202	*	*	*	*	*	*	*	*	200	196
02:00	*	*	190	207	214	209	*	*	*	*	*	*	*	*	202	208
03:00	*	*	201	248	199	237	*	*	*	*	*	*	*	*	200	242
04:00	*	*	210	260	194	234	*	*	*	*	*	*	*	*	202	247
05:00	*	*	224	213	207	199	*	*	*	*	*	*	*	*	216	206
06:00	*	*	165	158	179	135	*	*	*	*	*	*	*	*	172	146
07:00	*	*	123	90	126	93	*	*	*	*	*	*	*	*	124	92
08:00	*	*	61	66	57	61	*	*	*	*	*	*	*	*	59	64
09:00	*	*	32	26	25	33	*	*	*	*	*	*	*	*	28	30
10:00	*	*	15	21	21	16	*	*	*	*	*	*	*	*	18	18
11:00	*	*	6	9	18	11	*	*	*	*	*	*	*	*	12	10
Total	0	0	2750	2584	2698	2586	0	0	0	0	0	0	0	0	2724	2585
Day	0		5334		5284		0		0		0		0		5309	
AM Peak	-	-	08:00	11:00	08:00	11:00	-	-	-	-	-	-	-	-	08:00	11:00
Vol.	-	-	229	170	212	189	-	-	-	-	-	-	-	-	220	180
PM Peak	-	-	17:00	16:00	12:00	15:00	-	-	-	-	-	-	-	-	12:00	16:00
Vol.	-	-	224	260	217	237	-	-	-	-	-	-	-	-	220	247

Comb. Total	0	5334	5284	0	0	0	0	5309
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**Old Colony Planning Council**  
**70 School Street**  
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Page 1

Community: Duxbury  
 Com#\_UR/FC: 82\_U5  
 Recorder #: 13208  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 82  
 Date Start: 13-May-14  
 Date End: 14-May-14  
 Chestnut St, west of Hall's Corner

Start Time	13-May-14 Tue	EB		WB		Combined		14-May Wed	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.
12:00		1	56	3	48	4	104		0	47	1	62	1	109
12:15		2	56	1	57	3	113		1	61	0	43	1	104
12:30		1	49	1	48	2	97		0	53	1	45	1	98
12:45		1	62	2	50	3	112		2	56	0	60	2	116
01:00		0	43	0	49	0	92		0	42	2	52	2	94
01:15		1	54	1	44	2	98		3	53	0	55	3	108
01:30		1	54	0	58	1	112		1	63	2	45	3	108
01:45		0	47	0	38	0	85		2	44	2	50	4	94
02:00		1	43	0	57	1	100		1	56	2	55	3	111
02:15		0	53	0	47	0	100		0	37	1	48	1	85
02:30		1	39	0	44	1	83		0	55	0	53	0	108
02:45		0	55	0	59	0	114		0	66	0	53	0	119
03:00		0	49	0	58	0	107		0	46	1	63	1	109
03:15		0	52	0	63	0	115		0	43	0	65	0	108
03:30		0	52	0	63	0	115		0	69	0	53	0	122
03:45		0	48	0	64	0	112		0	41	0	56	0	97
04:00		0	59	0	60	0	119		1	58	0	59	1	117
04:15		1	50	0	87	1	137		0	56	0	67	0	123
04:30		0	46	3	41	3	87		2	39	1	47	3	86
04:45		6	55	3	72	9	127		4	41	1	61	5	102
05:00		3	48	2	57	5	105		2	58	5	50	7	108
05:15		1	51	6	56	7	107		5	42	10	47	15	89
05:30		4	65	8	50	12	115		4	50	8	52	12	102
05:45		9	60	9	50	18	110		8	57	5	50	13	107
06:00		12	47	6	53	18	100		12	36	16	41	28	77
06:15		16	34	15	41	31	75		15	46	14	31	29	77
06:30		24	49	23	28	47	77		31	50	19	33	50	83
06:45		32	35	27	36	59	71		30	47	20	30	50	77
07:00		28	36	28	35	56	71		29	43	31	30	60	73
07:15		43	31	41	13	84	44		48	33	29	29	77	62
07:30		64	34	34	26	98	60		50	26	30	19	80	45
07:45		74	22	37	16	111	38		66	24	39	15	105	39
08:00		73	18	40	18	113	36		71	18	52	21	123	39
08:15		45	19	38	27	83	46		44	14	45	17	89	31
08:30		50	16	41	11	91	27		44	12	42	11	86	23
08:45		61	8	40	10	101	18		53	13	49	12	102	25
09:00		51	9	50	6	101	15		40	6	42	8	82	14
09:15		47	9	46	10	93	19		41	8	35	13	76	21
09:30		53	6	32	5	85	11		40	2	38	6	78	8
09:45		43	8	37	5	80	13		45	9	45	6	90	15
10:00		45	7	37	9	82	16		32	6	46	6	78	12
10:15		47	3	41	6	88	9		32	8	48	2	80	10
10:30		36	3	31	6	67	9		55	5	38	3	93	8
10:45		60	2	41	0	101	2		40	2	37	5	77	7
11:00		34	1	45	4	79	5		41	6	37	4	78	10
11:15		37	2	43	3	80	5		47	3	42	1	89	4
11:30		43	2	42	2	85	4		39	3	57	1	96	4
11:45		51	1	40	0	91	1		58	6	53	5	111	11
Total		1102	1648	894	1690	1996	3338		1039	1659	946	1640	1985	3299
Day Total		2750		2584		5334			2698		2586		5284	
% Total		20.7%	30.9%	16.8%	31.7%				19.7%	31.4%	17.9%	31.0%		
Peak	-	07:30	05:00	08:30	03:30	07:15	03:30	-	07:15	02:45	11:00	03:00	07:45	03:30
Vol.	-	256	224	177	274	406	483	-	235	224	189	237	403	459
P.H.F.		0.865	0.862	0.885	0.787	0.898	0.881		0.827	0.812	0.829	0.912	0.819	0.933

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

Start Time	12-May-14 Mon	13-May-14 Tue	14-May-14 Wed	15-May-14 Thu	16-May-14 Fri	17-May-14 Sat	18-May-14 Sun	Week Average
12:00 AM	*	12	5	*	*	*	*	8
01:00	*	3	12	*	*	*	*	8
02:00	*	2	4	*	*	*	*	3
03:00	*	0	1	*	*	*	*	0
04:00	*	13	9	*	*	*	*	11
05:00	*	42	47	*	*	*	*	44
06:00	*	155	157	*	*	*	*	156
07:00	*	349	322	*	*	*	*	336
08:00	*	388	400	*	*	*	*	394
09:00	*	359	326	*	*	*	*	342
10:00	*	338	328	*	*	*	*	333
11:00	*	335	374	*	*	*	*	354
12:00 PM	*	426	427	*	*	*	*	426
01:00	*	387	404	*	*	*	*	396
02:00	*	397	423	*	*	*	*	410
03:00	*	449	436	*	*	*	*	442
04:00	*	470	428	*	*	*	*	449
05:00	*	437	406	*	*	*	*	422
06:00	*	323	314	*	*	*	*	318
07:00	*	213	219	*	*	*	*	216
08:00	*	127	118	*	*	*	*	122
09:00	*	58	58	*	*	*	*	58
10:00	*	36	37	*	*	*	*	36
11:00	*	15	29	*	*	*	*	22
Total	0	5334	5284	0	0	0	0	5306
Percentage	0.0%	100.5%	99.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	-	08:00	08:00	-	-	-	-	08:00
Vol.	-	388	400	-	-	-	-	394
PM Peak	-	16:00	15:00	-	-	-	-	16:00
Vol.	-	470	436	-	-	-	-	449

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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

**EB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	1	0	0	0	1	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	5	0	1	1	0	0	0	0	0	0	0	0	0	0	7
05:00	11	5	1	0	0	0	0	0	0	0	0	0	0	0	17
06:00	46	30	7	1	0	0	0	0	0	0	0	0	0	0	84
07:00	98	75	33	3	0	0	0	0	0	0	0	0	0	0	209
08:00	100	98	26	4	1	0	0	0	0	0	0	0	0	0	229
09:00	93	88	12	1	0	0	0	0	0	0	0	0	0	0	194
10:00	97	72	16	3	0	0	0	0	0	0	0	0	0	0	188
11:00	83	64	16	2	0	0	0	0	0	0	0	0	0	0	165
12 PM	117	82	21	3	0	0	0	0	0	0	0	0	0	0	223
13:00	93	86	18	1	0	0	0	0	0	0	0	0	0	0	198
14:00	92	79	18	1	0	0	0	0	0	0	0	0	0	0	190
15:00	106	85	9	1	0	0	0	0	0	0	0	0	0	0	201
16:00	105	70	31	4	0	0	0	0	0	0	0	0	0	0	210
17:00	94	89	40	1	0	0	0	0	0	0	0	0	0	0	224
18:00	64	69	30	2	0	0	0	0	0	0	0	0	0	0	165
19:00	61	44	16	1	1	0	0	0	0	0	0	0	0	0	123
20:00	28	22	10	1	0	0	0	0	0	0	0	0	0	0	61
21:00	10	15	7	0	0	0	0	0	0	0	0	0	0	0	32
22:00	3	6	5	1	0	0	0	0	0	0	0	0	0	0	15
23:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	6
Total	1314	1082	320	31	3	0	0	0	0	0	0	0	0	0	2750

Daily

15th Percentile :	12 MPH
50th Percentile :	24 MPH
85th Percentile :	36 MPH
95th Percentile :	40 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	17-26 MPH
Number in Pace :	864
Percent in Pace :	31.4%
Number of Vehicles > 30 MPH :	1825
Percent of Vehicles > 30 MPH :	66.4%

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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

**EB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6
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	4	0	3	0	0	0	0	0	0	0	0	0	0	0	7
05:00	9	4	5	1	0	0	0	0	0	0	0	0	0	0	19
06:00	39	40	8	1	0	0	0	0	0	0	0	0	0	0	88
07:00	90	71	31	1	0	0	0	0	0	0	0	0	0	0	193
08:00	88	99	18	6	1	0	0	0	0	0	0	0	0	0	212
09:00	84	69	12	1	0	0	0	0	0	0	0	0	0	0	166
10:00	88	54	15	1	1	0	0	0	0	0	0	0	0	0	159
11:00	92	83	9	1	0	0	0	0	0	0	0	0	0	0	185
12 PM	115	85	17	0	0	0	0	0	0	0	0	0	0	0	217
13:00	88	94	17	3	0	0	0	0	0	0	0	0	0	0	202
14:00	107	90	17	0	0	0	0	0	0	0	0	0	0	0	214
15:00	101	75	22	1	0	0	0	0	0	0	0	0	0	0	199
16:00	78	92	21	3	0	0	0	0	0	0	0	0	0	0	194
17:00	76	94	32	3	1	0	1	0	0	0	0	0	0	0	207
18:00	65	85	28	1	0	0	0	0	0	0	0	0	0	0	179
19:00	39	66	18	3	0	0	0	0	0	0	0	0	0	0	126
20:00	21	23	11	2	0	0	0	0	0	0	0	0	0	0	57
21:00	10	11	3	1	0	0	0	0	0	0	0	0	0	0	25
22:00	10	7	4	0	0	0	0	0	0	0	0	0	0	0	21
23:00	8	7	3	0	0	0	0	0	0	0	0	0	0	0	18
Total	1214	1151	299	29	3	0	1	1	0	0	0	0	0	0	2698

Daily

15th Percentile : 12 MPH  
50th Percentile : 24 MPH  
85th Percentile : 36 MPH  
95th Percentile : 40 MPH

Mean Speed(Average) : 25 MPH  
10 MPH Pace Speed : 18-27 MPH  
Number in Pace : 828  
Percent in Pace : 30.7%  
Number of Vehicles > 30 MPH : 1886  
Percent of Vehicles > 30 MPH : 69.9%

Grand Total	2528	2233	619	60	6	0	1	1	0	0	0	0	0	0	5448
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Overall

15th Percentile : 12 MPH  
50th Percentile : 24 MPH  
85th Percentile : 36 MPH  
95th Percentile : 40 MPH

Mean Speed(Average) : 25 MPH  
10 MPH Pace Speed : 18-27 MPH  
Number in Pace : 1689  
Percent in Pace : 31.0%  
Number of Vehicles > 30 MPH : 3712  
Percent of Vehicles > 30 MPH : 68.1%

**Old Colony Planning Council**  
**70 School Street**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	14	11	0	0	0	0	0	0	0	0	0	0	0	0	25
06:00	44	24	2	1	0	0	0	0	0	0	0	0	0	0	71
07:00	91	42	7	0	0	0	0	0	0	0	0	0	0	0	140
08:00	111	46	2	0	0	0	0	0	0	0	0	0	0	0	159
09:00	127	34	4	0	0	0	0	0	0	0	0	0	0	0	165
10:00	109	36	5	0	0	0	0	0	0	0	0	0	0	0	150
11:00	114	50	6	0	0	0	0	0	0	0	0	0	0	0	170
12 PM	153	43	6	1	0	0	0	0	0	0	0	0	0	0	203
13:00	146	39	4	0	0	0	0	0	0	0	0	0	0	0	189
14:00	154	47	5	0	0	0	1	0	0	0	0	0	0	0	207
15:00	168	75	5	0	0	0	0	0	0	0	0	0	0	0	248
16:00	181	69	10	0	0	0	0	0	0	0	0	0	0	0	260
17:00	143	61	8	1	0	0	0	0	0	0	0	0	0	0	213
18:00	80	70	8	0	0	0	0	0	0	0	0	0	0	0	158
19:00	62	25	3	0	0	0	0	0	0	0	0	0	0	0	90
20:00	53	10	3	0	0	0	0	0	0	0	0	0	0	0	66
21:00	18	7	1	0	0	0	0	0	0	0	0	0	0	0	26
22:00	12	5	4	0	0	0	0	0	0	0	0	0	0	0	21
23:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	9
Total	1791	704	85	3	0	0	1	0	0	0	0	0	0	0	2584

Daily

15th Percentile :	10 MPH
50th Percentile :	20 MPH
85th Percentile :	32 MPH
95th Percentile :	37 MPH
Mean Speed(Average) :	22 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	966
Percent in Pace :	37.4%
Number of Vehicles > 30 MPH :	1084
Percent of Vehicles > 30 MPH :	42.0%

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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	4	0	1	1	0	0	0	0	0	0	0	0	0	0	6
02:00	1	2	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	15	8	5	0	0	0	0	0	0	0	0	0	0	0	28
06:00	46	18	5	0	0	0	0	0	0	0	0	0	0	0	69
07:00	83	38	8	0	0	0	0	0	0	0	0	0	0	0	129
08:00	120	59	8	1	0	0	0	0	0	0	0	0	0	0	188
09:00	107	46	7	0	0	0	0	0	0	0	0	0	0	0	160
10:00	129	35	5	0	0	0	0	0	0	0	0	0	0	0	169
11:00	134	47	8	0	0	0	0	0	0	0	0	0	0	0	189
12 PM	160	45	4	1	0	0	0	0	0	0	0	0	0	0	210
13:00	137	60	4	1	0	0	0	0	0	0	0	0	0	0	202
14:00	139	63	6	1	0	0	0	0	0	0	0	0	0	0	209
15:00	150	79	7	0	1	0	0	0	0	0	0	0	0	0	237
16:00	144	78	12	0	0	0	0	0	0	0	0	0	0	0	234
17:00	126	63	9	1	0	0	0	0	0	0	0	0	0	0	199
18:00	76	48	10	1	0	0	0	0	0	0	0	0	0	0	135
19:00	61	28	3	1	0	0	0	0	0	0	0	0	0	0	93
20:00	49	10	2	0	0	0	0	0	0	0	0	0	0	0	61
21:00	26	5	2	0	0	0	0	0	0	0	0	0	0	0	33
22:00	11	3	2	0	0	0	0	0	0	0	0	0	0	0	16
23:00	3	7	1	0	0	0	0	0	0	0	0	0	0	0	11
Total	1724	742	111	8	1	0	0	0	0	0	0	0	0	0	2586

Daily

15th Percentile : 11 MPH  
50th Percentile : 21 MPH  
85th Percentile : 32 MPH  
95th Percentile : 37 MPH

Mean Speed(Average) : 22 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 948  
Percent in Pace : 36.7%  
Number of Vehicles > 30 MPH : 1162  
Percent of Vehicles > 30 MPH : 44.9%

Grand Total	3515	1446	196	11	1	0	1	0	0	0	0	0	0	0	5170
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Overall

15th Percentile : 10 MPH  
50th Percentile : 20 MPH  
85th Percentile : 32 MPH  
95th Percentile : 37 MPH

Mean Speed(Average) : 22 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 1914  
Percent in Pace : 37.0%  
Number of Vehicles > 30 MPH : 2246  
Percent of Vehicles > 30 MPH : 43.4%



**Old Colony Planning Council**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	5	5	2	0	0	0	0	0	0	0	0	0	0	0	12
01:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	1	0	0	0	1	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	7	4	1	1	0	0	0	0	0	0	0	0	0	0	13
05:00	25	16	1	0	0	0	0	0	0	0	0	0	0	0	42
06:00	90	54	9	2	0	0	0	0	0	0	0	0	0	0	155
07:00	189	117	40	3	0	0	0	0	0	0	0	0	0	0	349
08:00	211	144	28	4	1	0	0	0	0	0	0	0	0	0	388
09:00	220	122	16	1	0	0	0	0	0	0	0	0	0	0	359
10:00	206	108	21	3	0	0	0	0	0	0	0	0	0	0	338
11:00	197	114	22	2	0	0	0	0	0	0	0	0	0	0	335
12 PM	270	125	27	4	0	0	0	0	0	0	0	0	0	0	426
13:00	239	125	22	1	0	0	0	0	0	0	0	0	0	0	387
14:00	246	126	23	1	0	0	1	0	0	0	0	0	0	0	397
15:00	274	160	14	1	0	0	0	0	0	0	0	0	0	0	449
16:00	286	139	41	4	0	0	0	0	0	0	0	0	0	0	470
17:00	237	150	48	2	0	0	0	0	0	0	0	0	0	0	437
18:00	144	139	38	2	0	0	0	0	0	0	0	0	0	0	323
19:00	123	69	19	1	1	0	0	0	0	0	0	0	0	0	213
20:00	81	32	13	1	0	0	0	0	0	0	0	0	0	0	127
21:00	28	22	8	0	0	0	0	0	0	0	0	0	0	0	58
22:00	15	11	9	1	0	0	0	0	0	0	0	0	0	0	36
23:00	10	3	2	0	0	0	0	0	0	0	0	0	0	0	15
Total	3105	1786	405	34	3	0	1	0	0	0	0	0	0	0	5334

Daily

15th Percentile :	11 MPH
50th Percentile :	22 MPH
85th Percentile :	34 MPH
95th Percentile :	39 MPH
Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	1832
Percent in Pace :	34.3%
Number of Vehicles > 30 MPH :	2904
Percent of Vehicles > 30 MPH :	54.5%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	4	1	6	1	0	0	0	0	0	0	0	0	0	0	12
02:00	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	5	0	4	0	0	0	0	0	0	0	0	0	0	0	9
05:00	24	12	10	1	0	0	0	0	0	0	0	0	0	0	47
06:00	85	58	13	1	0	0	0	0	0	0	0	0	0	0	157
07:00	173	109	39	1	0	0	0	0	0	0	0	0	0	0	322
08:00	208	158	26	7	1	0	0	0	0	0	0	0	0	0	400
09:00	191	115	19	1	0	0	0	0	0	0	0	0	0	0	326
10:00	217	89	20	1	1	0	0	0	0	0	0	0	0	0	328
11:00	226	130	17	1	0	0	0	0	0	0	0	0	0	0	374
12 PM	275	130	21	1	0	0	0	0	0	0	0	0	0	0	427
13:00	225	154	21	4	0	0	0	0	0	0	0	0	0	0	404
14:00	246	153	23	1	0	0	0	0	0	0	0	0	0	0	423
15:00	251	154	29	1	1	0	0	0	0	0	0	0	0	0	436
16:00	222	170	33	3	0	0	0	0	0	0	0	0	0	0	428
17:00	202	157	41	4	1	0	1	0	0	0	0	0	0	0	406
18:00	141	133	38	2	0	0	0	0	0	0	0	0	0	0	314
19:00	100	94	21	4	0	0	0	0	0	0	0	0	0	0	219
20:00	70	33	13	2	0	0	0	0	0	0	0	0	0	0	118
21:00	36	16	5	1	0	0	0	0	0	0	0	0	0	0	58
22:00	21	10	6	0	0	0	0	0	0	0	0	0	0	0	37
23:00	11	14	4	0	0	0	0	0	0	0	0	0	0	0	29
Total	2938	1893	410	37	4	0	1	1	0	0	0	0	0	0	5284

Daily

15th Percentile : 11 MPH  
50th Percentile : 22 MPH  
85th Percentile : 34 MPH  
95th Percentile : 39 MPH

Mean Speed(Average) : 24 MPH  
10 MPH Pace Speed : 16-25 MPH  
Number in Pace : 1773  
Percent in Pace : 33.6%  
Number of Vehicles > 30 MPH : 3042  
Percent of Vehicles > 30 MPH : 57.6%

Grand Total	6043	3679	815	71	7	0	2	1	0	0	0	0	0	0	10618
-------------	------	------	-----	----	---	---	---	---	---	---	---	---	---	---	-------

Overall

15th Percentile : 11 MPH  
50th Percentile : 22 MPH  
85th Percentile : 34 MPH  
95th Percentile : 39 MPH

Mean Speed(Average) : 23 MPH  
10 MPH Pace Speed : 16-25 MPH  
Number in Pace : 3605  
Percent in Pace : 34.0%  
Number of Vehicles > 30 MPH : 5947  
Percent of Vehicles > 30 MPH : 56.0%

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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

EB

Start Time	Bikes	Cars & Trailer	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
05/13/14	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
02:00	0	2	0	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	1	2	0	0	0	0	0	0	0	0	7	3
05:00	0	7	9	0	1	0	0	0	0	0	0	0	0	17	1
06:00	0	37	27	2	18	0	0	0	0	0	0	0	0	84	20
07:00	0	89	72	4	42	2	0	0	0	0	0	0	0	209	48
08:00	0	123	69	2	29	2	1	3	0	0	0	0	0	229	37
09:00	0	98	69	3	20	0	2	2	0	0	0	0	0	194	27
10:00	0	90	67	3	23	1	1	3	0	0	0	0	0	188	31
11:00	0	87	58	1	16	0	1	2	0	0	0	0	0	165	20
12 PM	0	115	72	4	29	0	1	1	1	0	0	0	0	223	36
13:00	0	95	73	2	24	2	1	1	0	0	0	0	0	198	30
14:00	0	96	75	2	15	0	1	1	0	0	0	0	0	190	19
15:00	0	106	79	2	11	2	0	0	0	0	0	0	0	200	15
16:00	1	113	82	1	11	1	0	0	0	0	0	0	0	209	13
17:00	0	125	87	0	12	0	0	0	0	0	0	0	0	224	12
18:00	0	84	69	0	12	0	0	0	0	0	0	0	0	165	12
19:00	0	63	55	0	5	0	0	0	0	0	0	0	0	123	5
20:00	0	39	20	0	2	0	0	0	0	0	0	0	0	61	2
21:00	0	19	12	0	1	0	0	0	0	0	0	0	0	32	1
22:00	0	9	5	0	1	0	0	0	0	0	0	0	0	15	1
23:00	0	1	3	0	2	0	0	0	0	0	0	0	0	6	2
Total	1	1405	1007	27	276	10	8	13	1	0	0	0	0	2748	335
Percent	0.0%	51.1%	36.6%	1.0%	10.0%	0.4%	0.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%		12.2%
AM Peak Vol.		08:00	07:00	07:00	07:00	07:00	09:00	08:00						08:00	07:00
		123	72	4	42	2	2	3						229	48
PM Peak Vol.	16:00	17:00	17:00	12:00	12:00	13:00	12:00	12:00	12:00					17:00	12:00
	1	125	87	4	29	2	1	1	1					224	36

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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

EB

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
01:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	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	2	2	0	3	0	0	0	0	0	0	0	0	7	3
05:00	0	8	10	1	0	0	0	0	0	0	0	0	0	19	1
06:00	0	35	30	1	20	1	0	0	1	0	0	0	0	88	23
07:00	0	92	62	4	32	1	0	2	0	0	0	0	0	193	39
08:00	0	110	66	2	32	0	0	1	1	0	0	0	0	212	36
09:00	1	76	66	1	19	0	0	2	0	1	0	0	0	166	23
10:00	0	75	52	3	25	0	0	3	1	0	0	0	0	159	32
11:00	0	96	66	0	22	0	0	1	0	0	0	0	0	185	23
12 PM	0	108	79	1	24	2	0	3	0	0	0	0	0	217	30
13:00	0	105	73	1	22	0	1	0	0	0	0	0	0	202	24
14:00	1	110	87	2	12	0	0	2	0	0	0	0	0	214	16
15:00	0	112	69	3	13	2	0	0	0	0	0	0	0	199	18
16:00	0	98	82	1	11	0	0	2	0	0	0	0	0	194	14
17:00	0	92	104	0	9	2	0	0	0	0	0	0	0	207	11
18:00	0	99	74	0	6	0	0	0	0	0	0	0	0	179	6
19:00	0	60	60	0	6	0	0	0	0	0	0	0	0	126	6
20:00	0	26	31	0	0	0	0	0	0	0	0	0	0	57	0
21:00	0	15	10	0	0	0	0	0	0	0	0	0	0	25	0
22:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21	0
23:00	0	9	9	0	0	0	0	0	0	0	0	0	0	18	0
Total	2	1346	1045	20	256	8	1	16	3	1	0	0	0	2698	305
Percent	0.1%	49.9%	38.7%	0.7%	9.5%	0.3%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%		11.3%
AM Peak	09:00	08:00	08:00	07:00	07:00	06:00		10:00	06:00	09:00				08:00	07:00
Vol.	1	110	66	4	32	1		3	1	1				212	39
PM Peak	14:00	15:00	17:00	15:00	12:00	12:00	13:00	12:00						12:00	12:00
Vol.	1	112	104	3	24	2	1	3						217	30
Grand Total	3	2751	2052	47	532	18	9	29	4	1	0	0	0	5446	640
Percent	0.1%	50.5%	37.7%	0.9%	9.8%	0.3%	0.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%		11.8%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

WB

Start Time	Bikes	Cars & Trailer	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
05/13/14	0	7	0	0	0	0	0	0	0	0	0	0	0	7	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	5	0	0	1	0	0	0	0	0	0	0	0	6	1
05:00	0	19	4	1	1	0	0	0	0	0	0	0	0	25	2
06:00	0	53	12	0	6	0	0	0	0	0	0	0	0	71	6
07:00	0	106	27	0	6	0	0	1	0	0	0	0	0	140	7
08:00	0	107	37	6	6	3	0	0	0	0	0	0	0	159	15
09:00	0	110	34	0	15	5	0	0	1	0	0	0	0	165	21
10:00	1	101	28	1	15	2	0	2	0	0	0	0	0	150	20
11:00	0	111	42	2	11	3	0	0	0	1	0	0	0	170	17
12 PM	0	152	33	2	10	3	0	3	0	0	0	0	0	203	18
13:00	0	128	45	0	11	2	0	2	1	0	0	0	0	189	16
14:00	0	143	46	6	10	2	0	0	0	0	0	0	0	207	18
15:00	2	162	62	5	14	3	0	0	0	0	0	0	0	248	22
16:00	1	184	56	2	15	2	0	0	0	0	0	0	0	260	19
17:00	0	167	36	1	8	1	0	0	0	0	0	0	0	213	10
18:00	0	129	24	1	3	1	0	0	0	0	0	0	0	158	5
19:00	0	66	19	0	5	0	0	0	0	0	0	0	0	90	5
20:00	0	47	17	0	2	0	0	0	0	0	0	0	0	66	2
21:00	0	22	2	0	2	0	0	0	0	0	0	0	0	26	2
22:00	0	15	5	0	1	0	0	0	0	0	0	0	0	21	1
23:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9	1
Total	4	1840	532	27	143	27	0	8	2	1	0	0	0	2584	208
Percent	0.2%	71.2%	20.6%	1.0%	5.5%	1.0%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		8.0%
AM Peak	10:00	11:00	11:00	08:00	09:00	09:00		10:00	09:00	11:00				11:00	09:00
Vol.	1	111	42	6	15	5		2	1	1				170	21
PM Peak	15:00	16:00	15:00	14:00	16:00	12:00		12:00	13:00					16:00	15:00
Vol.	2	184	62	6	15	3		3	1					260	22

**Old Colony Planning Council**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

WB

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
01:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0
02:00	0	2	0	1	0	0	0	0	0	0	0	0	0	3	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
05:00	0	20	6	1	1	0	0	0	0	0	0	0	0	28	2
06:00	0	51	14	0	3	1	0	0	0	0	0	0	0	69	4
07:00	0	95	25	1	7	1	0	0	0	0	0	0	0	129	9
08:00	0	138	36	3	9	1	0	0	1	0	0	0	0	188	14
09:00	0	113	39	2	6	0	0	0	0	0	0	0	0	160	8
10:00	0	109	36	4	17	1	0	2	0	0	0	0	0	169	24
11:00	0	135	41	1	8	1	0	2	1	0	0	0	0	189	13
12 PM	2	138	51	1	16	0	0	2	0	0	0	0	0	210	19
13:00	1	140	49	2	10	0	0	0	0	0	0	0	0	202	12
14:00	2	137	55	3	11	0	0	0	1	0	0	0	0	209	15
15:00	0	169	43	2	20	1	0	2	0	0	0	0	0	237	25
16:00	0	170	52	2	9	1	0	0	0	0	0	0	0	234	12
17:00	0	150	40	1	8	0	0	0	0	0	0	0	0	199	9
18:00	0	103	26	0	6	0	0	0	0	0	0	0	0	135	6
19:00	0	77	15	0	1	0	0	0	0	0	0	0	0	93	1
20:00	0	49	11	0	1	0	0	0	0	0	0	0	0	61	1
21:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33	0
22:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16	1
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0
Total	5	1856	549	24	134	7	0	8	3	0	0	0	0	2586	176
Percent	0.2%	71.8%	21.2%	0.9%	5.2%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		6.8%
AM Peak Vol.		08:00	11:00	10:00	10:00	06:00		10:00	08:00					11:00	10:00
		138	41	4	17	1		2	1					189	24
PM Peak Vol.	12:00	16:00	14:00	14:00	15:00	15:00		12:00	14:00					15:00	15:00
	2	170	55	3	20	1		2	1					237	25
Grand Total	9	3696	1081	51	277	34	0	16	5	1	0	0	0	5170	384
Percent	0.2%	71.5%	20.9%	1.0%	5.4%	0.7%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		7.4%

**Old Colony Planning Council**  
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**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

**EB, WB**

Start Time	Bikes	Cars & Trailer	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
05/13/14	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0
01:00	0	0	3	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	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	7	2	1	3	0	0	0	0	0	0	0	0	13	4
05:00	0	26	13	1	2	0	0	0	0	0	0	0	0	42	3
06:00	0	90	39	2	24	0	0	0	0	0	0	0	0	155	26
07:00	0	195	99	4	48	2	0	1	0	0	0	0	0	349	55
08:00	0	230	106	8	35	5	1	3	0	0	0	0	0	388	52
09:00	0	208	103	3	35	5	2	2	1	0	0	0	0	359	48
10:00	1	191	95	4	38	3	1	5	0	0	0	0	0	338	51
11:00	0	198	100	3	27	3	1	2	0	1	0	0	0	335	37
12 PM	0	267	105	6	39	3	1	4	1	0	0	0	0	426	54
13:00	0	223	118	2	35	4	1	3	1	0	0	0	0	387	46
14:00	0	239	121	8	25	2	1	1	0	0	0	0	0	397	37
15:00	2	268	141	7	25	5	0	0	0	0	0	0	0	448	37
16:00	2	297	138	3	26	3	0	0	0	0	0	0	0	469	32
17:00	0	292	123	1	20	1	0	0	0	0	0	0	0	437	22
18:00	0	213	93	1	15	1	0	0	0	0	0	0	0	323	17
19:00	0	129	74	0	10	0	0	0	0	0	0	0	0	213	10
20:00	0	86	37	0	4	0	0	0	0	0	0	0	0	127	4
21:00	0	41	14	0	3	0	0	0	0	0	0	0	0	58	3
22:00	0	24	10	0	2	0	0	0	0	0	0	0	0	36	2
23:00	0	7	5	0	3	0	0	0	0	0	0	0	0	15	3
Total	5	3245	1539	54	419	37	8	21	3	1	0	0	0	5332	543
Percent	0.1%	60.9%	28.9%	1.0%	7.9%	0.7%	0.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		10.2%
AM Peak	10:00	08:00	08:00	08:00	07:00	08:00	09:00	10:00	09:00	11:00				08:00	07:00
Vol.	1	230	106	8	48	5	2	5	1	1				388	55
PM Peak	15:00	16:00	15:00	14:00	12:00	15:00	12:00	12:00	12:00					16:00	12:00
Vol.	2	297	141	8	39	5	1	4	1					469	54

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13208  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Chestnut St, west of Hall's Corner

**EB, WB**

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
01:00	0	6	6	0	0	0	0	0	0	0	0	0	0	12	0
02:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	4	2	0	3	0	0	0	0	0	0	0	0	9	3
05:00	0	28	16	2	1	0	0	0	0	0	0	0	0	47	3
06:00	0	86	44	1	23	2	0	0	1	0	0	0	0	157	27
07:00	0	187	87	5	39	2	0	2	0	0	0	0	0	322	48
08:00	0	248	102	5	41	1	0	1	2	0	0	0	0	400	50
09:00	1	189	105	3	25	0	0	2	0	1	0	0	0	326	31
10:00	0	184	88	7	42	1	0	5	1	0	0	0	0	328	56
11:00	0	231	107	1	30	1	0	3	1	0	0	0	0	374	36
12 PM	2	246	130	2	40	2	0	5	0	0	0	0	0	427	49
13:00	1	245	122	3	32	0	1	0	0	0	0	0	0	404	36
14:00	3	247	142	5	23	0	0	2	1	0	0	0	0	423	31
15:00	0	281	112	5	33	3	0	2	0	0	0	0	0	436	43
16:00	0	268	134	3	20	1	0	2	0	0	0	0	0	428	26
17:00	0	242	144	1	17	2	0	0	0	0	0	0	0	406	20
18:00	0	202	100	0	12	0	0	0	0	0	0	0	0	314	12
19:00	0	137	75	0	7	0	0	0	0	0	0	0	0	219	7
20:00	0	75	42	0	1	0	0	0	0	0	0	0	0	118	1
21:00	0	43	15	0	0	0	0	0	0	0	0	0	0	58	0
22:00	0	26	10	0	1	0	0	0	0	0	0	0	0	37	1
23:00	0	20	9	0	0	0	0	0	0	0	0	0	0	29	0
Total	7	3202	1594	44	390	15	1	24	6	1	0	0	0	5284	481
Percent	0.1%	60.6%	30.2%	0.8%	7.4%	0.3%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%		9.1%
AM Peak	09:00	08:00	11:00	10:00	10:00	06:00		10:00	08:00	09:00				08:00	10:00
Vol.	1	248	107	7	42	2		5	2	1				400	56
PM Peak	14:00	15:00	17:00	14:00	12:00	15:00	13:00	12:00	14:00					15:00	12:00
Vol.	3	281	144	5	40	3	1	5	1					436	49
Grand Total	12	6447	3133	98	809	52	9	45	9	2	0	0	0	10616	1024
Percent	0.1%	60.7%	29.5%	0.9%	7.6%	0.5%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		9.6%



**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

Start Time	07-Jul-14		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	*	*	*	*	11	6	9	5	*	*	*	*	*	*	10	6
01:00	*	*	*	*	0	3	5	0	*	*	*	*	*	*	2	2
02:00	*	*	*	*	2	3	2	3	*	*	*	*	*	*	2	3
03:00	*	*	*	*	1	0	1	3	*	*	*	*	*	*	1	2
04:00	*	*	*	*	8	1	8	5	*	*	*	*	*	*	8	3
05:00	*	*	*	*	21	16	24	24	*	*	*	*	*	*	22	20
06:00	*	*	*	*	76	68	80	73	*	*	*	*	*	*	78	70
07:00	*	*	*	*	182	128	172	115	*	*	*	*	*	*	177	122
08:00	*	*	*	*	235	194	223	191	*	*	*	*	*	*	229	192
09:00	*	*	*	*	262	219	216	219	*	*	*	*	*	*	239	219
10:00	*	*	*	*	219	222	251	190	*	*	*	*	*	*	235	206
11:00	*	*	*	*	243	192	211	204	*	*	*	*	*	*	227	198
12:00 PM	*	*	*	*	242	249	262	232	*	*	*	*	*	*	252	240
01:00	*	*	*	*	243	190	209	202	*	*	*	*	*	*	226	196
02:00	*	*	*	*	209	205	204	209	*	*	*	*	*	*	206	207
03:00	*	*	*	*	221	219	210	211	*	*	*	*	*	*	216	215
04:00	*	*	*	*	196	231	210	224	*	*	*	*	*	*	203	228
05:00	*	*	*	*	162	194	214	208	*	*	*	*	*	*	188	201
06:00	*	*	*	*	177	134	207	160	*	*	*	*	*	*	192	147
07:00	*	*	*	*	150	96	134	112	*	*	*	*	*	*	142	104
08:00	*	*	*	*	111	113	113	108	*	*	*	*	*	*	112	110
09:00	*	*	*	*	66	72	66	60	*	*	*	*	*	*	66	66
10:00	*	*	*	*	44	31	35	48	*	*	*	*	*	*	40	40
11:00	*	*	*	*	15	18	17	24	*	*	*	*	*	*	16	21
Total	0	0	0	0	3096	2804	3083	2830	0	0	0	0	0	0	3089	2818
Day	0			0	5900		5913		0		0		0		5907	
AM Peak	-	-	-	-	09:00	10:00	10:00	09:00	-	-	-	-	-	-	09:00	09:00
Vol.	-	-	-	-	262	222	251	219	-	-	-	-	-	-	239	219
PM Peak	-	-	-	-	13:00	12:00	12:00	12:00	-	-	-	-	-	-	12:00	12:00
Vol.	-	-	-	-	243	249	262	232	-	-	-	-	-	-	252	240

Comb. Total	0	0	5900	5913	0	0	0	5907
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**Old Colony Planning Council**  
**70 School Street**  
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Page 1

Community: Duxbury  
 Com#\_UR/FC: 82\_U5  
 Recorder #: 13209  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 82  
 Date Start: 09-Jul-14  
 Date End: 10-Jul-14  
 Chestnut St, west of Hall's Corner

Start Time	09-Jul-14 Wed		EB		WB		Combined		10-Jul-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	1	52	1	<b>80</b>	2	132			4	<b>61</b>	1	71	5	<b>132</b>	
12:15	4	<b>67</b>	0	<b>69</b>	4	<b>136</b>			4	<b>82</b>	2	54	6	<b>136</b>	
12:30	3	<b>54</b>	5	<b>37</b>	8	<b>91</b>			1	<b>60</b>	0	51	1	<b>111</b>	
12:45	3	<b>69</b>	0	<b>63</b>	3	<b>132</b>			0	<b>59</b>	2	56	2	<b>115</b>	
01:00	0	<b>85</b>	2	48	2	<b>133</b>			2	54	0	45	2	99	
01:15	0	54	0	48	0	102			1	62	0	59	1	121	
01:30	0	52	1	55	1	107			2	55	0	47	2	102	
01:45	0	52	0	39	0	91			0	38	0	51	0	89	
02:00	1	50	0	38	1	88			0	48	0	45	0	93	
02:15	1	56	1	56	2	112			1	52	1	45	2	97	
02:30	0	52	2	66	2	118			0	46	1	58	1	104	
02:45	0	51	0	45	0	96			1	58	1	61	2	119	
03:00	0	51	0	55	0	106			0	48	0	58	0	106	
03:15	0	60	0	51	0	111			0	48	0	50	0	98	
03:30	0	57	0	60	0	117			0	48	2	44	2	92	
03:45	1	53	0	53	1	106			1	66	1	<b>59</b>	2	125	
04:00	0	61	0	66	0	127			0	58	2	<b>63</b>	2	121	
04:15	1	49	1	59	2	108			3	44	1	<b>54</b>	4	98	
04:30	2	49	0	59	2	108			0	59	0	<b>58</b>	0	117	
04:45	5	37	0	47	5	84			5	49	2	49	7	98	
05:00	3	55	3	62	6	117			7	54	2	67	9	121	
05:15	1	40	3	39	4	79			2	52	8	53	10	105	
05:30	5	39	3	50	8	89			7	58	6	41	13	99	
05:45	12	28	7	43	19	71			8	50	8	47	16	97	
06:00	12	41	14	32	26	73			7	60	7	41	14	101	
06:15	15	48	15	37	30	85			21	46	12	38	33	84	
06:30	19	44	12	36	31	80			20	56	26	41	46	97	
06:45	30	44	27	29	57	73			32	45	28	40	60	85	
07:00	33	30	23	24	56	54			31	39	20	32	51	71	
07:15	42	48	23	28	65	76			36	40	32	35	68	75	
07:30	34	37	33	32	67	69			38	28	19	17	57	45	
07:45	73	35	49	12	122	47			67	27	44	28	111	55	
08:00	53	32	48	31	101	63			47	36	49	34	96	70	
08:15	56	36	38	32	94	68			51	21	30	30	81	51	
08:30	<b>64</b>	21	48	22	<b>112</b>	43			48	28	53	29	101	57	
08:45	<b>62</b>	22	60	28	<b>122</b>	50			77	28	<b>59</b>	15	<b>136</b>	43	
09:00	<b>78</b>	20	52	21	<b>130</b>	41			56	26	<b>50</b>	25	<b>106</b>	51	
09:15	<b>62</b>	15	67	28	<b>129</b>	43			62	21	<b>54</b>	20	<b>116</b>	41	
09:30	55	18	51	11	106	29			47	10	<b>62</b>	7	<b>109</b>	17	
09:45	67	13	<b>49</b>	12	116	25			<b>51</b>	9	53	8	104	17	
10:00	60	14	<b>54</b>	9	114	23			<b>70</b>	10	49	12	119	22	
10:15	61	9	<b>69</b>	7	130	16			<b>68</b>	7	47	18	115	25	
10:30	51	13	<b>64</b>	6	115	19			<b>62</b>	8	48	8	110	16	
10:45	47	8	35	9	82	17			51	10	46	10	97	20	
11:00	53	4	40	8	93	12			52	4	43	7	95	11	
11:15	72	5	38	7	110	12			59	2	53	10	112	12	
11:30	46	5	53	1	99	6			47	7	62	3	109	10	
11:45	72	1	61	2	133	3			53	4	46	4	99	8	
Total	1260	1836	1052	1752	2312	3588			1202	1881	1032	1798	2234	3679	
Day Total	3096		2804		5900				3083		2830		5913		
% Total	21.4%	31.1%	17.8%	29.7%					20.3%	31.8%	17.5%	30.4%			
Peak	-	08:30	00:15	09:45	12:00	08:30	00:15	-	09:45	12:00	08:45	03:45	08:45	12:00	
Vol.	-	266	275	236	249	493	492	-	251	262	225	234	467	494	
P.H.F.		0.853	0.809	0.855	0.778	0.948	0.904		0.815	0.799	0.907	0.929	0.858	0.908	

**Old Colony Planning Council**  
**70 School Street**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

Start Time	07-Jul-14 Mon	08-Jul-14 Tue	09-Jul-14 Wed	10-Jul-14 Thu	11-Jul-14 Fri	12-Jul-14 Sat	13-Jul-14 Sun	Week Average
12:00 AM	*	*	17	14	*	*	*	16
01:00	*	*	3	5	*	*	*	4
02:00	*	*	5	5	*	*	*	5
03:00	*	*	1	4	*	*	*	2
04:00	*	*	9	13	*	*	*	11
05:00	*	*	37	48	*	*	*	42
06:00	*	*	144	153	*	*	*	148
07:00	*	*	310	287	*	*	*	298
08:00	*	*	429	414	*	*	*	422
09:00	*	*	481	435	*	*	*	458
10:00	*	*	441	441	*	*	*	441
11:00	*	*	435	415	*	*	*	425
12:00 PM	*	*	491	494	*	*	*	492
01:00	*	*	433	411	*	*	*	422
02:00	*	*	414	413	*	*	*	414
03:00	*	*	440	421	*	*	*	430
04:00	*	*	427	434	*	*	*	430
05:00	*	*	356	422	*	*	*	389
06:00	*	*	311	367	*	*	*	339
07:00	*	*	246	246	*	*	*	246
08:00	*	*	224	221	*	*	*	222
09:00	*	*	138	126	*	*	*	132
10:00	*	*	75	83	*	*	*	79
11:00	*	*	33	41	*	*	*	37
Total	0	0	5900	5913	0	0	0	5904
Percentage	0.0%	0.0%	99.9%	100.2%	0.0%	0.0%	0.0%	
AM Peak	-	-	09:00	10:00	-	-	-	09:00
Vol.	-	-	481	441	-	-	-	458
PM Peak	-	-	12:00	12:00	-	-	-	12:00
Vol.	-	-	491	494	-	-	-	492

**Old Colony Planning Council**  
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**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

**EB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	5	1	2	0	0	0	0	0	0	0	0	0	0	0	8
05:00	15	4	2	0	0	0	0	0	0	0	0	0	0	0	21
06:00	58	15	2	1	0	0	0	0	0	0	0	0	0	0	76
07:00	128	47	5	1	1	0	0	0	0	0	0	0	0	0	182
08:00	175	55	5	0	0	0	0	0	0	0	0	0	0	0	235
09:00	206	53	3	0	0	0	0	0	0	0	0	0	0	0	262
10:00	172	44	3	0	0	0	0	0	0	0	0	0	0	0	219
11:00	167	73	3	0	0	0	0	0	0	0	0	0	0	0	243
12 PM	165	67	10	0	0	0	0	0	0	0	0	0	0	0	242
13:00	177	60	6	0	0	0	0	0	0	0	0	0	0	0	243
14:00	170	37	2	0	0	0	0	0	0	0	0	0	0	0	209
15:00	161	53	7	0	0	0	0	0	0	0	0	0	0	0	221
16:00	140	54	2	0	0	0	0	0	0	0	0	0	0	0	196
17:00	115	43	4	0	0	0	0	0	0	0	0	0	0	0	162
18:00	124	43	10	0	0	0	0	0	0	0	0	0	0	0	177
19:00	114	34	2	0	0	0	0	0	0	0	0	0	0	0	150
20:00	83	25	3	0	0	0	0	0	0	0	0	0	0	0	111
21:00	48	15	3	0	0	0	0	0	0	0	0	0	0	0	66
22:00	30	11	3	0	0	0	0	0	0	0	0	0	0	0	44
23:00	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
Total	2275	741	77	2	1	0	0	0	0	0	0	0	0	0	3096

Daily

15th Percentile :	10 MPH
50th Percentile :	20 MPH
85th Percentile :	31 MPH
95th Percentile :	36 MPH
Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	1193
Percent in Pace :	38.5%
Number of Vehicles > 30 MPH :	1150
Percent of Vehicles > 30 MPH :	37.1%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

**EB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	7	1	1	0	0	0	0	0	0	0	0	0	0	0	9
01:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
05:00	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
06:00	65	13	2	0	0	0	0	0	0	0	0	0	0	0	80
07:00	121	46	5	0	0	0	0	0	0	0	0	0	0	0	172
08:00	170	46	7	0	0	0	0	0	0	0	0	0	0	0	223
09:00	161	52	3	0	0	0	0	0	0	0	0	0	0	0	216
10:00	205	43	3	0	0	0	0	0	0	0	0	0	0	0	251
11:00	151	55	5	0	0	0	0	0	0	0	0	0	0	0	211
12 PM	187	69	6	0	0	0	0	0	0	0	0	0	0	0	262
13:00	157	48	4	0	0	0	0	0	0	0	0	0	0	0	209
14:00	155	45	3	1	0	0	0	0	0	0	0	0	0	0	204
15:00	150	53	7	0	0	0	0	0	0	0	0	0	0	0	210
16:00	150	53	6	0	1	0	0	0	0	0	0	0	0	0	210
17:00	132	73	8	1	0	0	0	0	0	0	0	0	0	0	214
18:00	156	48	2	1	0	0	0	0	0	0	0	0	0	0	207
19:00	108	22	4	0	0	0	0	0	0	0	0	0	0	0	134
20:00	86	25	2	0	0	0	0	0	0	0	0	0	0	0	113
21:00	47	15	4	0	0	0	0	0	0	0	0	0	0	0	66
22:00	28	6	1	0	0	0	0	0	0	0	0	0	0	0	35
23:00	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	2280	726	73	3	1	0	0	0	0	0	0	0	0	0	3083

Daily

15th Percentile : 10 MPH  
50th Percentile : 20 MPH  
85th Percentile : 31 MPH  
95th Percentile : 36 MPH

Mean Speed(Average) : 21 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 1192  
Percent in Pace : 38.7%  
Number of Vehicles > 30 MPH : 1129  
Percent of Vehicles > 30 MPH : 36.6%

Grand Total	4555	1467	150	5	2	0	0	0	0	0	0	0	0	0	6179
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Overall

15th Percentile : 10 MPH  
50th Percentile : 20 MPH  
85th Percentile : 31 MPH  
95th Percentile : 36 MPH

Mean Speed(Average) : 21 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 2385  
Percent in Pace : 38.6%  
Number of Vehicles > 30 MPH : 2279  
Percent of Vehicles > 30 MPH : 36.9%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 3

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
02:00	2	1	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	11	4	0	1	0	0	0	0	0	0	0	0	0	0	16
06:00	46	20	2	0	0	0	0	0	0	0	0	0	0	0	68
07:00	81	44	3	0	0	0	0	0	0	0	0	0	0	0	128
08:00	148	44	2	0	0	0	0	0	0	0	0	0	0	0	194
09:00	181	37	1	0	0	0	0	0	0	0	0	0	0	0	219
10:00	178	41	3	0	0	0	0	0	0	0	0	0	0	0	222
11:00	157	31	4	0	0	0	0	0	0	0	0	0	0	0	192
12 PM	175	69	5	0	0	0	0	0	0	0	0	0	0	0	249
13:00	136	49	5	0	0	0	0	0	0	0	0	0	0	0	190
14:00	167	33	4	1	0	0	0	0	0	0	0	0	0	0	205
15:00	174	44	1	0	0	0	0	0	0	0	0	0	0	0	219
16:00	177	51	3	0	0	0	0	0	0	0	0	0	0	0	231
17:00	134	48	11	0	0	0	0	0	0	0	1	0	0	0	194
18:00	91	39	4	0	0	0	0	0	0	0	0	0	0	0	134
19:00	81	15	0	0	0	0	0	0	0	0	0	0	0	0	96
20:00	97	15	1	0	0	0	0	0	0	0	0	0	0	0	113
21:00	59	13	0	0	0	0	0	0	0	0	0	0	0	0	72
22:00	22	8	0	1	0	0	0	0	0	0	0	0	0	0	31
23:00	13	4	1	0	0	0	0	0	0	0	0	0	0	0	18
Total	2135	613	51	4	0	0	0	0	0	0	1	0	0	0	2804

Daily

15th Percentile :	10 MPH
50th Percentile :	19 MPH
85th Percentile :	31 MPH
95th Percentile :	36 MPH
Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	1101
Percent in Pace :	39.3%
Number of Vehicles > 30 MPH :	956
Percent of Vehicles > 30 MPH :	34.1%

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Page 4

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	15	9	0	0	0	0	0	0	0	0	0	0	0	0	24
06:00	57	13	2	1	0	0	0	0	0	0	0	0	0	0	73
07:00	79	34	2	0	0	0	0	0	0	0	0	0	0	0	115
08:00	149	41	1	0	0	0	0	0	0	0	0	0	0	0	191
09:00	181	38	0	0	0	0	0	0	0	0	0	0	0	0	219
10:00	148	40	2	0	0	0	0	0	0	0	0	0	0	0	190
11:00	172	29	3	0	0	0	0	0	0	0	0	0	0	0	204
12 PM	193	34	4	1	0	0	0	0	0	0	0	0	0	0	232
13:00	155	44	2	1	0	0	0	0	0	0	0	0	0	0	202
14:00	162	41	6	0	0	0	0	0	0	0	0	0	0	0	209
15:00	174	33	4	0	0	0	0	0	0	0	0	0	0	0	211
16:00	171	45	8	0	0	0	0	0	0	0	0	0	0	0	224
17:00	137	65	6	0	0	0	0	0	0	0	0	0	0	0	208
18:00	122	33	5	0	0	0	0	0	0	0	0	0	0	0	160
19:00	96	13	3	0	0	0	0	0	0	0	0	0	0	0	112
20:00	86	20	2	0	0	0	0	0	0	0	0	0	0	0	108
21:00	52	7	0	1	0	0	0	0	0	0	0	0	0	0	60
22:00	36	9	2	0	0	0	1	0	0	0	0	0	0	0	48
23:00	16	5	1	1	0	0	1	0	0	0	0	0	0	0	24
Total	2210	559	54	5	0	0	2	0	0	0	0	0	0	0	2830

Daily

15th Percentile : 10 MPH  
50th Percentile : 19 MPH  
85th Percentile : 30 MPH  
95th Percentile : 36 MPH

Mean Speed(Average) : 21 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 1127  
Percent in Pace : 39.8%  
Number of Vehicles > 30 MPH : 899  
Percent of Vehicles > 30 MPH : 31.8%

Grand Total	4345	1172	105	9	0	0	2	0	0	0	1	0	0	0	5634
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Overall

15th Percentile : 10 MPH  
50th Percentile : 19 MPH  
85th Percentile : 30 MPH  
95th Percentile : 36 MPH

Mean Speed(Average) : 21 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 2228  
Percent in Pace : 39.5%  
Number of Vehicles > 30 MPH : 1855  
Percent of Vehicles > 30 MPH : 32.9%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	11	6	0	0	0	0	0	0	0	0	0	0	0	0	17
01:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
02:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	6	1	2	0	0	0	0	0	0	0	0	0	0	0	9
05:00	26	8	2	1	0	0	0	0	0	0	0	0	0	0	37
06:00	104	35	4	1	0	0	0	0	0	0	0	0	0	0	144
07:00	209	91	8	1	1	0	0	0	0	0	0	0	0	0	310
08:00	323	99	7	0	0	0	0	0	0	0	0	0	0	0	429
09:00	387	90	4	0	0	0	0	0	0	0	0	0	0	0	481
10:00	350	85	6	0	0	0	0	0	0	0	0	0	0	0	441
11:00	324	104	7	0	0	0	0	0	0	0	0	0	0	0	435
12 PM	340	136	15	0	0	0	0	0	0	0	0	0	0	0	491
13:00	313	109	11	0	0	0	0	0	0	0	0	0	0	0	433
14:00	337	70	6	1	0	0	0	0	0	0	0	0	0	0	414
15:00	335	97	8	0	0	0	0	0	0	0	0	0	0	0	440
16:00	317	105	5	0	0	0	0	0	0	0	0	0	0	0	427
17:00	249	91	15	0	0	0	0	0	0	0	1	0	0	0	356
18:00	215	82	14	0	0	0	0	0	0	0	0	0	0	0	311
19:00	195	49	2	0	0	0	0	0	0	0	0	0	0	0	246
20:00	180	40	4	0	0	0	0	0	0	0	0	0	0	0	224
21:00	107	28	3	0	0	0	0	0	0	0	0	0	0	0	138
22:00	52	19	3	1	0	0	0	0	0	0	0	0	0	0	75
23:00	25	7	1	0	0	0	0	0	0	0	0	0	0	0	33
Total	4410	1354	128	6	1	0	0	0	0	0	1	0	0	0	5900

Daily

15th Percentile :	10 MPH
50th Percentile :	20 MPH
85th Percentile :	31 MPH
95th Percentile :	36 MPH
Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	2294
Percent in Pace :	38.9%
Number of Vehicles > 30 MPH :	2106
Percent of Vehicles > 30 MPH :	35.7%



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Page 6

Community: Duxbury  
 Com#\_UR/FC: 82\_U5  
 Recorder #: 13209  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 82  
 Date Start: 09-Jul-14  
 Date End: 10-Jul-14  
 Chestnut St, west of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	10	2	2	0	0	0	0	0	0	0	0	0	0	0	14
01:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	8	5	0	0	0	0	0	0	0	0	0	0	0	0	13
05:00	34	14	0	0	0	0	0	0	0	0	0	0	0	0	48
06:00	122	26	4	1	0	0	0	0	0	0	0	0	0	0	153
07:00	200	80	7	0	0	0	0	0	0	0	0	0	0	0	287
08:00	319	87	8	0	0	0	0	0	0	0	0	0	0	0	414
09:00	342	90	3	0	0	0	0	0	0	0	0	0	0	0	435
10:00	353	83	5	0	0	0	0	0	0	0	0	0	0	0	441
11:00	323	84	8	0	0	0	0	0	0	0	0	0	0	0	415
12 PM	380	103	10	1	0	0	0	0	0	0	0	0	0	0	494
13:00	312	92	6	1	0	0	0	0	0	0	0	0	0	0	411
14:00	317	86	9	1	0	0	0	0	0	0	0	0	0	0	413
15:00	324	86	11	0	0	0	0	0	0	0	0	0	0	0	421
16:00	321	98	14	0	1	0	0	0	0	0	0	0	0	0	434
17:00	269	138	14	1	0	0	0	0	0	0	0	0	0	0	422
18:00	278	81	7	1	0	0	0	0	0	0	0	0	0	0	367
19:00	204	35	7	0	0	0	0	0	0	0	0	0	0	0	246
20:00	172	45	4	0	0	0	0	0	0	0	0	0	0	0	221
21:00	99	22	4	1	0	0	0	0	0	0	0	0	0	0	126
22:00	64	15	3	0	0	0	1	0	0	0	0	0	0	0	83
23:00	28	10	1	1	0	0	1	0	0	0	0	0	0	0	41
Total	4490	1285	127	8	1	0	2	0	0	0	0	0	0	0	5913

Daily

15th Percentile : 10 MPH  
 50th Percentile : 19 MPH  
 85th Percentile : 31 MPH  
 95th Percentile : 36 MPH

Mean Speed(Average) : 21 MPH  
 10 MPH Pace Speed : 15-24 MPH  
 Number in Pace : 2320  
 Percent in Pace : 39.2%  
 Number of Vehicles > 30 MPH : 2027  
 Percent of Vehicles > 30 MPH : 34.3%

Grand Total	8900	2639	255	14	2	0	2	0	0	0	1	0	0	0	11813
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Overall

15th Percentile : 10 MPH  
 50th Percentile : 20 MPH  
 85th Percentile : 31 MPH  
 95th Percentile : 36 MPH

Mean Speed(Average) : 21 MPH  
 10 MPH Pace Speed : 15-24 MPH  
 Number in Pace : 4614  
 Percent in Pace : 39.1%  
 Number of Vehicles > 30 MPH : 4134  
 Percent of Vehicles > 30 MPH : 35.0%

**Old Colony Planning Council**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

EB

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
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	1	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	5	1	1	1	0	0	0	0	0	0	0	0	8	2
05:00	0	15	5	1	0	0	0	0	0	0	0	0	0	21	1
06:00	2	49	19	1	4	0	0	1	0	0	0	0	0	76	6
07:00	1	119	52	2	8	0	0	0	0	0	0	0	0	182	10
08:00	1	168	51	1	9	2	1	2	0	0	0	0	0	235	15
09:00	1	197	50	1	10	2	0	1	0	0	0	0	0	262	14
10:00	1	159	49	0	4	4	0	2	0	0	0	0	0	219	10
11:00	0	188	42	1	11	0	0	1	0	0	0	0	0	243	13
12 PM	0	184	46	2	7	2	0	1	0	0	0	0	0	242	12
13:00	0	192	45	0	6	0	0	0	0	0	0	0	0	243	6
14:00	0	165	33	0	5	1	1	4	0	0	0	0	0	209	11
15:00	2	165	49	0	3	0	1	1	0	0	0	0	0	221	5
16:00	2	156	34	2	2	0	0	0	0	0	0	0	0	196	4
17:00	0	137	20	0	3	1	0	1	0	0	0	0	0	162	5
18:00	2	149	25	0	1	0	0	0	0	0	0	0	0	177	1
19:00	0	131	18	0	1	0	0	0	0	0	0	0	0	150	1
20:00	0	93	15	0	3	0	0	0	0	0	0	0	0	111	3
21:00	0	54	11	0	1	0	0	0	0	0	0	0	0	66	1
22:00	1	41	2	0	0	0	0	0	0	0	0	0	0	44	0
23:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0
Total	13	2389	574	12	79	12	3	14	0	0	0	0	0	3096	120
Percent	0.4%	77.2%	18.5%	0.4%	2.6%	0.4%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%		3.9%
AM Peak	06:00	09:00	07:00	07:00	11:00	10:00	08:00	08:00						09:00	08:00
Vol.	2	197	52	2	11	4	1	2						262	15
PM Peak	15:00	13:00	15:00	12:00	12:00	12:00	14:00	14:00						13:00	12:00
Vol.	2	192	49	2	7	2	1	4						243	12

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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

EB

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	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	4	2	0	2	0	0	0	0	0	0	0	0	8	2
05:00	0	12	5	1	5	0	0	1	0	0	0	0	0	24	7
06:00	1	52	20	0	6	1	0	0	0	0	0	0	0	80	7
07:00	0	104	53	2	9	0	1	3	0	0	0	0	0	172	15
08:00	0	161	50	1	9	0	0	2	0	0	0	0	0	223	12
09:00	2	159	42	2	9	0	0	1	1	0	0	0	0	216	13
10:00	2	182	50	1	13	2	0	1	0	0	0	0	0	251	17
11:00	1	161	36	0	11	0	0	1	1	0	0	0	0	211	13
12 PM	2	204	48	1	5	1	0	0	1	0	0	0	0	262	8
13:00	1	150	47	1	8	1	0	1	0	0	0	0	0	209	11
14:00	1	154	42	4	3	0	0	0	0	0	0	0	0	204	7
15:00	0	167	37	0	5	0	0	1	0	0	0	0	0	210	6
16:00	2	169	27	1	10	0	0	1	0	0	0	0	0	210	12
17:00	4	178	30	0	1	1	0	0	0	0	0	0	0	214	2
18:00	0	177	27	0	3	0	0	0	0	0	0	0	0	207	3
19:00	0	113	19	0	2	0	0	0	0	0	0	0	0	134	2
20:00	2	95	14	0	1	1	0	0	0	0	0	0	0	113	2
21:00	0	57	7	0	2	0	0	0	0	0	0	0	0	66	2
22:00	1	27	7	0	0	0	0	0	0	0	0	0	0	35	0
23:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0
Total	19	2354	569	14	104	7	1	12	3	0	0	0	0	3083	141
Percent	0.6%	76.4%	18.5%	0.5%	3.4%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		4.6%
AM Peak	09:00	10:00	07:00	07:00	10:00	10:00	07:00	07:00	09:00					10:00	10:00
Vol.	2	182	53	2	13	2	1	3	1					251	17
PM Peak	17:00	12:00	12:00	14:00	16:00	12:00		13:00	12:00					12:00	16:00
Vol.	4	204	48	4	10	1		1	1					262	12
Grand Total	32	4743	1143	26	183	19	4	26	3	0	0	0	0	6179	261
Percent	0.5%	76.8%	18.5%	0.4%	3.0%	0.3%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		4.2%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 3

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

WB

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
02:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3	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	1	0
05:00	1	12	1	1	1	0	0	0	0	0	0	0	0	16	2
06:00	0	59	8	0	1	0	0	0	0	0	0	0	0	68	1
07:00	0	103	21	2	2	0	0	0	0	0	0	0	0	128	4
08:00	0	156	30	0	4	2	0	2	0	0	0	0	0	194	8
09:00	0	169	37	0	10	2	0	1	0	0	0	0	0	219	13
10:00	0	166	45	3	7	1	0	0	0	0	0	0	0	222	11
11:00	0	153	36	0	3	0	0	0	0	0	0	0	0	192	3
12 PM	0	178	53	4	12	1	0	1	0	0	0	0	0	249	18
13:00	0	148	35	0	6	0	0	1	0	0	0	0	0	190	7
14:00	0	146	47	0	7	3	0	2	0	0	0	0	0	205	12
15:00	2	164	42	0	6	3	0	2	0	0	0	0	0	219	11
16:00	2	178	43	2	6	0	0	0	0	0	0	0	0	231	8
17:00	1	160	31	1	1	0	0	0	0	0	0	0	0	194	2
18:00	1	99	31	0	2	0	0	1	0	0	0	0	0	134	3
19:00	0	76	20	0	0	0	0	0	0	0	0	0	0	96	0
20:00	0	93	17	0	3	0	0	0	0	0	0	0	0	113	3
21:00	0	61	11	0	0	0	0	0	0	0	0	0	0	72	0
22:00	0	30	1	0	0	0	0	0	0	0	0	0	0	31	0
23:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0
Total	7	2176	514	14	71	12	0	10	0	0	0	0	0	2804	107
Percent	0.2%	77.6%	18.3%	0.5%	2.5%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		3.8%
AM Peak	05:00	09:00	10:00	10:00	09:00	08:00		08:00						10:00	09:00
Vol.	1	169	45	3	10	2		2						222	13
PM Peak	15:00	12:00	12:00	12:00	12:00	14:00		14:00						12:00	12:00
Vol.	2	178	53	4	12	3		2						249	18

**Old Colony Planning Council**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

WB

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
04:00	0	3	0	0	2	0	0	0	0	0	0	0	0	5	2
05:00	1	16	3	1	2	1	0	0	0	0	0	0	0	24	4
06:00	0	58	9	1	4	0	0	1	0	0	0	0	0	73	6
07:00	0	89	21	1	3	0	0	1	0	0	0	0	0	115	5
08:00	2	146	31	1	8	2	0	1	0	0	0	0	0	191	12
09:00	0	159	46	1	8	3	0	2	0	0	0	0	0	219	14
10:00	1	145	36	1	5	0	0	1	1	0	0	0	0	190	8
11:00	0	143	47	0	13	1	0	0	0	0	0	0	0	204	14
12 PM	0	165	51	2	11	1	0	1	1	0	0	0	0	232	16
13:00	4	157	34	1	5	1	0	0	0	0	0	0	0	202	7
14:00	1	152	49	1	6	0	0	0	0	0	0	0	0	209	7
15:00	2	166	35	0	7	1	0	0	0	0	0	0	0	211	8
16:00	0	171	41	0	11	0	0	1	0	0	0	0	0	224	12
17:00	0	169	32	1	6	0	0	0	0	0	0	0	0	208	7
18:00	0	131	27	0	2	0	0	0	0	0	0	0	0	160	2
19:00	1	87	19	0	3	1	0	1	0	0	0	0	0	112	5
20:00	1	87	19	0	1	0	0	0	0	0	0	0	0	108	1
21:00	0	54	6	0	0	0	0	0	0	0	0	0	0	60	0
22:00	2	38	7	0	1	0	0	0	0	0	0	0	0	48	1
23:00	2	19	3	0	0	0	0	0	0	0	0	0	0	24	0
Total	17	2164	518	11	98	11	0	9	2	0	0	0	0	2830	131
Percent	0.6%	76.5%	18.3%	0.4%	3.5%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		4.6%
AM Peak	08:00	09:00	11:00	05:00	11:00	09:00		09:00	10:00					09:00	09:00
Vol.	2	159	47	1	13	3		2	1					219	14
PM Peak	13:00	16:00	12:00	12:00	12:00	12:00		12:00	12:00					12:00	12:00
Vol.	4	171	51	2	11	1		1	1					232	16
Grand Total	24	4340	1032	25	169	23	0	19	2	0	0	0	0	5634	238
Percent	0.4%	77.0%	18.3%	0.4%	3.0%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		4.2%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

**EB, WB**

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
02:00	0	2	2	1	0	0	0	0	0	0	0	0	0	5	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	6	1	1	1	0	0	0	0	0	0	0	0	9	2
05:00	1	27	6	2	1	0	0	0	0	0	0	0	0	37	3
06:00	2	108	27	1	5	0	0	1	0	0	0	0	0	144	7
07:00	1	222	73	4	10	0	0	0	0	0	0	0	0	310	14
08:00	1	324	81	1	13	4	1	4	0	0	0	0	0	429	23
09:00	1	366	87	1	20	4	0	2	0	0	0	0	0	481	27
10:00	1	325	94	3	11	5	0	2	0	0	0	0	0	441	21
11:00	0	341	78	1	14	0	0	1	0	0	0	0	0	435	16
12 PM	0	362	99	6	19	3	0	2	0	0	0	0	0	491	30
13:00	0	340	80	0	12	0	0	1	0	0	0	0	0	433	13
14:00	0	311	80	0	12	4	1	6	0	0	0	0	0	414	23
15:00	4	329	91	0	9	3	1	3	0	0	0	0	0	440	16
16:00	4	334	77	4	8	0	0	0	0	0	0	0	0	427	12
17:00	1	297	51	1	4	1	0	1	0	0	0	0	0	356	7
18:00	3	248	56	0	3	0	0	1	0	0	0	0	0	311	4
19:00	0	207	38	0	1	0	0	0	0	0	0	0	0	246	1
20:00	0	186	32	0	6	0	0	0	0	0	0	0	0	224	6
21:00	0	115	22	0	1	0	0	0	0	0	0	0	0	138	1
22:00	1	71	3	0	0	0	0	0	0	0	0	0	0	75	0
23:00	0	27	6	0	0	0	0	0	0	0	0	0	0	33	0
Total	20	4565	1088	26	150	24	3	24	0	0	0	0	0	5900	227
Percent	0.3%	77.4%	18.4%	0.4%	2.5%	0.4%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		3.8%
AM Peak	06:00	09:00	10:00	07:00	09:00	10:00	08:00	08:00						09:00	09:00
Vol.	2	366	94	4	20	5	1	4						481	27
PM Peak	15:00	12:00	12:00	12:00	12:00	14:00	14:00	14:00						12:00	12:00
Vol.	4	362	99	6	19	4	1	6						491	30

**Old Colony Planning Council**  
**70 School Street**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 13209  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Chestnut St, west of Hall's Corner

EB, WB

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
04:00	0	7	2	0	4	0	0	0	0	0	0	0	0	13	4
05:00	1	28	8	2	7	1	0	1	0	0	0	0	0	48	11
06:00	1	110	29	1	10	1	0	1	0	0	0	0	0	153	13
07:00	0	193	74	3	12	0	1	4	0	0	0	0	0	287	20
08:00	2	307	81	2	17	2	0	3	0	0	0	0	0	414	24
09:00	2	318	88	3	17	3	0	3	1	0	0	0	0	435	27
10:00	3	327	86	2	18	2	0	2	1	0	0	0	0	441	25
11:00	1	304	83	0	24	1	0	1	1	0	0	0	0	415	27
12 PM	2	369	99	3	16	2	0	1	2	0	0	0	0	494	24
13:00	5	307	81	2	13	2	0	1	0	0	0	0	0	411	18
14:00	2	306	91	5	9	0	0	0	0	0	0	0	0	413	14
15:00	2	333	72	0	12	1	0	1	0	0	0	0	0	421	14
16:00	2	340	68	1	21	0	0	2	0	0	0	0	0	434	24
17:00	4	347	62	1	7	1	0	0	0	0	0	0	0	422	9
18:00	0	308	54	0	5	0	0	0	0	0	0	0	0	367	5
19:00	1	200	38	0	5	1	0	1	0	0	0	0	0	246	7
20:00	3	182	33	0	2	1	0	0	0	0	0	0	0	221	3
21:00	0	111	13	0	2	0	0	0	0	0	0	0	0	126	2
22:00	3	65	14	0	1	0	0	0	0	0	0	0	0	83	1
23:00	2	35	4	0	0	0	0	0	0	0	0	0	0	41	0
Total	36	4518	1087	25	202	18	1	21	5	0	0	0	0	5913	272
Percent	0.6%	76.4%	18.4%	0.4%	3.4%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%		4.6%
AM Peak Vol.	10:00	10:00	09:00	07:00	11:00	09:00	07:00	07:00	09:00					10:00	09:00
	3	327	88	3	24	3	1	4	1					441	27
PM Peak Vol.	13:00	12:00	12:00	14:00	16:00	12:00		16:00	12:00					12:00	12:00
	5	369	99	5	21	2		2	2					494	24
Grand Total	56	9083	2175	51	352	42	4	45	5	0	0	0	0	11813	499
Percent	0.5%	76.9%	18.4%	0.4%	3.0%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		4.2%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

Start Time	12-May-14		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	*	*	1	3	0	2	*	*	*	*	*	*	*	*	0	2
01:00	*	*	1	0	0	2	*	*	*	*	*	*	*	*	0	1
02:00	*	*	0	0	1	3	*	*	*	*	*	*	*	*	0	2
03:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
04:00	*	*	4	4	3	3	*	*	*	*	*	*	*	*	4	4
05:00	*	*	25	21	20	15	*	*	*	*	*	*	*	*	22	18
06:00	*	*	63	51	58	48	*	*	*	*	*	*	*	*	60	50
07:00	*	*	107	104	112	117	*	*	*	*	*	*	*	*	110	110
08:00	*	*	134	176	136	190	*	*	*	*	*	*	*	*	135	183
09:00	*	*	123	157	146	147	*	*	*	*	*	*	*	*	134	152
10:00	*	*	127	162	158	151	*	*	*	*	*	*	*	*	142	156
11:00	*	*	159	181	168	185	*	*	*	*	*	*	*	*	164	183
12:00 PM	*	*	190	185	199	198	*	*	*	*	*	*	*	*	194	192
01:00	*	*	182	179	180	169	*	*	*	*	*	*	*	*	181	174
02:00	*	*	201	189	195	199	*	*	*	*	*	*	*	*	198	194
03:00	*	*	238	215	201	203	*	*	*	*	*	*	*	*	220	209
04:00	*	*	209	207	207	209	*	*	*	*	*	*	*	*	208	208
05:00	*	*	182	166	197	162	*	*	*	*	*	*	*	*	190	164
06:00	*	*	130	127	151	136	*	*	*	*	*	*	*	*	140	132
07:00	*	*	96	81	88	82	*	*	*	*	*	*	*	*	92	82
08:00	*	*	37	43	44	57	*	*	*	*	*	*	*	*	40	50
09:00	*	*	15	33	31	32	*	*	*	*	*	*	*	*	23	32
10:00	*	*	12	10	16	18	*	*	*	*	*	*	*	*	14	14
11:00	*	*	2	5	8	9	*	*	*	*	*	*	*	*	5	7
Total	0	0	2238	2299	2319	2337	0	0	0	0	0	0	0	0	2276	2319
Day	0		4537		4656		0		0		0		0		4595	
AM Peak	-	-	11:00	11:00	11:00	08:00	-	-	-	-	-	-	-	-	11:00	08:00
Vol.	-	-	159	181	168	190	-	-	-	-	-	-	-	-	164	183
PM Peak	-	-	15:00	15:00	16:00	16:00	-	-	-	-	-	-	-	-	15:00	15:00
Vol.	-	-	238	215	207	209	-	-	-	-	-	-	-	-	220	209

Comb. Total	0	4537	4656	0	0	0	0	4595
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**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

Start Time	13-May-14 Tue	NB		SB		Combined		14-May Wed	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.
12:00		0	46	1	49	1	95		0	55	1	44	1	99
12:15		0	54	0	50	0	104		0	49	0	55	0	104
12:30		0	42	1	46	1	88		0	42	1	53	1	95
12:45		1	48	1	40	2	88		0	53	0	46	0	99
01:00		0	42	0	40	0	82		0	51	0	32	0	83
01:15		0	50	0	60	0	110		0	43	1	39	1	82
01:30		1	52	0	37	1	89		0	45	0	52	0	97
01:45		0	38	0	42	0	80		0	41	1	46	1	87
02:00		0	54	0	43	0	97		1	43	1	46	2	89
02:15		0	45	0	50	0	95		0	42	1	46	1	88
02:30		0	61	0	41	0	102		0	67	0	48	0	115
02:45		0	41	0	55	0	96		0	43	1	59	1	102
03:00		0	56	0	51	0	107		0	62	0	48	0	110
03:15		0	52	0	63	0	115		0	47	0	57	0	104
03:30		0	68	0	55	0	123		0	45	0	54	0	99
03:45		0	62	0	46	0	108		0	47	0	44	0	91
04:00		0	58	0	62	0	120		0	55	0	61	0	116
04:15		2	54	0	50	2	104		3	52	0	61	3	113
04:30		1	46	2	41	3	87		0	48	1	43	1	91
04:45		1	51	2	54	3	105		0	52	2	44	2	96
05:00		1	47	5	33	6	80		2	61	1	47	3	108
05:15		4	43	2	36	6	79		4	54	2	44	6	98
05:30		8	55	6	41	14	96		5	40	5	33	10	73
05:45		12	37	8	56	20	93		9	42	7	38	16	80
06:00		10	52	8	44	18	96		8	32	13	28	21	60
06:15		12	32	6	23	18	55		15	45	9	33	24	78
06:30		19	22	12	37	31	59		12	33	11	33	23	66
06:45		22	24	25	23	47	47		23	41	15	42	38	83
07:00		14	28	12	21	26	49		20	25	21	28	41	53
07:15		29	34	21	22	50	56		31	20	23	24	54	44
07:30		28	20	35	28	63	48		36	27	38	14	74	41
07:45		36	14	36	10	72	24		25	16	35	16	60	32
08:00		36	12	48	17	84	29		33	15	54	25	87	40
08:15		32	6	44	12	76	18		34	15	55	17	89	32
08:30		28	10	36	11	64	21		29	10	38	7	67	17
08:45		38	9	48	3	86	12		40	4	43	8	83	12
09:00		23	3	43	16	66	19		34	6	38	14	72	20
09:15		38	6	47	4	85	10		33	16	35	6	68	22
09:30		31	4	27	6	58	10		35	5	36	9	71	14
09:45		31	2	40	7	71	9		44	4	38	3	82	7
10:00		30	4	46	2	76	6		50	3	40	2	90	5
10:15		32	3	31	4	63	7		29	6	45	6	74	12
10:30		34	4	44	1	78	5		36	6	34	7	70	13
10:45		31	1	41	3	72	4		43	1	32	3	75	4
11:00		48	0	49	2	97	2		36	5	53	3	89	8
11:15		28	1	43	3	71	4		48	2	36	4	84	6
11:30		42	0	51	0	93	0		45	1	41	1	86	2
11:45		41	1	38	0	79	1		39	0	55	1	94	1
Total		744	1494	859	1440	1603	2934		802	1517	863	1474	1665	2991
Day Total		2238		2299		4537			2319		2337		4656	
% Total		16.4%	32.9%	18.9%	31.7%				17.2%	32.6%	18.5%	31.7%		
Peak	-	11:00	03:30	10:45	03:15	11:00	03:15	-	10:45	02:30	08:00	03:30	11:00	02:30
Vol.	-	159	242	184	226	340	466	-	172	219	190	220	353	431
P.H.F.		0.828	0.890	0.902	0.897	0.876	0.947		0.896	0.817	0.864	0.902	0.939	0.937

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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

Start Time	12-May-14 Mon	13-May-14 Tue	14-May-14 Wed	15-May-14 Thu	16-May-14 Fri	17-May-14 Sat	18-May-14 Sun	Week Average
12:00 AM	*	4	2	*	*	*	*	3
01:00	*	1	2	*	*	*	*	2
02:00	*	0	4	*	*	*	*	2
03:00	*	0	0	*	*	*	*	0
04:00	*	8	6	*	*	*	*	7
05:00	*	46	35	*	*	*	*	40
06:00	*	114	106	*	*	*	*	110
07:00	*	211	229	*	*	*	*	220
08:00	*	310	326	*	*	*	*	318
09:00	*	280	293	*	*	*	*	286
10:00	*	289	309	*	*	*	*	299
11:00	*	<b>340</b>	<b>353</b>	*	*	*	*	<b>346</b>
12:00 PM	*	375	397	*	*	*	*	386
01:00	*	361	349	*	*	*	*	355
02:00	*	390	394	*	*	*	*	392
03:00	*	<b>453</b>	404	*	*	*	*	<b>428</b>
04:00	*	416	<b>416</b>	*	*	*	*	416
05:00	*	348	359	*	*	*	*	354
06:00	*	257	287	*	*	*	*	272
07:00	*	177	170	*	*	*	*	174
08:00	*	80	101	*	*	*	*	90
09:00	*	48	63	*	*	*	*	56
10:00	*	22	34	*	*	*	*	28
11:00	*	7	17	*	*	*	*	12
Total	0	4537	4656	0	0	0	0	4596
Percentage	0.0%	98.7%	101.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	-	11:00	11:00	-	-	-	-	11:00
Vol.	-	340	353	-	-	-	-	346
PM Peak	-	15:00	16:00	-	-	-	-	15:00
Vol.	-	453	416	-	-	-	-	428

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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	8	11	5	1	0	0	0	0	0	0	0	0	0	0	25
06:00	24	33	4	2	0	0	0	0	0	0	0	0	0	0	63
07:00	57	39	9	2	0	0	0	0	0	0	0	0	0	0	107
08:00	59	57	14	2	2	0	0	0	0	0	0	0	0	0	134
09:00	66	44	11	1	1	0	0	0	0	0	0	0	0	0	123
10:00	62	51	11	3	0	0	0	0	0	0	0	0	0	0	127
11:00	100	54	5	0	0	0	0	0	0	0	0	0	0	0	159
12 PM	122	55	13	0	0	0	0	0	0	0	0	0	0	0	190
13:00	128	50	4	0	0	0	0	0	0	0	0	0	0	0	182
14:00	128	62	10	1	0	0	0	0	0	0	0	0	0	0	201
15:00	159	63	16	0	0	0	0	0	0	0	0	0	0	0	238
16:00	115	81	11	2	0	0	0	0	0	0	0	0	0	0	209
17:00	105	60	16	1	0	0	0	0	0	0	0	0	0	0	182
18:00	63	51	13	3	0	0	0	0	0	0	0	0	0	0	130
19:00	49	38	6	3	0	0	0	0	0	0	0	0	0	0	96
20:00	21	13	2	1	0	0	0	0	0	0	0	0	0	0	37
21:00	8	7	0	0	0	0	0	0	0	0	0	0	0	0	15
22:00	4	5	3	0	0	0	0	0	0	0	0	0	0	0	12
23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1284	776	153	22	3	0	0	0	0	0	0	0	0	0	2238

Daily

15th Percentile :	11 MPH
50th Percentile :	22 MPH
85th Percentile :	34 MPH
95th Percentile :	39 MPH
Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	762
Percent in Pace :	34.0%
Number of Vehicles > 30 MPH :	1243
Percent of Vehicles > 30 MPH :	55.5%

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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

**NB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	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	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	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	6	6	7	0	1	0	0	0	0	0	0	0	0	0	20
06:00	20	23	15	0	0	0	0	0	0	0	0	0	0	0	58
07:00	49	48	14	1	0	0	0	0	0	0	0	0	0	0	112
08:00	65	50	20	0	1	0	0	0	0	0	0	0	0	0	136
09:00	68	57	16	5	0	0	0	0	0	0	0	0	0	0	146
10:00	75	70	12	1	0	0	0	0	0	0	0	0	0	0	158
11:00	98	55	14	1	0	0	0	0	0	0	0	0	0	0	168
12 PM	115	68	15	1	0	0	0	0	0	0	0	0	0	0	199
13:00	99	73	8	0	0	0	0	0	0	0	0	0	0	0	180
14:00	108	72	13	2	0	0	0	0	0	0	0	0	0	0	195
15:00	118	70	13	0	0	0	0	0	0	0	0	0	0	0	201
16:00	121	64	21	1	0	0	0	0	0	0	0	0	0	0	207
17:00	94	78	24	1	0	0	0	0	0	0	0	0	0	0	197
18:00	56	71	20	4	0	0	0	0	0	0	0	0	0	0	151
19:00	34	28	23	3	0	0	0	0	0	0	0	0	0	0	88
20:00	27	13	2	2	0	0	0	0	0	0	0	0	0	0	44
21:00	13	16	2	0	0	0	0	0	0	0	0	0	0	0	31
22:00	11	2	3	0	0	0	0	0	0	0	0	0	0	0	16
23:00	2	3	2	1	0	0	0	0	0	0	0	0	0	0	8
Total	1181	867	245	23	3	0	0	0	0	0	0	0	0	0	2319

Daily

15th Percentile : 12 MPH  
50th Percentile : 23 MPH  
85th Percentile : 35 MPH  
95th Percentile : 39 MPH

Mean Speed(Average) : 24 MPH  
10 MPH Pace Speed : 17-26 MPH  
Number in Pace : 749  
Percent in Pace : 32.3%  
Number of Vehicles > 30 MPH : 1455  
Percent of Vehicles > 30 MPH : 62.7%

Grand Total	2465	1643	398	45	6	0	0	0	0	0	0	0	0	0	4557
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Overall

15th Percentile : 11 MPH  
50th Percentile : 22 MPH  
85th Percentile : 35 MPH  
95th Percentile : 39 MPH

Mean Speed(Average) : 24 MPH  
10 MPH Pace Speed : 16-25 MPH  
Number in Pace : 1511  
Percent in Pace : 33.2%  
Number of Vehicles > 30 MPH : 2697  
Percent of Vehicles > 30 MPH : 59.2%

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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	2	1	0	0	0	0	0	0	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	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	10	7	4	0	0	0	0	0	0	0	0	0	0	0	21
06:00	34	13	4	0	0	0	0	0	0	0	0	0	0	0	51
07:00	71	26	6	1	0	0	0	0	0	0	0	0	0	0	104
08:00	116	48	12	0	0	0	0	0	0	0	0	0	0	0	176
09:00	114	40	2	1	0	0	0	0	0	0	0	0	0	0	157
10:00	100	52	10	0	0	0	0	0	0	0	0	0	0	0	162
11:00	124	54	3	0	0	0	0	0	0	0	0	0	0	0	181
12 PM	135	44	6	0	0	0	0	0	0	0	0	0	0	0	185
13:00	149	27	2	1	0	0	0	0	0	0	0	0	0	0	179
14:00	135	48	6	0	0	0	0	0	0	0	0	0	0	0	189
15:00	171	40	4	0	0	0	0	0	0	0	0	0	0	0	215
16:00	154	47	6	0	0	0	0	0	0	0	0	0	0	0	207
17:00	114	51	1	0	0	0	0	0	0	0	0	0	0	0	166
18:00	79	41	7	0	0	0	0	0	0	0	0	0	0	0	127
19:00	39	34	8	0	0	0	0	0	0	0	0	0	0	0	81
20:00	28	13	2	0	0	0	0	0	0	0	0	0	0	0	43
21:00	16	16	1	0	0	0	0	0	0	0	0	0	0	0	33
22:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
Total	1602	609	85	3	0	0	0	0	0	0	0	0	0	0	2299

Daily

15th Percentile :	10 MPH
50th Percentile :	20 MPH
85th Percentile :	32 MPH
95th Percentile :	37 MPH
Mean Speed(Average) :	22 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	863
Percent in Pace :	37.5%
Number of Vehicles > 30 MPH :	953
Percent of Vehicles > 30 MPH :	41.5%

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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

**SB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	1	0	1	1	0	0	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	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	7	6	2	0	0	0	0	0	0	0	0	0	0	0	15
06:00	25	16	7	0	0	0	0	0	0	0	0	0	0	0	48
07:00	71	33	12	1	0	0	0	0	0	0	0	0	0	0	117
08:00	126	57	5	2	0	0	0	0	0	0	0	0	0	0	190
09:00	98	43	6	0	0	0	0	0	0	0	0	0	0	0	147
10:00	119	28	2	1	0	0	0	0	0	0	0	0	0	1	151
11:00	138	42	4	1	0	0	0	0	0	0	0	0	0	0	185
12 PM	128	66	4	0	0	0	0	0	0	0	0	0	0	0	198
13:00	116	51	2	0	0	0	0	0	0	0	0	0	0	0	169
14:00	150	41	8	0	0	0	0	0	0	0	0	0	0	0	199
15:00	155	44	3	1	0	0	0	0	0	0	0	0	0	0	203
16:00	153	51	4	1	0	0	0	0	0	0	0	0	0	0	209
17:00	106	47	9	0	0	0	0	0	0	0	0	0	0	0	162
18:00	73	50	12	1	0	0	0	0	0	0	0	0	0	0	136
19:00	49	30	2	0	1	0	0	0	0	0	0	0	0	0	82
20:00	34	18	4	1	0	0	0	0	0	0	0	0	0	0	57
21:00	20	10	2	0	0	0	0	0	0	0	0	0	0	0	32
22:00	12	3	3	0	0	0	0	0	0	0	0	0	0	0	18
23:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	1591	642	92	10	1	0	0	0	0	0	0	0	0	1	2337

Daily

15th Percentile : 10 MPH  
50th Percentile : 20 MPH  
85th Percentile : 32 MPH  
95th Percentile : 37 MPH

Mean Speed(Average) : 22 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 867  
Percent in Pace : 37.1%  
Number of Vehicles > 30 MPH : 1011  
Percent of Vehicles > 30 MPH : 43.3%

Grand Total	3193	1251	177	13	1	0	0	0	0	0	0	0	0	1	4636
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Overall

15th Percentile : 10 MPH  
50th Percentile : 20 MPH  
85th Percentile : 32 MPH  
95th Percentile : 37 MPH

Mean Speed(Average) : 22 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 1729  
Percent in Pace : 37.3%  
Number of Vehicles > 30 MPH : 1964  
Percent of Vehicles > 30 MPH : 42.4%

**Old Colony Planning Council**  
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**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

**NB, SB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
05:00	18	18	9	1	0	0	0	0	0	0	0	0	0	0	46
06:00	58	46	8	2	0	0	0	0	0	0	0	0	0	0	114
07:00	128	65	15	3	0	0	0	0	0	0	0	0	0	0	211
08:00	175	105	26	2	2	0	0	0	0	0	0	0	0	0	310
09:00	180	84	13	2	1	0	0	0	0	0	0	0	0	0	280
10:00	162	103	21	3	0	0	0	0	0	0	0	0	0	0	289
11:00	224	108	8	0	0	0	0	0	0	0	0	0	0	0	340
12 PM	257	99	19	0	0	0	0	0	0	0	0	0	0	0	375
13:00	277	77	6	1	0	0	0	0	0	0	0	0	0	0	361
14:00	263	110	16	1	0	0	0	0	0	0	0	0	0	0	390
15:00	330	103	20	0	0	0	0	0	0	0	0	0	0	0	453
16:00	269	128	17	2	0	0	0	0	0	0	0	0	0	0	416
17:00	219	111	17	1	0	0	0	0	0	0	0	0	0	0	348
18:00	142	92	20	3	0	0	0	0	0	0	0	0	0	0	257
19:00	88	72	14	3	0	0	0	0	0	0	0	0	0	0	177
20:00	49	26	4	1	0	0	0	0	0	0	0	0	0	0	80
21:00	24	23	1	0	0	0	0	0	0	0	0	0	0	0	48
22:00	10	9	3	0	0	0	0	0	0	0	0	0	0	0	22
23:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	7
Total	2886	1385	238	25	3	0	0	0	0	0	0	0	0	0	4537

Daily

15th Percentile :	11 MPH
50th Percentile :	21 MPH
85th Percentile :	33 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	22 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	1625
Percent in Pace :	35.8%
Number of Vehicles > 30 MPH :	2194
Percent of Vehicles > 30 MPH :	48.4%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

**NB, SB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	1	0	1	1	1	0	0	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
04:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	6
05:00	13	12	9	0	1	0	0	0	0	0	0	0	0	0	35
06:00	45	39	22	0	0	0	0	0	0	0	0	0	0	0	106
07:00	120	81	26	2	0	0	0	0	0	0	0	0	0	0	229
08:00	191	107	25	2	1	0	0	0	0	0	0	0	0	0	326
09:00	166	100	22	5	0	0	0	0	0	0	0	0	0	0	293
10:00	194	98	14	2	0	0	0	0	0	0	0	0	0	1	309
11:00	236	97	18	2	0	0	0	0	0	0	0	0	0	0	353
12 PM	243	134	19	1	0	0	0	0	0	0	0	0	0	0	397
13:00	215	124	10	0	0	0	0	0	0	0	0	0	0	0	349
14:00	258	113	21	2	0	0	0	0	0	0	0	0	0	0	394
15:00	273	114	16	1	0	0	0	0	0	0	0	0	0	0	404
16:00	274	115	25	2	0	0	0	0	0	0	0	0	0	0	416
17:00	200	125	33	1	0	0	0	0	0	0	0	0	0	0	359
18:00	129	121	32	5	0	0	0	0	0	0	0	0	0	0	287
19:00	83	58	25	3	1	0	0	0	0	0	0	0	0	0	170
20:00	61	31	6	3	0	0	0	0	0	0	0	0	0	0	101
21:00	33	26	4	0	0	0	0	0	0	0	0	0	0	0	63
22:00	23	5	6	0	0	0	0	0	0	0	0	0	0	0	34
23:00	8	6	2	1	0	0	0	0	0	0	0	0	0	0	17
Total	2772	1509	337	33	4	0	0	0	0	0	0	0	0	1	4656

Daily

15th Percentile : 11 MPH  
50th Percentile : 21 MPH  
85th Percentile : 34 MPH  
95th Percentile : 38 MPH

Mean Speed(Average) : 23 MPH  
10 MPH Pace Speed : 16-25 MPH  
Number in Pace : 1617  
Percent in Pace : 34.7%  
Number of Vehicles > 30 MPH : 2463  
Percent of Vehicles > 30 MPH : 52.9%

Grand Total	5658	2894	575	58	7	0	0	0	0	0	0	0	0	1	9193
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Overall

15th Percentile : 11 MPH  
50th Percentile : 21 MPH  
85th Percentile : 33 MPH  
95th Percentile : 38 MPH

Mean Speed(Average) : 23 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 3241  
Percent in Pace : 35.3%  
Number of Vehicles > 30 MPH : 4657  
Percent of Vehicles > 30 MPH : 50.7%



**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

NB

Start Time	Bikes	Cars & Trailer	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
05/13/14	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	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	2	2	0	0	0	0	0	0	0	0	0	0	4	0
05:00	0	15	9	0	1	0	0	0	0	0	0	0	0	25	1
06:00	0	41	16	0	6	0	0	0	0	0	0	0	0	63	6
07:00	0	58	30	4	10	1	0	0	1	0	0	0	0	104	16
08:00	0	84	41	1	7	0	0	0	0	0	0	0	0	133	8
09:00	0	76	40	1	6	0	0	0	0	0	0	0	0	123	7
10:00	0	77	38	0	9	1	0	1	0	0	0	0	0	126	11
11:00	0	95	53	0	11	0	0	0	0	0	0	0	0	159	11
12 PM	0	117	48	3	18	1	0	2	0	0	0	0	0	189	24
13:00	0	119	47	2	14	0	0	0	0	0	0	0	0	182	16
14:00	0	122	65	2	9	0	0	2	0	0	0	0	0	200	13
15:00	0	143	83	0	9	0	0	1	0	0	0	0	0	236	10
16:00	0	136	64	1	6	1	0	0	0	0	0	0	0	208	8
17:00	1	112	50	0	17	0	0	1	0	0	0	0	0	181	18
18:00	0	90	38	0	1	0	0	0	0	0	0	0	0	129	1
19:00	0	62	28	0	4	0	0	2	0	0	0	0	0	96	6
20:00	0	26	10	0	1	0	0	0	0	0	0	0	0	37	1
21:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15	0
22:00	0	7	3	0	2	0	0	0	0	0	0	0	0	12	2
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
Total	1	1395	671	14	131	4	0	9	1	0	0	0	0	2226	159
Percent	0.0%	62.7%	30.1%	0.6%	5.9%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		7.1%
AM Peak		11:00	11:00	07:00	11:00	07:00		10:00	07:00					11:00	07:00
Vol.		95	53	4	11	1		1	1					159	16
PM Peak	17:00	15:00	15:00	12:00	12:00	12:00		12:00						15:00	12:00
Vol.	1	143	83	3	18	1		2						236	24

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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

NB

Start Time	Bikes	Cars & Trailer	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
05/14/14	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	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	15	4	0	1	0	0	0	0	0	0	0	0	20	1
06:00	0	34	18	0	6	0	0	0	0	0	0	0	0	58	6
07:00	0	60	42	4	5	0	0	0	1	0	0	0	0	112	10
08:00	0	76	42	2	15	0	0	1	0	0	0	0	0	136	18
09:00	1	90	40	2	13	0	0	0	0	0	0	0	0	146	15
10:00	0	99	37	3	19	0	0	0	0	0	0	0	0	158	22
11:00	0	103	43	0	19	2	0	1	0	0	0	0	0	168	22
12 PM	0	133	53	0	13	0	0	0	0	0	0	0	0	199	13
13:00	0	127	43	1	9	0	0	0	0	0	0	0	0	180	10
14:00	0	126	52	2	14	1	0	0	0	0	0	0	0	195	17
15:00	0	123	61	1	14	1	0	0	0	0	0	0	0	200	16
16:00	0	143	53	1	9	0	0	1	0	0	0	0	0	207	11
17:00	2	114	61	0	17	1	0	0	0	0	0	0	0	195	18
18:00	0	83	60	0	6	0	0	1	0	0	0	0	0	150	7
19:00	0	52	33	0	2	0	0	1	0	0	0	0	0	88	3
20:00	0	26	16	0	2	0	0	0	0	0	0	0	0	44	2
21:00	1	21	7	0	2	0	0	0	0	0	0	0	0	31	2
22:00	0	14	1	0	1	0	0	0	0	0	0	0	0	16	1
23:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0
Total	4	1446	671	16	167	5	0	5	1	0	0	0	0	2315	194
Percent	0.2%	62.5%	29.0%	0.7%	7.2%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		8.4%
AM Peak	09:00	11:00	11:00	07:00	10:00	11:00		08:00	07:00					11:00	10:00
Vol.	1	103	43	4	19	2		1	1					168	22
PM Peak	17:00	16:00	15:00	14:00	17:00	14:00		16:00						16:00	17:00
Vol.	2	143	61	2	17	1		1						207	18
Grand Total	5	2841	1342	30	298	9	0	14	2	0	0	0	0	4541	353
Percent	0.1%	62.6%	29.6%	0.7%	6.6%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		7.8%

**Old Colony Planning Council**  
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Page 3

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

SB

Start Time	Bikes	Cars & Trailer	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
05/13/14	0	3	0	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	3	1	0	0	0	0	0	0	0	0	0	0	4	0
05:00	1	17	3	0	0	0	0	0	0	0	0	0	0	21	0
06:00	0	35	11	1	2	0	0	2	0	0	0	0	0	51	5
07:00	1	78	13	2	7	2	0	1	0	0	0	0	0	104	12
08:00	1	126	38	6	4	0	0	1	0	0	0	0	0	176	11
09:00	1	126	22	0	5	2	0	0	1	0	0	0	0	157	8
10:00	0	124	26	0	11	1	0	0	0	0	0	0	0	162	12
11:00	0	139	32	1	7	1	0	0	0	1	0	0	0	181	10
12 PM	2	147	33	0	3	0	0	0	0	0	0	0	0	185	3
13:00	0	145	28	1	4	0	0	1	0	0	0	0	0	179	6
14:00	0	156	26	3	4	0	0	0	0	0	0	0	0	189	7
15:00	1	171	33	2	2	3	0	0	2	0	0	0	0	214	9
16:00	0	163	37	0	5	0	0	1	0	0	0	0	0	206	6
17:00	1	140	23	1	0	0	0	0	0	0	0	0	0	165	1
18:00	0	108	17	1	1	0	0	0	0	0	0	0	0	127	2
19:00	0	69	12	0	0	0	0	0	0	0	0	0	0	81	0
20:00	0	37	5	0	1	0	0	0	0	0	0	0	0	43	1
21:00	0	29	4	0	0	0	0	0	0	0	0	0	0	33	0
22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
Total	8	1829	366	18	56	9	0	6	3	1	0	0	0	2296	93
Percent	0.3%	79.7%	15.9%	0.8%	2.4%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		4.1%
AM Peak Vol.	05:00	11:00	08:00	08:00	10:00	07:00		06:00	09:00	11:00				11:00	07:00
PM Peak Vol.	12:00	15:00	16:00	14:00	16:00	15:00		13:00	15:00					15:00	15:00
	2	171	37	3	5	3		1	2					214	9

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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

SB

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
02:00	0	2	0	1	0	0	0	0	0	0	0	0	0	3	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	12	1	0	2	0	0	0	0	0	0	0	0	15	2
06:00	0	30	15	0	2	1	0	0	0	0	0	0	0	48	3
07:00	1	80	27	4	4	0	0	0	1	0	0	0	0	117	9
08:00	0	141	37	4	5	0	0	0	0	0	0	0	0	187	9
09:00	0	112	27	3	4	1	0	0	0	0	0	0	0	147	8
10:00	0	113	23	5	6	1	0	1	1	0	0	0	0	150	14
11:00	0	145	26	0	12	0	0	1	0	0	0	0	0	184	13
12 PM	1	149	39	0	6	0	1	0	0	0	0	0	0	196	7
13:00	0	135	26	2	5	0	0	0	1	0	0	0	0	169	8
14:00	1	152	39	3	2	2	0	0	0	0	0	0	0	199	7
15:00	1	165	30	1	5	0	0	0	0	0	0	0	0	202	6
16:00	1	153	44	0	8	1	0	1	0	0	0	0	0	208	10
17:00	1	129	29	0	1	0	0	0	0	0	0	0	0	160	1
18:00	0	112	20	0	3	0	0	0	0	0	0	0	0	135	3
19:00	0	71	11	0	0	0	0	0	0	0	0	0	0	82	0
20:00	0	52	4	0	1	0	0	0	0	0	0	0	0	57	1
21:00	0	26	5	0	1	0	0	0	0	0	0	0	0	32	1
22:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0
Total	6	1809	407	23	67	6	1	3	3	0	0	0	0	2325	103
Percent	0.3%	77.8%	17.5%	1.0%	2.9%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%		4.4%
AM Peak	07:00	11:00	08:00	10:00	11:00	06:00		10:00	07:00					08:00	10:00
Vol.	1	145	37	5	12	1		1	1					187	14
PM Peak	12:00	15:00	16:00	14:00	16:00	14:00	12:00	16:00	13:00					16:00	16:00
Vol.	1	165	44	3	8	2	1	1	1					208	10
Grand Total	14	3638	773	41	123	15	1	9	6	1	0	0	0	4621	196
Percent	0.3%	78.7%	16.7%	0.9%	2.7%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%		4.2%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

NB, SB

Start Time	Bikes	Cars & Trailer	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
05/13/14	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	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	5	3	0	0	0	0	0	0	0	0	0	0	8	0
05:00	1	32	12	0	1	0	0	0	0	0	0	0	0	46	1
06:00	0	76	27	1	8	0	0	2	0	0	0	0	0	114	11
07:00	1	136	43	6	17	3	0	1	1	0	0	0	0	208	28
08:00	1	210	79	7	11	0	0	1	0	0	0	0	0	309	19
09:00	1	202	62	1	11	2	0	0	1	0	0	0	0	280	15
10:00	0	201	64	0	20	2	0	1	0	0	0	0	0	288	23
11:00	0	234	85	1	18	1	0	0	0	1	0	0	0	340	21
12 PM	2	264	81	3	21	1	0	2	0	0	0	0	0	374	27
13:00	0	264	75	3	18	0	0	1	0	0	0	0	0	361	22
14:00	0	278	91	5	13	0	0	2	0	0	0	0	0	389	20
15:00	1	314	116	2	11	3	0	1	2	0	0	0	0	450	19
16:00	0	299	101	1	11	1	0	1	0	0	0	0	0	414	14
17:00	2	252	73	1	17	0	0	1	0	0	0	0	0	346	19
18:00	0	198	55	1	2	0	0	0	0	0	0	0	0	256	3
19:00	0	131	40	0	4	0	0	2	0	0	0	0	0	177	6
20:00	0	63	15	0	2	0	0	0	0	0	0	0	0	80	2
21:00	0	39	9	0	0	0	0	0	0	0	0	0	0	48	0
22:00	0	16	4	0	2	0	0	0	0	0	0	0	0	22	2
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0
Total	9	3224	1037	32	187	13	0	15	4	1	0	0	0	4522	252
Percent	0.2%	71.3%	22.9%	0.7%	4.1%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		5.6%
AM Peak	05:00	11:00	11:00	08:00	10:00	07:00		06:00	07:00	11:00				11:00	07:00
Vol.	1	234	85	7	20	3		2	1	1				340	28
PM Peak	12:00	15:00	15:00	14:00	12:00	15:00		12:00	15:00					15:00	12:00
Vol.	2	314	116	5	21	3		2	2					450	27

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22926  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, north of Foodie's Market

NB, SB

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
02:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0
05:00	0	27	5	0	3	0	0	0	0	0	0	0	0	35	3
06:00	0	64	33	0	8	1	0	0	0	0	0	0	0	106	9
07:00	1	140	69	8	9	0	0	0	2	0	0	0	0	229	19
08:00	0	217	79	6	20	0	0	1	0	0	0	0	0	323	27
09:00	1	202	67	5	17	1	0	0	0	0	0	0	0	293	23
10:00	0	212	60	8	25	1	0	1	1	0	0	0	0	308	36
11:00	0	248	69	0	31	2	0	2	0	0	0	0	0	352	35
12 PM	1	282	92	0	19	0	1	0	0	0	0	0	0	395	20
13:00	0	262	69	3	14	0	0	0	1	0	0	0	0	349	18
14:00	1	278	91	5	16	3	0	0	0	0	0	0	0	394	24
15:00	1	288	91	2	19	1	0	0	0	0	0	0	0	402	22
16:00	1	296	97	1	17	1	0	2	0	0	0	0	0	415	21
17:00	3	243	90	0	18	1	0	0	0	0	0	0	0	355	19
18:00	0	195	80	0	9	0	0	1	0	0	0	0	0	285	10
19:00	0	123	44	0	2	0	0	1	0	0	0	0	0	170	3
20:00	0	78	20	0	3	0	0	0	0	0	0	0	0	101	3
21:00	1	47	12	0	3	0	0	0	0	0	0	0	0	63	3
22:00	0	31	2	0	1	0	0	0	0	0	0	0	0	34	1
23:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0
Total	10	3255	1078	39	234	11	1	8	4	0	0	0	0	4640	297
Percent	0.2%	70.2%	23.2%	0.8%	5.0%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%		6.4%
AM Peak	07:00	11:00	08:00	07:00	11:00	11:00		11:00	07:00					11:00	10:00
Vol.	1	248	79	8	31	2		2	2					352	36
PM Peak	17:00	16:00	16:00	14:00	12:00	14:00	12:00	16:00	13:00					16:00	14:00
Vol.	3	296	97	5	19	3	1	2	1					415	24
Grand Total	19	6479	2115	71	421	24	1	23	8	1	0	0	0	9162	549
Percent	0.2%	70.7%	23.1%	0.8%	4.6%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		6.0%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

Start Time	07-Jul-14		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	*	*	*	*	7	5	2	2	*	*	*	*	*	*	4	4
01:00	*	*	*	*	0	2	0	3	*	*	*	*	*	*	0	2
02:00	*	*	*	*	1	4	1	0	*	*	*	*	*	*	1	2
03:00	*	*	*	*	0	0	1	0	*	*	*	*	*	*	0	0
04:00	*	*	*	*	2	0	3	3	*	*	*	*	*	*	2	2
05:00	*	*	*	*	18	17	25	17	*	*	*	*	*	*	22	17
06:00	*	*	*	*	55	47	57	43	*	*	*	*	*	*	56	45
07:00	*	*	*	*	95	96	103	92	*	*	*	*	*	*	99	94
08:00	*	*	*	*	149	157	137	165	*	*	*	*	*	*	143	161
09:00	*	*	*	*	165	186	177	171	*	*	*	*	*	*	171	178
10:00	*	*	*	*	207	181	197	179	*	*	*	*	*	*	202	180
11:00	*	*	*	*	184	172	214	184	*	*	*	*	*	*	199	178
12:00 PM	*	*	*	*	203	231	216	220	*	*	*	*	*	*	210	226
01:00	*	*	*	*	198	179	180	201	*	*	*	*	*	*	189	190
02:00	*	*	*	*	183	195	194	181	*	*	*	*	*	*	188	188
03:00	*	*	*	*	213	170	195	177	*	*	*	*	*	*	204	174
04:00	*	*	*	*	173	177	196	171	*	*	*	*	*	*	184	174
05:00	*	*	*	*	155	126	187	165	*	*	*	*	*	*	171	146
06:00	*	*	*	*	112	107	141	123	*	*	*	*	*	*	126	115
07:00	*	*	*	*	85	89	80	87	*	*	*	*	*	*	82	88
08:00	*	*	*	*	78	74	79	63	*	*	*	*	*	*	78	68
09:00	*	*	*	*	35	37	54	50	*	*	*	*	*	*	44	44
10:00	*	*	*	*	30	20	23	31	*	*	*	*	*	*	26	26
11:00	*	*	*	*	12	9	10	15	*	*	*	*	*	*	11	12
Total	0	0	0	0	2360	2281	2472	2343	0	0	0	0	0	0	2412	2314
Day	0		0		4641		4815		0		0		0		4726	
AM Peak	-	-	-	-	10:00	09:00	11:00	11:00	-	-	-	-	-	-	10:00	10:00
Vol.	-	-	-	-	207	186	214	184	-	-	-	-	-	-	202	180
PM Peak	-	-	-	-	15:00	12:00	12:00	12:00	-	-	-	-	-	-	12:00	12:00
Vol.	-	-	-	-	213	231	216	220	-	-	-	-	-	-	210	226

Comb. Total	0	0	4641	4815	0	0	0	4726
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**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

Start Time	09-Jul-14		NB		SB		Combined		10-Jul-Thu	NB		SB		Combined		
	Wed		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	52	1	72	2	124			2	52	1	69	3	121
12:15			2	51	2	50	4	101			0	50	1	50	1	100
12:30			3	47	1	58	4	105			0	58	0	57	0	115
12:45			1	53	1	51	2	104			0	56	0	44	0	100
01:00			0	51	0	41	0	92			0	55	0	49	0	104
01:15			0	52	0	51	0	103			0	41	1	53	1	94
01:30			0	48	1	36	1	84			0	37	2	48	2	85
01:45			0	47	1	51	1	98			0	47	0	51	0	98
02:00			0	42	1	52	1	94			0	55	0	53	0	108
02:15			1	52	2	49	3	101			0	43	0	45	0	88
02:30			0	47	0	40	0	87			0	44	0	37	0	81
02:45			0	42	1	54	1	96			1	52	0	46	1	98
03:00			0	51	0	38	0	89			0	44	0	40	0	84
03:15			0	57	0	40	0	97			0	45	0	40	0	85
03:30			0	52	0	54	0	106			1	53	0	48	1	101
03:45			0	53	0	38	0	91			0	53	0	49	0	102
04:00			1	50	0	50	1	100			0	66	0	45	0	111
04:15			0	40	0	51	0	91			1	48	1	44	2	92
04:30			0	44	0	32	0	76			1	35	1	39	2	74
04:45			1	39	0	44	1	83			1	47	1	43	2	90
05:00			1	46	2	34	3	80			3	61	1	42	4	103
05:15			4	48	4	30	8	78			5	46	4	44	9	90
05:30			8	29	3	33	11	62			9	34	5	39	14	73
05:45			5	32	8	29	13	61			8	46	7	40	15	86
06:00			7	32	12	27	19	59			6	43	13	30	19	73
06:15			12	23	9	25	21	48			15	38	4	37	19	75
06:30			18	25	13	28	31	53			18	32	14	32	32	64
06:45			18	32	13	27	31	59			18	28	12	24	30	52
07:00			24	20	12	23	36	43			24	25	18	20	42	45
07:15			17	26	20	19	37	45			17	18	15	18	32	36
07:30			26	25	23	23	49	48			28	18	27	25	55	43
07:45			28	14	41	24	69	38			34	19	32	24	66	43
08:00			38	26	41	19	79	45			26	21	37	19	63	40
08:15			33	16	33	19	66	35			38	24	35	18	73	42
08:30			43	18	43	24	86	42			31	18	48	13	79	31
08:45			35	18	40	12	75	30			42	16	45	13	87	29
09:00			40	11	46	9	86	20			47	11	47	16	94	27
09:15			51	8	41	13	92	21			48	22	53	11	101	33
09:30			38	9	47	8	85	17			47	13	33	14	80	27
09:45			36	7	52	7	88	14			35	8	38	9	73	17
10:00		53	10	47	5	100	15				43	6	41	5	84	11
10:15		43	5	45	5	88	10				56	4	41	12	97	16
10:30		46	6	41	4	87	10				42	10	46	8	88	18
10:45		65	9	48	6	113	15			56	3	51	6	107	9	
11:00		38	4	46	1	84	5			55	4	54	2	109	6	
11:15		41	4	44	4	85	8			43	2	47	9	90	11	
11:30		50	1	31	1	81	2			64	3	39	3	103	6	
11:45		55	3	51	3	106	6			52	1	44	1	96	2	
Total		883	1477	867	1414	1750	2891			917	1555	859	1484	1776	3039	
Day Total		2360		2281		4641				2472		2343		4815		
% Total		19.0%	31.8%	18.7%	30.5%					19.0%	32.3%	17.8%	30.8%			
Peak	-	10:00	03:00	09:30	12:00	10:00	12:00		-	10:45	03:30	10:30	12:00	10:45	12:00	
Vol.	-	207	213	191	231	388	434		-	218	220	198	220	409	436	
P.H.F.		0.796	0.934	0.918	0.802	0.858	0.875			0.852	0.833	0.917	0.797	0.938	0.901	



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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

Start Time	07-Jul-14 Mon	08-Jul-14 Tue	09-Jul-14 Wed	10-Jul-14 Thu	11-Jul-14 Fri	12-Jul-14 Sat	13-Jul-14 Sun	Week Average
12:00 AM	*	*	12	4	*	*	*	8
01:00	*	*	2	3	*	*	*	2
02:00	*	*	5	1	*	*	*	3
03:00	*	*	0	1	*	*	*	0
04:00	*	*	2	6	*	*	*	4
05:00	*	*	35	42	*	*	*	38
06:00	*	*	102	100	*	*	*	101
07:00	*	*	191	195	*	*	*	193
08:00	*	*	306	302	*	*	*	304
09:00	*	*	351	348	*	*	*	350
10:00	*	*	388	376	*	*	*	382
11:00	*	*	356	398	*	*	*	377
12:00 PM	*	*	434	436	*	*	*	435
01:00	*	*	377	381	*	*	*	379
02:00	*	*	378	375	*	*	*	376
03:00	*	*	383	372	*	*	*	378
04:00	*	*	350	367	*	*	*	358
05:00	*	*	281	352	*	*	*	316
06:00	*	*	219	264	*	*	*	242
07:00	*	*	174	167	*	*	*	170
08:00	*	*	152	142	*	*	*	147
09:00	*	*	72	104	*	*	*	88
10:00	*	*	50	54	*	*	*	52
11:00	*	*	21	25	*	*	*	23
Total	0	0	4641	4815	0	0	0	4726
Percentage	0.0%	0.0%	98.2%	101.9%	0.0%	0.0%	0.0%	
AM Peak	-	-	10:00	11:00	-	-	-	10:00
Vol.	-	-	388	398	-	-	-	382
PM Peak	-	-	12:00	12:00	-	-	-	12:00
Vol.	-	-	434	436	-	-	-	435

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**70 School Street**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

**NB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	7	7	4	0	0	0	0	0	0	0	0	0	0	0	18
06:00	21	26	7	0	1	0	0	0	0	0	0	0	0	0	55
07:00	57	26	11	1	0	0	0	0	0	0	0	0	0	0	95
08:00	81	52	15	1	0	0	0	0	0	0	0	0	0	0	149
09:00	111	51	2	1	0	0	0	0	0	0	0	0	0	0	165
10:00	152	49	6	0	0	0	0	0	0	0	0	0	0	0	207
11:00	133	42	9	0	0	0	0	0	0	0	0	0	0	0	184
12 PM	151	45	7	0	0	0	0	0	0	0	0	0	0	0	203
13:00	122	68	8	0	0	0	0	0	0	0	0	0	0	0	198
14:00	132	43	7	1	0	0	0	0	0	0	0	0	0	0	183
15:00	148	54	11	0	0	0	0	0	0	0	0	0	0	0	213
16:00	119	49	5	0	0	0	0	0	0	0	0	0	0	0	173
17:00	93	52	10	0	0	0	0	0	0	0	0	0	0	0	155
18:00	67	32	11	1	1	0	0	0	0	0	0	0	0	0	112
19:00	55	25	4	1	0	0	0	0	0	0	0	0	0	0	85
20:00	60	16	2	0	0	0	0	0	0	0	0	0	0	0	78
21:00	18	14	3	0	0	0	0	0	0	0	0	0	0	0	35
22:00	17	11	2	0	0	0	0	0	0	0	0	0	0	0	30
23:00	5	6	1	0	0	0	0	0	0	0	0	0	0	0	12
Total	1557	669	126	6	2	0	0	0	0	0	0	0	0	0	2360

Daily

15th Percentile :	11 MPH
50th Percentile :	21 MPH
85th Percentile :	33 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	22 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	863
Percent in Pace :	36.6%
Number of Vehicles > 30 MPH :	1075
Percent of Vehicles > 30 MPH :	45.6%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

**NB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	2	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:00	12	11	2	0	0	0	0	0	0	0	0	0	0	0	25
06:00	31	22	2	2	0	0	0	0	0	0	0	0	0	0	57
07:00	67	31	5	0	0	0	0	0	0	0	0	0	0	0	103
08:00	90	39	8	0	0	0	0	0	0	0	0	0	0	0	137
09:00	119	51	5	2	0	0	0	0	0	0	0	0	0	0	177
10:00	159	34	4	0	0	0	0	0	0	0	0	0	0	0	197
11:00	178	30	5	1	0	0	0	0	0	0	0	0	0	0	214
12 PM	173	41	2	0	0	0	0	0	0	0	0	0	0	0	216
13:00	130	42	7	1	0	0	0	0	0	0	0	0	0	0	180
14:00	152	37	4	1	0	0	0	0	0	0	0	0	0	0	194
15:00	146	44	5	0	0	0	0	0	0	0	0	0	0	0	195
16:00	149	41	5	1	0	0	0	0	0	0	0	0	0	0	196
17:00	126	54	7	0	0	0	0	0	0	0	0	0	0	0	187
18:00	81	51	8	1	0	0	0	0	0	0	0	0	0	0	141
19:00	52	24	4	0	0	0	0	0	0	0	0	0	0	0	80
20:00	62	16	1	0	0	0	0	0	0	0	0	0	0	0	79
21:00	47	6	1	0	0	0	0	0	0	0	0	0	0	0	54
22:00	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	5	4	0	1	0	0	0	0	0	0	0	0	0	0	10
Total	1806	580	75	11	0	0	0	0	0	0	0	0	0	0	2472

Daily

15th Percentile : 10 MPH  
50th Percentile : 20 MPH  
85th Percentile : 31 MPH  
95th Percentile : 37 MPH

Mean Speed(Average) : 21 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 952  
Percent in Pace : 38.5%  
Number of Vehicles > 30 MPH : 927  
Percent of Vehicles > 30 MPH : 37.5%

Grand Total	3363	1249	201	17	2	0	0	0	0	0	0	0	0	0	4832
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Overall

15th Percentile : 10 MPH  
50th Percentile : 20 MPH  
85th Percentile : 32 MPH  
95th Percentile : 37 MPH

Mean Speed(Average) : 22 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 1816  
Percent in Pace : 37.6%  
Number of Vehicles > 30 MPH : 2002  
Percent of Vehicles > 30 MPH : 41.4%

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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	3	1	0	0	0	0	0	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
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	9	6	2	0	0	0	0	0	0	0	0	0	0	0	17
06:00	22	18	3	3	1	0	0	0	0	0	0	0	0	0	47
07:00	53	31	11	1	0	0	0	0	0	0	0	0	0	0	96
08:00	82	62	11	2	0	0	0	0	0	0	0	0	0	0	157
09:00	124	50	11	1	0	0	0	0	0	0	0	0	0	0	186
10:00	122	48	10	1	0	0	0	0	0	0	0	0	0	0	181
11:00	112	50	9	1	0	0	0	0	0	0	0	0	0	0	172
12 PM	155	68	8	0	0	0	0	0	0	0	0	0	0	0	231
13:00	118	47	13	1	0	0	0	0	0	0	0	0	0	0	179
14:00	143	45	7	0	0	0	0	0	0	0	0	0	0	0	195
15:00	103	53	12	1	1	0	0	0	0	0	0	0	0	0	170
16:00	91	71	13	1	0	0	0	0	0	0	0	1	0	0	177
17:00	67	50	9	0	0	0	0	0	0	0	0	0	0	0	126
18:00	51	51	5	0	0	0	0	0	0	0	0	0	0	0	107
19:00	66	17	6	0	0	0	0	0	0	0	0	0	0	0	89
20:00	50	21	3	0	0	0	0	0	0	0	0	0	0	0	74
21:00	16	18	3	0	0	0	0	0	0	0	0	0	0	0	37
22:00	8	8	4	0	0	0	0	0	0	0	0	0	0	0	20
23:00	5	3	1	0	0	0	0	0	0	0	0	0	0	0	9
Total	1405	719	141	12	3	0	0	0	0	0	0	1	0	0	2281

Daily

15th Percentile :	11 MPH
50th Percentile :	21 MPH
85th Percentile :	33 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	804
Percent in Pace :	35.2%
Number of Vehicles > 30 MPH :	1154
Percent of Vehicles > 30 MPH :	50.6%

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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

**SB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	2	1	0	0	0	0	0	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	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	3	9	4	1	0	0	0	0	0	0	0	0	0	0	17
06:00	25	16	1	1	0	0	0	0	0	0	0	0	0	0	43
07:00	60	27	4	1	0	0	0	0	0	0	0	0	0	0	92
08:00	109	51	5	0	0	0	0	0	0	0	0	0	0	0	165
09:00	114	49	7	1	0	0	0	0	0	0	0	0	0	0	171
10:00	127	49	3	0	0	0	0	0	0	0	0	0	0	0	179
11:00	152	31	0	0	1	0	0	0	0	0	0	0	0	0	184
12 PM	182	33	5	0	0	0	0	0	0	0	0	0	0	0	220
13:00	156	43	2	0	0	0	0	0	0	0	0	0	0	0	201
14:00	124	52	4	1	0	0	0	0	0	0	0	0	0	0	181
15:00	138	31	8	0	0	0	0	0	0	0	0	0	0	0	177
16:00	111	52	6	2	0	0	0	0	0	0	0	0	0	0	171
17:00	109	47	8	1	0	0	0	0	0	0	0	0	0	0	165
18:00	73	40	10	0	0	0	0	0	0	0	0	0	0	0	123
19:00	54	25	6	2	0	0	0	0	0	0	0	0	0	0	87
20:00	46	13	4	0	0	0	0	0	0	0	0	0	0	0	63
21:00	31	16	2	1	0	0	0	0	0	0	0	0	0	0	50
22:00	15	14	2	0	0	0	0	0	0	0	0	0	0	0	31
23:00	9	5	1	0	0	0	0	0	0	0	0	0	0	0	15
Total	1644	604	83	11	1	0	0	0	0	0	0	0	0	0	2343

Daily

15th Percentile : 10 MPH  
50th Percentile : 20 MPH  
85th Percentile : 32 MPH  
95th Percentile : 37 MPH

Mean Speed(Average) : 22 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 883  
Percent in Pace : 37.7%  
Number of Vehicles > 30 MPH : 957  
Percent of Vehicles > 30 MPH : 40.8%

Grand Total	3049	1323	224	23	4	0	0	0	0	0	0	1	0	0	4624
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Overall

15th Percentile : 11 MPH  
50th Percentile : 21 MPH  
85th Percentile : 33 MPH  
95th Percentile : 38 MPH

Mean Speed(Average) : 22 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 1689  
Percent in Pace : 36.5%  
Number of Vehicles > 30 MPH : 2111  
Percent of Vehicles > 30 MPH : 45.6%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

**NB, SB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	9	1	1	0	1	0	0	0	0	0	0	0	0	0	12
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	16	13	6	0	0	0	0	0	0	0	0	0	0	0	35
06:00	43	44	10	3	2	0	0	0	0	0	0	0	0	0	102
07:00	110	57	22	2	0	0	0	0	0	0	0	0	0	0	191
08:00	163	114	26	3	0	0	0	0	0	0	0	0	0	0	306
09:00	235	101	13	2	0	0	0	0	0	0	0	0	0	0	351
10:00	274	97	16	1	0	0	0	0	0	0	0	0	0	0	388
11:00	245	92	18	1	0	0	0	0	0	0	0	0	0	0	356
12 PM	306	113	15	0	0	0	0	0	0	0	0	0	0	0	434
13:00	240	115	21	1	0	0	0	0	0	0	0	0	0	0	377
14:00	275	88	14	1	0	0	0	0	0	0	0	0	0	0	378
15:00	251	107	23	1	1	0	0	0	0	0	0	0	0	0	383
16:00	210	120	18	1	0	0	0	0	0	0	0	1	0	0	350
17:00	160	102	19	0	0	0	0	0	0	0	0	0	0	0	281
18:00	118	83	16	1	1	0	0	0	0	0	0	0	0	0	219
19:00	121	42	10	1	0	0	0	0	0	0	0	0	0	0	174
20:00	110	37	5	0	0	0	0	0	0	0	0	0	0	0	152
21:00	34	32	6	0	0	0	0	0	0	0	0	0	0	0	72
22:00	25	19	6	0	0	0	0	0	0	0	0	0	0	0	50
23:00	10	9	2	0	0	0	0	0	0	0	0	0	0	0	21
Total	2962	1388	267	18	5	0	0	0	0	0	0	1	0	0	4641

Daily

15th Percentile :	11 MPH
50th Percentile :	21 MPH
85th Percentile :	33 MPH
95th Percentile :	38 MPH
Mean Speed(Average) :	22 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	1668
Percent in Pace :	35.9%
Number of Vehicles > 30 MPH :	2230
Percent of Vehicles > 30 MPH :	48.0%

**Old Colony Planning Council**  
**70 School Street**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

**NB, SB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	4	0	1	1	0	0	0	0	0	0	0	0	0	0	6
05:00	15	20	6	1	0	0	0	0	0	0	0	0	0	0	42
06:00	56	38	3	3	0	0	0	0	0	0	0	0	0	0	100
07:00	127	58	9	1	0	0	0	0	0	0	0	0	0	0	195
08:00	199	90	13	0	0	0	0	0	0	0	0	0	0	0	302
09:00	233	100	12	3	0	0	0	0	0	0	0	0	0	0	348
10:00	286	83	7	0	0	0	0	0	0	0	0	0	0	0	376
11:00	330	61	5	1	1	0	0	0	0	0	0	0	0	0	398
12 PM	355	74	7	0	0	0	0	0	0	0	0	0	0	0	436
13:00	286	85	9	1	0	0	0	0	0	0	0	0	0	0	381
14:00	276	89	8	2	0	0	0	0	0	0	0	0	0	0	375
15:00	284	75	13	0	0	0	0	0	0	0	0	0	0	0	372
16:00	260	93	11	3	0	0	0	0	0	0	0	0	0	0	367
17:00	235	101	15	1	0	0	0	0	0	0	0	0	0	0	352
18:00	154	91	18	1	0	0	0	0	0	0	0	0	0	0	264
19:00	106	49	10	2	0	0	0	0	0	0	0	0	0	0	167
20:00	108	29	5	0	0	0	0	0	0	0	0	0	0	0	142
21:00	78	22	3	1	0	0	0	0	0	0	0	0	0	0	104
22:00	37	15	2	0	0	0	0	0	0	0	0	0	0	0	54
23:00	14	9	1	1	0	0	0	0	0	0	0	0	0	0	25
Total	3450	1184	158	22	1	0	0	0	0	0	0	0	0	0	4815

Daily

15th Percentile : 10 MPH  
50th Percentile : 20 MPH  
85th Percentile : 31 MPH  
95th Percentile : 37 MPH

Mean Speed(Average) : 22 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 1835  
Percent in Pace : 38.1%  
Number of Vehicles > 30 MPH : 1884  
Percent of Vehicles > 30 MPH : 39.1%

Grand Total	6412	2572	425	40	6	0	0	0	0	0	0	1	0	0	9456
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Overall

15th Percentile : 10 MPH  
50th Percentile : 20 MPH  
85th Percentile : 32 MPH  
95th Percentile : 37 MPH

Mean Speed(Average) : 22 MPH  
10 MPH Pace Speed : 15-24 MPH  
Number in Pace : 3505  
Percent in Pace : 37.1%  
Number of Vehicles > 30 MPH : 4112  
Percent of Vehicles > 30 MPH : 43.5%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

NB

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
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	1	1
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	14	3	0	1	0	0	0	0	0	0	0	0	18	1
06:00	1	39	12	0	3	0	0	0	0	0	0	0	0	55	3
07:00	0	66	22	1	6	0	0	0	0	0	0	0	0	95	7
08:00	0	108	32	1	8	0	0	0	0	0	0	0	0	149	9
09:00	2	120	36	0	5	1	0	1	0	0	0	0	0	165	7
10:00	0	153	43	0	9	2	0	0	0	0	0	0	0	207	11
11:00	0	132	41	0	8	1	0	2	0	0	0	0	0	184	11
12 PM	0	146	47	0	7	2	0	1	0	0	0	0	0	203	10
13:00	0	144	44	0	9	1	0	0	0	0	0	0	0	198	10
14:00	1	131	41	0	9	0	0	1	0	0	0	0	0	183	10
15:00	1	150	52	1	8	0	0	1	0	0	0	0	0	213	10
16:00	1	138	26	0	8	0	0	0	0	0	0	0	0	173	8
17:00	1	132	18	0	4	0	0	0	0	0	0	0	0	155	4
18:00	0	93	19	0	0	0	0	0	0	0	0	0	0	112	0
19:00	0	76	8	0	1	0	0	0	0	0	0	0	0	85	1
20:00	0	55	22	0	1	0	0	0	0	0	0	0	0	78	1
21:00	0	30	4	0	1	0	0	0	0	0	0	0	0	35	1
22:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30	0
23:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12	0
Total	7	1765	482	4	89	7	0	6	0	0	0	0	0	2360	106
Percent	0.3%	74.8%	20.4%	0.2%	3.8%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		4.5%
AM Peak	09:00	10:00	10:00	02:00	10:00	10:00		11:00						10:00	10:00
Vol.	2	153	43	1	9	2		2						207	11
PM Peak	14:00	15:00	15:00	15:00	13:00	12:00		12:00						15:00	12:00
Vol.	1	150	52	1	9	2		1						213	10



**Old Colony Planning Council**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

NB

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	1	1	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	1	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	17	6	0	2	0	0	0	0	0	0	0	0	25	2
06:00	0	41	10	0	6	0	0	0	0	0	0	0	0	57	6
07:00	0	76	21	0	4	1	0	1	0	0	0	0	0	103	6
08:00	0	92	36	1	6	1	0	1	0	0	0	0	0	137	9
09:00	0	132	37	0	8	0	0	0	0	0	0	0	0	177	8
10:00	1	150	36	0	10	0	0	0	0	0	0	0	0	197	10
11:00	0	161	46	0	6	1	0	0	0	0	0	0	0	214	7
12 PM	1	155	44	0	11	3	0	2	0	0	0	0	0	216	16
13:00	0	140	34	1	4	0	0	0	1	0	0	0	0	180	6
14:00	0	150	38	1	5	0	0	0	0	0	0	0	0	194	6
15:00	0	147	41	0	7	0	0	0	0	0	0	0	0	195	7
16:00	1	154	29	0	9	1	0	2	0	0	0	0	0	196	12
17:00	0	150	33	0	3	1	0	0	0	0	0	0	0	187	4
18:00	0	118	20	0	2	0	0	1	0	0	0	0	0	141	3
19:00	1	66	11	0	2	0	0	0	0	0	0	0	0	80	2
20:00	1	65	11	0	1	0	0	1	0	0	0	0	0	79	2
21:00	0	40	14	0	0	0	0	0	0	0	0	0	0	54	0
22:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23	0
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0
Total	5	1883	478	3	86	8	0	8	1	0	0	0	0	2472	106
Percent	0.2%	76.2%	19.3%	0.1%	3.5%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		4.3%
AM Peak	10:00	11:00	11:00	08:00	10:00	07:00		07:00						11:00	10:00
Vol.	1	161	46	1	10	1		1						214	10
PM Peak	12:00	12:00	12:00	13:00	12:00	12:00		12:00	13:00					12:00	12:00
Vol.	1	155	44	1	11	3		2	1					216	16
Grand Total	12	3648	960	7	175	15	0	14	1	0	0	0	0	4832	212
Percent	0.2%	75.5%	19.9%	0.1%	3.6%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		4.4%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Page 3

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

SB

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1
02:00	0	2	0	2	0	0	0	0	0	0	0	0	0	4	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	0	0	0	0	0	0	0	0	0	0
05:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17	0
06:00	1	32	10	0	4	0	0	0	0	0	0	0	0	47	4
07:00	1	67	24	0	4	0	0	0	0	0	0	0	0	96	4
08:00	1	112	37	0	6	1	0	0	0	0	0	0	0	157	7
09:00	3	131	37	1	11	1	1	1	0	0	0	0	0	186	15
10:00	0	135	39	2	3	0	1	1	0	0	0	0	0	181	7
11:00	1	134	29	0	6	1	1	0	0	0	0	0	0	172	8
12 PM	1	166	50	1	12	0	1	0	0	0	0	0	0	231	14
13:00	0	139	30	1	7	2	0	0	0	0	0	0	0	179	10
14:00	0	153	36	0	6	0	0	0	0	0	0	0	0	195	6
15:00	1	125	38	0	5	0	0	1	0	0	0	0	0	170	6
16:00	1	141	25	1	8	1	0	0	0	0	0	0	0	177	10
17:00	1	107	17	0	1	0	0	0	0	0	0	0	0	126	1
18:00	0	80	25	0	2	0	0	0	0	0	0	0	0	107	2
19:00	0	76	12	0	1	0	0	0	0	0	0	0	0	89	1
20:00	0	58	14	0	2	0	0	0	0	0	0	0	0	74	2
21:00	0	31	5	0	1	0	0	0	0	0	0	0	0	37	1
22:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20	0
23:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9	1
Total	11	1730	438	8	81	6	4	3	0	0	0	0	0	2281	102
Percent	0.5%	75.8%	19.2%	0.4%	3.6%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		4.5%
AM Peak	09:00	10:00	10:00	02:00	09:00	08:00	09:00	09:00						09:00	09:00
Vol.	3	135	39	2	11	1	1	1						186	15
PM Peak	12:00	12:00	12:00	12:00	12:00	13:00	12:00	15:00						12:00	12:00
Vol.	1	166	50	1	12	2	1	1						231	14

**Old Colony Planning Council**  
**70 School Street**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

SB

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
01:00	0	3	0	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	2	1	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17	0
06:00	1	31	8	1	1	1	0	0	0	0	0	0	0	43	3
07:00	0	64	20	1	7	0	0	0	0	0	0	0	0	92	8
08:00	2	123	29	0	8	1	0	2	0	0	0	0	0	165	11
09:00	0	131	34	0	6	0	0	0	0	0	0	0	0	171	6
10:00	2	140	31	0	5	0	0	1	0	0	0	0	0	179	6
11:00	0	134	37	0	10	2	0	1	0	0	0	0	0	184	13
12 PM	0	153	55	0	10	0	0	2	0	0	0	0	0	220	12
13:00	1	159	33	0	8	0	0	0	0	0	0	0	0	201	8
14:00	1	144	30	0	5	0	0	1	0	0	0	0	0	181	6
15:00	0	147	23	0	7	0	0	0	0	0	0	0	0	177	7
16:00	0	134	27	0	9	0	0	1	0	0	0	0	0	171	10
17:00	2	125	31	0	6	0	0	1	0	0	0	0	0	165	7
18:00	1	98	23	0	1	0	0	0	0	0	0	0	0	123	1
19:00	1	70	15	0	0	0	0	1	0	0	0	0	0	87	1
20:00	0	54	8	0	1	0	0	0	0	0	0	0	0	63	1
21:00	0	45	5	0	0	0	0	0	0	0	0	0	0	50	0
22:00	0	24	6	0	1	0	0	0	0	0	0	0	0	31	1
23:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0
Total	11	1807	424	2	85	4	0	10	0	0	0	0	0	2343	101
Percent	0.5%	77.1%	18.1%	0.1%	3.6%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		4.3%
AM Peak Vol.	08:00	10:00	11:00	06:00	11:00	11:00		08:00						11:00	11:00
PM Peak Vol.	17:00	13:00	12:00		12:00			12:00						12:00	12:00
Grand Total	22	3537	862	10	166	10	4	13	0	0	0	0	0	4624	203
Percent	0.5%	76.5%	18.6%	0.2%	3.6%	0.2%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		4.4%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 5

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

NB, SB

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1
02:00	0	2	0	3	0	0	0	0	0	0	0	0	0	5	3
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	27	7	0	1	0	0	0	0	0	0	0	0	35	1
06:00	2	71	22	0	7	0	0	0	0	0	0	0	0	102	7
07:00	1	133	46	1	10	0	0	0	0	0	0	0	0	191	11
08:00	1	220	69	1	14	1	0	0	0	0	0	0	0	306	16
09:00	5	251	73	1	16	2	1	2	0	0	0	0	0	351	22
10:00	0	288	82	2	12	2	1	1	0	0	0	0	0	388	18
11:00	1	266	70	0	14	2	1	2	0	0	0	0	0	356	19
12 PM	1	312	97	1	19	2	1	1	0	0	0	0	0	434	24
13:00	0	283	74	1	16	3	0	0	0	0	0	0	0	377	20
14:00	1	284	77	0	15	0	0	1	0	0	0	0	0	378	16
15:00	2	275	90	1	13	0	0	2	0	0	0	0	0	383	16
16:00	2	279	51	1	16	1	0	0	0	0	0	0	0	350	18
17:00	2	239	35	0	5	0	0	0	0	0	0	0	0	281	5
18:00	0	173	44	0	2	0	0	0	0	0	0	0	0	219	2
19:00	0	152	20	0	2	0	0	0	0	0	0	0	0	174	2
20:00	0	113	36	0	3	0	0	0	0	0	0	0	0	152	3
21:00	0	61	9	0	2	0	0	0	0	0	0	0	0	72	2
22:00	0	41	9	0	0	0	0	0	0	0	0	0	0	50	0
23:00	0	14	6	0	1	0	0	0	0	0	0	0	0	21	1
Total	18	3495	920	12	170	13	4	9	0	0	0	0	0	4641	208
Percent	0.4%	75.3%	19.8%	0.3%	3.7%	0.3%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		4.5%
AM Peak	09:00	10:00	10:00	02:00	09:00	09:00	09:00	09:00						10:00	09:00
Vol.	5	288	82	3	16	2	1	2						388	22
PM Peak	15:00	12:00	12:00	12:00	12:00	13:00	12:00	15:00						12:00	12:00
Vol.	2	312	97	1	19	3	1	2						434	24

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, north of Foodie's Market

NB, SB

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0
01:00	0	3	0	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	1	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0
05:00	0	30	10	0	2	0	0	0	0	0	0	0	0	42	2
06:00	1	72	18	1	7	1	0	0	0	0	0	0	0	100	9
07:00	0	140	41	1	11	1	0	1	0	0	0	0	0	195	14
08:00	2	215	65	1	14	2	0	3	0	0	0	0	0	302	20
09:00	0	263	71	0	14	0	0	0	0	0	0	0	0	348	14
10:00	3	290	67	0	15	0	0	1	0	0	0	0	0	376	16
11:00	0	295	83	0	16	3	0	1	0	0	0	0	0	398	20
12 PM	1	308	99	0	21	3	0	4	0	0	0	0	0	436	28
13:00	1	299	67	1	12	0	0	0	1	0	0	0	0	381	14
14:00	1	294	68	1	10	0	0	1	0	0	0	0	0	375	12
15:00	0	294	64	0	14	0	0	0	0	0	0	0	0	372	14
16:00	1	288	56	0	18	1	0	3	0	0	0	0	0	367	22
17:00	2	275	64	0	9	1	0	1	0	0	0	0	0	352	11
18:00	1	216	43	0	3	0	0	1	0	0	0	0	0	264	4
19:00	2	136	26	0	2	0	0	1	0	0	0	0	0	167	3
20:00	1	119	19	0	2	0	0	1	0	0	0	0	0	142	3
21:00	0	85	19	0	0	0	0	0	0	0	0	0	0	104	0
22:00	0	42	11	0	1	0	0	0	0	0	0	0	0	54	1
23:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25	0
Total	16	3690	902	5	171	12	0	18	1	0	0	0	0	4815	207
Percent	0.3%	76.6%	18.7%	0.1%	3.6%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		4.3%
AM Peak Vol.	10:00	11:00	11:00	06:00	11:00	11:00		08:00						11:00	08:00
PM Peak Vol.	17:00	12:00	12:00	13:00	12:00	12:00		12:00	13:00					12:00	12:00
Grand Total	34	7185	1822	17	341	25	4	27	1	0	0	0	0	9456	415
Percent	0.4%	76.0%	19.3%	0.2%	3.6%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		4.4%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
 Com#\_UR/FC: 82\_U5  
 Recorder #: 22929  
 Layout: L3 Volume Only (4.5")

Station ID:  
 Site Code: 82  
 Date Start: 13-May-14  
 Date End: 14-May-14  
 Depot St, south of Foodie's Market

Start Time	12-May-14		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	*	*	1	3	0	2	*	*	*	*	*	*	*	*	0	2
01:00	*	*	2	1	0	2	*	*	*	*	*	*	*	*	1	2
02:00	*	*	0	0	2	4	*	*	*	*	*	*	*	*	1	2
03:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
04:00	*	*	4	2	5	3	*	*	*	*	*	*	*	*	4	2
05:00	*	*	28	28	27	21	*	*	*	*	*	*	*	*	28	24
06:00	*	*	73	67	78	60	*	*	*	*	*	*	*	*	76	64
07:00	*	*	143	128	146	150	*	*	*	*	*	*	*	*	144	139
08:00	*	*	199	205	195	205	*	*	*	*	*	*	*	*	197	205
09:00	*	*	184	197	204	187	*	*	*	*	*	*	*	*	194	192
10:00	*	*	191	213	215	196	*	*	*	*	*	*	*	*	203	204
11:00	*	*	<b>265</b>	<b>260</b>	<b>226</b>	<b>246</b>	*	*	*	*	*	*	*	*	<b>246</b>	<b>253</b>
12:00 PM	*	*	<b>309</b>	307	277	288	*	*	*	*	*	*	*	*	<b>293</b>	298
01:00	*	*	240	255	237	273	*	*	*	*	*	*	*	*	238	264
02:00	*	*	264	271	250	282	*	*	*	*	*	*	*	*	257	276
03:00	*	*	290	<b>317</b>	247	293	*	*	*	*	*	*	*	*	268	305
04:00	*	*	265	311	<b>281</b>	<b>303</b>	*	*	*	*	*	*	*	*	273	<b>307</b>
05:00	*	*	231	240	239	256	*	*	*	*	*	*	*	*	235	248
06:00	*	*	156	197	183	197	*	*	*	*	*	*	*	*	170	197
07:00	*	*	109	134	104	120	*	*	*	*	*	*	*	*	106	127
08:00	*	*	43	73	47	75	*	*	*	*	*	*	*	*	45	74
09:00	*	*	16	40	26	40	*	*	*	*	*	*	*	*	21	40
10:00	*	*	12	9	18	18	*	*	*	*	*	*	*	*	15	14
11:00	*	*	3	5	6	9	*	*	*	*	*	*	*	*	4	7
Total	0	0	3028	3263	3013	3230	0	0	0	0	0	0	0	0	3019	3246
Day	0	0	6291		6243		0	0	0	0	0	0	0	0	6265	
AM Peak	-	-	11:00	11:00	11:00	11:00	-	-	-	-	-	-	-	-	11:00	11:00
Vol.	-	-	265	260	226	246	-	-	-	-	-	-	-	-	246	253
PM Peak	-	-	12:00	15:00	16:00	16:00	-	-	-	-	-	-	-	-	12:00	16:00
Vol.	-	-	309	317	281	303	-	-	-	-	-	-	-	-	293	307

Comb. Total	0	6291	6243	0	0	0	0	6265
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**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
 Com#\_UR/FC: 82\_U5  
 Recorder #: 22929  
 Layout: L3 Volume Only (4.5")

Station ID:  
 Site Code: 82  
 Date Start: 13-May-14  
 Date End: 14-May-14  
 Depot St, south of Foodie's Market

Start Time	13-May-14 Tue	NB		SB		Combined		14-May Wed	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.
12:00		0	<b>71</b>	1	70	1	<b>141</b>		0	79	1	64	1	143
12:15		0	<b>82</b>	0	78	0	<b>160</b>		0	68	0	84	0	152
12:30		0	<b>70</b>	1	85	1	<b>155</b>		0	61	1	72	1	133
12:45		1	<b>86</b>	1	74	2	<b>160</b>		0	69	0	68	0	137
01:00		0	63	0	56	0	119		0	61	0	71	0	132
01:15		0	65	0	53	0	118		0	54	1	63	1	117
01:30		2	59	0	75	2	134		0	58	0	62	0	120
01:45		0	53	1	71	1	124		0	64	1	77	1	141
02:00		0	64	0	70	0	134		2	57	1	69	3	126
02:15		0	62	0	70	0	132		0	63	1	55	1	118
02:30		0	65	0	72	0	137		0	66	1	72	1	138
02:45		0	73	0	59	0	132		0	64	1	<b>86</b>	1	150
03:00		0	70	0	<b>95</b>	0	165		0	61	0	<b>66</b>	0	127
03:15		0	74	0	<b>83</b>	0	157		0	60	0	<b>82</b>	0	142
03:30		0	68	0	<b>73</b>	0	141		0	60	0	<b>88</b>	0	<b>148</b>
03:45		0	78	0	<b>66</b>	0	144		0	66	0	57	0	<b>123</b>
04:00		0	76	0	81	0	157		1	<b>79</b>	0	84	1	<b>163</b>
04:15		2	71	0	92	2	163		2	<b>71</b>	0	81	2	<b>152</b>
04:30		0	56	1	63	1	119		1	<b>57</b>	2	65	3	122
04:45		2	62	1	75	3	137		1	<b>74</b>	1	73	2	147
05:00		5	52	6	59	11	111		3	66	1	71	4	137
05:15		1	61	8	51	9	112		9	59	6	63	15	122
05:30		9	69	8	69	17	138		6	63	6	58	12	121
05:45		13	49	6	61	19	110		9	51	8	64	17	115
06:00		14	60	6	69	20	129		15	36	10	45	25	81
06:15		17	37	11	45	28	82		20	45	15	48	35	93
06:30		20	29	19	51	39	80		16	53	13	50	29	103
06:45		22	30	31	32	53	62		27	49	22	54	49	103
07:00		20	27	27	38	47	65		28	36	29	43	57	79
07:15		29	45	32	33	61	78		30	25	35	29	65	54
07:30		40	16	36	47	76	63		41	26	47	24	88	50
07:45		54	21	33	16	87	37		47	17	39	24	86	41
08:00		41	9	51	28	92	37		43	19	50	33	93	52
08:15		48	15	50	22	98	37		61	13	60	20	121	33
08:30		50	14	37	17	87	31		44	7	40	9	84	16
08:45		60	5	67	6	127	11		47	8	55	13	102	21
09:00		47	2	44	19	91	21		47	5	59	17	106	22
09:15		34	7	74	6	108	13		55	14	50	10	105	24
09:30		51	4	28	9	79	13		43	5	35	11	78	16
09:45		52	3	51	6	103	9		59	2	43	2	102	4
10:00		49	3	50	1	99	4		69	4	51	3	120	7
10:15		49	4	51	5	100	9		50	6	49	6	99	12
10:30		47	4	57	1	104	5		43	8	48	6	91	14
10:45		46	1	55	2	101	3		<b>53</b>	0	48	3	101	3
11:00		<b>65</b>	0	<b>66</b>	2	<b>131</b>	2		<b>52</b>	5	<b>60</b>	3	<b>112</b>	8
11:15		<b>64</b>	2	<b>54</b>	3	<b>118</b>	5		<b>67</b>	1	<b>44</b>	4	<b>111</b>	5
11:30		<b>68</b>	0	<b>68</b>	0	<b>136</b>	0		<b>55</b>	0	<b>67</b>	1	<b>122</b>	1
11:45		<b>68</b>	1	<b>72</b>	0	<b>140</b>	1		52	0	<b>75</b>	1	<b>127</b>	1
Total		1090	1938	1104	2159	2194	4097		1098	1915	1076	2154	2174	4069
Day Total		3028		3263		6291			3013		3230		6243	
% Total		17.3%	30.8%	17.5%	34.3%				17.6%	30.7%	17.2%	34.5%		
Peak	-	11:00	12:00	11:00	03:00	11:00	12:00	-	10:45	04:00	11:00	02:45	11:00	03:30
Vol.	-	265	309	260	317	525	616	-	227	281	246	322	472	586
P.H.F.		0.974	0.898	0.903	0.834	0.938	0.963		0.822	0.889	0.820	0.915	0.929	0.899

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 22929  
Layout: L3 Volume Only (4.5")

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Depot St, south of Foodie's Market

Start Time	12-May-14 Mon	13-May-14 Tue	14-May-14 Wed	15-May-14 Thu	16-May-14 Fri	17-May-14 Sat	18-May-14 Sun	Week Average
12:00 AM	*	4	2	*	*	*	*	3
01:00	*	3	2	*	*	*	*	2
02:00	*	0	6	*	*	*	*	3
03:00	*	0	0	*	*	*	*	0
04:00	*	6	8	*	*	*	*	7
05:00	*	56	48	*	*	*	*	52
06:00	*	140	138	*	*	*	*	139
07:00	*	271	296	*	*	*	*	284
08:00	*	404	400	*	*	*	*	402
09:00	*	381	391	*	*	*	*	386
10:00	*	404	411	*	*	*	*	408
11:00	*	<b>525</b>	<b>472</b>	*	*	*	*	<b>498</b>
12:00 PM	*	<b>616</b>	565	*	*	*	*	<b>590</b>
01:00	*	495	510	*	*	*	*	502
02:00	*	535	532	*	*	*	*	534
03:00	*	607	540	*	*	*	*	574
04:00	*	576	<b>584</b>	*	*	*	*	580
05:00	*	471	495	*	*	*	*	483
06:00	*	353	380	*	*	*	*	366
07:00	*	243	224	*	*	*	*	234
08:00	*	116	122	*	*	*	*	119
09:00	*	56	66	*	*	*	*	61
10:00	*	21	36	*	*	*	*	28
11:00	*	8	15	*	*	*	*	12
Total	0	6291	6243	0	0	0	0	6267
Percentage	0.0%	100.4%	99.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	-	11:00	11:00	-	-	-	-	11:00
Vol.	-	525	472	-	-	-	-	498
PM Peak	-	12:00	16:00	-	-	-	-	12:00
Vol.	-	616	584	-	-	-	-	590



**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 19650  
Layout: L3 Volume Only (4.5")

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, south of Foodie's Market

Start Time	07-Jul-14		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	*	*	*	*	7	6	2	3	*	*	*	*	*	*	4	4
01:00	*	*	*	*	0	2	0	3	*	*	*	*	*	*	0	2
02:00	*	*	*	*	0	3	1	0	*	*	*	*	*	*	0	2
03:00	*	*	*	*	1	0	2	1	*	*	*	*	*	*	2	0
04:00	*	*	*	*	6	3	6	5	*	*	*	*	*	*	6	4
05:00	*	*	*	*	23	20	34	18	*	*	*	*	*	*	28	19
06:00	*	*	*	*	83	48	83	43	*	*	*	*	*	*	83	46
07:00	*	*	*	*	139	100	153	95	*	*	*	*	*	*	146	98
08:00	*	*	*	*	238	159	252	167	*	*	*	*	*	*	245	163
09:00	*	*	*	*	264	203	282	212	*	*	*	*	*	*	273	208
10:00	*	*	*	*	282	224	326	215	*	*	*	*	*	*	304	220
11:00	*	*	*	*	303	262	310	246	*	*	*	*	*	*	306	254
12:00 PM	*	*	*	*	330	331	358	285	*	*	*	*	*	*	344	308
01:00	*	*	*	*	300	275	293	281	*	*	*	*	*	*	296	278
02:00	*	*	*	*	273	248	298	230	*	*	*	*	*	*	286	239
03:00	*	*	*	*	257	239	285	250	*	*	*	*	*	*	271	244
04:00	*	*	*	*	246	259	288	263	*	*	*	*	*	*	267	261
05:00	*	*	*	*	202	211	244	288	*	*	*	*	*	*	223	250
06:00	*	*	*	*	166	165	184	204	*	*	*	*	*	*	175	184
07:00	*	*	*	*	128	131	123	129	*	*	*	*	*	*	126	130
08:00	*	*	*	*	100	98	95	102	*	*	*	*	*	*	98	100
09:00	*	*	*	*	40	52	57	68	*	*	*	*	*	*	48	60
10:00	*	*	*	*	32	22	23	34	*	*	*	*	*	*	28	28
11:00	*	*	*	*	17	11	11	14	*	*	*	*	*	*	14	12
Total	0	0	0	0	3437	3072	3710	3156	0	0	0	0	0	0	3573	3114
Day	0			0	6509		6866		0		0		0		6687	
AM Peak	-	-	-	-	11:00	11:00	10:00	11:00	-	-	-	-	-	-	11:00	11:00
Vol.	-	-	-	-	303	262	326	246	-	-	-	-	-	-	306	254
PM Peak	-	-	-	-	12:00	12:00	12:00	17:00	-	-	-	-	-	-	12:00	12:00
Vol.	-	-	-	-	330	331	358	288	-	-	-	-	-	-	344	308

Comb. Total	0	0	6509	6866	0	0	0	6687
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**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
 Com#\_UR/FC: 82\_U5  
 Recorder #: 19650  
 Layout: L3 Volume Only (4.5")

Station ID:  
 Site Code: 82  
 Date Start: 09-Jul-14  
 Date End: 10-Jul-14  
 Depot St, south of Foodie's Market

Start Time	09-Jul-14		NB		SB		Combined		10-Jul-Thu	NB		SB		Combined	
	Wed		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	89	2	81	3	170		2	94	2	72	4	166	
12:15		1	90	2	83	3	173		0	91	1	76	1	167	
12:30		4	78	1	88	5	166		0	79	0	66	0	145	
12:45		1	73	1	79	2	152		0	94	0	71	0	165	
01:00		0	90	0	65	0	155		0	70	0	73	0	143	
01:15		0	77	0	83	0	160		0	96	1	74	1	170	
01:30		0	65	1	65	1	130		0	62	2	66	2	128	
01:45		0	68	1	62	1	130		0	65	0	68	0	133	
02:00		0	57	0	71	0	128		0	83	0	69	0	152	
02:15		0	84	1	56	1	140		0	73	0	55	0	128	
02:30		0	73	1	57	1	130		0	61	0	50	0	111	
02:45		0	59	1	64	1	123		1	81	0	56	1	137	
03:00		0	62	0	72	0	134		0	72	0	55	0	127	
03:15		0	55	0	56	0	111		0	65	0	60	0	125	
03:30		0	68	0	54	0	122		2	69	1	71	3	140	
03:45		1	72	0	57	1	129		0	79	0	64	0	143	
04:00		0	64	0	80	0	144		0	80	1	58	1	138	
04:15		1	73	1	71	2	144		2	68	1	76	3	144	
04:30		2	57	2	47	4	104		1	76	2	71	3	147	
04:45		3	52	0	61	3	113		3	64	1	58	4	122	
05:00		1	54	1	71	2	125		6	78	0	86	6	164	
05:15		6	59	5	52	11	111		4	63	8	68	12	131	
05:30		7	42	2	45	9	87		9	49	3	78	12	127	
05:45		9	47	12	43	21	90		15	54	7	56	22	110	
06:00		16	41	11	45	27	86		15	60	8	50	23	110	
06:15		15	43	8	39	23	82		26	46	5	60	31	106	
06:30		22	39	16	41	38	80		25	40	12	47	37	87	
06:45		30	43	13	40	43	83		17	38	18	47	35	85	
07:00		32	34	10	37	42	71		35	29	17	46	52	75	
07:15		30	42	28	32	58	74		36	33	18	30	54	63	
07:30		26	22	17	31	43	53		39	34	26	30	65	64	
07:45		51	30	45	31	96	61		43	27	34	23	77	50	
08:00		51	23	34	26	85	49		58	29	35	33	93	62	
08:15		61	22	34	28	95	50		73	28	33	33	106	61	
08:30		67	29	53	27	120	56		57	20	43	13	100	33	
08:45		59	26	38	17	97	43		64	18	56	23	120	41	
09:00		61	11	47	14	108	25		82	15	44	25	126	40	
09:15		71	11	54	18	125	29		68	21	58	16	126	37	
09:30		61	12	54	12	115	24		74	11	57	12	131	23	
09:45		71	6	48	8	119	14		58	10	53	15	111	25	
10:00		76	16	67	8	143	24		75	5	54	5	129	10	
10:15		57	4	53	4	110	8		88	5	52	11	140	16	
10:30		76	7	61	5	137	12		82	10	48	12	130	22	
10:45		73	5	43	5	116	10		81	3	61	6	142	9	
11:00		65	8	60	3	125	11		103	5	63	3	166	8	
11:15		68	5	61	4	129	9		60	2	67	7	127	9	
11:30		90	1	72	0	162	1		96	3	57	3	153	6	
11:45		80	3	69	4	149	7		51	1	59	1	110	2	
Total		1346	2091	1030	2042	2376	4133		1451	2259	1008	2148	2459	4407	
Day Total		3437		3072		6509			3710		3156		6866		
% Total		20.7%	32.1%	15.8%	31.4%				21.1%	32.9%	14.7%	31.3%			
Peak	-	11:00	00:15	11:00	12:00	11:00	12:00	-	10:15	12:00	10:45	04:15	10:45	12:00	
Vol.	-	303	331	262	331	565	661	-	354	358	248	291	588	643	
P.H.F.		0.842	0.919	0.910	0.940	0.872	0.955		0.859	0.952	0.925	0.846	0.886	0.963	

**Old Colony Planning Council**  
**70 School Street**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 19650  
Layout: L3 Volume Only (4.5")

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Depot St, south of Foodie's Market

Start Time	07-Jul-14 Mon	08-Jul-14 Tue	09-Jul-14 Wed	10-Jul-14 Thu	11-Jul-14 Fri	12-Jul-14 Sat	13-Jul-14 Sun	Week Average
12:00 AM	*	*	13	5	*	*	*	9
01:00	*	*	2	3	*	*	*	2
02:00	*	*	3	1	*	*	*	2
03:00	*	*	1	3	*	*	*	2
04:00	*	*	9	11	*	*	*	10
05:00	*	*	43	52	*	*	*	48
06:00	*	*	131	126	*	*	*	128
07:00	*	*	239	248	*	*	*	244
08:00	*	*	397	419	*	*	*	408
09:00	*	*	467	494	*	*	*	480
10:00	*	*	506	541	*	*	*	524
11:00	*	*	<b>565</b>	<b>556</b>	*	*	*	<b>560</b>
12:00 PM	*	*	<b>661</b>	<b>643</b>	*	*	*	<b>652</b>
01:00	*	*	575	574	*	*	*	574
02:00	*	*	521	528	*	*	*	524
03:00	*	*	496	535	*	*	*	516
04:00	*	*	505	551	*	*	*	528
05:00	*	*	413	532	*	*	*	472
06:00	*	*	331	388	*	*	*	360
07:00	*	*	259	252	*	*	*	256
08:00	*	*	198	197	*	*	*	198
09:00	*	*	92	125	*	*	*	108
10:00	*	*	54	57	*	*	*	56
11:00	*	*	28	25	*	*	*	26
Total	0	0	6509	6866	0	0	0	6687
Percentage	0.0%	0.0%	97.3%	102.7%	0.0%	0.0%	0.0%	
AM Peak	-	-	11:00	11:00	-	-	-	11:00
Vol.	-	-	565	556	-	-	-	560
PM Peak	-	-	12:00	12:00	-	-	-	12:00
Vol.	-	-	661	643	-	-	-	652

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

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

Start Time	12-May-14		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	5	1	4	*	*	*	*	*	*	*	*	2	4
01:00	*	*	0	0	2	2	*	*	*	*	*	*	*	*	1	1
02:00	*	*	0	1	0	0	*	*	*	*	*	*	*	*	0	0
03:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
04:00	*	*	4	1	3	2	*	*	*	*	*	*	*	*	4	2
05:00	*	*	19	3	19	5	*	*	*	*	*	*	*	*	19	4
06:00	*	*	39	33	44	40	*	*	*	*	*	*	*	*	42	36
07:00	*	*	85	63	79	59	*	*	*	*	*	*	*	*	82	61
08:00	*	*	110	72	123	107	*	*	*	*	*	*	*	*	116	90
09:00	*	*	102	84	106	89	*	*	*	*	*	*	*	*	104	86
10:00	*	*	82	79	98	72	*	*	*	*	*	*	*	*	90	76
11:00	*	*	92	91	88	81	*	*	*	*	*	*	*	*	90	86
12:00 PM	*	*	100	111	94	105	*	*	*	*	*	*	*	*	97	108
01:00	*	*	91	83	87	82	*	*	*	*	*	*	*	*	89	82
02:00	*	*	86	78	97	91	*	*	*	*	*	*	*	*	92	84
03:00	*	*	137	103	110	96	*	*	*	*	*	*	*	*	124	100
04:00	*	*	79	94	107	103	*	*	*	*	*	*	*	*	93	98
05:00	*	*	79	89	79	108	*	*	*	*	*	*	*	*	79	98
06:00	*	*	69	87	88	106	*	*	*	*	*	*	*	*	78	96
07:00	*	*	51	77	49	81	*	*	*	*	*	*	*	*	50	79
08:00	*	*	22	52	29	48	*	*	*	*	*	*	*	*	26	50
09:00	*	*	8	32	19	26	*	*	*	*	*	*	*	*	14	29
10:00	*	*	7	12	11	17	*	*	*	*	*	*	*	*	9	14
11:00	*	*	3	4	4	9	*	*	*	*	*	*	*	*	4	6
Total	0	0	1268	1254	1337	1333	0	0	0	0	0	0	0	0	1305	1290
Day	0		2522		2670		0		0		0		0		2595	
AM Peak	-	-	08:00	11:00	08:00	08:00	-	-	-	-	-	-	-	-	08:00	08:00
Vol.	-	-	110	91	123	107	-	-	-	-	-	-	-	-	116	90
PM Peak	-	-	15:00	12:00	15:00	17:00	-	-	-	-	-	-	-	-	15:00	12:00
Vol.	-	-	137	111	110	108	-	-	-	-	-	-	-	-	124	108

Comb. Total	0	2522	2670	0	0	0	0	2595
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**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

Start Time	13-May-14		NB		SB		Combined		14-May	NB		SB		Combined		
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	27		1	27	1	54		0	32	0	25	0	57	
12:15		0	26		2	27	2	53		0	23	2	29	2	52	
12:30		1	20		0	34	1	54		1	21	1	26	2	47	
12:45		2	27		2	23	4	50		0	18	1	25	1	43	
01:00		0	23		0	21	0	44		2	21	1	16	3	37	
01:15		0	32		0	19	0	51		0	15	1	22	1	37	
01:30		0	15		0	18	0	33		0	20	0	22	0	42	
01:45		0	21		0	25	0	46		0	31	0	22	0	53	
02:00		0	16		0	12	0	28		0	23	0	17	0	40	
02:15		0	26		0	21	0	47		0	24	0	23	0	47	
02:30		0	25		1	23	1	48		0	26	0	32	0	58	
02:45		0	19		0	22	0	41		0	24	0	19	0	43	
03:00		0	35		0	32	0	67		0	32	0	23	0	55	
03:15		0	30		0	25	0	55		0	24	0	22	0	46	
03:30		0	32		0	22	0	54		0	18	0	31	0	49	
03:45		0	40		0	24	0	64		0	36	0	20	0	56	
04:00		0	22		0	23	0	45		0	30	0	24	0	54	
04:15		1	25		0	22	1	47		1	29	0	24	1	53	
04:30		2	12		0	24	2	36		1	20	1	32	2	52	
04:45		1	20		1	25	2	45		1	28	1	23	2	51	
05:00		0	17		0	20	0	37		3	18	0	19	3	37	
05:15		5	19		1	16	6	35		5	18	0	25	5	43	
05:30		7	23		1	25	8	48		6	20	2	30	8	50	
05:45		7	20		1	28	8	48		5	23	3	34	8	57	
06:00		5	14		0	34	5	48		8	24	4	23	12	47	
06:15		8	17		9	14	17	31		12	29	7	32	19	61	
06:30		13	15		11	23	24	38		10	16	18	27	28	43	
06:45		13	23		13	16	26	39		14	19	11	24	25	43	
07:00		16	16		12	14	28	30		18	13	10	34	28	47	
07:15		25	14		12	19	37	33		23	13	16	12	39	25	
07:30		16	14		21	31	37	45		17	13	18	17	35	30	
07:45		28	7		18	13	46	20		21	10	15	18	36	28	
08:00		35	7		12	18	47	25		38	11	23	16	61	27	
08:15		28	7		24	12	52	19		30	7	36	22	66	29	
08:30		21	4		19	10	40	14		33	8	24	6	57	14	
08:45		26	4		17	12	43	16		22	3	24	4	46	7	
09:00		32	2		23	12	55	14		23	7	23	12	46	19	
09:15		21	3		23	4	44	7		29	7	34	5	63	12	
09:30		25	2		23	7	48	9		23	2	14	3	37	5	
09:45		24	1		15	9	39	10		31	3	18	6	49	9	
10:00		20	3		16	1	36	4		29	5	16	5	45	10	
10:15		20	1		20	4	40	5		26	2	10	3	36	5	
10:30		21	2		21	3	42	5		19	1	24	6	43	7	
10:45		21	1		22	4	43	5		24	3	22	3	46	6	
11:00		18	1		21	1	39	2		16	2	22	3	38	5	
11:15		22	1		23	2	45	3		29	0	15	2	44	2	
11:30		34	0		29	0	63	0		18	0	21	2	39	2	
11:45		18	1		18	1	36	2		25	2	23	2	48	4	
Total		536	732		432	822	968	1554		563	774	461	872	1024	1646	
Day Total		1268			1254		2522			1337			1333		2670	
% Total		21.3%	29.0%		17.1%	32.6%				21.1%	29.0%		17.3%	32.7%		
Peak	-	07:45	03:00		10:45	12:00	08:15	03:00	-	08:00	03:45	08:00	05:30	08:00		03:45
Vol.	-	112	137		95	111	190	240	-	123	115	107	119	230		215
P.H.F.		0.800	0.856		0.819	0.816	0.864	0.896		0.809	0.799	0.743	0.875	0.871		0.960

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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

Start Time	12-May-14 Mon	13-May-14 Tue	14-May-14 Wed	15-May-14 Thu	16-May-14 Fri	17-May-14 Sat	18-May-14 Sun	Week Average
12:00 AM	*	8	5	*	*	*	*	6
01:00	*	0	4	*	*	*	*	2
02:00	*	1	0	*	*	*	*	0
03:00	*	0	0	*	*	*	*	0
04:00	*	5	5	*	*	*	*	5
05:00	*	22	24	*	*	*	*	23
06:00	*	72	84	*	*	*	*	78
07:00	*	148	138	*	*	*	*	143
08:00	*	182	230	*	*	*	*	206
09:00	*	186	195	*	*	*	*	190
10:00	*	161	170	*	*	*	*	166
11:00	*	183	169	*	*	*	*	176
12:00 PM	*	211	199	*	*	*	*	205
01:00	*	174	169	*	*	*	*	172
02:00	*	164	188	*	*	*	*	176
03:00	*	240	206	*	*	*	*	223
04:00	*	173	210	*	*	*	*	192
05:00	*	168	187	*	*	*	*	178
06:00	*	156	194	*	*	*	*	175
07:00	*	128	130	*	*	*	*	129
08:00	*	74	77	*	*	*	*	76
09:00	*	40	45	*	*	*	*	42
10:00	*	19	28	*	*	*	*	24
11:00	*	7	13	*	*	*	*	10
Total	0	2522	2670	0	0	0	0	2597
Percentage	0.0%	97.1%	102.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	-	09:00	08:00	-	-	-	-	08:00
Vol.	-	186	230	-	-	-	-	206
PM Peak	-	15:00	16:00	-	-	-	-	15:00
Vol.	-	240	210	-	-	-	-	223

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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

**NB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	2	1	0	0	0	0	0	0	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	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	12	5	2	0	0	0	0	0	0	0	0	0	0	0	19
06:00	30	7	2	0	0	0	0	0	0	0	0	0	0	0	39
07:00	65	19	1	0	0	0	0	0	0	0	0	0	0	0	85
08:00	88	21	1	0	0	0	0	0	0	0	0	0	0	0	110
09:00	85	15	2	0	0	0	0	0	0	0	0	0	0	0	102
10:00	67	13	2	0	0	0	0	0	0	0	0	0	0	0	82
11:00	83	9	0	0	0	0	0	0	0	0	0	0	0	0	92
12 PM	85	14	1	0	0	0	0	0	0	0	0	0	0	0	100
13:00	77	14	0	0	0	0	0	0	0	0	0	0	0	0	91
14:00	76	9	1	0	0	0	0	0	0	0	0	0	0	0	86
15:00	120	17	0	0	0	0	0	0	0	0	0	0	0	0	137
16:00	65	12	2	0	0	0	0	0	0	0	0	0	0	0	79
17:00	65	13	1	0	0	0	0	0	0	0	0	0	0	0	79
18:00	50	18	1	0	0	0	0	0	0	0	0	0	0	0	69
19:00	41	9	1	0	0	0	0	0	0	0	0	0	0	0	51
20:00	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
21:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
22:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1044	207	17	0	0	0	0	0	0	0	0	0	0	0	1268

Daily

15th Percentile :	10 MPH
50th Percentile :	19 MPH
85th Percentile :	29 MPH
95th Percentile :	35 MPH
Mean Speed(Average) :	20 MPH
10 MPH Pace Speed :	14-23 MPH
Number in Pace :	520
Percent in Pace :	41.0%
Number of Vehicles > 30 MPH :	341
Percent of Vehicles > 30 MPH :	26.9%

**Old Colony Planning Council**  
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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

**NB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	12	6	0	1	0	0	0	0	0	0	0	0	0	0	19
06:00	28	16	0	0	0	0	0	0	0	0	0	0	0	0	44
07:00	61	17	1	0	0	0	0	0	0	0	0	0	0	0	79
08:00	107	14	2	0	0	0	0	0	0	0	0	0	0	0	123
09:00	97	9	0	0	0	0	0	0	0	0	0	0	0	0	106
10:00	90	8	0	0	0	0	0	0	0	0	0	0	0	0	98
11:00	76	12	0	0	0	0	0	0	0	0	0	0	0	0	88
12 PM	88	6	0	0	0	0	0	0	0	0	0	0	0	0	94
13:00	78	9	0	0	0	0	0	0	0	0	0	0	0	0	87
14:00	80	15	2	0	0	0	0	0	0	0	0	0	0	0	97
15:00	95	14	1	0	0	0	0	0	0	0	0	0	0	0	110
16:00	87	19	1	0	0	0	0	0	0	0	0	0	0	0	107
17:00	60	15	3	1	0	0	0	0	0	0	0	0	0	0	79
18:00	63	24	1	0	0	0	0	0	0	0	0	0	0	0	88
19:00	37	12	0	0	0	0	0	0	0	0	0	0	0	0	49
20:00	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
21:00	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
22:00	8	2	1	0	0	0	0	0	0	0	0	0	0	0	11
23:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1117	206	12	2	0	0	0	0	0	0	0	0	0	0	1337

Daily

15th Percentile : 10 MPH  
50th Percentile : 19 MPH  
85th Percentile : 29 MPH  
95th Percentile : 35 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 553  
Percent in Pace : 41.4%  
Number of Vehicles > 30 MPH : 341  
Percent of Vehicles > 30 MPH : 25.5%

Grand Total	2161	413	29	2	0	0	0	0	0	0	0	0	0	0	2605
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Overall

15th Percentile : 10 MPH  
50th Percentile : 19 MPH  
85th Percentile : 29 MPH  
95th Percentile : 35 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 1073  
Percent in Pace : 41.2%  
Number of Vehicles > 30 MPH : 683  
Percent of Vehicles > 30 MPH : 26.2%



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Page 3

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00	22	11	0	0	0	0	0	0	0	0	0	0	0	0	33
07:00	51	11	1	0	0	0	0	0	0	0	0	0	0	0	63
08:00	66	5	1	0	0	0	0	0	0	0	0	0	0	0	72
09:00	71	11	2	0	0	0	0	0	0	0	0	0	0	0	84
10:00	71	8	0	0	0	0	0	0	0	0	0	0	0	0	79
11:00	78	13	0	0	0	0	0	0	0	0	0	0	0	0	91
12 PM	95	15	1	0	0	0	0	0	0	0	0	0	0	0	111
13:00	64	18	1	0	0	0	0	0	0	0	0	0	0	0	83
14:00	67	10	1	0	0	0	0	0	0	0	0	0	0	0	78
15:00	91	10	2	0	0	0	0	0	0	0	0	0	0	0	103
16:00	77	15	2	0	0	0	0	0	0	0	0	0	0	0	94
17:00	65	23	1	0	0	0	0	0	0	0	0	0	0	0	89
18:00	68	15	4	0	0	0	0	0	0	0	0	0	0	0	87
19:00	56	20	1	0	0	0	0	0	0	0	0	0	0	0	77
20:00	41	11	0	0	0	0	0	0	0	0	0	0	0	0	52
21:00	23	7	2	0	0	0	0	0	0	0	0	0	0	0	32
22:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1024	209	20	0	0	1	0	0	0	0	0	0	0	0	1254

Daily

15th Percentile : 10 MPH  
50th Percentile : 19 MPH  
85th Percentile : 30 MPH  
95th Percentile : 35 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 512  
Percent in Pace : 40.8%  
Number of Vehicles > 30 MPH : 347  
Percent of Vehicles > 30 MPH : 27.6%

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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00	31	7	2	0	0	0	0	0	0	0	0	0	0	0	40
07:00	50	9	0	0	0	0	0	0	0	0	0	0	0	0	59
08:00	97	8	2	0	0	0	0	0	0	0	0	0	0	0	107
09:00	82	7	0	0	0	0	0	0	0	0	0	0	0	0	89
10:00	68	4	0	0	0	0	0	0	0	0	0	0	0	0	72
11:00	71	9	1	0	0	0	0	0	0	0	0	0	0	0	81
12 PM	90	15	0	0	0	0	0	0	0	0	0	0	0	0	105
13:00	65	17	0	0	0	0	0	0	0	0	0	0	0	0	82
14:00	76	13	2	0	0	0	0	0	0	0	0	0	0	0	91
15:00	83	13	0	0	0	0	0	0	0	0	0	0	0	0	96
16:00	80	23	0	0	0	0	0	0	0	0	0	0	0	0	103
17:00	90	17	1	0	0	0	0	0	0	0	0	0	0	0	108
18:00	84	21	1	0	0	0	0	0	0	0	0	0	0	0	106
19:00	60	19	1	0	1	0	0	0	0	0	0	0	0	0	81
20:00	32	14	2	0	0	0	0	0	0	0	0	0	0	0	48
21:00	19	6	0	1	0	0	0	0	0	0	0	0	0	0	26
22:00	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
23:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	1107	212	12	1	1	0	0	0	0	0	0	0	0	0	1333

Daily

15th Percentile : 10 MPH  
50th Percentile : 19 MPH  
85th Percentile : 29 MPH  
95th Percentile : 35 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 549  
Percent in Pace : 41.2%  
Number of Vehicles > 30 MPH : 348  
Percent of Vehicles > 30 MPH : 26.1%

Grand Total	2131	421	32	1	1	1	0	0	0	0	0	0	0	0	2587
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Overall

15th Percentile : 10 MPH  
50th Percentile : 19 MPH  
85th Percentile : 29 MPH  
95th Percentile : 35 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 1061  
Percent in Pace : 41.0%  
Number of Vehicles > 30 MPH : 695  
Percent of Vehicles > 30 MPH : 26.9%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

**NB, SB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
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	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	14	5	3	0	0	0	0	0	0	0	0	0	0	0	22
06:00	52	18	2	0	0	0	0	0	0	0	0	0	0	0	72
07:00	116	30	2	0	0	0	0	0	0	0	0	0	0	0	148
08:00	154	26	2	0	0	0	0	0	0	0	0	0	0	0	182
09:00	156	26	4	0	0	0	0	0	0	0	0	0	0	0	186
10:00	138	21	2	0	0	0	0	0	0	0	0	0	0	0	161
11:00	161	22	0	0	0	0	0	0	0	0	0	0	0	0	183
12 PM	180	29	2	0	0	0	0	0	0	0	0	0	0	0	211
13:00	141	32	1	0	0	0	0	0	0	0	0	0	0	0	174
14:00	143	19	2	0	0	0	0	0	0	0	0	0	0	0	164
15:00	211	27	2	0	0	0	0	0	0	0	0	0	0	0	240
16:00	142	27	4	0	0	0	0	0	0	0	0	0	0	0	173
17:00	130	36	2	0	0	0	0	0	0	0	0	0	0	0	168
18:00	118	33	5	0	0	0	0	0	0	0	0	0	0	0	156
19:00	97	29	2	0	0	0	0	0	0	0	0	0	0	0	128
20:00	58	16	0	0	0	0	0	0	0	0	0	0	0	0	74
21:00	27	11	2	0	0	0	0	0	0	0	0	0	0	0	40
22:00	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
23:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	2068	416	37	0	0	1	0	0	0	0	0	0	0	0	2522

Daily

15th Percentile :	10 MPH
50th Percentile :	19 MPH
85th Percentile :	29 MPH
95th Percentile :	35 MPH
Mean Speed(Average) :	20 MPH
10 MPH Pace Speed :	14-23 MPH
Number in Pace :	1032
Percent in Pace :	40.9%
Number of Vehicles > 30 MPH :	688
Percent of Vehicles > 30 MPH :	27.3%

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**70 School Street**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

**NB, SB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	15	8	0	1	0	0	0	0	0	0	0	0	0	0	24
06:00	59	23	2	0	0	0	0	0	0	0	0	0	0	0	84
07:00	111	26	1	0	0	0	0	0	0	0	0	0	0	0	138
08:00	204	22	4	0	0	0	0	0	0	0	0	0	0	0	230
09:00	179	16	0	0	0	0	0	0	0	0	0	0	0	0	195
10:00	158	12	0	0	0	0	0	0	0	0	0	0	0	0	170
11:00	147	21	1	0	0	0	0	0	0	0	0	0	0	0	169
12 PM	178	21	0	0	0	0	0	0	0	0	0	0	0	0	199
13:00	143	26	0	0	0	0	0	0	0	0	0	0	0	0	169
14:00	156	28	4	0	0	0	0	0	0	0	0	0	0	0	188
15:00	178	27	1	0	0	0	0	0	0	0	0	0	0	0	206
16:00	167	42	1	0	0	0	0	0	0	0	0	0	0	0	210
17:00	150	32	4	1	0	0	0	0	0	0	0	0	0	0	187
18:00	147	45	2	0	0	0	0	0	0	0	0	0	0	0	194
19:00	97	31	1	0	1	0	0	0	0	0	0	0	0	0	130
20:00	56	19	2	0	0	0	0	0	0	0	0	0	0	0	77
21:00	36	8	0	1	0	0	0	0	0	0	0	0	0	0	45
22:00	21	6	1	0	0	0	0	0	0	0	0	0	0	0	28
23:00	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	2224	418	24	3	1	0	0	0	0	0	0	0	0	0	2670

Daily

15th Percentile : 10 MPH  
50th Percentile : 19 MPH  
85th Percentile : 29 MPH  
95th Percentile : 35 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 1102  
Percent in Pace : 41.3%  
Number of Vehicles > 30 MPH : 690  
Percent of Vehicles > 30 MPH : 25.8%

Grand Total	4292	834	61	3	1	1	0	0	0	0	0	0	0	0	5192
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Overall

15th Percentile : 10 MPH  
50th Percentile : 19 MPH  
85th Percentile : 29 MPH  
95th Percentile : 35 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 2134  
Percent in Pace : 41.1%  
Number of Vehicles > 30 MPH : 1378  
Percent of Vehicles > 30 MPH : 26.5%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

NB

Start Time	Bikes	Cars & Trailer	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
05/13/14	0	3	0	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	3	1	0	0	0	0	0	0	0	0	0	0	4	0
05:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0
06:00	0	32	7	0	0	0	0	0	0	0	0	0	0	39	0
07:00	0	64	19	2	0	0	0	0	0	0	0	0	0	85	2
08:00	0	87	18	1	2	1	0	1	0	0	0	0	0	110	5
09:00	0	70	23	0	5	4	0	0	0	0	0	0	0	102	9
10:00	0	51	24	1	5	1	0	0	0	0	0	0	0	82	7
11:00	0	55	27	1	6	3	0	0	0	0	0	0	0	92	10
12 PM	0	73	19	0	4	1	0	3	0	0	0	0	0	100	8
13:00	0	51	35	0	2	2	0	1	0	0	0	0	0	91	5
14:00	0	59	23	1	2	1	0	0	0	0	0	0	0	86	4
15:00	0	82	46	2	5	2	0	0	0	0	0	0	0	137	9
16:00	0	57	17	1	3	1	0	0	0	0	0	0	0	79	5
17:00	0	52	20	0	7	0	0	0	0	0	0	0	0	79	7
18:00	0	60	9	0	0	0	0	0	0	0	0	0	0	69	0
19:00	0	39	12	0	0	0	0	0	0	0	0	0	0	51	0
20:00	0	16	4	0	2	0	0	0	0	0	0	0	0	22	2
21:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	889	306	9	43	16	0	5	0	0	0	0	0	1268	73
Percent	0.0%	70.1%	24.1%	0.7%	3.4%	1.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		5.8%
AM Peak Vol.		08:00	11:00	07:00	11:00	09:00		08:00						08:00	11:00
		87	27	2	6	4		1						110	10
PM Peak Vol.		15:00	15:00	15:00	17:00	13:00		12:00						15:00	15:00
		82	46	2	7	2		3						137	9

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

NB

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
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	2	1	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0
06:00	0	36	8	0	0	0	0	0	0	0	0	0	0	44	0
07:00	0	56	18	2	2	1	0	0	0	0	0	0	0	79	5
08:00	1	87	30	1	4	0	0	0	0	0	0	0	0	123	5
09:00	0	79	23	3	1	0	0	0	0	0	0	0	0	106	4
10:00	0	68	24	2	2	2	0	0	0	0	0	0	0	98	6
11:00	1	55	28	1	3	0	0	0	0	0	0	0	0	88	4
12 PM	0	54	34	1	5	0	0	0	0	0	0	0	0	94	6
13:00	0	56	25	1	4	0	0	1	0	0	0	0	0	87	6
14:00	1	62	31	1	1	1	0	0	0	0	0	0	0	97	3
15:00	0	63	39	1	6	1	0	0	0	0	0	0	0	110	8
16:00	0	76	27	1	3	0	0	0	0	0	0	0	0	107	4
17:00	1	54	21	0	2	0	0	1	0	0	0	0	0	79	3
18:00	1	67	19	0	1	0	0	0	0	0	0	0	0	88	1
19:00	0	38	10	0	1	0	0	0	0	0	0	0	0	49	1
20:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29	0
21:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0
22:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
Total	5	924	352	14	35	5	0	2	0	0	0	0	0	1337	56
Percent	0.4%	69.1%	26.3%	1.0%	2.6%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		4.2%
AM Peak	08:00	08:00	08:00	09:00	08:00	10:00								08:00	10:00
Vol.	1	87	30	3	4	2								123	6
PM Peak	14:00	16:00	15:00	12:00	15:00	14:00		13:00						15:00	15:00
Vol.	1	76	39	1	6	1		1						110	8
Grand Total	5	1813	658	23	78	21	0	7	0	0	0	0	0	2605	129
Percent	0.2%	69.6%	25.3%	0.9%	3.0%	0.8%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		5.0%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

SB

Start Time	Bikes	Cars & Trailer	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
05/13/14	0	5	0	0	0	0	0	0	0	0	0	0	0	5	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	2	1	0	0	0	0	0	0	0	0	0	0	3	0
06:00	0	18	7	0	8	0	0	0	0	0	0	0	0	33	8
07:00	0	22	28	1	11	1	0	0	0	0	0	0	0	63	13
08:00	0	37	27	0	5	1	1	1	0	0	0	0	0	72	8
09:00	0	45	26	1	9	0	2	1	0	0	0	0	0	84	13
10:00	0	42	23	0	12	1	1	0	0	0	0	0	0	79	14
11:00	1	53	24	0	10	1	1	1	0	0	0	0	0	91	13
12 PM	0	69	33	0	7	0	1	1	0	0	0	0	0	111	9
13:00	0	48	27	0	6	1	1	0	0	0	0	0	0	83	8
14:00	0	55	18	0	4	0	1	0	0	0	0	0	0	78	5
15:00	0	67	26	2	6	1	0	0	0	0	0	0	0	102	9
16:00	0	67	18	0	9	0	0	0	0	0	0	0	0	94	9
17:00	0	67	20	0	2	0	0	0	0	0	0	0	0	89	2
18:00	0	69	14	0	4	0	0	0	0	0	0	0	0	87	4
19:00	0	55	18	0	4	0	0	0	0	0	0	0	0	77	4
20:00	0	36	13	0	3	0	0	0	0	0	0	0	0	52	3
21:00	0	26	5	0	1	0	0	0	0	0	0	0	0	32	1
22:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
Total	1	798	331	4	101	6	8	4	0	0	0	0	0	1253	123
Percent	0.1%	63.7%	26.4%	0.3%	8.1%	0.5%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		9.8%
AM Peak	11:00	11:00	07:00	07:00	10:00	07:00	09:00	08:00						11:00	10:00
Vol.	1	53	28	1	12	1	2	1						91	14
PM Peak		12:00	12:00	15:00	16:00	13:00	12:00	12:00						12:00	12:00
Vol.		69	33	2	9	1	1	1						111	9

**Old Colony Planning Council**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

SB

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	3	1	0	0	0	0	0	0	0	0	0	0	4	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	1	0	0	1	0	0	0	0	0	0	0	0	2	1
05:00	0	3	0	0	2	0	0	0	0	0	0	0	0	5	2
06:00	0	16	11	0	12	1	0	0	0	0	0	0	0	40	13
07:00	0	20	21	2	14	1	0	1	0	0	0	0	0	59	18
08:00	0	55	41	4	5	0	0	0	0	0	0	0	0	105	9
09:00	0	51	26	2	8	1	0	1	0	0	0	0	0	89	12
10:00	0	37	24	3	8	0	0	0	0	0	0	0	0	72	11
11:00	0	44	26	0	9	0	0	2	0	0	0	0	0	81	11
12 PM	0	65	31	1	8	0	0	0	0	0	0	0	0	105	9
13:00	0	50	23	0	7	0	1	1	0	0	0	0	0	82	9
14:00	1	63	26	0	1	0	0	0	0	0	0	0	0	91	1
15:00	2	65	21	1	6	1	0	0	0	0	0	0	0	96	8
16:00	0	70	27	0	5	0	0	1	0	0	0	0	0	103	6
17:00	2	77	23	0	6	0	0	0	0	0	0	0	0	108	6
18:00	0	87	17	0	2	0	0	0	0	0	0	0	0	106	2
19:00	1	58	18	0	4	0	0	0	0	0	0	0	0	81	4
20:00	1	34	12	0	1	0	0	0	0	0	0	0	0	48	1
21:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26	0
22:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0
23:00	0	4	5	0	0	0	0	0	0	0	0	0	0	9	0
Total	7	843	358	13	99	4	1	6	0	0	0	0	0	1331	123
Percent	0.5%	63.3%	26.9%	1.0%	7.4%	0.3%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	9.2%	
AM Peak		08:00	08:00	08:00	07:00	06:00		11:00						08:00	07:00
Vol.		55	41	4	14	1		2						105	18
PM Peak	15:00	18:00	12:00	12:00	12:00	15:00	13:00	13:00						17:00	12:00
Vol.	2	87	31	1	8	1	1	1						108	9
Grand Total	8	1641	689	17	200	10	9	10	0	0	0	0	0	2584	246
Percent	0.3%	63.5%	26.7%	0.7%	7.7%	0.4%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	9.5%	



**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

NB, SB

Start Time	Bikes	Cars & Trailer	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
05/13/14	0	8	0	0	0	0	0	0	0	0	0	0	0	8	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	4	1	0	0	0	0	0	0	0	0	0	0	5	0
05:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0
06:00	0	50	14	0	8	0	0	0	0	0	0	0	0	72	8
07:00	0	86	47	3	11	1	0	0	0	0	0	0	0	148	15
08:00	0	124	45	1	7	2	1	2	0	0	0	0	0	182	13
09:00	0	115	49	1	14	4	2	1	0	0	0	0	0	186	22
10:00	0	93	47	1	17	2	1	0	0	0	0	0	0	161	21
11:00	1	108	51	1	16	4	1	1	0	0	0	0	0	183	23
12 PM	0	142	52	0	11	1	1	4	0	0	0	0	0	211	17
13:00	0	99	62	0	8	3	1	1	0	0	0	0	0	174	13
14:00	0	114	41	1	6	1	1	0	0	0	0	0	0	164	9
15:00	0	149	72	4	11	3	0	0	0	0	0	0	0	239	18
16:00	0	124	35	1	12	1	0	0	0	0	0	0	0	173	14
17:00	0	119	40	0	9	0	0	0	0	0	0	0	0	168	9
18:00	0	129	23	0	4	0	0	0	0	0	0	0	0	156	4
19:00	0	94	30	0	4	0	0	0	0	0	0	0	0	128	4
20:00	0	52	17	0	5	0	0	0	0	0	0	0	0	74	5
21:00	0	33	6	0	1	0	0	0	0	0	0	0	0	40	1
22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0
Total	1	1687	637	13	144	22	8	9	0	0	0	0	0	2521	196
Percent	0.0%	66.9%	25.3%	0.5%	5.7%	0.9%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		7.8%
AM Peak	11:00	08:00	11:00	07:00	10:00	09:00	09:00	08:00						09:00	11:00
Vol.	1	124	51	3	17	4	2	2						186	23
PM Peak		15:00	15:00	15:00	16:00	13:00	12:00	12:00						15:00	15:00
Vol.		149	72	4	12	3	1	4						239	18

**Old Colony Planning Council**  
**70 School Street**  
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**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 22505  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Standish St, south of Hall's Corner

NB, SB

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
01:00	0	3	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5	1
05:00	0	20	2	0	2	0	0	0	0	0	0	0	0	24	2
06:00	0	52	19	0	12	1	0	0	0	0	0	0	0	84	13
07:00	0	76	39	4	16	2	0	1	0	0	0	0	0	138	23
08:00	1	142	71	5	9	0	0	0	0	0	0	0	0	228	14
09:00	0	130	49	5	9	1	0	1	0	0	0	0	0	195	16
10:00	0	105	48	5	10	2	0	0	0	0	0	0	0	170	17
11:00	1	99	54	1	12	0	0	2	0	0	0	0	0	169	15
12 PM	0	119	65	2	13	0	0	0	0	0	0	0	0	199	15
13:00	0	106	48	1	11	0	1	2	0	0	0	0	0	169	15
14:00	2	125	57	1	2	1	0	0	0	0	0	0	0	188	4
15:00	2	128	60	2	12	2	0	0	0	0	0	0	0	206	16
16:00	0	146	54	1	8	0	0	1	0	0	0	0	0	210	10
17:00	3	131	44	0	8	0	0	1	0	0	0	0	0	187	9
18:00	1	154	36	0	3	0	0	0	0	0	0	0	0	194	3
19:00	1	96	28	0	5	0	0	0	0	0	0	0	0	130	5
20:00	1	57	18	0	1	0	0	0	0	0	0	0	0	77	1
21:00	0	40	5	0	0	0	0	0	0	0	0	0	0	45	0
22:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0
23:00	0	7	6	0	0	0	0	0	0	0	0	0	0	13	0
Total	12	1767	710	27	134	9	1	8	0	0	0	0	0	2668	179
Percent	0.4%	66.2%	26.6%	1.0%	5.0%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		6.7%
AM Peak	08:00	08:00	08:00	08:00	07:00	07:00		11:00						08:00	07:00
Vol.	1	142	71	5	16	2		2						228	23
PM Peak	17:00	18:00	12:00	12:00	12:00	15:00	13:00	13:00						16:00	15:00
Vol.	3	154	65	2	13	2	1	2						210	16
Grand Total	13	3454	1347	40	278	31	9	17	0	0	0	0	0	5189	375
Percent	0.3%	66.6%	26.0%	0.8%	5.4%	0.6%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		7.2%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

Start Time	07-Jul-14		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	*	*	*	*	8	4	2	8	*	*	*	*	*	*	5	6
01:00	*	*	*	*	1	0	0	4	*	*	*	*	*	*	0	2
02:00	*	*	*	*	1	2	0	0	*	*	*	*	*	*	0	1
03:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*	0	0
04:00	*	*	*	*	0	1	1	2	*	*	*	*	*	*	0	2
05:00	*	*	*	*	13	5	13	3	*	*	*	*	*	*	13	4
06:00	*	*	*	*	46	29	43	25	*	*	*	*	*	*	44	27
07:00	*	*	*	*	97	81	94	80	*	*	*	*	*	*	96	80
08:00	*	*	*	*	115	97	122	81	*	*	*	*	*	*	118	89
09:00	*	*	*	*	131	104	122	99	*	*	*	*	*	*	126	102
10:00	*	*	*	*	119	91	115	104	*	*	*	*	*	*	117	98
11:00	*	*	*	*	111	87	99	112	*	*	*	*	*	*	105	100
12:00 PM	*	*	*	*	115	135	109	117	*	*	*	*	*	*	112	126
01:00	*	*	*	*	90	115	110	102	*	*	*	*	*	*	100	108
02:00	*	*	*	*	116	107	99	85	*	*	*	*	*	*	108	96
03:00	*	*	*	*	129	119	111	92	*	*	*	*	*	*	120	106
04:00	*	*	*	*	127	127	121	105	*	*	*	*	*	*	124	116
05:00	*	*	*	*	72	86	91	120	*	*	*	*	*	*	82	103
06:00	*	*	*	*	83	96	71	91	*	*	*	*	*	*	77	94
07:00	*	*	*	*	66	96	62	76	*	*	*	*	*	*	64	86
08:00	*	*	*	*	70	85	43	57	*	*	*	*	*	*	56	71
09:00	*	*	*	*	29	45	33	47	*	*	*	*	*	*	31	46
10:00	*	*	*	*	21	25	14	29	*	*	*	*	*	*	18	27
11:00	*	*	*	*	6	11	11	9	*	*	*	*	*	*	8	10
Total	0	0	0	0	1566	1548	1486	1448	0	0	0	0	0	0	1524	1500
Day	0		0		3114		2934		0		0		0		3024	
AM Peak	-	-	-	-	09:00	09:00	08:00	11:00	-	-	-	-	-	-	09:00	09:00
Vol.	-	-	-	-	131	104	122	112	-	-	-	-	-	-	126	102
PM Peak	-	-	-	-	15:00	12:00	16:00	17:00	-	-	-	-	-	-	16:00	12:00
Vol.	-	-	-	-	129	135	121	120	-	-	-	-	-	-	124	126

Comb. Total	0	0	3114	2934	0	0	0	3024
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**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
 Com#\_UR/FC: 82\_U0  
 Recorder #: 19651  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 82  
 Date Start: 09-Jul-14  
 Date End: 10-Jul-14  
 Standish St, south of Hall's Corner

Start Time	09-Jul-14		NB		SB		Combined		10-Jul-Thu	NB		SB		Combined	
	Wed	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	28	0	38	0	66		1	32	3	36	4	68	
12:15		2	31	2	44	4	75		0	23	4	34	4	57	
12:30		5	24	0	27	5	51		0	28	1	23	1	51	
12:45		1	32	2	26	3	58		1	26	0	24	1	50	
01:00		0	20	0	33	0	53		0	34	2	32	2	66	
01:15		0	25	0	21	0	46		0	20	1	26	1	46	
01:30		1	24	0	28	1	52		0	28	1	18	1	46	
01:45		0	21	0	33	0	54		0	28	0	26	0	54	
02:00		1	34	0	28	1	62		0	32	0	24	0	56	
02:15		0	25	1	25	1	50		0	25	0	23	0	48	
02:30		0	27	0	20	0	47		0	22	0	20	0	42	
02:45		0	30	1	34	1	64		0	20	0	18	0	38	
03:00		0	31	0	33	0	64		0	23	0	13	0	36	
03:15		0	26	0	32	0	58		0	24	0	20	0	44	
03:30		0	31	0	28	0	59		0	30	0	23	0	53	
03:45		0	41	0	26	0	67		0	34	0	36	0	70	
04:00		0	33	0	41	0	74		0	38	1	37	1	75	
04:15		0	29	0	26	0	55		0	30	0	25	0	55	
04:30		0	31	1	29	1	60		0	30	1	17	1	47	
04:45		0	34	0	31	0	65		1	23	0	26	1	49	
05:00		1	18	0	24	1	42		0	23	0	25	0	48	
05:15		0	21	1	24	1	45		6	19	2	29	8	48	
05:30		8	14	0	16	8	30		3	22	1	38	4	60	
05:45		4	19	4	22	8	41		4	27	0	28	4	55	
06:00		8	21	5	26	13	47		7	23	2	25	9	48	
06:15		9	26	6	25	15	51		12	15	5	27	17	42	
06:30		11	15	5	25	16	40		10	21	6	24	16	45	
06:45		18	21	13	20	31	41		14	12	12	15	26	27	
07:00		17	17	12	27	29	44		15	11	9	21	24	32	
07:15		22	15	17	21	39	36		24	17	21	20	45	37	
07:30		30	21	18	22	48	43		22	16	20	19	42	35	
07:45		28	13	34	26	62	39		33	18	30	16	63	34	
08:00		27	23	32	23	59	46		27	12	27	18	54	30	
08:15		29	14	20	22	49	36		43	12	16	12	59	24	
08:30		30	14	24	25	54	39		21	10	19	12	40	22	
08:45		29	19	21	15	50	34		31	9	19	15	50	24	
09:00		33	14	27	17	60	31		33	9	27	15	60	24	
09:15		35	7	26	15	61	22		32	7	28	12	60	19	
09:30		34	5	24	4	58	9		25	7	24	9	49	16	
09:45		29	3	27	9	56	12		32	10	20	11	52	21	
10:00		28	1	29	5	57	6		34	3	32	8	66	11	
10:15		37	2	20	7	57	9		25	6	30	10	55	16	
10:30		25	8	18	7	43	15		31	1	18	7	49	8	
10:45		29	10	24	6	53	16		25	4	24	4	49	8	
11:00		21	2	21	4	42	6		24	1	35	2	59	3	
11:15		15	2	17	4	32	6		24	3	32	5	56	8	
11:30		40	0	25	2	65	2		19	4	25	1	44	5	
11:45		35	2	24	1	59	3		32	3	20	1	52	4	
Total		642	924	501	1047	1143	1971		611	875	518	930	1129	1805	
Day Total		1566		1548		3114			1486		1448		2934		
% Total		20.6%	29.7%	16.1%	33.6%				20.8%	29.8%	17.7%	31.7%			
Peak	-	08:45	03:30	07:45	12:00	09:00	03:15	-	08:15	03:30	10:45	03:30	09:15	03:30	
Vol.	-	131	134	110	135	235	258	-	128	132	116	121	227	253	
P.H.F.		0.936	0.817	0.809	0.767	0.963	0.860		0.744	0.868	0.829	0.818	0.860	0.843	

**Old Colony Planning Council**  
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**508-583-1833**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

Start Time	07-Jul-14 Mon	08-Jul-14 Tue	09-Jul-14 Wed	10-Jul-14 Thu	11-Jul-14 Fri	12-Jul-14 Sat	13-Jul-14 Sun	Week Average
12:00 AM	*	*	12	10	*	*	*	11
01:00	*	*	1	4	*	*	*	2
02:00	*	*	3	0	*	*	*	2
03:00	*	*	0	0	*	*	*	0
04:00	*	*	1	3	*	*	*	2
05:00	*	*	18	16	*	*	*	17
06:00	*	*	75	68	*	*	*	72
07:00	*	*	178	174	*	*	*	176
08:00	*	*	212	203	*	*	*	208
09:00	*	*	235	221	*	*	*	228
10:00	*	*	210	219	*	*	*	214
11:00	*	*	198	211	*	*	*	204
12:00 PM	*	*	250	226	*	*	*	238
01:00	*	*	205	212	*	*	*	208
02:00	*	*	223	184	*	*	*	204
03:00	*	*	248	203	*	*	*	226
04:00	*	*	254	226	*	*	*	240
05:00	*	*	158	211	*	*	*	184
06:00	*	*	179	162	*	*	*	170
07:00	*	*	162	138	*	*	*	150
08:00	*	*	155	100	*	*	*	128
09:00	*	*	74	80	*	*	*	77
10:00	*	*	46	43	*	*	*	44
11:00	*	*	17	20	*	*	*	18
Total	0	0	3114	2934	0	0	0	3023
Percentage	0.0%	0.0%	103.0%	97.1%	0.0%	0.0%	0.0%	
AM Peak	-	-	09:00	09:00	-	-	-	09:00
Vol.	-	-	235	221	-	-	-	228
PM Peak	-	-	16:00	12:00	-	-	-	16:00
Vol.	-	-	254	226	-	-	-	240

**Old Colony Planning Council**  
**70 School Street**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

**NB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	6	0	0	0	0	0	0	0	0	0	0	0	0	13
06:00	36	10	0	0	0	0	0	0	0	0	0	0	0	0	46
07:00	77	17	3	0	0	0	0	0	0	0	0	0	0	0	97
08:00	99	15	1	0	0	0	0	0	0	0	0	0	0	0	115
09:00	112	19	0	0	0	0	0	0	0	0	0	0	0	0	131
10:00	99	19	1	0	0	0	0	0	0	0	0	0	0	0	119
11:00	100	10	1	0	0	0	0	0	0	0	0	0	0	0	111
12 PM	88	24	3	0	0	0	0	0	0	0	0	0	0	0	115
13:00	78	11	1	0	0	0	0	0	0	0	0	0	0	0	90
14:00	104	12	0	0	0	0	0	0	0	0	0	0	0	0	116
15:00	116	12	1	0	0	0	0	0	0	0	0	0	0	0	129
16:00	107	18	2	0	0	0	0	0	0	0	0	0	0	0	127
17:00	45	24	3	0	0	0	0	0	0	0	0	0	0	0	72
18:00	64	15	3	1	0	0	0	0	0	0	0	0	0	0	83
19:00	64	2	0	0	0	0	0	0	0	0	0	0	0	0	66
20:00	53	16	1	0	0	0	0	0	0	0	0	0	0	0	70
21:00	28	1	0	0	0	0	0	0	0	0	0	0	0	0	29
22:00	14	7	0	0	0	0	0	0	0	0	0	0	0	0	21
23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	1303	242	20	1	0	0	0	0	0	0	0	0	0	0	1566

Daily

15th Percentile :	10 MPH
50th Percentile :	19 MPH
85th Percentile :	29 MPH
95th Percentile :	35 MPH
Mean Speed(Average) :	20 MPH
10 MPH Pace Speed :	14-23 MPH
Number in Pace :	646
Percent in Pace :	41.3%
Number of Vehicles > 30 MPH :	405
Percent of Vehicles > 30 MPH :	25.9%

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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

**NB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	2	0	0	0	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	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	1	0	0	0	0	0	0	0	0	0	0	1
05:00	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
06:00	37	6	0	0	0	0	0	0	0	0	0	0	0	0	43
07:00	82	11	1	0	0	0	0	0	0	0	0	0	0	0	94
08:00	112	9	1	0	0	0	0	0	0	0	0	0	0	0	122
09:00	105	16	1	0	0	0	0	0	0	0	0	0	0	0	122
10:00	103	12	0	0	0	0	0	0	0	0	0	0	0	0	115
11:00	90	9	0	0	0	0	0	0	0	0	0	0	0	0	99
12 PM	100	9	0	0	0	0	0	0	0	0	0	0	0	0	109
13:00	96	13	1	0	0	0	0	0	0	0	0	0	0	0	110
14:00	85	11	3	0	0	0	0	0	0	0	0	0	0	0	99
15:00	92	16	3	0	0	0	0	0	0	0	0	0	0	0	111
16:00	102	16	3	0	0	0	0	0	0	0	0	0	0	0	121
17:00	71	19	1	0	0	0	0	0	0	0	0	0	0	0	91
18:00	62	7	2	0	0	0	0	0	0	0	0	0	0	0	71
19:00	40	17	5	0	0	0	0	0	0	0	0	0	0	0	62
20:00	41	2	0	0	0	0	0	0	0	0	0	0	0	0	43
21:00	29	4	0	0	0	0	0	0	0	0	0	0	0	0	33
22:00	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
23:00	7	3	0	0	1	0	0	0	0	0	0	0	0	0	11
Total	1277	186	21	1	1	0	0	0	0	0	0	0	0	0	1486

Daily

15th Percentile : 10 MPH  
50th Percentile : 18 MPH  
85th Percentile : 29 MPH  
95th Percentile : 34 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 626  
Percent in Pace : 42.1%  
Number of Vehicles > 30 MPH : 337  
Percent of Vehicles > 30 MPH : 22.7%

Grand Total	2580	428	41	2	1	0	0	0	0	0	0	0	0	0	3052
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Overall

15th Percentile : 10 MPH  
50th Percentile : 19 MPH  
85th Percentile : 29 MPH  
95th Percentile : 34 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 1272  
Percent in Pace : 41.7%  
Number of Vehicles > 30 MPH : 742  
Percent of Vehicles > 30 MPH : 24.3%

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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

SB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	2	2	0	0	0	0	0	0	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	1	1	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00	22	7	0	0	0	0	0	0	0	0	0	0	0	0	29
07:00	71	7	3	0	0	0	0	0	0	0	0	0	0	0	81
08:00	92	5	0	0	0	0	0	0	0	0	0	0	0	0	97
09:00	99	5	0	0	0	0	0	0	0	0	0	0	0	0	104
10:00	85	5	1	0	0	0	0	0	0	0	0	0	0	0	91
11:00	78	9	0	0	0	0	0	0	0	0	0	0	0	0	87
12 PM	121	14	0	0	0	0	0	0	0	0	0	0	0	0	135
13:00	107	6	2	0	0	0	0	0	0	0	0	0	0	0	115
14:00	97	10	0	0	0	0	0	0	0	0	0	0	0	0	107
15:00	110	9	0	0	0	0	0	0	0	0	0	0	0	0	119
16:00	115	12	0	0	0	0	0	0	0	0	0	0	0	0	127
17:00	74	10	2	0	0	0	0	0	0	0	0	0	0	0	86
18:00	88	6	2	0	0	0	0	0	0	0	0	0	0	0	96
19:00	87	8	1	0	0	0	0	0	0	0	0	0	0	0	96
20:00	74	11	0	0	0	0	0	0	0	0	0	0	0	0	85
21:00	40	3	2	0	0	0	0	0	0	0	0	0	0	0	45
22:00	22	2	0	1	0	0	0	0	0	0	0	0	0	0	25
23:00	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	1400	134	13	1	0	0	0	0	0	0	0	0	0	0	1548

Daily	15th Percentile :	9 MPH
	50th Percentile :	18 MPH
	85th Percentile :	28 MPH
	95th Percentile :	33 MPH
Mean Speed(Average) :	20 MPH	
10 MPH Pace Speed :	14-23 MPH	
Number in Pace :	670	
Percent in Pace :	43.3%	
Number of Vehicles > 30 MPH :	271	
Percent of Vehicles > 30 MPH :	17.5%	



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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

**SB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	6	1	1	0	0	0	0	0	0	0	0	0	0	0	8
01:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
07:00	75	5	0	0	0	0	0	0	0	0	0	0	0	0	80
08:00	72	9	0	0	0	0	0	0	0	0	0	0	0	0	81
09:00	95	4	0	0	0	0	0	0	0	0	0	0	0	0	99
10:00	97	6	1	0	0	0	0	0	0	0	0	0	0	0	104
11:00	106	3	3	0	0	0	0	0	0	0	0	0	0	0	112
12 PM	110	7	0	0	0	0	0	0	0	0	0	0	0	0	117
13:00	92	10	0	0	0	0	0	0	0	0	0	0	0	0	102
14:00	81	4	0	0	0	0	0	0	0	0	0	0	0	0	85
15:00	88	4	0	0	0	0	0	0	0	0	0	0	0	0	92
16:00	95	8	2	0	0	0	0	0	0	0	0	0	0	0	105
17:00	107	12	0	1	0	0	0	0	0	0	0	0	0	0	120
18:00	85	6	0	0	0	0	0	0	0	0	0	0	0	0	91
19:00	65	10	0	1	0	0	0	0	0	0	0	0	0	0	76
20:00	52	4	1	0	0	0	0	0	0	0	0	0	0	0	57
21:00	43	4	0	0	0	0	0	0	0	0	0	0	0	0	47
22:00	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
23:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	1329	107	10	2	0	0	0	0	0	0	0	0	0	0	1448

Daily

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 28 MPH  
95th Percentile : 33 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 632  
Percent in Pace : 43.6%  
Number of Vehicles > 30 MPH : 231  
Percent of Vehicles > 30 MPH : 16.0%

Grand Total	2729	241	23	3	0	0	0	0	0	0	0	0	0	0	2996
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Overall

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 28 MPH  
95th Percentile : 33 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 1302  
Percent in Pace : 43.5%  
Number of Vehicles > 30 MPH : 502  
Percent of Vehicles > 30 MPH : 16.8%

**Old Colony Planning Council**  
**70 School Street**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

**NB, SB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	6	6	0	0	0	0	0	0	0	0	0	0	0	0	12
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	2	1	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	12	6	0	0	0	0	0	0	0	0	0	0	0	0	18
06:00	58	17	0	0	0	0	0	0	0	0	0	0	0	0	75
07:00	148	24	6	0	0	0	0	0	0	0	0	0	0	0	178
08:00	191	20	1	0	0	0	0	0	0	0	0	0	0	0	212
09:00	211	24	0	0	0	0	0	0	0	0	0	0	0	0	235
10:00	184	24	2	0	0	0	0	0	0	0	0	0	0	0	210
11:00	178	19	1	0	0	0	0	0	0	0	0	0	0	0	198
12 PM	209	38	3	0	0	0	0	0	0	0	0	0	0	0	250
13:00	185	17	3	0	0	0	0	0	0	0	0	0	0	0	205
14:00	201	22	0	0	0	0	0	0	0	0	0	0	0	0	223
15:00	226	21	1	0	0	0	0	0	0	0	0	0	0	0	248
16:00	222	30	2	0	0	0	0	0	0	0	0	0	0	0	254
17:00	119	34	5	0	0	0	0	0	0	0	0	0	0	0	158
18:00	152	21	5	1	0	0	0	0	0	0	0	0	0	0	179
19:00	151	10	1	0	0	0	0	0	0	0	0	0	0	0	162
20:00	127	27	1	0	0	0	0	0	0	0	0	0	0	0	155
21:00	68	4	2	0	0	0	0	0	0	0	0	0	0	0	74
22:00	36	9	0	1	0	0	0	0	0	0	0	0	0	0	46
23:00	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	2703	376	33	2	0	0	0	0	0	0	0	0	0	0	3114

Daily

15th Percentile :	10 MPH
50th Percentile :	18 MPH
85th Percentile :	29 MPH
95th Percentile :	34 MPH
Mean Speed(Average) :	20 MPH
10 MPH Pace Speed :	14-23 MPH
Number in Pace :	1317
Percent in Pace :	42.3%
Number of Vehicles > 30 MPH :	676
Percent of Vehicles > 30 MPH :	21.7%

**Old Colony Planning Council**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

**NB, SB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	8	1	1	0	0	0	0	0	0	0	0	0	0	0	10
01:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
05:00	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
06:00	58	10	0	0	0	0	0	0	0	0	0	0	0	0	68
07:00	157	16	1	0	0	0	0	0	0	0	0	0	0	0	174
08:00	184	18	1	0	0	0	0	0	0	0	0	0	0	0	203
09:00	200	20	1	0	0	0	0	0	0	0	0	0	0	0	221
10:00	200	18	1	0	0	0	0	0	0	0	0	0	0	0	219
11:00	196	12	3	0	0	0	0	0	0	0	0	0	0	0	211
12 PM	210	16	0	0	0	0	0	0	0	0	0	0	0	0	226
13:00	188	23	1	0	0	0	0	0	0	0	0	0	0	0	212
14:00	166	15	3	0	0	0	0	0	0	0	0	0	0	0	184
15:00	180	20	3	0	0	0	0	0	0	0	0	0	0	0	203
16:00	197	24	5	0	0	0	0	0	0	0	0	0	0	0	226
17:00	178	31	1	1	0	0	0	0	0	0	0	0	0	0	211
18:00	147	13	2	0	0	0	0	0	0	0	0	0	0	0	162
19:00	105	27	5	1	0	0	0	0	0	0	0	0	0	0	138
20:00	93	6	1	0	0	0	0	0	0	0	0	0	0	0	100
21:00	72	8	0	0	0	0	0	0	0	0	0	0	0	0	80
22:00	36	7	0	0	0	0	0	0	0	0	0	0	0	0	43
23:00	15	4	0	0	1	0	0	0	0	0	0	0	0	0	20
Total	2606	293	31	3	1	0	0	0	0	0	0	0	0	0	2934

Daily

15th Percentile : 10 MPH  
50th Percentile : 18 MPH  
85th Percentile : 28 MPH  
95th Percentile : 33 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 1258  
Percent in Pace : 42.9%  
Number of Vehicles > 30 MPH : 568  
Percent of Vehicles > 30 MPH : 19.3%

Grand Total	5309	669	64	5	1	0	0	0	0	0	0	0	0	0	6048
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Overall

15th Percentile : 10 MPH  
50th Percentile : 18 MPH  
85th Percentile : 28 MPH  
95th Percentile : 34 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 2575  
Percent in Pace : 42.6%  
Number of Vehicles > 30 MPH : 1244  
Percent of Vehicles > 30 MPH : 20.6%

**Old Colony Planning Council**  
**70 School Street**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

NB

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	6	2	0	0	0	0	0	0	0	0	0	0	8	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13	1
06:00	0	35	9	0	2	0	0	0	0	0	0	0	0	46	2
07:00	0	75	20	1	1	0	0	0	0	0	0	0	0	97	2
08:00	0	79	28	0	5	3	0	0	0	0	0	0	0	115	8
09:00	0	95	30	0	6	0	0	0	0	0	0	0	0	131	6
10:00	0	78	33	2	5	0	0	0	0	0	0	0	0	118	7
11:00	0	73	33	1	1	1	0	2	0	0	0	0	0	111	5
12 PM	2	75	30	0	7	0	0	0	0	0	0	0	0	114	7
13:00	0	59	26	0	5	0	0	0	0	0	0	0	0	90	5
14:00	0	75	35	0	4	0	0	1	0	0	0	0	0	115	5
15:00	0	82	40	0	6	0	0	1	0	0	0	0	0	129	7
16:00	2	86	35	0	3	0	0	0	0	0	0	0	0	126	3
17:00	1	56	12	0	3	0	0	0	0	0	0	0	0	72	3
18:00	1	64	16	0	2	0	0	0	0	0	0	0	0	83	2
19:00	0	52	12	0	1	0	0	0	0	0	0	0	0	65	1
20:00	0	56	12	0	1	0	0	0	0	0	0	0	0	69	1
21:00	0	22	7	0	0	0	0	0	0	0	0	0	0	29	0
22:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21	0
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
Total	6	1102	387	4	53	4	0	4	0	0	0	0	0	1560	65
Percent	0.4%	70.6%	24.8%	0.3%	3.4%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		4.2%
AM Peak Vol.		09:00	10:00	10:00	09:00	08:00		11:00						09:00	08:00
		95	33	2	6	3		2						131	8
PM Peak Vol.	12:00	16:00	15:00		12:00			14:00						15:00	12:00
	2	86	40		7			1						129	7

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

NB

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	1	1	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	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	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0
06:00	0	36	6	0	1	0	0	0	0	0	0	0	0	43	1
07:00	0	67	23	0	3	1	0	0	0	0	0	0	0	94	4
08:00	1	88	27	1	4	1	0	0	0	0	0	0	0	122	6
09:00	0	79	36	0	5	1	0	1	0	0	0	0	0	122	7
10:00	1	79	27	0	5	0	0	1	1	0	0	0	0	114	7
11:00	0	69	22	0	6	0	0	2	0	0	0	0	0	99	8
12 PM	0	81	23	1	4	0	0	0	0	0	0	0	0	109	5
13:00	2	69	33	0	5	0	0	1	0	0	0	0	0	110	6
14:00	0	54	39	1	3	0	0	1	0	0	0	0	0	98	5
15:00	1	68	35	0	6	1	0	0	0	0	0	0	0	111	7
16:00	1	84	31	0	4	0	0	1	0	0	0	0	0	121	5
17:00	1	67	21	0	2	0	0	0	0	0	0	0	0	91	2
18:00	1	55	13	0	1	0	0	1	0	0	0	0	0	71	2
19:00	2	46	12	0	2	0	0	0	0	0	0	0	0	62	2
20:00	0	32	9	0	1	0	0	0	0	0	0	0	0	42	1
21:00	0	25	7	0	0	0	0	0	0	0	0	0	0	32	0
22:00	1	10	3	0	0	0	0	0	0	0	0	0	0	14	0
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
Total	11	1029	374	3	52	4	0	8	1	0	0	0	0	1482	68
Percent	0.7%	69.4%	25.2%	0.2%	3.5%	0.3%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%		4.6%
AM Peak	08:00	08:00	09:00	08:00	11:00	07:00		11:00	10:00					08:00	11:00
Vol.	1	88	36	1	6	1		2	1					122	8
PM Peak	13:00	16:00	14:00	12:00	15:00	15:00		13:00						16:00	15:00
Vol.	2	84	39	1	6	1		1						121	7
Grand Total	17	2131	761	7	105	8	0	12	1	0	0	0	0	3042	133
Percent	0.6%	70.1%	25.0%	0.2%	3.5%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		4.4%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Page 3

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

SB

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	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	1	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0
06:00	0	17	10	0	2	0	0	0	0	0	0	0	0	29	2
07:00	1	49	27	1	2	1	0	0	0	0	0	0	0	81	4
08:00	1	58	32	0	4	0	1	0	0	0	0	0	0	96	5
09:00	0	66	30	0	6	2	0	0	0	0	0	0	0	104	8
10:00	0	59	29	0	1	0	0	1	0	0	0	0	0	90	2
11:00	0	67	16	1	2	1	0	0	0	0	0	0	0	87	4
12 PM	0	96	35	0	3	1	0	0	0	0	0	0	0	135	4
13:00	0	80	32	0	2	0	0	0	0	0	0	0	0	114	2
14:00	0	76	27	0	2	0	0	2	0	0	0	0	0	107	4
15:00	0	93	23	0	2	0	0	0	0	0	0	0	0	118	2
16:00	1	97	28	0	0	0	0	0	0	0	0	0	0	126	0
17:00	0	74	9	0	2	1	0	0	0	0	0	0	0	86	3
18:00	0	87	8	0	1	0	0	0	0	0	0	0	0	96	1
19:00	0	81	14	0	0	0	0	0	0	0	0	0	0	95	0
20:00	0	77	8	0	0	0	0	0	0	0	0	0	0	85	0
21:00	0	39	6	0	0	0	0	0	0	0	0	0	0	45	0
22:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
Total	3	1157	341	2	29	6	1	3	0	0	0	0	0	1542	41
Percent	0.2%	75.0%	22.1%	0.1%	1.9%	0.4%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		2.7%
AM Peak	07:00	11:00	08:00	07:00	09:00	09:00	08:00	10:00						09:00	09:00
Vol.	1	67	32	1	6	2	1	1						104	8
PM Peak	16:00	16:00	12:00		12:00	12:00		14:00						12:00	12:00
Vol.	1	97	35		3	1		2						135	4

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Page 4

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

SB

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	4	4	0	0	0	0	0	0	0	0	0	0	8	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	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	13	10	0	2	0	0	0	0	0	0	0	0	25	2
07:00	0	45	27	0	7	0	1	0	0	0	0	0	0	80	8
08:00	0	48	26	0	4	1	0	2	0	0	0	0	0	81	7
09:00	0	67	26	0	5	0	0	0	1	0	0	0	0	99	6
10:00	1	67	29	1	3	1	0	1	0	0	0	0	0	103	6
11:00	0	88	15	0	6	0	0	3	0	0	0	0	0	112	9
12 PM	0	78	35	0	3	0	0	1	0	0	0	0	0	117	4
13:00	0	68	30	0	4	0	0	0	0	0	0	0	0	102	4
14:00	0	59	23	0	2	0	0	1	0	0	0	0	0	85	3
15:00	1	67	20	0	3	0	0	0	0	0	0	0	0	91	3
16:00	0	86	18	0	0	0	0	0	0	0	0	0	0	104	0
17:00	0	96	23	0	0	0	0	1	0	0	0	0	0	120	1
18:00	0	81	10	0	0	0	0	0	0	0	0	0	0	91	0
19:00	0	65	11	0	0	0	0	0	0	0	0	0	0	76	0
20:00	0	51	6	0	0	0	0	0	0	0	0	0	0	57	0
21:00	0	43	3	0	0	0	0	0	0	0	0	0	0	46	0
22:00	1	25	3	0	0	0	0	0	0	0	0	0	0	29	0
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0
Total	3	1066	322	1	39	2	1	9	1	0	0	0	0	1444	53
Percent	0.2%	73.8%	22.3%	0.1%	2.7%	0.1%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%		3.7%
AM Peak	10:00	11:00	10:00	10:00	07:00	08:00	07:00	11:00	09:00					11:00	11:00
Vol.	1	88	29	1	7	1	1	3	1					112	9
PM Peak	15:00	17:00	12:00		13:00			12:00						17:00	12:00
Vol.	1	96	35		4			1						120	4
Grand Total	6	2223	663	3	68	8	2	12	1	0	0	0	0	2986	94
Percent	0.2%	74.4%	22.2%	0.1%	2.3%	0.3%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		3.1%

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Page 5

Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

NB, SB

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0
01:00	0	1	0	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	1	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	13	4	0	1	0	0	0	0	0	0	0	0	18	1
06:00	0	52	19	0	4	0	0	0	0	0	0	0	0	75	4
07:00	1	124	47	2	3	1	0	0	0	0	0	0	0	178	6
08:00	1	137	60	0	9	3	1	0	0	0	0	0	0	211	13
09:00	0	161	60	0	12	2	0	0	0	0	0	0	0	235	14
10:00	0	137	62	2	6	0	0	1	0	0	0	0	0	208	9
11:00	0	140	49	2	3	2	0	2	0	0	0	0	0	198	9
12 PM	2	171	65	0	10	1	0	0	0	0	0	0	0	249	11
13:00	0	139	58	0	7	0	0	0	0	0	0	0	0	204	7
14:00	0	151	62	0	6	0	0	3	0	0	0	0	0	222	9
15:00	0	175	63	0	8	0	0	1	0	0	0	0	0	247	9
16:00	3	183	63	0	3	0	0	0	0	0	0	0	0	252	3
17:00	1	130	21	0	5	1	0	0	0	0	0	0	0	158	6
18:00	1	151	24	0	3	0	0	0	0	0	0	0	0	179	3
19:00	0	133	26	0	1	0	0	0	0	0	0	0	0	160	1
20:00	0	133	20	0	1	0	0	0	0	0	0	0	0	154	1
21:00	0	61	13	0	0	0	0	0	0	0	0	0	0	74	0
22:00	0	40	6	0	0	0	0	0	0	0	0	0	0	46	0
23:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0
Total	9	2259	728	6	82	10	1	7	0	0	0	0	0	3102	106
Percent	0.3%	72.8%	23.5%	0.2%	2.6%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		3.4%
AM Peak	07:00	09:00	10:00	07:00	09:00	08:00	08:00	11:00						09:00	09:00
Vol.	1	161	62	2	12	3	1	2						235	14
PM Peak	16:00	16:00	12:00		12:00	12:00		14:00						16:00	12:00
Vol.	3	183	65		10	1		3						252	11



**Old Colony Planning Council**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U0  
Recorder #: 19651  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Standish St, south of Hall's Corner

**NB, SB**

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	5	5	0	0	0	0	0	0	0	0	0	0	10	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	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	13	3	0	0	0	0	0	0	0	0	0	0	16	0
06:00	0	49	16	0	3	0	0	0	0	0	0	0	0	68	3
07:00	0	112	50	0	10	1	1	0	0	0	0	0	0	174	12
08:00	1	136	53	1	8	2	0	2	0	0	0	0	0	203	13
09:00	0	146	62	0	10	1	0	1	1	0	0	0	0	221	13
10:00	2	146	56	1	8	1	0	2	1	0	0	0	0	217	13
11:00	0	157	37	0	12	0	0	5	0	0	0	0	0	211	17
12 PM	0	159	58	1	7	0	0	1	0	0	0	0	0	226	9
13:00	2	137	63	0	9	0	0	1	0	0	0	0	0	212	10
14:00	0	113	62	1	5	0	0	2	0	0	0	0	0	183	8
15:00	2	135	55	0	9	1	0	0	0	0	0	0	0	202	10
16:00	1	170	49	0	4	0	0	1	0	0	0	0	0	225	5
17:00	1	163	44	0	2	0	0	1	0	0	0	0	0	211	3
18:00	1	136	23	0	1	0	0	1	0	0	0	0	0	162	2
19:00	2	111	23	0	2	0	0	0	0	0	0	0	0	138	2
20:00	0	83	15	0	1	0	0	0	0	0	0	0	0	99	1
21:00	0	68	10	0	0	0	0	0	0	0	0	0	0	78	0
22:00	2	35	6	0	0	0	0	0	0	0	0	0	0	43	0
23:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20	0
Total	14	2095	696	4	91	6	1	17	2	0	0	0	0	2926	121
Percent	0.5%	71.6%	23.8%	0.1%	3.1%	0.2%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%		4.1%
AM Peak	10:00	11:00	09:00	08:00	11:00	08:00	07:00	11:00	09:00					09:00	11:00
Vol.	2	157	62	1	12	2	1	5	1					221	17
PM Peak	13:00	16:00	13:00	12:00	13:00	15:00		14:00						12:00	13:00
Vol.	2	170	63	1	9	1		2						226	10
Grand Total	23	4354	1424	10	173	16	2	24	2	0	0	0	0	6028	227
Percent	0.4%	72.2%	23.6%	0.2%	2.9%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		3.8%

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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

Start Time	12-May-14		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	*	*	0	2	3	2	*	*	*	*	*	*	*	*	2	2
01:00	*	*	2	1	0	4	*	*	*	*	*	*	*	*	1	2
02:00	*	*	0	1	2	0	*	*	*	*	*	*	*	*	1	0
03:00	*	*	0	0	1	0	*	*	*	*	*	*	*	*	0	0
04:00	*	*	0	2	3	1	*	*	*	*	*	*	*	*	2	2
05:00	*	*	16	13	12	14	*	*	*	*	*	*	*	*	14	14
06:00	*	*	47	42	52	44	*	*	*	*	*	*	*	*	50	43
07:00	*	*	218	95	219	105	*	*	*	*	*	*	*	*	218	100
08:00	*	*	242	160	219	176	*	*	*	*	*	*	*	*	230	168
09:00	*	*	175	169	161	134	*	*	*	*	*	*	*	*	168	152
10:00	*	*	152	130	136	127	*	*	*	*	*	*	*	*	144	128
11:00	*	*	136	161	132	159	*	*	*	*	*	*	*	*	134	160
12:00 PM	*	*	199	190	183	165	*	*	*	*	*	*	*	*	191	178
01:00	*	*	145	155	165	175	*	*	*	*	*	*	*	*	155	165
02:00	*	*	154	190	169	188	*	*	*	*	*	*	*	*	162	189
03:00	*	*	198	244	156	244	*	*	*	*	*	*	*	*	177	244
04:00	*	*	159	209	175	218	*	*	*	*	*	*	*	*	167	214
05:00	*	*	149	185	171	199	*	*	*	*	*	*	*	*	160	192
06:00	*	*	141	131	158	170	*	*	*	*	*	*	*	*	150	150
07:00	*	*	94	89	104	90	*	*	*	*	*	*	*	*	99	90
08:00	*	*	44	71	66	68	*	*	*	*	*	*	*	*	55	70
09:00	*	*	28	27	21	53	*	*	*	*	*	*	*	*	24	40
10:00	*	*	9	18	14	20	*	*	*	*	*	*	*	*	12	19
11:00	*	*	4	8	8	6	*	*	*	*	*	*	*	*	6	7
Total	0	0	2312	2293	2330	2362	0	0	0	0	0	0	0	0	2322	2329
Day	0		4605		4692		0		0		0		0		4651	
AM Peak	-	-	08:00	09:00	07:00	08:00	-	-	-	-	-	-	-	-	08:00	08:00
Vol.	-	-	242	169	219	176	-	-	-	-	-	-	-	-	230	168
PM Peak	-	-	12:00	15:00	12:00	15:00	-	-	-	-	-	-	-	-	12:00	15:00
Vol.	-	-	199	244	183	244	-	-	-	-	-	-	-	-	191	244

Comb. Total	0	4605	4692	0	0	0	0	4651
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**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

Start Time	13-May-14 Tue		EB		WB		Combined		14-May Wed		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	0	<b>64</b>	1	68	1	132			0	39	1	54	1		93	
12:15	0	<b>48</b>	0	42	0	90			2	<b>43</b>	0	29	2		72	
12:30	0	<b>37</b>	0	49	0	86			0	<b>51</b>	1	36	1		87	
12:45	0	<b>50</b>	1	31	1	81			1	<b>50</b>	0	46	1		96	
01:00	1	25	1	53	2	78			0	<b>42</b>	1	54	1		96	
01:15	0	47	0	37	0	84			0	36	1	48	1		84	
01:30	0	40	0	32	0	72			0	51	0	35	0		86	
01:45	1	33	0	33	1	66			0	36	2	38	2		74	
02:00	0	27	0	38	0	65			1	42	0	38	1		80	
02:15	0	40	0	32	0	72			0	31	0	43	0		74	
02:30	0	40	0	45	0	85			1	44	0	39	1		<b>83</b>	
02:45	0	47	1	<b>75</b>	1	<b>122</b>			0	52	0	<b>68</b>	0		<b>120</b>	
03:00	0	54	0	<b>79</b>	0	<b>133</b>			0	43	0	<b>86</b>	0		<b>129</b>	
03:15	0	43	0	<b>53</b>	0	<b>96</b>			0	36	0	<b>61</b>	0		<b>97</b>	
03:30	0	46	0	<b>55</b>	0	<b>101</b>			0	36	0	<b>42</b>	0		78	
03:45	0	55	0	57	0	112			1	41	0	55	1		96	
04:00	0	42	0	63	0	105			0	49	0	63	0		112	
04:15	0	42	0	55	0	97			0	52	0	50	0		102	
04:30	0	33	1	45	1	78			3	35	1	55	4		90	
04:45	0	42	1	46	1	88			0	39	0	50	0		89	
05:00	0	30	1	69	1	99			2	44	6	55	8		99	
05:15	4	35	0	39	4	74			0	42	1	45	1		87	
05:30	3	38	5	41	8	79			2	45	2	60	4		105	
05:45	9	46	7	36	16	82			8	40	5	39	13		79	
06:00	7	38	6	44	13	82			5	37	8	40	13		77	
06:15	9	39	14	27	23	66			11	48	8	41	19		89	
06:30	8	33	9	27	17	60			15	34	10	54	25		88	
06:45	23	31	13	33	36	64			21	39	18	35	39		74	
07:00	22	32	18	35	40	67			30	33	17	29	47		62	
07:15	43	27	20	18	63	45			<b>42</b>	33	32	21	74		54	
07:30	<b>47</b>	22	26	21	<b>73</b>	43			<b>51</b>	23	27	19	<b>78</b>		42	
07:45	<b>106</b>	13	31	15	<b>137</b>	28			<b>96</b>	15	29	21	<b>125</b>		36	
08:00	<b>105</b>	10	45	20	<b>150</b>	30			<b>115</b>	22	<b>60</b>	31	<b>175</b>		53	
08:15	<b>44</b>	17	51	23	<b>95</b>	40			38	12	<b>52</b>	19	<b>90</b>		31	
08:30	27	8	32	17	59	25			30	16	<b>33</b>	11	63		27	
08:45	66	9	32	11	98	20			36	16	<b>31</b>	7	67		23	
09:00	47	9	<b>38</b>	6	85	15			44	8	29	20	73		28	
09:15	48	8	<b>44</b>	8	92	16			31	5	31	15	62		20	
09:30	42	4	<b>42</b>	3	84	7			42	4	28	8	70		12	
09:45	38	7	<b>45</b>	10	83	17			44	4	46	10	90		14	
10:00	39	5	25	9	64	14			28	6	29	5	57		11	
10:15	32	1	33	2	65	3			26	5	37	9	63		14	
10:30	30	2	36	6	66	8			44	1	28	1	72		2	
10:45	51	1	36	1	87	2			38	2	33	5	71		7	
11:00	31	1	26	4	57	5			29	3	32	2	61		5	
11:15	37	0	41	2	78	2			27	2	42	2	69		4	
11:30	34	1	43	2	77	3			33	1	38	1	71		2	
11:45	34	2	51	0	85	2			43	2	47	1	90		3	
Total	988	1324	776	1517	1764	2841			940	1390	766	1596	1706	2986		
Day Total	2312		2293		4605				2330		2362		4692			
% Total	21.5%	28.8%	16.9%	32.9%					20.0%	29.6%	16.3%	34.0%				
Peak	-	07:30	12:00	09:00	02:45	07:30	02:45	-	07:15	00:15	08:00	02:45	07:30	02:30		
Vol.	-	302	199	169	262	455	452	-	304	186	176	257	468	429		
P.H.F.		0.712	0.777	0.828	0.829	0.758	0.850		0.661	0.912	0.733	0.747	0.669	0.831		

**Old Colony Planning Council**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

Start Time	12-May-14 Mon	13-May-14 Tue	14-May-14 Wed	15-May-14 Thu	16-May-14 Fri	17-May-14 Sat	18-May-14 Sun	Week Average
12:00 AM	*	2	5	*	*	*	*	4
01:00	*	3	4	*	*	*	*	4
02:00	*	1	2	*	*	*	*	2
03:00	*	0	1	*	*	*	*	0
04:00	*	2	4	*	*	*	*	3
05:00	*	29	26	*	*	*	*	28
06:00	*	89	96	*	*	*	*	92
07:00	*	313	324	*	*	*	*	318
08:00	*	402	395	*	*	*	*	398
09:00	*	344	295	*	*	*	*	320
10:00	*	282	263	*	*	*	*	272
11:00	*	297	291	*	*	*	*	294
12:00 PM	*	389	348	*	*	*	*	368
01:00	*	300	340	*	*	*	*	320
02:00	*	344	357	*	*	*	*	350
03:00	*	442	400	*	*	*	*	421
04:00	*	368	393	*	*	*	*	380
05:00	*	334	370	*	*	*	*	352
06:00	*	272	328	*	*	*	*	300
07:00	*	183	194	*	*	*	*	188
08:00	*	115	134	*	*	*	*	124
09:00	*	55	74	*	*	*	*	64
10:00	*	27	34	*	*	*	*	30
11:00	*	12	14	*	*	*	*	13
Total	0	4605	4692	0	0	0	0	4645
Percentage	0.0%	99.1%	101.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	-	08:00	08:00	-	-	-	-	08:00
Vol.	-	402	395	-	-	-	-	398
PM Peak	-	15:00	15:00	-	-	-	-	15:00
Vol.	-	442	400	-	-	-	-	421

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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

**EB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
06:00	46	1	0	0	0	0	0	0	0	0	0	0	0	0	47
07:00	214	4	0	0	0	0	0	0	0	0	0	0	0	0	218
08:00	240	2	0	0	0	0	0	0	0	0	0	0	0	0	242
09:00	170	5	0	0	0	0	0	0	0	0	0	0	0	0	175
10:00	152	0	0	0	0	0	0	0	0	0	0	0	0	0	152
11:00	136	0	0	0	0	0	0	0	0	0	0	0	0	0	136
12 PM	199	0	0	0	0	0	0	0	0	0	0	0	0	0	199
13:00	144	1	0	0	0	0	0	0	0	0	0	0	0	0	145
14:00	152	2	0	0	0	0	0	0	0	0	0	0	0	0	154
15:00	194	4	0	0	0	0	0	0	0	0	0	0	0	0	198
16:00	152	7	0	0	0	0	0	0	0	0	0	0	0	0	159
17:00	146	3	0	0	0	0	0	0	0	0	0	0	0	0	149
18:00	135	6	0	0	0	0	0	0	0	0	0	0	0	0	141
19:00	91	3	0	0	0	0	0	0	0	0	0	0	0	0	94
20:00	42	2	0	0	0	0	0	0	0	0	0	0	0	0	44
21:00	28	0	0	0	0	0	0	0	0	0	0	0	0	0	28
22:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	2270	42	0	0	0	0	0	0	0	0	0	0	0	0	2312

Daily

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 27 MPH  
95th Percentile : 31 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 1047  
Percent in Pace : 45.3%  
Number of Vehicles > 30 MPH : 201  
Percent of Vehicles > 30 MPH : 8.7%

**Old Colony Planning Council**  
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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

**EB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	3	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
06:00	51	1	0	0	0	0	0	0	0	0	0	0	0	0	52
07:00	214	5	0	0	0	0	0	0	0	0	0	0	0	0	219
08:00	214	5	0	0	0	0	0	0	0	0	0	0	0	0	219
09:00	160	1	0	0	0	0	0	0	0	0	0	0	0	0	161
10:00	131	5	0	0	0	0	0	0	0	0	0	0	0	0	136
11:00	128	3	1	0	0	0	0	0	0	0	0	0	0	0	132
12 PM	175	8	0	0	0	0	0	0	0	0	0	0	0	0	183
13:00	159	5	1	0	0	0	0	0	0	0	0	0	0	0	165
14:00	165	3	1	0	0	0	0	0	0	0	0	0	0	0	169
15:00	148	8	0	0	0	0	0	0	0	0	0	0	0	0	156
16:00	169	6	0	0	0	0	0	0	0	0	0	0	0	0	175
17:00	166	5	0	0	0	0	0	0	0	0	0	0	0	0	171
18:00	152	6	0	0	0	0	0	0	0	0	0	0	0	0	158
19:00	97	7	0	0	0	0	0	0	0	0	0	0	0	0	104
20:00	62	4	0	0	0	0	0	0	0	0	0	0	0	0	66
21:00	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21
22:00	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
23:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	2253	74	3	0	0	0	0	0	0	0	0	0	0	0	2330

Daily

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 27 MPH  
95th Percentile : 32 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 1046  
Percent in Pace : 44.9%  
Number of Vehicles > 30 MPH : 242  
Percent of Vehicles > 30 MPH : 10.4%

Grand Total	4523	116	3	0	0	0	0	0	0	0	0	0	0	0	4642
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Overall

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 27 MPH  
95th Percentile : 31 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 2093  
Percent in Pace : 45.1%  
Number of Vehicles > 30 MPH : 442  
Percent of Vehicles > 30 MPH : 9.5%

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Page 3

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	11	1	1	0	0	0	0	0	0	0	0	0	0	0	13
06:00	42	0	0	0	0	0	0	0	0	0	0	0	0	0	42
07:00	89	6	0	0	0	0	0	0	0	0	0	0	0	0	95
08:00	153	7	0	0	0	0	0	0	0	0	0	0	0	0	160
09:00	158	11	0	0	0	0	0	0	0	0	0	0	0	0	169
10:00	128	2	0	0	0	0	0	0	0	0	0	0	0	0	130
11:00	161	0	0	0	0	0	0	0	0	0	0	0	0	0	161
12 PM	187	3	0	0	0	0	0	0	0	0	0	0	0	0	190
13:00	150	4	1	0	0	0	0	0	0	0	0	0	0	0	155
14:00	186	3	1	0	0	0	0	0	0	0	0	0	0	0	190
15:00	234	8	2	0	0	0	0	0	0	0	0	0	0	0	244
16:00	194	15	0	0	0	0	0	0	0	0	0	0	0	0	209
17:00	172	13	0	0	0	0	0	0	0	0	0	0	0	0	185
18:00	116	15	0	0	0	0	0	0	0	0	0	0	0	0	131
19:00	80	9	0	0	0	0	0	0	0	0	0	0	0	0	89
20:00	67	4	0	0	0	0	0	0	0	0	0	0	0	0	71
21:00	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27
22:00	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
23:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	2184	104	5	0	0	0	0	0	0	0	0	0	0	0	2293

Daily

15th Percentile :	9 MPH
50th Percentile :	18 MPH
85th Percentile :	27 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	19 MPH
10 MPH Pace Speed :	14-23 MPH
Number in Pace :	1021
Percent in Pace :	44.5%
Number of Vehicles > 30 MPH :	276
Percent of Vehicles > 30 MPH :	12.0%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Page 4

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	11	2	1	0	0	0	0	0	0	0	0	0	0	0	14
06:00	40	4	0	0	0	0	0	0	0	0	0	0	0	0	44
07:00	94	10	1	0	0	0	0	0	0	0	0	0	0	0	105
08:00	163	13	0	0	0	0	0	0	0	0	0	0	0	0	176
09:00	124	9	1	0	0	0	0	0	0	0	0	0	0	0	134
10:00	118	8	1	0	0	0	0	0	0	0	0	0	0	0	127
11:00	149	9	1	0	0	0	0	0	0	0	0	0	0	0	159
12 PM	152	12	1	0	0	0	0	0	0	0	0	0	0	0	165
13:00	157	17	1	0	0	0	0	0	0	0	0	0	0	0	175
14:00	183	5	0	0	0	0	0	0	0	0	0	0	0	0	188
15:00	235	9	0	0	0	0	0	0	0	0	0	0	0	0	244
16:00	206	11	1	0	0	0	0	0	0	0	0	0	0	0	218
17:00	187	11	1	0	0	0	0	0	0	0	0	0	0	0	199
18:00	159	10	1	0	0	0	0	0	0	0	0	0	0	0	170
19:00	77	12	1	0	0	0	0	0	0	0	0	0	0	0	90
20:00	64	3	1	0	0	0	0	0	0	0	0	0	0	0	68
21:00	49	4	0	0	0	0	0	0	0	0	0	0	0	0	53
22:00	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
23:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	6
Total	2198	151	13	0	0	0	0	0	0	0	0	0	0	0	2362

Daily

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 27 MPH  
95th Percentile : 32 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 1039  
Percent in Pace : 44.0%  
Number of Vehicles > 30 MPH : 343  
Percent of Vehicles > 30 MPH : 14.5%

Grand Total	4382	255	18	0	0	0	0	0	0	0	0	0	0	0	4655
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Overall

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 27 MPH  
95th Percentile : 32 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 2060  
Percent in Pace : 44.3%  
Number of Vehicles > 30 MPH : 619  
Percent of Vehicles > 30 MPH : 13.3%



**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Page 5

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/13/14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	26	2	1	0	0	0	0	0	0	0	0	0	0	0	29
06:00	88	1	0	0	0	0	0	0	0	0	0	0	0	0	89
07:00	303	10	0	0	0	0	0	0	0	0	0	0	0	0	313
08:00	393	9	0	0	0	0	0	0	0	0	0	0	0	0	402
09:00	328	16	0	0	0	0	0	0	0	0	0	0	0	0	344
10:00	280	2	0	0	0	0	0	0	0	0	0	0	0	0	282
11:00	297	0	0	0	0	0	0	0	0	0	0	0	0	0	297
12 PM	386	3	0	0	0	0	0	0	0	0	0	0	0	0	389
13:00	294	5	1	0	0	0	0	0	0	0	0	0	0	0	300
14:00	338	5	1	0	0	0	0	0	0	0	0	0	0	0	344
15:00	428	12	2	0	0	0	0	0	0	0	0	0	0	0	442
16:00	346	22	0	0	0	0	0	0	0	0	0	0	0	0	368
17:00	318	16	0	0	0	0	0	0	0	0	0	0	0	0	334
18:00	251	21	0	0	0	0	0	0	0	0	0	0	0	0	272
19:00	171	12	0	0	0	0	0	0	0	0	0	0	0	0	183
20:00	109	6	0	0	0	0	0	0	0	0	0	0	0	0	115
21:00	55	0	0	0	0	0	0	0	0	0	0	0	0	0	55
22:00	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27
23:00	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	4454	146	5	0	0	0	0	0	0	0	0	0	0	0	4605

Daily

15th Percentile :	9 MPH
50th Percentile :	18 MPH
85th Percentile :	27 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	19 MPH
10 MPH Pace Speed :	14-23 MPH
Number in Pace :	2068
Percent in Pace :	44.9%
Number of Vehicles > 30 MPH :	477
Percent of Vehicles > 30 MPH :	10.4%

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Page 6

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
05/14/14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	23	2	1	0	0	0	0	0	0	0	0	0	0	0	26
06:00	91	5	0	0	0	0	0	0	0	0	0	0	0	0	96
07:00	308	15	1	0	0	0	0	0	0	0	0	0	0	0	324
08:00	377	18	0	0	0	0	0	0	0	0	0	0	0	0	395
09:00	284	10	1	0	0	0	0	0	0	0	0	0	0	0	295
10:00	249	13	1	0	0	0	0	0	0	0	0	0	0	0	263
11:00	277	12	2	0	0	0	0	0	0	0	0	0	0	0	291
12 PM	327	20	1	0	0	0	0	0	0	0	0	0	0	0	348
13:00	316	22	2	0	0	0	0	0	0	0	0	0	0	0	340
14:00	348	8	1	0	0	0	0	0	0	0	0	0	0	0	357
15:00	383	17	0	0	0	0	0	0	0	0	0	0	0	0	400
16:00	375	17	1	0	0	0	0	0	0	0	0	0	0	0	393
17:00	353	16	1	0	0	0	0	0	0	0	0	0	0	0	370
18:00	311	16	1	0	0	0	0	0	0	0	0	0	0	0	328
19:00	174	19	1	0	0	0	0	0	0	0	0	0	0	0	194
20:00	126	7	1	0	0	0	0	0	0	0	0	0	0	0	134
21:00	70	4	0	0	0	0	0	0	0	0	0	0	0	0	74
22:00	32	2	0	0	0	0	0	0	0	0	0	0	0	0	34
23:00	12	1	1	0	0	0	0	0	0	0	0	0	0	0	14
Total	4451	225	16	0	0	0	0	0	0	0	0	0	0	0	4692

Daily

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 27 MPH  
95th Percentile : 32 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 2085  
Percent in Pace : 44.4%  
Number of Vehicles > 30 MPH : 585  
Percent of Vehicles > 30 MPH : 12.5%

Grand Total	8905	371	21	0	0	0	0	0	0	0	0	0	0	0	9297
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Overall

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 27 MPH  
95th Percentile : 32 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 4153  
Percent in Pace : 44.7%  
Number of Vehicles > 30 MPH : 1061  
Percent of Vehicles > 30 MPH : 11.4%



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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

EB

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	3	0	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	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	0	3	0	0	0	0	0	0	0	0	0	0	3	0
05:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0
06:00	1	34	14	0	1	1	0	0	1	0	0	0	0	52	3
07:00	0	155	51	3	9	0	0	1	0	0	0	0	0	219	13
08:00	3	156	54	1	4	1	0	0	0	0	0	0	0	219	6
09:00	0	121	36	0	4	0	0	0	0	0	0	0	0	161	4
10:00	0	94	36	0	4	0	0	1	1	0	0	0	0	136	6
11:00	0	107	19	1	5	0	0	0	0	0	0	0	0	132	6
12 PM	2	128	43	0	8	0	0	1	0	0	0	0	0	182	9
13:00	2	123	35	1	2	1	0	0	0	0	0	0	0	164	4
14:00	2	128	31	1	4	0	0	2	1	0	0	0	0	169	8
15:00	1	115	35	1	3	1	0	0	0	0	0	0	0	156	5
16:00	1	143	25	1	4	0	0	0	0	0	0	0	0	174	5
17:00	1	151	19	0	0	0	0	0	0	0	0	0	0	171	0
18:00	0	137	21	0	0	0	0	0	0	0	0	0	0	158	0
19:00	2	90	9	0	1	1	0	0	0	0	0	0	0	103	2
20:00	0	57	9	0	0	0	0	0	0	0	0	0	0	66	0
21:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0
22:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0
Total	15	1795	445	9	49	5	0	5	3	0	0	0	0	2326	71
Percent	0.6%	77.2%	19.1%	0.4%	2.1%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%		3.1%
AM Peak Vol.	08:00	08:00	08:00	07:00	07:00	06:00		07:00	06:00					07:00	07:00
PM Peak Vol.	12:00	17:00	12:00	13:00	12:00	13:00		14:00	14:00					12:00	12:00
Grand Total	33	3565	881	19	103	17	0	12	3	0	0	0	0	4633	154
Percent	0.7%	76.9%	19.0%	0.4%	2.2%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%		3.3%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

WB

Start Time	Bikes	Cars & Trailer	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
05/13/14	0	2	0	0	0	0	0	0	0	0	0	0	0	2	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	2	0	0	0	0	0	0	0	0	0	0	0	2	0
05:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13	0
06:00	0	31	8	1	2	0	0	0	0	0	0	0	0	42	3
07:00	1	73	20	0	0	0	0	0	0	0	0	0	0	94	0
08:00	0	111	40	3	4	1	0	1	0	0	0	0	0	160	9
09:00	1	121	37	0	8	1	0	0	0	0	0	0	0	168	9
10:00	1	99	23	1	4	0	0	0	0	0	0	0	0	128	5
11:00	0	111	40	0	7	2	0	1	0	0	0	0	0	161	10
12 PM	2	135	41	2	5	2	0	2	0	0	0	0	0	189	11
13:00	1	107	35	0	9	1	0	2	0	0	0	0	0	155	12
14:00	0	135	49	2	2	0	0	1	0	0	0	0	0	189	5
15:00	1	177	54	2	9	1	0	0	0	0	0	0	0	244	12
16:00	0	147	54	2	5	1	0	0	0	0	0	0	0	209	8
17:00	1	147	34	1	2	0	0	0	0	0	0	0	0	185	3
18:00	0	109	20	0	1	0	0	1	0	0	0	0	0	131	2
19:00	0	72	16	0	1	0	0	0	0	0	0	0	0	89	1
20:00	0	61	10	0	0	0	0	0	0	0	0	0	0	71	0
21:00	0	24	2	0	1	0	0	0	0	0	0	0	0	27	1
22:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0
Total	8	1696	492	14	60	9	0	8	0	0	0	0	0	2287	91
Percent	0.3%	74.2%	21.5%	0.6%	2.6%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		4.0%
AM Peak	07:00	09:00	08:00	08:00	09:00	11:00		08:00						09:00	11:00
Vol.	1	121	40	3	8	2		1						168	10
PM Peak	12:00	15:00	15:00	12:00	13:00	12:00		12:00						15:00	13:00
Vol.	2	177	54	2	9	2		2						244	12

**Old Colony Planning Council**  
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Page 4

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

WB

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	2	0	0	0	0	0	0	0	0	0	0	0	2	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	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14	0
06:00	0	32	10	1	0	1	0	0	0	0	0	0	0	44	2
07:00	0	72	29	1	1	1	0	0	0	0	0	0	0	104	3
08:00	2	127	41	3	2	0	0	0	1	0	0	0	0	176	6
09:00	0	106	27	0	1	0	0	0	0	0	0	0	0	134	1
10:00	0	80	42	0	5	0	0	0	0	0	0	0	0	127	5
11:00	1	106	46	1	4	0	0	1	0	0	0	0	0	159	6
12 PM	1	118	38	0	7	1	0	0	0	0	0	0	0	165	8
13:00	1	129	36	0	7	1	0	1	0	0	0	0	0	175	9
14:00	2	140	36	1	8	0	0	1	0	0	0	0	0	188	10
15:00	3	177	58	2	4	0	0	0	0	0	0	0	0	244	6
16:00	3	147	61	1	4	0	0	1	0	0	0	0	0	217	6
17:00	0	148	46	1	4	0	0	0	0	0	0	0	0	199	5
18:00	1	138	29	0	1	0	0	1	0	0	0	0	0	170	2
19:00	0	78	12	0	0	0	0	0	0	0	0	0	0	90	0
20:00	1	53	13	0	1	0	0	0	0	0	0	0	0	68	1
21:00	0	47	6	0	0	0	0	0	0	0	0	0	0	53	0
22:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
Total	15	1736	538	11	50	4	0	5	1	0	0	0	0	2360	71
Percent	0.6%	73.6%	22.8%	0.5%	2.1%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		3.0%
AM Peak	08:00	08:00	11:00	08:00	10:00	06:00		11:00	08:00					08:00	08:00
Vol.	2	127	46	3	5	1		1	1					176	6
PM Peak	15:00	15:00	16:00	15:00	14:00	12:00		13:00						15:00	14:00
Vol.	3	177	61	2	8	1		1						244	10
Grand Total	23	3432	1030	25	110	13	0	13	1	0	0	0	0	4647	162
Percent	0.5%	73.9%	22.2%	0.5%	2.4%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		3.5%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

**EB, WB**

Start Time	Bikes	Cars & Trailer	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
05/13/14	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
01:00	0	3	0	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	2	0	0	0	0	0	0	0	0	0	0	0	2	0
05:00	0	21	7	0	1	0	0	0	0	0	0	0	0	29	1
06:00	0	62	22	1	4	0	0	0	0	0	0	0	0	89	5
07:00	2	230	64	4	10	0	0	2	0	0	0	0	0	312	16
08:00	0	286	95	3	12	2	0	4	0	0	0	0	0	402	21
09:00	3	245	78	0	12	2	0	1	0	0	0	0	0	341	15
10:00	2	211	52	3	11	0	0	0	0	0	0	0	0	279	14
11:00	2	212	64	0	9	6	0	2	0	0	0	0	0	295	17
12 PM	12	270	83	3	12	6	0	2	0	0	0	0	0	388	23
13:00	2	208	73	0	14	1	0	2	0	0	0	0	0	300	17
14:00	0	255	82	2	3	0	0	1	0	0	0	0	0	343	6
15:00	2	344	80	3	11	2	0	0	0	0	0	0	0	442	16
16:00	0	279	78	3	7	1	0	0	0	0	0	0	0	368	11
17:00	1	272	55	2	3	1	0	0	0	0	0	0	0	334	6
18:00	0	232	38	0	1	0	0	1	0	0	0	0	0	272	2
19:00	0	155	27	0	1	0	0	0	0	0	0	0	0	183	1
20:00	0	98	17	0	0	0	0	0	0	0	0	0	0	115	0
21:00	0	50	4	0	1	0	0	0	0	0	0	0	0	55	1
22:00	0	19	8	0	0	0	0	0	0	0	0	0	0	27	0
23:00	0	9	1	0	2	0	0	0	0	0	0	0	0	12	2
Total	26	3466	928	24	114	21	0	15	0	0	0	0	0	4594	174
Percent	0.6%	75.4%	20.2%	0.5%	2.5%	0.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		3.8%
AM Peak Vol.	09:00	08:00	08:00	07:00	08:00	11:00		08:00						08:00	08:00
PM Peak Vol.	12:00	15:00	12:00	12:00	13:00	12:00		12:00						15:00	12:00
	12	344	83	3	14	6		2						442	23

**Old Colony Planning Council**  
**70 School Street**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25310  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 13-May-14  
Date End: 14-May-14  
Washington St, east of Hall's Corner

**EB, WB**

Start Time	Bikes	Cars & Trailer	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
05/14/14	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4	1
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	1	3	0	0	0	0	0	0	0	0	0	0	4	0
05:00	0	18	8	0	0	0	0	0	0	0	0	0	0	26	0
06:00	1	66	24	1	1	2	0	0	1	0	0	0	0	96	5
07:00	0	227	80	4	10	1	0	1	0	0	0	0	0	323	16
08:00	5	283	95	4	6	1	0	0	1	0	0	0	0	395	12
09:00	0	227	63	0	5	0	0	0	0	0	0	0	0	295	5
10:00	0	174	78	0	9	0	0	1	1	0	0	0	0	263	11
11:00	1	213	65	2	9	0	0	1	0	0	0	0	0	291	12
12 PM	3	246	81	0	15	1	0	1	0	0	0	0	0	347	17
13:00	3	252	71	1	9	2	0	1	0	0	0	0	0	339	13
14:00	4	268	67	2	12	0	0	3	1	0	0	0	0	357	18
15:00	4	292	93	3	7	1	0	0	0	0	0	0	0	400	11
16:00	4	290	86	2	8	0	0	1	0	0	0	0	0	391	11
17:00	1	299	65	1	4	0	0	0	0	0	0	0	0	370	5
18:00	1	275	50	0	1	0	0	1	0	0	0	0	0	328	2
19:00	2	168	21	0	1	1	0	0	0	0	0	0	0	193	2
20:00	1	110	22	0	1	0	0	0	0	0	0	0	0	134	1
21:00	0	66	8	0	0	0	0	0	0	0	0	0	0	74	0
22:00	0	31	3	0	0	0	0	0	0	0	0	0	0	34	0
23:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0
Total	30	3531	983	20	99	9	0	10	4	0	0	0	0	4686	142
Percent	0.6%	75.4%	21.0%	0.4%	2.1%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%		3.0%
AM Peak Vol.	08:00	08:00	08:00	07:00	07:00	06:00		07:00	06:00					08:00	07:00
	5	283	95	4	10	2		1	1					395	16
PM Peak Vol.	14:00	17:00	15:00	15:00	12:00	13:00		14:00	14:00					15:00	14:00
	4	299	93	3	15	2		3	1					400	18
Grand Total	56	6997	1911	44	213	30	0	25	4	0	0	0	0	9280	316
Percent	0.6%	75.4%	20.6%	0.5%	2.3%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		3.4%



**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

Start Time	07-Jul-14		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	*	*	*	*	5	3	1	11	*	*	*	*	*	*	3	7
01:00	*	*	*	*	3	4	3	2	*	*	*	*	*	*	3	3
02:00	*	*	*	*	2	0	1	1	*	*	*	*	*	*	2	0
03:00	*	*	*	*	0	0	1	5	*	*	*	*	*	*	0	2
04:00	*	*	*	*	6	1	4	1	*	*	*	*	*	*	5	1
05:00	*	*	*	*	22	15	18	17	*	*	*	*	*	*	20	16
06:00	*	*	*	*	65	56	66	50	*	*	*	*	*	*	66	53
07:00	*	*	*	*	176	127	186	135	*	*	*	*	*	*	181	131
08:00	*	*	*	*	192	169	193	157	*	*	*	*	*	*	192	163
09:00	*	*	*	*	212	186	178	201	*	*	*	*	*	*	195	194
10:00	*	*	*	*	191	220	225	221	*	*	*	*	*	*	208	220
11:00	*	*	*	*	187	202	195	246	*	*	*	*	*	*	191	224
12:00 PM	*	*	*	*	282	244	240	212	*	*	*	*	*	*	261	228
01:00	*	*	*	*	189	213	207	241	*	*	*	*	*	*	198	227
02:00	*	*	*	*	190	183	169	213	*	*	*	*	*	*	180	198
03:00	*	*	*	*	178	219	187	240	*	*	*	*	*	*	182	230
04:00	*	*	*	*	207	239	215	239	*	*	*	*	*	*	211	239
05:00	*	*	*	*	168	185	188	200	*	*	*	*	*	*	178	192
06:00	*	*	*	*	172	144	188	141	*	*	*	*	*	*	180	142
07:00	*	*	*	*	130	130	119	120	*	*	*	*	*	*	124	125
08:00	*	*	*	*	90	125	103	139	*	*	*	*	*	*	96	132
09:00	*	*	*	*	62	97	66	79	*	*	*	*	*	*	64	88
10:00	*	*	*	*	35	35	26	40	*	*	*	*	*	*	30	38
11:00	*	*	*	*	11	17	18	26	*	*	*	*	*	*	14	22
Total	0	0	0	0	2775	2814	2797	2937	0	0	0	0	0	0	2784	2875
Day	0		0		5589		5734		0		0		0		5659	
AM Peak	-	-	-	-	09:00	10:00	10:00	11:00	-	-	-	-	-	-	10:00	11:00
Vol.	-	-	-	-	212	220	225	246	-	-	-	-	-	-	208	224
PM Peak	-	-	-	-	12:00	12:00	12:00	13:00	-	-	-	-	-	-	12:00	16:00
Vol.	-	-	-	-	282	244	240	241	-	-	-	-	-	-	261	239

Comb. Total	0	0	5589	5734	0	0	0	5659
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**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
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Page 1

Community: Duxbury  
 Com#\_UR/FC: 82\_U5  
 Recorder #: 25236  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 82  
 Date Start: 09-Jul-14  
 Date End: 10-Jul-14  
 Washington St, east of Hall's Corner

Start Time	09-Jul-14 Wed	EB		WB		Combined		10-Jul-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.
12:00		2	65	1	77	3	142		1	63	7	68	8	131
12:15		1	79	1	61	2	140		0	61	2	47	2	108
12:30		2	56	0	52	2	108		0	58	2	47	2	105
12:45		0	82	1	54	1	136		0	58	0	50	0	108
01:00		1	58	1	63	2	121		0	49	1	82	1	131
01:15		0	52	1	62	1	114		2	63	0	56	2	119
01:30		1	37	2	46	3	83		1	52	1	53	2	105
01:45		1	42	0	42	1	84		0	43	0	50	0	93
02:00		1	40	0	34	1	74		1	48	0	54	1	102
02:15		1	50	0	42	1	92		0	39	0	46	0	85
02:30		0	38	0	52	0	90		0	36	0	49	0	85
02:45		0	62	0	55	0	117		0	46	1	64	1	110
03:00		0	41	0	54	0	95		0	45	1	53	1	98
03:15		0	40	0	47	0	87		0	44	2	52	2	96
03:30		0	49	0	57	0	106		0	50	0	59	0	109
03:45		0	48	0	61	0	109		1	48	2	76	3	124
04:00		1	54	0	68	1	122		1	54	0	55	1	109
04:15		1	50	0	68	1	118		0	58	0	56	0	114
04:30		1	43	1	58	2	101		2	56	0	58	2	114
04:45		3	60	0	45	3	105		1	47	1	70	2	117
05:00		2	50	3	66	5	116		2	50	4	62	6	112
05:15		1	47	0	46	1	93		4	51	3	44	7	95
05:30		8	37	4	35	12	72		3	41	3	46	6	87
05:45		11	34	8	38	19	72		9	46	7	48	16	94
06:00		8	32	14	42	22	74		12	43	9	45	21	88
06:15		14	51	7	41	21	92		17	53	15	41	32	94
06:30		14	42	13	28	27	70		16	50	8	32	24	82
06:45		29	47	22	33	51	80		21	42	18	23	39	65
07:00		23	39	28	32	51	71		20	31	28	37	48	68
07:15		49	33	24	28	73	61		50	25	26	28	76	53
07:30		43	34	36	38	79	72		50	30	39	28	89	58
07:45		61	24	39	32	100	56		66	33	42	27	108	60
08:00		46	20	51	33	97	53		45	36	42	39	87	75
08:15		36	33	35	29	71	62		56	29	24	37	80	66
08:30		50	18	37	35	87	53		39	20	45	39	84	59
08:45		60	19	46	28	106	47		53	18	46	24	99	42
09:00		52	24	58	30	110	54		44	32	50	36	94	68
09:15		53	16	48	35	101	51		48	15	54	21	102	36
09:30		47	16	39	8	86	24		41	15	56	10	97	25
09:45		60	6	41	24	101	30		45	4	41	12	86	16
10:00		59	11	57	7	116	18		51	7	48	13	99	20
10:15		46	8	57	6	103	14		61	4	59	11	120	15
10:30		41	5	53	9	94	14		59	6	48	5	107	11
10:45		45	11	53	13	98	24		54	9	66	11	120	20
11:00		47	5	47	10	94	15		54	3	60	9	114	12
11:15		39	1	55	2	94	3		54	6	57	9	111	15
11:30		37	3	45	2	82	5		35	5	79	5	114	10
11:45		64	2	55	3	119	5		52	4	50	3	102	7
Total		1061	1714	983	1831	2044	3545		1071	1726	1047	1890	2118	3616
Day Total		2775		2814		5589			2797		2937		5734	
% Total		19.0%	30.7%	17.6%	32.8%				18.7%	30.1%	18.3%	33.0%		
Peak	-	09:15	12:00	10:00	03:45	09:45	12:00	-	10:15	12:00	10:45	03:30	10:15	00:30
Vol.	-	219	282	220	255	414	526	-	228	240	262	246	461	463
P.H.F.		0.913	0.860	0.965	0.938	0.892	0.926		0.934	0.952	0.829	0.809	0.960	0.884

**Old Colony Planning Council**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

Start Time	07-Jul-14 Mon	08-Jul-14 Tue	09-Jul-14 Wed	10-Jul-14 Thu	11-Jul-14 Fri	12-Jul-14 Sat	13-Jul-14 Sun	Week Average
12:00 AM	*	*	8	12	*	*	*	10
01:00	*	*	7	5	*	*	*	6
02:00	*	*	2	2	*	*	*	2
03:00	*	*	0	6	*	*	*	3
04:00	*	*	7	5	*	*	*	6
05:00	*	*	37	35	*	*	*	36
06:00	*	*	121	116	*	*	*	118
07:00	*	*	303	321	*	*	*	312
08:00	*	*	361	350	*	*	*	356
09:00	*	*	398	379	*	*	*	388
10:00	*	*	411	446	*	*	*	428
11:00	*	*	389	441	*	*	*	415
12:00 PM	*	*	526	452	*	*	*	489
01:00	*	*	402	448	*	*	*	425
02:00	*	*	373	382	*	*	*	378
03:00	*	*	397	427	*	*	*	412
04:00	*	*	446	454	*	*	*	450
05:00	*	*	353	388	*	*	*	370
06:00	*	*	316	329	*	*	*	322
07:00	*	*	260	239	*	*	*	250
08:00	*	*	215	242	*	*	*	228
09:00	*	*	159	145	*	*	*	152
10:00	*	*	70	66	*	*	*	68
11:00	*	*	28	44	*	*	*	36
Total	0	0	5589	5734	0	0	0	5660
Percentage	0.0%	0.0%	98.7%	101.3%	0.0%	0.0%	0.0%	
AM Peak	-	-	10:00	10:00	-	-	-	10:00
Vol.	-	-	411	446	-	-	-	428
PM Peak	-	-	12:00	16:00	-	-	-	12:00
Vol.	-	-	526	454	-	-	-	489

**Old Colony Planning Council**  
**70 School Street**  
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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

EB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	2	0	0	0	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	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
06:00	64	1	0	0	0	0	0	0	0	0	0	0	0	0	65
07:00	174	2	0	0	0	0	0	0	0	0	0	0	0	0	176
08:00	184	7	1	0	0	0	0	0	0	0	0	0	0	0	192
09:00	209	3	0	0	0	0	0	0	0	0	0	0	0	0	212
10:00	182	9	0	0	0	0	0	0	0	0	0	0	0	0	191
11:00	182	5	0	0	0	0	0	0	0	0	0	0	0	0	187
12 PM	270	12	0	0	0	0	0	0	0	0	0	0	0	0	282
13:00	183	6	0	0	0	0	0	0	0	0	0	0	0	0	189
14:00	188	2	0	0	0	0	0	0	0	0	0	0	0	0	190
15:00	170	8	0	0	0	0	0	0	0	0	0	0	0	0	178
16:00	196	10	1	0	0	0	0	0	0	0	0	0	0	0	207
17:00	162	6	0	0	0	0	0	0	0	0	0	0	0	0	168
18:00	164	8	0	0	0	0	0	0	0	0	0	0	0	0	172
19:00	127	3	0	0	0	0	0	0	0	0	0	0	0	0	130
20:00	88	2	0	0	0	0	0	0	0	0	0	0	0	0	90
21:00	58	4	0	0	0	0	0	0	0	0	0	0	0	0	62
22:00	34	1	0	0	0	0	0	0	0	0	0	0	0	0	35
23:00	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	2681	92	2	0	0	0	0	0	0	0	0	0	0	0	2775

Daily

15th Percentile :	9 MPH
50th Percentile :	18 MPH
85th Percentile :	27 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	19 MPH
10 MPH Pace Speed :	14-23 MPH
Number in Pace :	1245
Percent in Pace :	44.9%
Number of Vehicles > 30 MPH :	291
Percent of Vehicles > 30 MPH :	10.5%

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Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

**EB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
06:00	63	3	0	0	0	0	0	0	0	0	0	0	0	0	66
07:00	178	8	0	0	0	0	0	0	0	0	0	0	0	0	186
08:00	186	7	0	0	0	0	0	0	0	0	0	0	0	0	193
09:00	175	3	0	0	0	0	0	0	0	0	0	0	0	0	178
10:00	214	9	2	0	0	0	0	0	0	0	0	0	0	0	225
11:00	189	6	0	0	0	0	0	0	0	0	0	0	0	0	195
12 PM	234	6	0	0	0	0	0	0	0	0	0	0	0	0	240
13:00	202	5	0	0	0	0	0	0	0	0	0	0	0	0	207
14:00	162	6	1	0	0	0	0	0	0	0	0	0	0	0	169
15:00	181	6	0	0	0	0	0	0	0	0	0	0	0	0	187
16:00	207	8	0	0	0	0	0	0	0	0	0	0	0	0	215
17:00	175	11	2	0	0	0	0	0	0	0	0	0	0	0	188
18:00	176	12	0	0	0	0	0	0	0	0	0	0	0	0	188
19:00	113	6	0	0	0	0	0	0	0	0	0	0	0	0	119
20:00	96	7	0	0	0	0	0	0	0	0	0	0	0	0	103
21:00	66	0	0	0	0	0	0	0	0	0	0	0	0	0	66
22:00	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
23:00	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	2686	106	5	0	0	0	0	0	0	0	0	0	0	0	2797

Daily

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 27 MPH  
95th Percentile : 32 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 1251  
Percent in Pace : 44.7%  
Number of Vehicles > 30 MPH : 311  
Percent of Vehicles > 30 MPH : 11.1%

Grand Total	5367	198	7	0	0	0	0	0	0	0	0	0	0	0	5572
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Overall

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 27 MPH  
95th Percentile : 32 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 2496  
Percent in Pace : 44.8%  
Number of Vehicles > 30 MPH : 602  
Percent of Vehicles > 30 MPH : 10.8%

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Page 3

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
06:00	45	10	1	0	0	0	0	0	0	0	0	0	0	0	56
07:00	115	11	1	0	0	0	0	0	0	0	0	0	0	0	127
08:00	156	12	1	0	0	0	0	0	0	0	0	0	0	0	169
09:00	177	9	0	0	0	0	0	0	0	0	0	0	0	0	186
10:00	207	13	0	0	0	0	0	0	0	0	0	0	0	0	220
11:00	193	9	0	0	0	0	0	0	0	0	0	0	0	0	202
12 PM	231	13	0	0	0	0	0	0	0	0	0	0	0	0	244
13:00	202	11	0	0	0	0	0	0	0	0	0	0	0	0	213
14:00	172	11	0	0	0	0	0	0	0	0	0	0	0	0	183
15:00	209	10	0	0	0	0	0	0	0	0	0	0	0	0	219
16:00	223	16	0	0	0	0	0	0	0	0	0	0	0	0	239
17:00	174	11	0	0	0	0	0	0	0	0	0	0	0	0	185
18:00	131	13	0	0	0	0	0	0	0	0	0	0	0	0	144
19:00	126	4	0	0	0	0	0	0	0	0	0	0	0	0	130
20:00	119	6	0	0	0	0	0	0	0	0	0	0	0	0	125
21:00	91	6	0	0	0	0	0	0	0	0	0	0	0	0	97
22:00	28	4	3	0	0	0	0	0	0	0	0	0	0	0	35
23:00	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	2635	173	6	0	0	0	0	0	0	0	0	0	0	0	2814

Daily	15th Percentile :	9 MPH
	50th Percentile :	18 MPH
	85th Percentile :	27 MPH
	95th Percentile :	32 MPH
Mean Speed(Average) :	19 MPH	
10 MPH Pace Speed :	14-23 MPH	
Number in Pace :	1241	
Percent in Pace :	44.1%	
Number of Vehicles > 30 MPH :	391	
Percent of Vehicles > 30 MPH :	13.9%	

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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

**WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
06:00	44	6	0	0	0	0	0	0	0	0	0	0	0	0	50
07:00	125	9	1	0	0	0	0	0	0	0	0	0	0	0	135
08:00	138	18	1	0	0	0	0	0	0	0	0	0	0	0	157
09:00	181	20	0	0	0	0	0	0	0	0	0	0	0	0	201
10:00	199	19	3	0	0	0	0	0	0	0	0	0	0	0	221
11:00	233	13	0	0	0	0	0	0	0	0	0	0	0	0	246
12 PM	208	4	0	0	0	0	0	0	0	0	0	0	0	0	212
13:00	233	8	0	0	0	0	0	0	0	0	0	0	0	0	241
14:00	205	8	0	0	0	0	0	0	0	0	0	0	0	0	213
15:00	223	17	0	0	0	0	0	0	0	0	0	0	0	0	240
16:00	228	11	0	0	0	0	0	0	0	0	0	0	0	0	239
17:00	189	11	0	0	0	0	0	0	0	0	0	0	0	0	200
18:00	130	11	0	0	0	0	0	0	0	0	0	0	0	0	141
19:00	115	5	0	0	0	0	0	0	0	0	0	0	0	0	120
20:00	134	5	0	0	0	0	0	0	0	0	0	0	0	0	139
21:00	77	1	1	0	0	0	0	0	0	0	0	0	0	0	79
22:00	38	2	0	0	0	0	0	0	0	0	0	0	0	0	40
23:00	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
Total	2750	180	7	0	0	0	0	0	0	0	0	0	0	0	2937

Daily

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 27 MPH  
95th Percentile : 32 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 1295  
Percent in Pace : 44.1%  
Number of Vehicles > 30 MPH : 408  
Percent of Vehicles > 30 MPH : 13.9%

Grand Total	5385	353	13	0	0	0	0	0	0	0	0	0	0	0	5751
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Overall

15th Percentile : 9 MPH  
50th Percentile : 18 MPH  
85th Percentile : 27 MPH  
95th Percentile : 32 MPH

Mean Speed(Average) : 19 MPH  
10 MPH Pace Speed : 14-23 MPH  
Number in Pace : 2536  
Percent in Pace : 44.1%  
Number of Vehicles > 30 MPH : 800  
Percent of Vehicles > 30 MPH : 13.9%

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**Brockton, MA 02301**  
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Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/09/14	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	2	0	0	0	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	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	35	2	0	0	0	0	0	0	0	0	0	0	0	0	37
06:00	109	11	1	0	0	0	0	0	0	0	0	0	0	0	121
07:00	289	13	1	0	0	0	0	0	0	0	0	0	0	0	303
08:00	340	19	2	0	0	0	0	0	0	0	0	0	0	0	361
09:00	386	12	0	0	0	0	0	0	0	0	0	0	0	0	398
10:00	389	22	0	0	0	0	0	0	0	0	0	0	0	0	411
11:00	375	14	0	0	0	0	0	0	0	0	0	0	0	0	389
12 PM	501	25	0	0	0	0	0	0	0	0	0	0	0	0	526
13:00	385	17	0	0	0	0	0	0	0	0	0	0	0	0	402
14:00	360	13	0	0	0	0	0	0	0	0	0	0	0	0	373
15:00	379	18	0	0	0	0	0	0	0	0	0	0	0	0	397
16:00	419	26	1	0	0	0	0	0	0	0	0	0	0	0	446
17:00	336	17	0	0	0	0	0	0	0	0	0	0	0	0	353
18:00	295	21	0	0	0	0	0	0	0	0	0	0	0	0	316
19:00	253	7	0	0	0	0	0	0	0	0	0	0	0	0	260
20:00	207	8	0	0	0	0	0	0	0	0	0	0	0	0	215
21:00	149	10	0	0	0	0	0	0	0	0	0	0	0	0	159
22:00	62	5	3	0	0	0	0	0	0	0	0	0	0	0	70
23:00	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
Total	5316	265	8	0	0	0	0	0	0	0	0	0	0	0	5589

Daily	15th Percentile :	9 MPH
	50th Percentile :	18 MPH
	85th Percentile :	27 MPH
	95th Percentile :	32 MPH
Mean Speed(Average) :	19 MPH	
10 MPH Pace Speed :	14-23 MPH	
Number in Pace :	2486	
Percent in Pace :	44.5%	
Number of Vehicles > 30 MPH :	682	
Percent of Vehicles > 30 MPH :	12.2%	



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Community: Duxbury  
 Com#\_UR/FC: 82\_U5  
 Recorder #: 25236  
 Layout: L6 Basic (2')

Station ID:  
 Site Code: 82  
 Date Start: 09-Jul-14  
 Date End: 10-Jul-14  
 Washington St, east of Hall's Corner

**EB, WB**

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total
07/10/14	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
01:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	32	3	0	0	0	0	0	0	0	0	0	0	0	0	35
06:00	107	9	0	0	0	0	0	0	0	0	0	0	0	0	116
07:00	303	17	1	0	0	0	0	0	0	0	0	0	0	0	321
08:00	324	25	1	0	0	0	0	0	0	0	0	0	0	0	350
09:00	356	23	0	0	0	0	0	0	0	0	0	0	0	0	379
10:00	413	28	5	0	0	0	0	0	0	0	0	0	0	0	446
11:00	422	19	0	0	0	0	0	0	0	0	0	0	0	0	441
12 PM	442	10	0	0	0	0	0	0	0	0	0	0	0	0	452
13:00	435	13	0	0	0	0	0	0	0	0	0	0	0	0	448
14:00	367	14	1	0	0	0	0	0	0	0	0	0	0	0	382
15:00	404	23	0	0	0	0	0	0	0	0	0	0	0	0	427
16:00	435	19	0	0	0	0	0	0	0	0	0	0	0	0	454
17:00	364	22	2	0	0	0	0	0	0	0	0	0	0	0	388
18:00	306	23	0	0	0	0	0	0	0	0	0	0	0	0	329
19:00	228	11	0	0	0	0	0	0	0	0	0	0	0	0	239
20:00	230	12	0	0	0	0	0	0	0	0	0	0	0	0	242
21:00	143	1	1	0	0	0	0	0	0	0	0	0	0	0	145
22:00	63	3	0	0	0	0	0	0	0	0	0	0	0	0	66
23:00	38	6	0	0	0	0	0	0	0	0	0	0	0	0	44
Total	5436	286	12	0	0	0	0	0	0	0	0	0	0	0	5734

Daily

15th Percentile : 9 MPH  
 50th Percentile : 18 MPH  
 85th Percentile : 27 MPH  
 95th Percentile : 32 MPH

Mean Speed(Average) : 19 MPH  
 10 MPH Pace Speed : 14-23 MPH  
 Number in Pace : 2546  
 Percent in Pace : 44.4%  
 Number of Vehicles > 30 MPH : 720  
 Percent of Vehicles > 30 MPH : 12.6%

Grand Total	10752	551	20	0	0	0	0	0	0	0	0	0	0	0	11323
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Overall

15th Percentile : 9 MPH  
 50th Percentile : 18 MPH  
 85th Percentile : 27 MPH  
 95th Percentile : 32 MPH

Mean Speed(Average) : 19 MPH  
 10 MPH Pace Speed : 14-23 MPH  
 Number in Pace : 5032  
 Percent in Pace : 44.4%  
 Number of Vehicles > 30 MPH : 1402  
 Percent of Vehicles > 30 MPH : 12.4%

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Page 1

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

EB

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	4	1	0	0	0	0	0	0	0	0	0	0	5	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
05:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22	0
06:00	0	43	20	1	1	0	0	0	0	0	0	0	0	65	2
07:00	1	117	47	1	8	0	0	2	0	0	0	0	0	176	11
08:00	4	145	36	1	3	1	0	2	0	0	0	0	0	192	7
09:00	0	158	43	2	6	1	0	2	0	0	0	0	0	212	11
10:00	0	150	33	0	5	2	0	0	1	0	0	0	0	191	8
11:00	0	149	30	0	7	1	0	0	0	0	0	0	0	187	8
12 PM	0	217	57	1	7	0	0	0	0	0	0	0	0	282	8
13:00	0	153	31	1	3	0	1	0	0	0	0	0	0	189	5
14:00	0	148	35	0	4	1	0	2	0	0	0	0	0	190	7
15:00	0	144	30	0	2	0	1	1	0	0	0	0	0	178	4
16:00	0	175	29	1	1	0	0	1	0	0	0	0	0	207	3
17:00	1	146	20	0	1	0	0	0	0	0	0	0	0	168	1
18:00	1	144	27	0	0	0	0	0	0	0	0	0	0	172	0
19:00	0	107	21	0	1	0	0	1	0	0	0	0	0	130	2
20:00	0	78	10	0	2	0	0	0	0	0	0	0	0	90	2
21:00	0	51	10	0	1	0	0	0	0	0	0	0	0	62	1
22:00	0	34	1	0	0	0	0	0	0	0	0	0	0	35	0
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
Total	7	2200	488	8	52	6	2	11	1	0	0	0	0	2775	80
Percent	0.3%	79.3%	17.6%	0.3%	1.9%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		2.9%
AM Peak	08:00	09:00	07:00	09:00	07:00	10:00		07:00	10:00					09:00	07:00
Vol.	4	158	47	2	8	2		2	1					212	11
PM Peak	17:00	12:00	12:00	12:00	12:00	14:00	13:00	14:00						12:00	12:00
Vol.	1	217	57	1	7	1	1	2						282	8

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Page 2

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

EB

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
01:00	0	3	0	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	1	0	0	0	0	0	0	0	0	0	0	0	1	0
04:00	0	1	1	0	2	0	0	0	0	0	0	0	0	4	2
05:00	0	11	6	0	1	0	0	0	0	0	0	0	0	18	1
06:00	0	45	17	0	3	1	0	0	0	0	0	0	0	66	4
07:00	0	123	51	1	8	2	0	1	0	0	0	0	0	186	12
08:00	2	149	35	0	6	0	0	1	0	0	0	0	0	193	7
09:00	0	138	34	1	4	0	0	1	0	0	0	0	0	178	6
10:00	3	173	43	0	2	3	0	1	0	0	0	0	0	225	6
11:00	0	148	35	0	11	1	0	0	0	0	0	0	0	195	12
12 PM	0	186	45	0	6	0	0	3	0	0	0	0	0	240	9
13:00	1	162	39	0	3	0	0	2	0	0	0	0	0	207	5
14:00	0	132	34	1	2	0	0	0	0	0	0	0	0	169	3
15:00	1	150	34	0	2	0	0	0	0	0	0	0	0	187	2
16:00	1	178	27	1	7	0	0	1	0	0	0	0	0	215	9
17:00	5	162	21	0	0	0	0	0	0	0	0	0	0	188	0
18:00	3	156	28	0	1	0	0	0	0	0	0	0	0	188	1
19:00	5	104	10	0	0	0	0	0	0	0	0	0	0	119	0
20:00	3	82	16	0	1	1	0	0	0	0	0	0	0	103	2
21:00	0	61	5	0	0	0	0	0	0	0	0	0	0	66	0
22:00	0	20	6	0	0	0	0	0	0	0	0	0	0	26	0
23:00	1	16	1	0	0	0	0	0	0	0	0	0	0	18	0
Total	25	2202	489	4	59	8	0	10	0	0	0	0	0	2797	81
Percent	0.9%	78.7%	17.5%	0.1%	2.1%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		2.9%
AM Peak Vol.	10:00	10:00	07:00	07:00	11:00	10:00		07:00						10:00	07:00
	3	173	51	1	11	3		1						225	12
PM Peak Vol.	17:00	12:00	12:00	14:00	16:00	20:00		12:00						12:00	12:00
	5	186	45	1	7	1		3						240	9
Grand Total	32	4402	977	12	111	14	2	21	1	0	0	0	0	5572	161
Percent	0.6%	79.0%	17.5%	0.2%	2.0%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		2.9%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

WB

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	3	0	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	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	13	2	0	0	0	0	0	0	0	0	0	0	15	0
06:00	0	44	10	0	2	0	0	0	0	0	0	0	0	56	2
07:00	0	100	22	2	1	1	0	1	0	0	0	0	0	127	5
08:00	0	127	39	0	2	1	0	0	0	0	0	0	0	169	3
09:00	2	138	36	0	8	1	0	1	0	0	0	0	0	186	10
10:00	1	175	37	1	4	0	0	2	0	0	0	0	0	220	7
11:00	0	152	41	1	6	1	0	1	0	0	0	0	0	202	9
12 PM	1	185	50	2	4	1	0	1	0	0	0	0	0	244	8
13:00	0	159	47	0	6	0	0	1	0	0	0	0	0	213	7
14:00	1	138	34	0	5	2	0	3	0	0	0	0	0	183	10
15:00	2	156	50	0	4	4	0	3	0	0	0	0	0	219	11
16:00	1	183	51	0	4	0	0	0	0	0	0	0	0	239	4
17:00	1	148	33	1	1	0	0	1	0	0	0	0	0	185	3
18:00	1	117	22	0	3	0	0	1	0	0	0	0	0	144	4
19:00	0	111	19	0	0	0	0	0	0	0	0	0	0	130	0
20:00	0	99	23	0	3	0	0	0	0	0	0	0	0	125	3
21:00	0	81	15	0	0	1	0	0	0	0	0	0	0	97	1
22:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0
23:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0
Total	10	2180	537	7	53	12	0	15	0	0	0	0	0	2814	87
Percent	0.4%	77.5%	19.1%	0.2%	1.9%	0.4%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%		3.1%
AM Peak	09:00	10:00	11:00	07:00	09:00	07:00		10:00						10:00	09:00
Vol.	2	175	41	2	8	1		2						220	10
PM Peak	15:00	12:00	16:00	12:00	13:00	15:00		14:00						12:00	15:00
Vol.	2	185	51	2	6	4		3						244	11

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

**WB**

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
05:00	0	12	3	0	1	1	0	0	0	0	0	0	0	17	2
06:00	0	36	11	0	2	0	0	1	0	0	0	0	0	50	3
07:00	1	102	28	1	3	0	0	0	0	0	0	0	0	135	4
08:00	0	113	39	0	4	0	0	1	0	0	0	0	0	157	5
09:00	0	148	44	0	8	1	0	0	0	0	0	0	0	201	9
10:00	2	159	55	0	2	1	0	2	0	0	0	0	0	221	5
11:00	0	178	60	0	8	0	0	0	0	0	0	0	0	246	8
12 PM	3	146	49	1	10	0	0	2	1	0	0	0	0	212	14
13:00	1	189	42	0	8	1	0	0	0	0	0	0	0	241	9
14:00	1	164	43	1	4	0	0	0	0	0	0	0	0	213	5
15:00	2	176	55	1	3	2	0	1	0	0	0	0	0	240	7
16:00	0	184	46	0	5	3	0	1	0	0	0	0	0	239	9
17:00	2	152	40	1	5	0	0	0	0	0	0	0	0	200	6
18:00	4	109	24	0	4	0	0	0	0	0	0	0	0	141	4
19:00	2	94	23	0	1	0	0	0	0	0	0	0	0	120	1
20:00	0	112	24	0	2	0	0	1	0	0	0	0	0	139	3
21:00	3	64	11	0	0	0	0	1	0	0	0	0	0	79	1
22:00	2	31	7	0	0	0	0	0	0	0	0	0	0	40	0
23:00	2	21	3	0	0	0	0	0	0	0	0	0	0	26	0
Total	25	2206	610	5	71	9	0	10	1	0	0	0	0	2937	96
Percent	0.9%	75.1%	20.8%	0.2%	2.4%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		3.3%
AM Peak	10:00	11:00	11:00	07:00	09:00	05:00		10:00						11:00	09:00
Vol.	2	178	60	1	8	1		2						246	9
PM Peak	18:00	13:00	15:00	12:00	12:00	16:00		12:00	12:00					13:00	12:00
Vol.	4	189	55	1	10	3		2	1					241	14
Grand Total	35	4386	1147	12	124	21	0	25	1	0	0	0	0	5751	183
Percent	0.6%	76.3%	19.9%	0.2%	2.2%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		3.2%

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Page 5

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

**EB, WB**

Start Time	Bikes	Cars & Trailer	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
07/09/14	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0
02:00	0	2	0	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	0	0	0	0	0	0	0	0	0	0	0	7	0
05:00	0	30	7	0	0	0	0	0	0	0	0	0	0	37	0
06:00	0	87	30	1	3	0	0	0	0	0	0	0	0	121	4
07:00	1	217	69	3	9	1	0	3	0	0	0	0	0	303	16
08:00	4	272	75	1	5	2	0	2	0	0	0	0	0	361	10
09:00	2	296	79	2	14	2	0	3	0	0	0	0	0	398	21
10:00	1	325	70	1	9	2	0	2	1	0	0	0	0	411	15
11:00	0	301	71	1	13	2	0	1	0	0	0	0	0	389	17
12 PM	1	402	107	3	11	1	0	1	0	0	0	0	0	526	16
13:00	0	312	78	1	9	0	1	1	0	0	0	0	0	402	12
14:00	1	286	69	0	9	3	0	5	0	0	0	0	0	373	17
15:00	2	300	80	0	6	4	1	4	0	0	0	0	0	397	15
16:00	1	358	80	1	5	0	0	1	0	0	0	0	0	446	7
17:00	2	294	53	1	2	0	0	1	0	0	0	0	0	353	4
18:00	2	261	49	0	3	0	0	1	0	0	0	0	0	316	4
19:00	0	218	40	0	1	0	0	1	0	0	0	0	0	260	2
20:00	0	177	33	0	5	0	0	0	0	0	0	0	0	215	5
21:00	0	132	25	0	1	1	0	0	0	0	0	0	0	159	2
22:00	0	65	5	0	0	0	0	0	0	0	0	0	0	70	0
23:00	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0
Total	17	4380	1025	15	105	18	2	26	1	0	0	0	0	5589	167
Percent	0.3%	78.4%	18.3%	0.3%	1.9%	0.3%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%		3.0%
AM Peak	08:00	10:00	09:00	07:00	09:00	08:00		07:00	10:00					10:00	09:00
Vol.	4	325	79	3	14	2		3	1					411	21
PM Peak	15:00	12:00	12:00	12:00	12:00	15:00	13:00	14:00						12:00	14:00
Vol.	2	402	107	3	11	4	1	5						526	17

**Old Colony Planning Council**  
**70 School Street**  
**Brockton, MA 02301**  
**508-583-1833**  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Com#\_UR/FC: 82\_U5  
Recorder #: 25236  
Layout: L6 Basic (2')

Station ID:  
Site Code: 82  
Date Start: 09-Jul-14  
Date End: 10-Jul-14  
Washington St, east of Hall's Corner

**EB, WB**

Start Time	Bikes	Cars & Trailer	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
07/10/14	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
04:00	0	1	1	0	3	0	0	0	0	0	0	0	0	5	3
05:00	0	23	9	0	2	1	0	0	0	0	0	0	0	35	3
06:00	0	81	28	0	5	1	0	1	0	0	0	0	0	116	7
07:00	1	225	79	2	11	2	0	1	0	0	0	0	0	321	16
08:00	2	262	74	0	10	0	0	2	0	0	0	0	0	350	12
09:00	0	286	78	1	12	1	0	1	0	0	0	0	0	379	15
10:00	5	332	98	0	4	4	0	3	0	0	0	0	0	446	11
11:00	0	326	95	0	19	1	0	0	0	0	0	0	0	441	20
12 PM	3	332	94	1	16	0	0	5	1	0	0	0	0	452	23
13:00	2	351	81	0	11	1	0	2	0	0	0	0	0	448	14
14:00	1	296	77	2	6	0	0	0	0	0	0	0	0	382	8
15:00	3	326	89	1	5	2	0	1	0	0	0	0	0	427	9
16:00	1	362	73	1	12	3	0	2	0	0	0	0	0	454	18
17:00	7	314	61	1	5	0	0	0	0	0	0	0	0	388	6
18:00	7	265	52	0	5	0	0	0	0	0	0	0	0	329	5
19:00	7	198	33	0	1	0	0	0	0	0	0	0	0	239	1
20:00	3	194	40	0	3	1	0	1	0	0	0	0	0	242	5
21:00	3	125	16	0	0	0	0	1	0	0	0	0	0	145	1
22:00	2	51	13	0	0	0	0	0	0	0	0	0	0	66	0
23:00	3	37	4	0	0	0	0	0	0	0	0	0	0	44	0
Total	50	4408	1099	9	130	17	0	20	1	0	0	0	0	5734	177
Percent	0.9%	76.9%	19.2%	0.2%	2.3%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		3.1%
AM Peak Vol.	10:00	10:00	10:00	07:00	11:00	10:00		10:00						10:00	11:00
PM Peak Vol.	17:00	16:00	12:00	14:00	12:00	16:00		12:00	12:00					16:00	12:00
Grand Total	67	8788	2124	24	235	35	2	46	2	0	0	0	0	11323	344
Percent	0.6%	77.6%	18.8%	0.2%	2.1%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		3.0%

## **APPENDIX 4:      TURNING MOVEMENT COUNT (TMC) DATA**







# Old Colony Planning Council

70 School Street  
Brockton, MA 02301  
(508) 583-1833  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Weather: Clear  
Board # & Staff: DB-400 (3,5) / RG & KM  
Traffic Control: Stop Sign

File Name : Hall's Corner\_AM  
Site Code : 82  
Start Date : 5/15/2014  
Page No : 1

## Groups Printed- Cars - Buses - Trucks

	Depot Street Southbound						Washington Street Westbound						Standish Street Northbound						Bay Road Eastbound						Chestnut Street Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
07:00 AM	10	5	5	3	0	23	3	6	4	1	0	14	1	11	6	2	0	20	3	5	16	10	0	34	4	3	9	17	0	33	124
07:15 AM	6	13	4	1	0	24	0	7	4	2	0	13	2	15	16	6	0	39	3	8	14	6	0	31	4	2	19	11	0	36	143
07:30 AM	13	4	7	3	1	28	3	11	8	2	5	29	2	6	7	1	0	16	5	5	5	6	0	21	8	8	21	14	3	54	148
07:45 AM	17	6	4	4	2	33	8	6	11	5	1	31	9	14	10	3	0	36	10	19	15	6	0	50	3	12	48	27	2	92	242
Total	46	28	20	11	3	108	14	30	27	10	6	87	14	46	39	12	0	111	21	37	50	28	0	136	19	25	97	69	5	215	657
08:00 AM	10	9	5	7	1	32	4	24	6	3	0	37	11	9	10	5	0	35	2	31	12	4	0	49	11	4	69	13	1	98	251
08:15 AM	17	7	9	2	1	36	7	24	10	5	0	46	2	7	11	6	0	26	4	4	6	5	0	19	6	4	22	19	0	51	178
08:30 AM	13	8	11	4	1	37	4	11	8	5	5	33	5	15	10	3	1	34	5	11	10	10	0	36	7	18	20	19	0	64	204
08:45 AM	8	7	7	7	0	29	10	17	12	1	0	40	3	9	11	4	0	27	2	15	21	6	0	44	7	9	22	7	2	47	187
Total	48	31	32	20	3	134	25	76	36	14	5	156	21	40	42	18	1	122	13	61	49	25	0	148	31	35	133	58	3	260	820
Grand Total	38.8 24.4 21.5 12.8						106 43.6 25.9						36.9 34.8 12.9						34.5 34.9 18.7						230 127 15.6 10.5 12.6 48.4 26.7						
Cars	87	54	48	28	0	217	39	102	60	22	0	223	34	81	80	27	0	222	28	89	83	50	0	250	45	56	219	118	0	438	1350
% Cars	92.6	91.5	92.3	90.3	0	89.7	100	96.2	95.2	91.7	0	91.8	97.1	94.2	98.8	90	0	95.3	82.4	90.8	83.8	94.3	0	88	90	93.3	95.2	92.9	0	92.2	91.4
Buses	4	1	2	1	4	12	0	2	0	1	5	8	0	3	1	0	1	5	0	0	2	0	0	2	1	0	4	1	5	11	38
% Buses	4.3	1.7	3.8	3.2	66.7	5	0	1.9	0	4.2	45.5	3.3	0	3.5	1.2	0	100	2.1	0	0	2	0	0	0.7	2	0	1.7	0.8	62.5	2.3	2.6
Trucks	3	4	2	2	2	13	0	2	3	1	6	12	1	2	0	3	0	6	6	9	14	3	0	32	4	4	7	8	3	26	89
% Trucks	3.2	6.8	3.8	6.5	33.3	5.4	0	1.9	4.8	4.2	54.5	4.9	2.9	2.3	0	10	0	2.6	17.6	9.2	14.1	5.7	0	11.3	8	6.7	3	6.3	37.5	5.5	6

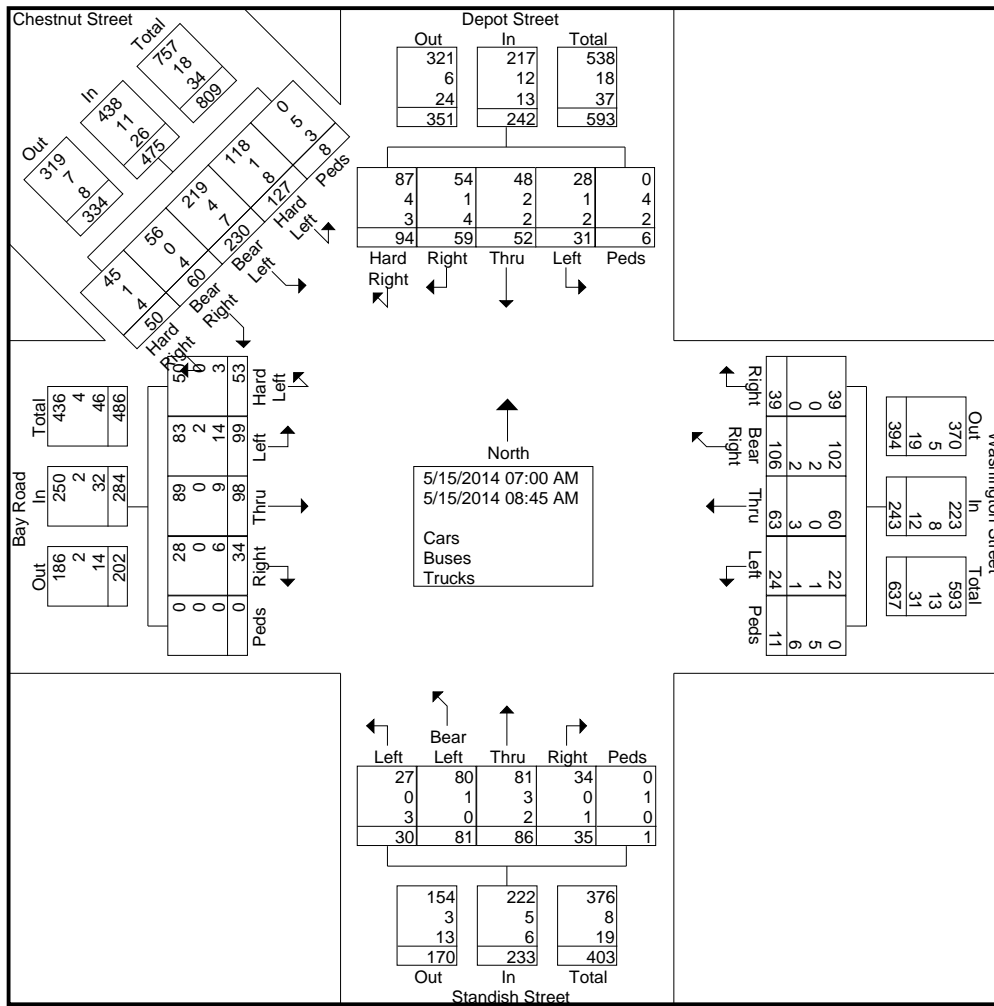


## Old Colony Planning Council

70 School Street  
Brockton, MA 02301  
(508) 583-1833  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Weather: Clear  
Board # & Staff: DB-400 (3,5) / RG & KM  
Traffic Control: Stop Sign

File Name : Hall's Corner\_AM  
Site Code : 82  
Start Date : 5/15/2014  
Page No : 2



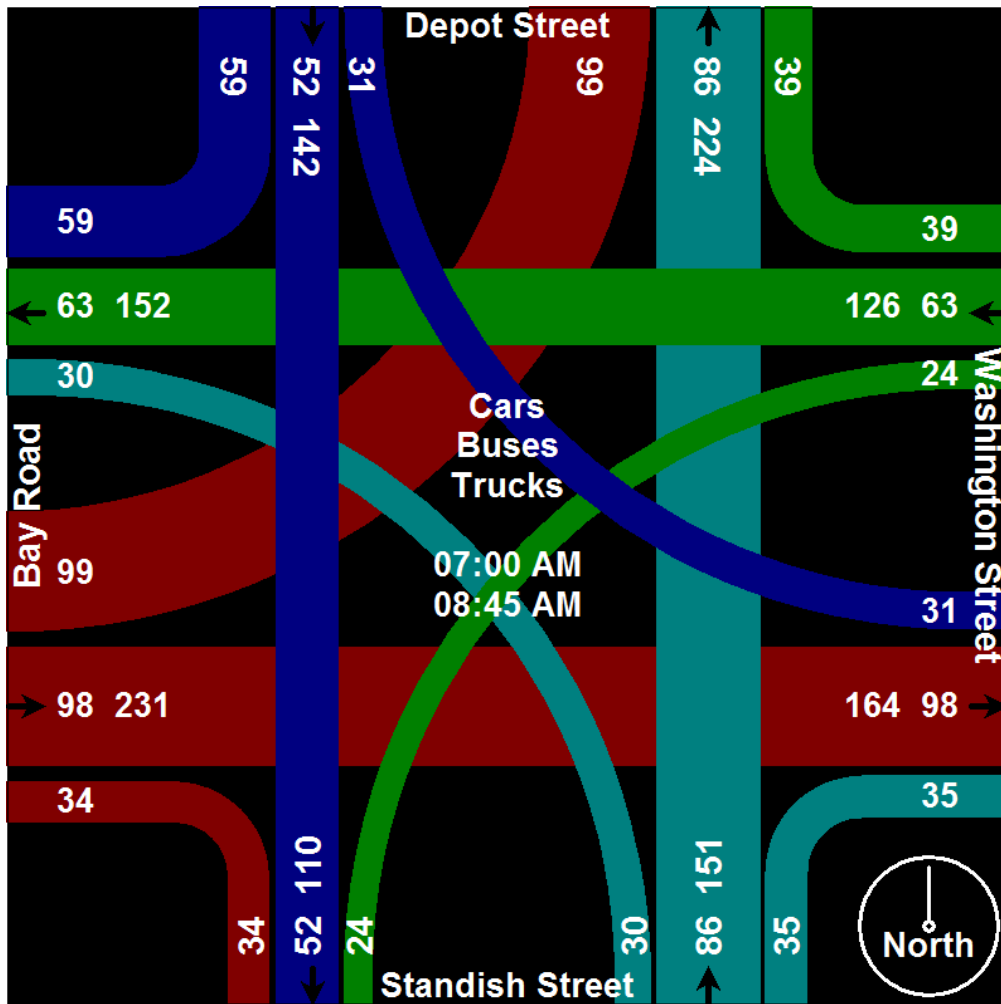


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	Depot Street Southbound						Washington Street Westbound						Standish Street Northbound						Bay Road Eastbound						Chestnut Street Southeastbound							
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 07:45 AM																																
07:45 AM	17	6	4	4	2	33	8	6	11	5	1	31	9	14	10	3	0	36	10	19	15	6	0	50	3	12	48	27	2	92	242	
08:00 AM	10	9	5	7	1	32	4	24	6	3	0	37	11	9	10	5	0	35	2	31	12	4	0	49	11	4	69	13	1	98	251	
08:15 AM	17	7	9	2	1	36	7	24	10	5	0	46	2	7	11	6	0	26	4	4	6	5	0	19	6	4	22	19	0	51	178	
08:30 AM	13	8	11	4	1	37	4	11	8	5	5	33	5	15	10	3	1	34	5	11	10	10	0	36	7	18	20	19	0	64	204	
Total Volume	57	30	29	17	5	138	23	65	35	18	6	147	27	45	41	17	1	131	21	65	43	25	0	154	27	38	159	78	3	305	875	
% App. Total	41.3	21.7		12.3	3.6		15.6	44.2	23.8	12.2	4.1		20.6	34.4	31.3		0.8		13.6	42.2	27.9	16.2			8.9	12.5	52.1	25.6				
PHF	.838	.833	.659	.607	.625	.932	.719	.677	.795	.900	.300	.799	.614	.750	.932	.708	.250	.910	.525	.524	.717	.625	.000	.770	.614	.528	.576	.722	.375	.778	.872	
Cars	51	27	27	16	0	121	23	62	33	16	0	134	27	41	41	14	0	123	19	61	37	24	0	141	26	36	152	72	0	286	805	
% Cars	89.5	90.0	93.1	94.1		87.7	100	95.4	94.3	88.9		91.2	100	91.1	100	82.4		93.9	90.5	93.8	86.0	96.0		91.6	96.3	94.7	95.6	92.3		93.8	92.0	
Buses	3	1	1	0	3	8	0	1	0	1	0	2	0	2	0	0	1	3	0	0	1	0	0	1	0	0	0	1	2	3	17	
% Buses	5.3	3.3	3.4	0	60.0	5.8	0	1.5	0	5.6	0	1.4	0	4.4	0	0	100	2.3	0	0	2.3	0	0	0.6	0	0	0	1.3	66.7	1.0	1.9	
Trucks	3	2	1	1	2	9	0	2	2	1	6	11	0	2	0	3	0	5	2	4	5	1	0	12	1	2	7	5	1	16	53	
% Trucks	5.3	6.7	3.4	5.9	40.0	6.5	0	3.1	5.7	5.6	100	7.5	0	4.4	0	17.6	0	3.8	9.5	6.2	11.6	4.0	0	7.8	3.7	5.3	4.4	6.4	33.3	5.2	6.1	

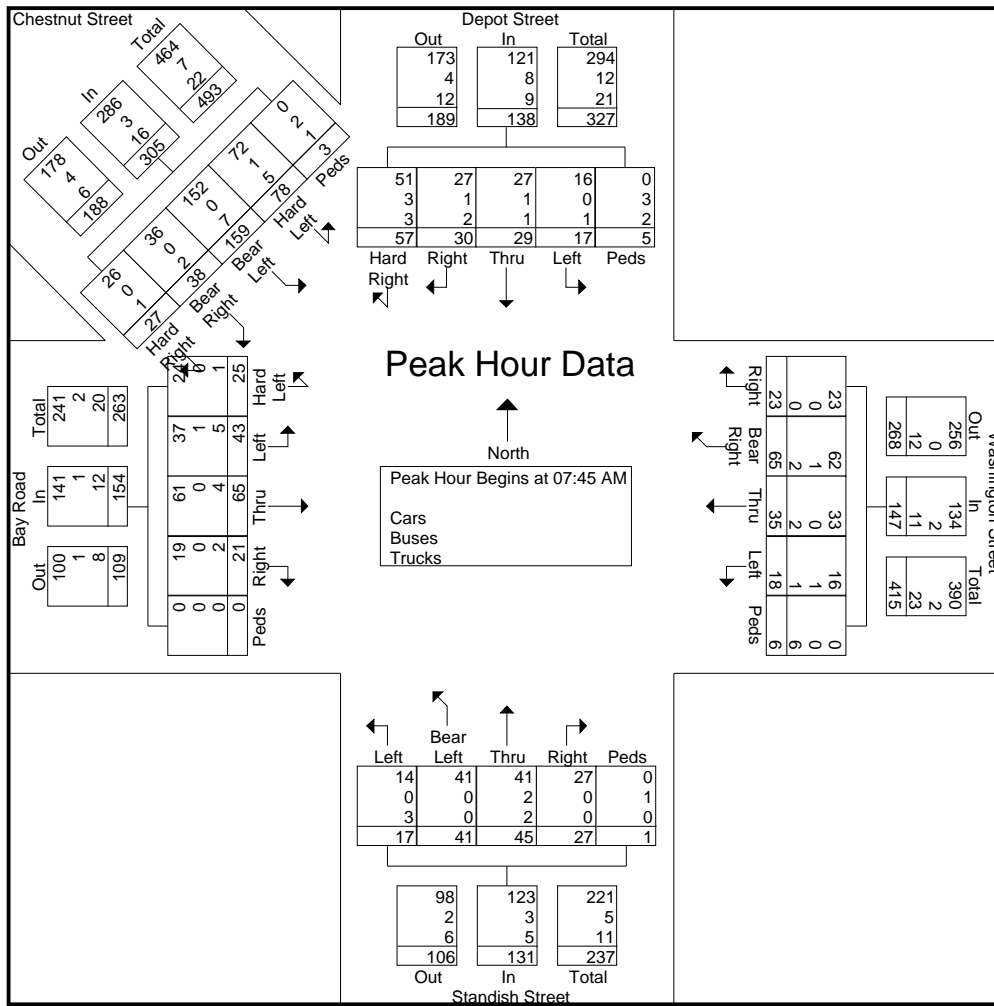


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File Name : Hall's Corner\_AM  
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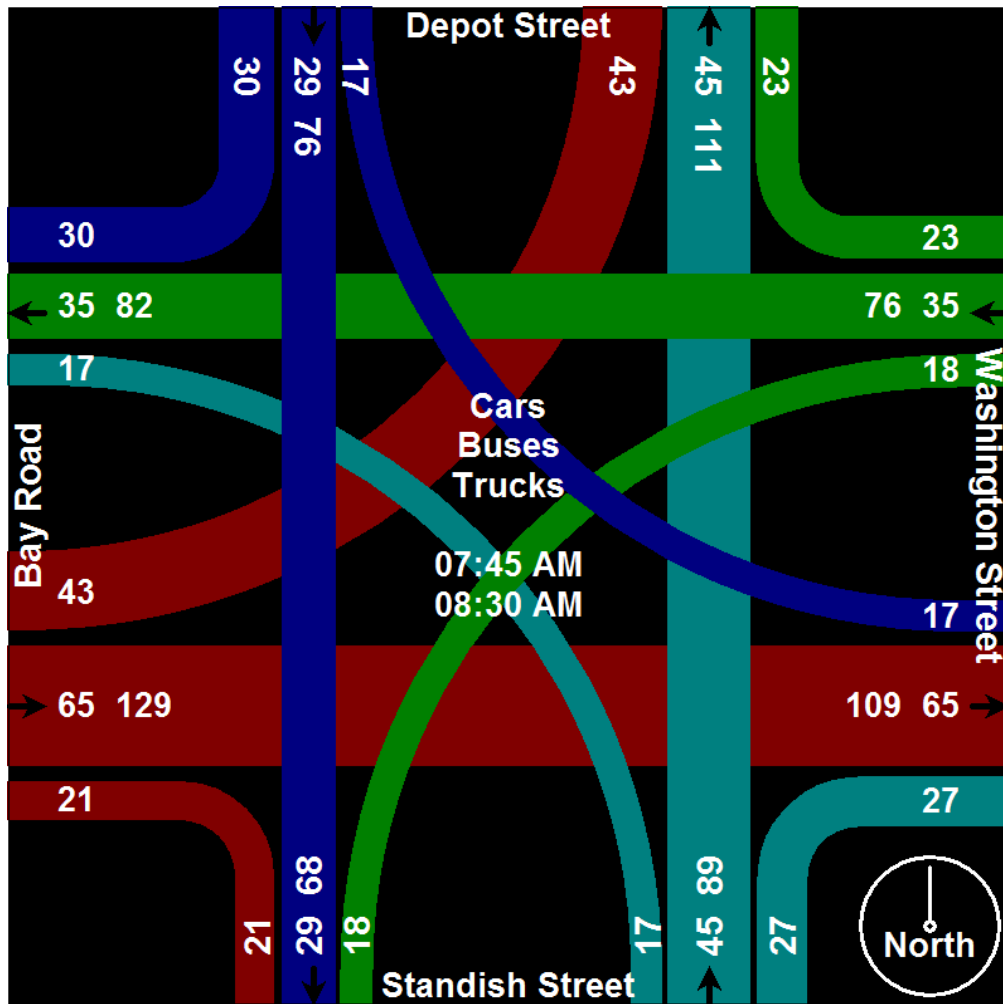


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Image 1

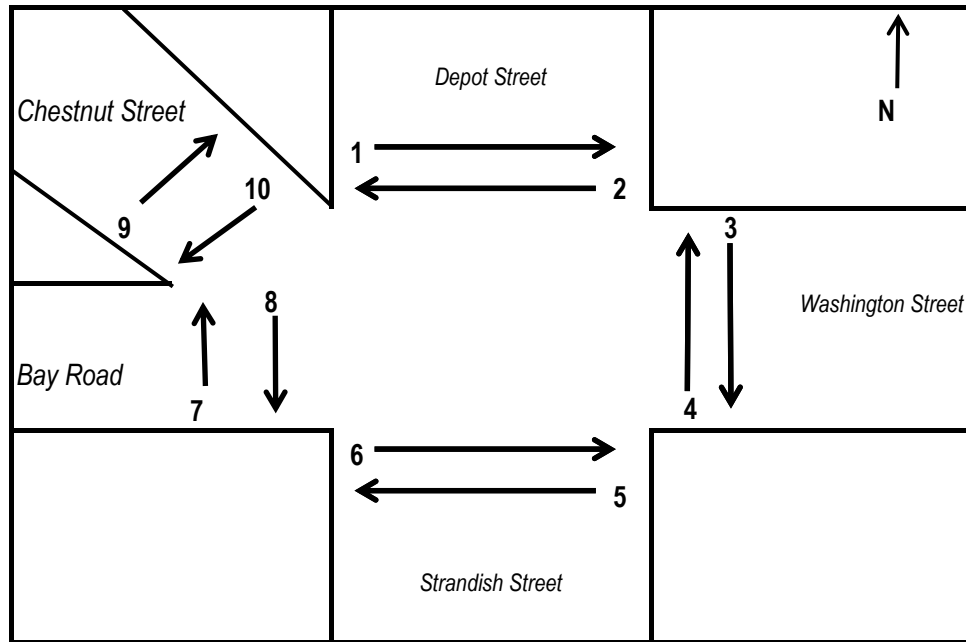




# Old Colony Planning Council

## Intersection Bicycle Directional Counting Field Sheet

**Community:** Duxbury  
**Street:** Hall's Corner  
**Location:** @ Hall's Corner  
**Weather:** Clear      **Board #:** DB-400 (6)      **Staff:** RG & KM      **Date:** 5/15/2014



Interval		1	2	3	4	5	6	7	8	9	10
7:00 AM - 7:15 AM	Bikes		2				1				
7:15 AM - 7:30 AM	Bikes										
7:30 AM - 7:45 AM	Bikes			1							
7:45 AM - 8:00 AM	Bikes										
8:00 AM - 8:15 AM	Bikes										
8:15 AM - 8:30 AM	Bikes										
8:30 AM - 8:45 AM	Bikes										
8:45 AM - 9:00 AM	Bikes										
<b>Total</b>	<b>Bikes</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Comments:

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Community: Duxbury  
Weather: Light Rain  
Board # & Staff: DB-400 (3) / KM & JC  
Traffic Control: Stop Sign

File Name : Hall's Corner\_PM  
Site Code : 82  
Start Date : 5/22/2014  
Page No : 1

## Groups Printed- Cars - Buses - Trucks

	Depot Street Southbound						Washington Street Westbound						Standish Street Northbound						Bay Road Eastbound						Chestnut Street Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Factor	1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		
04:00 PM	24	22	12	8	0	66	8	15	16	6	0	45	5	6	6	7	0	24	1	5	13	3	0	22	11	9	21	22	0	63	220
04:15 PM	18	10	18	17	0	63	7	17	10	9	0	43	4	18	10	3	0	35	4	13	8	5	0	30	8	18	15	26	1	68	239
04:30 PM	15	15	15	10	0	55	4	13	12	6	0	35	5	10	5	1	0	21	0	3	10	3	0	16	3	10	11	17	0	41	168
04:45 PM	28	16	12	5	0	61	9	12	10	5	0	36	5	14	13	2	0	34	1	10	12	4	0	27	6	8	18	22	1	55	213
Total	85	63	57	40	0	245	28	57	48	26	0	159	19	48	34	13	0	114	6	31	43	15	0	95	28	45	65	87	2	227	840
05:00 PM	17	15	19	13	0	64	6	24	13	2	0	45	6	4	6	5	0	21	1	8	16	5	0	30	2	15	10	22	0	49	209
05:15 PM	18	17	14	8	0	57	7	13	6	4	0	30	2	7	6	5	0	20	3	10	9	2	1	25	2	12	15	12	0	41	173
05:30 PM	18	9	12	6	0	45	6	13	9	2	0	30	7	13	12	3	1	36	3	6	14	4	0	27	2	12	17	19	0	50	188
05:45 PM	19	8	11	16	0	54	8	25	10	3	0	46	2	5	5	2	0	14	1	5	5	1	0	12	3	9	21	14	0	47	173
Total	72	49	56	43	0	220	27	75	38	11	0	151	17	29	29	15	1	91	8	29	44	12	1	94	9	48	63	67	0	187	743
Grand Total	157	112	113	83	0	465	55	132	86	37	0	310	36	77	63	28	1	205	14	60	87	27	1	189	37	93	128	154	2	414	1583
Apprch %	33.8	24.1	24.3	17.8	0		17.7	42.6	27.7	11.9	0		17.6	37.6	30.7	13.7	0.5		7.4	31.7	46	14.3	0.5		8.9	22.5	30.9	37.2	0.5		
Total %	9.9	7.1	7.1	5.2	0	29.4	3.5	8.3	5.4	2.3	0	19.6	2.3	4.9	4	1.8	0.1	13	0.9	3.8	5.5	1.7	0.1	11.9	2.3	5.9	8.1	9.7	0.1	26.2	
Cars	153	108	113	82	0	456	51	129	85	37	0	302	36	76	62	28	0	202	13	57	86	26	0	182	36	93	127	149	0	405	1547
% Cars	97.5	96.4	100	98.8	0	98.1	92.7	97.7	98.8	100	0	97.4	100	98.7	98.4	100	0	98.5	92.9	95	98.9	96.3	0	96.3	97.3	100	99.2	96.8	0	97.8	97.7
Buses	3	0	0	0	0	3	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	3	2	6	11
% Buses	1.9	0	0	0	0	0.6	1.8	0	0	0	0	0.3	0	0	1.6	0	0	0.5	0	0	0	0	0	0	0	0	0.8	1.9	100	1.4	0.7
Trucks	1	4	0	1	0	6	3	3	1	0	0	7	0	1	0	0	1	2	1	3	1	1	1	7	1	0	0	2	0	3	25
% Trucks	0.6	3.6	0	1.2	0	1.3	5.5	2.3	1.2	0	0	2.3	0	1.3	0	0	100	1	7.1	5	1.1	3.7	100	3.7	2.7	0	0	1.3	0	0.7	1.6

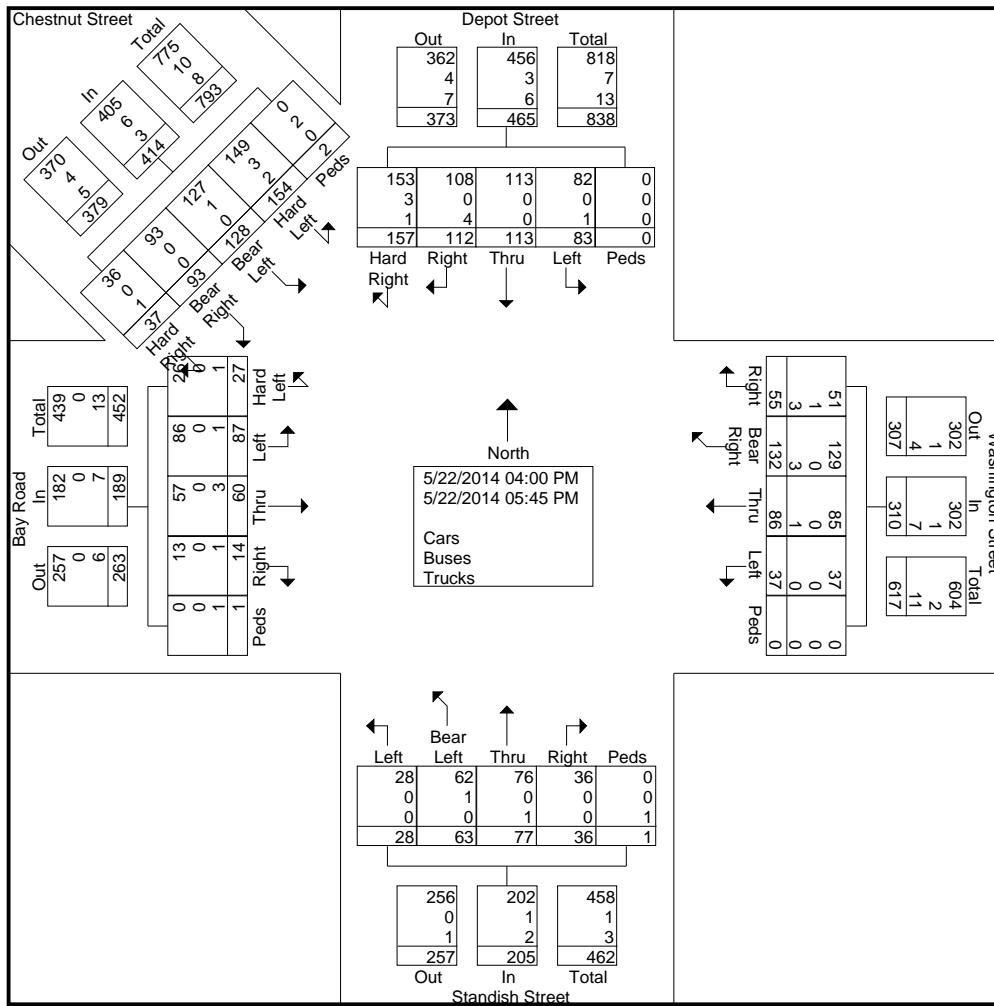


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Traffic Control: Stop Sign

File Name : Hall's Corner\_PM  
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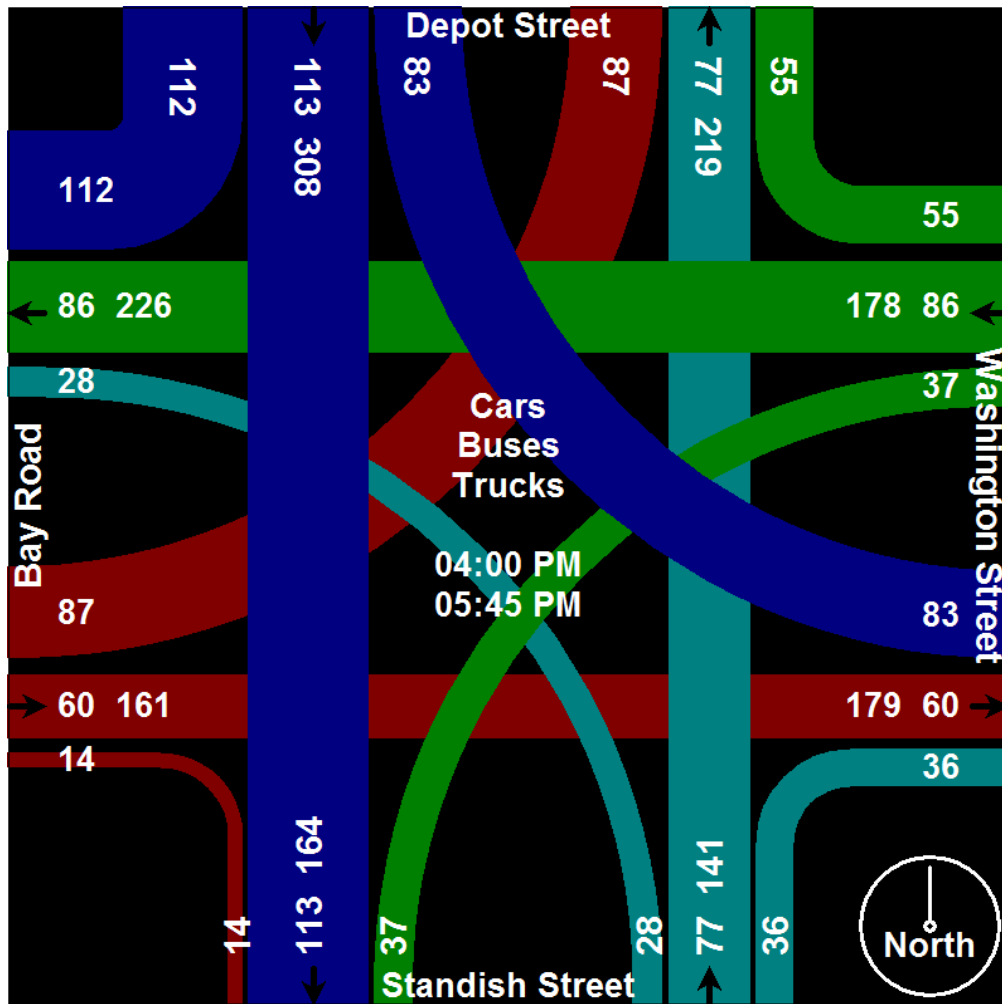


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Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:00 PM																															
04:00 PM	24	<b>22</b>	12	8	0	<b>66</b>	8	15	<b>16</b>	6	0	<b>45</b>	<b>5</b>	6	6	<b>7</b>	0	24	1	5	<b>13</b>	3	0	22	<b>11</b>	9	<b>21</b>	22	0	63	220
04:15 PM	18	10	<b>18</b>	<b>17</b>	0	63	7	<b>17</b>	10	<b>9</b>	0	43	4	<b>18</b>	10	3	0	<b>35</b>	<b>4</b>	<b>13</b>	8	<b>5</b>	0	<b>30</b>	8	<b>18</b>	15	<b>26</b>	<b>1</b>	<b>68</b>	<b>239</b>
04:30 PM	15	15	15	10	0	55	4	13	12	6	0	35	5	10	5	1	0	21	0	3	10	3	0	16	3	10	11	17	0	41	168
04:45 PM	<b>28</b>	16	12	5	0	61	<b>9</b>	12	10	5	0	36	5	14	<b>13</b>	2	0	34	1	10	12	4	0	27	6	8	18	22	1	55	213
Total Volume	85	63	57	40	0	245	28	57	48	26	0	159	19	48	34	13	0	114	6	31	43	15	0	95	28	45	65	87	2	227	840
% App. Total	34.7	25.7	23.3	16.3	0		17.6	35.8	30.2	16.4	0		16.7	42.1	29.8	11.4	0		6.3	32.6	45.3	15.8	0		12.3	19.8	28.6	38.3	0.9		
PHF	.759	.716	.792	.588	.000	.928	.778	.838	.750	.722	.000	.883	.950	.667	.654	.464	.000	.814	.375	.596	.827	.750	.000	.792	.636	.625	.774	.837	.500	.835	.879
Cars	82	61	57	40	0	240	25	54	47	26	0	152	19	48	33	13	0	113	6	28	42	14	0	90	27	45	64	84	0	220	815
% Cars	96.5	96.8	100	100	0	98.0	89.3	94.7	97.9	100	0	95.6	100	100	97.1	100	0	99.1	100	90.3	97.7	93.3	0	94.7	96.4	100	98.5	96.6	0	96.9	97.0
Buses	2	0	0	0	0	2	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	2	2	5	9
% Buses	2.4	0	0	0	0	0.8	3.6	0	0	0	0	0.6	0	0	2.9	0	0	0.9	0	0	0	0	0	0	0	0	1.5	2.3	100	2.2	1.1
Trucks	1	2	0	0	0	3	2	3	1	0	0	6	0	0	0	0	0	0	0	3	1	1	0	5	1	0	0	1	0	2	16
% Trucks	1.2	3.2					7.1	5.3	2.1										9.7	2.3	6.7				3.6			1.1			

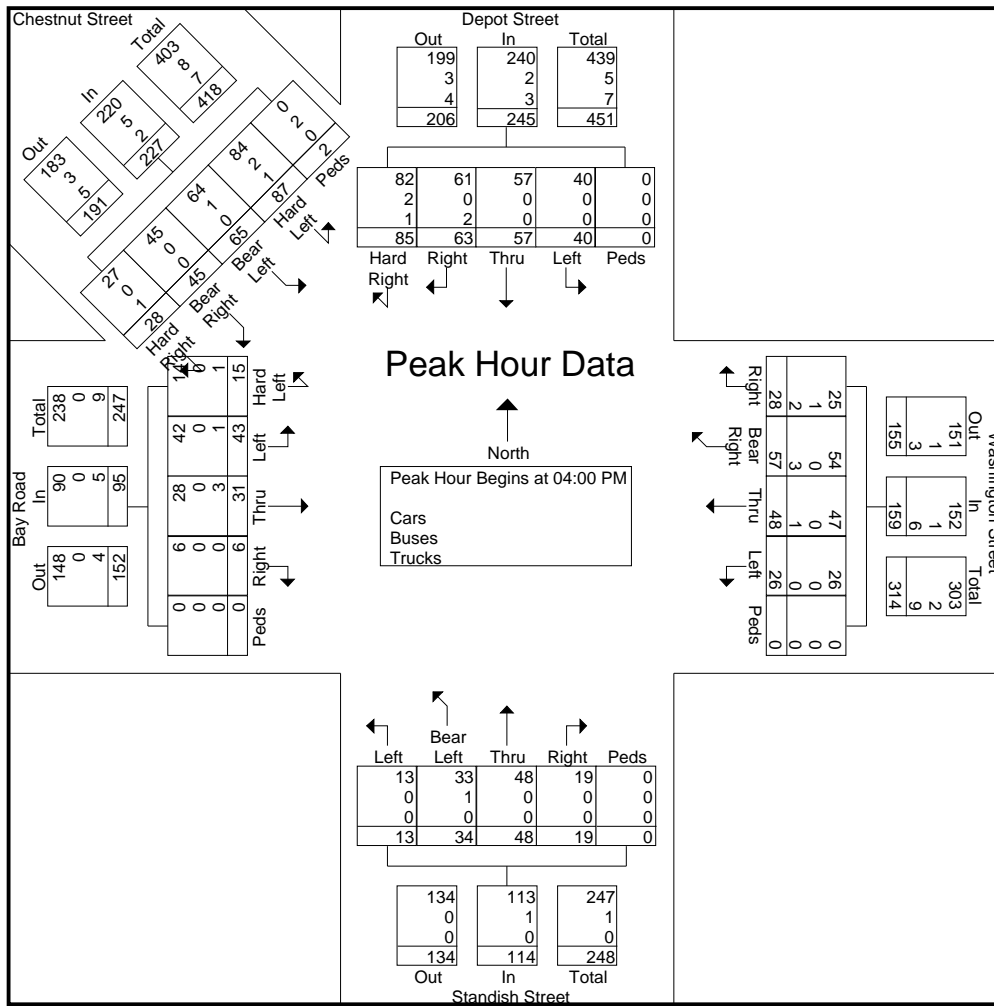


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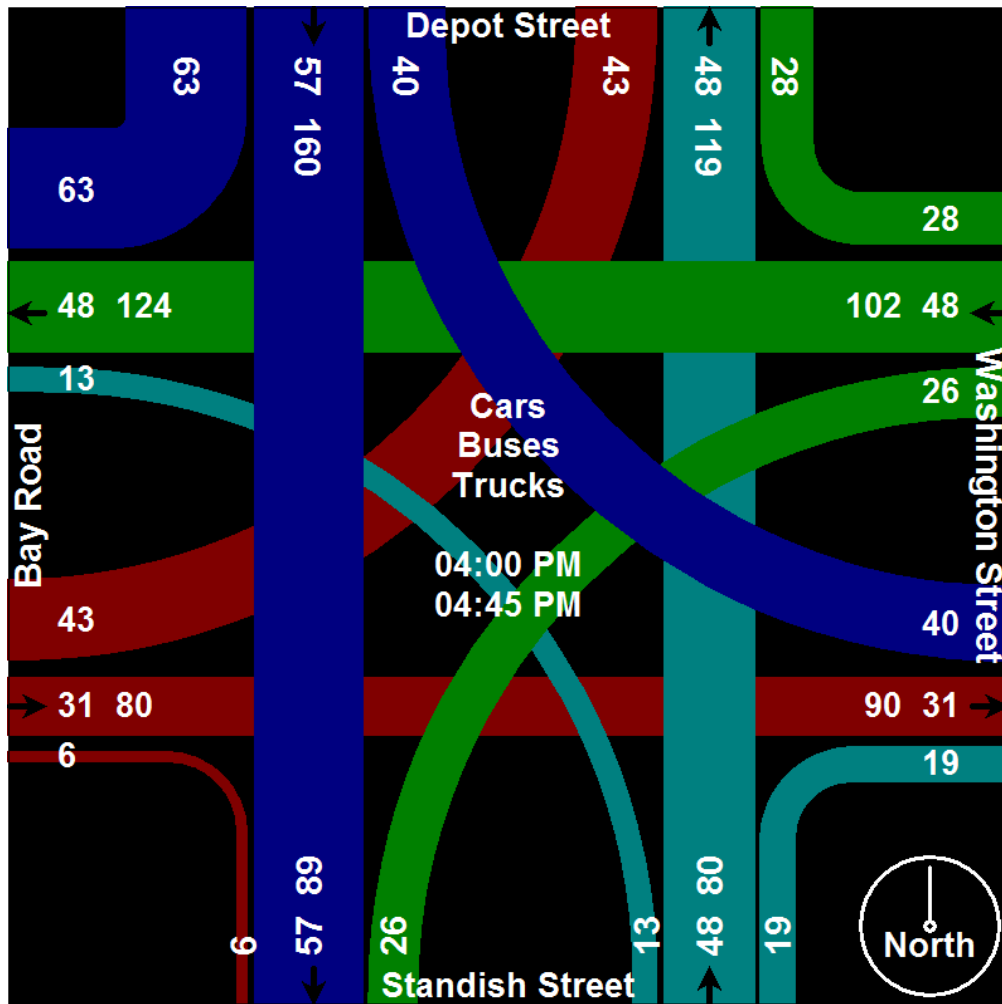


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Page No : 7

Image 1

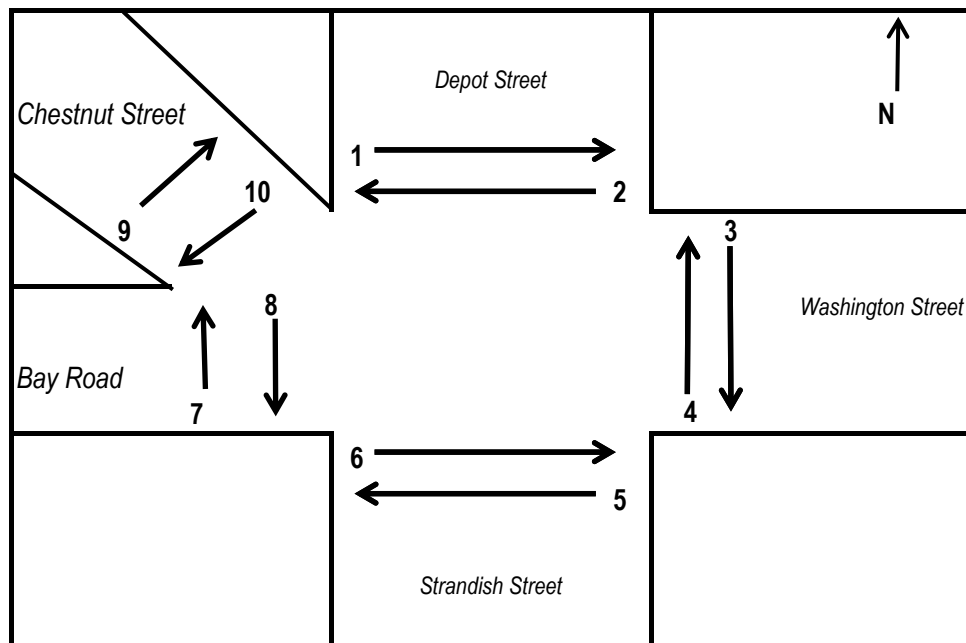




# Old Colony Planning Council

## Intersection Bicycle Directional Counting Field Sheet

**Community:** Duxbury  
**Street:** Hall's Corner  
**Location:** @ Hall's Corner  
**Weather:** Light Rain      **Board #:** DB-400 (6)      **Staff:** JC & KM      **Date:** 5/22/2014



Interval		1	2	3	4	5	6	7	8	9	10
4:00 PM - 4:15 PM	Bikes										
4:15 PM - 4:30 PM	Bikes										
4:30 PM - 4:45 PM	Bikes										
4:45 PM - 5:00 PM	Bikes										
5:00 PM - 5:15 PM	Bikes										
5:15 PM - 5:30 PM	Bikes										
5:30 PM - 5:45 PM	Bikes										
5:45 PM - 6:00 PM	Bikes										
<b>Total</b>	<b>Bikes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Comments:

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# Old Colony Planning Council

70 School Street  
Brockton, MA 02301  
(508) 583-1833  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Weather: Clear  
Board # & Staff: DB-400 (6) / AV & KM  
Traffic Control: Stop Sign

File Name : Hall's Corner\_MD  
Site Code : 82  
Start Date : 5/17/2014  
Page No : 1

## Groups Printed- Cars - Buses - Trucks

	Depot Street Southbound						Washington Street Westbound						Standish Street Northbound						Bay Road Eastbound						Chestnut Street Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
11:00 AM	17	17	14	8	1	57	17	24	11	4	2	58	3	16	14	2	1	36	9	10	21	17	0	57	11	13	18	34	0	76	284
11:15 AM	21	14	19	5	0	59	13	28	6	1	0	48	4	12	5	2	0	23	7	15	17	5	0	44	3	9	16	27	2	57	231
11:30 AM	23	5	9	6	0	43	14	7	10	1	0	32	3	11	5	2	1	22	7	15	20	4	0	46	5	9	15	22	2	53	196
11:45 AM	33	12	8	7	3	63	19	11	9	3	0	42	2	16	11	1	1	31	10	5	13	1	0	29	12	18	17	30	2	79	244
Total	94	48	50	26	4	222	63	70	36	9	2	180	12	55	35	7	3	112	33	45	71	27	0	176	31	49	66	113	6	265	955
12:00 PM	25	22	10	4	0	61	6	13	6	0	0	25	4	15	10	2	0	31	3	8	15	5	0	31	2	17	13	27	1	60	208
12:15 PM	21	14	11	6	0	52	6	11	8	4	0	29	1	11	9	0	0	21	9	5	14	1	0	29	3	8	11	17	1	40	171
12:30 PM	19	7	15	5	1	47	11	10	11	4	1	37	2	9	3	0	2	16	7	18	11	4	0	40	3	12	10	16	2	43	183
12:45 PM	29	10	12	7	0	58	22	10	5	6	0	43	2	18	6	1	0	27	0	7	17	2	0	26	4	16	10	24	1	55	209
Total	94	53	48	22	1	218	45	44	30	14	1	134	9	53	28	3	2	95	19	38	57	12	0	126	12	53	44	84	5	198	771
Grand Total	188	101					108	114					108						128						102	110	197				
	42.7		22.3	10.9			34.4	36.3					10.1	52.2	30.4				17.2	27.5	42.4	12.9				23.8	42.5				
	10.9																										11.4				
Cars	186	101	98	48	0	433	107	113	66	23	0	309	21	108	61	10	0	200	52	82	128	37	0	299	43	95	110	195	0	443	1684
% Cars	98.9	100	100	100	0	98.4	99.1	99.1	100	100	0	98.4	100	100	96.8	100	0	96.6	100	98.8	100	94.9	0	99	100	93.1	100	99	0	95.7	97.6
Buses	1	0	0	0	2	3	0	0	0	0	1	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	5	6	13
% Buses	0.5	0	0	0	40	0.7	0	0	0	0	33.3	0.3	0	0	0	0	60	1.4	0	0	0	0	0	0	0	0	0	0.5	45.5	1.3	0.8
Trucks	1	0	0	0	3	4	1	1	0	0	2	4	0	0	2	0	2	4	0	1	0	2	0	3	0	7	0	1	6	14	29
% Trucks	0.5	0	0	0	60	0.9	0.9	0.9	0	0	66.7	1.3	0	0	3.2	0	40	1.9	0	1.2	0	5.1	0	1	0	6.9	0	0.5	54.5	3	1.7

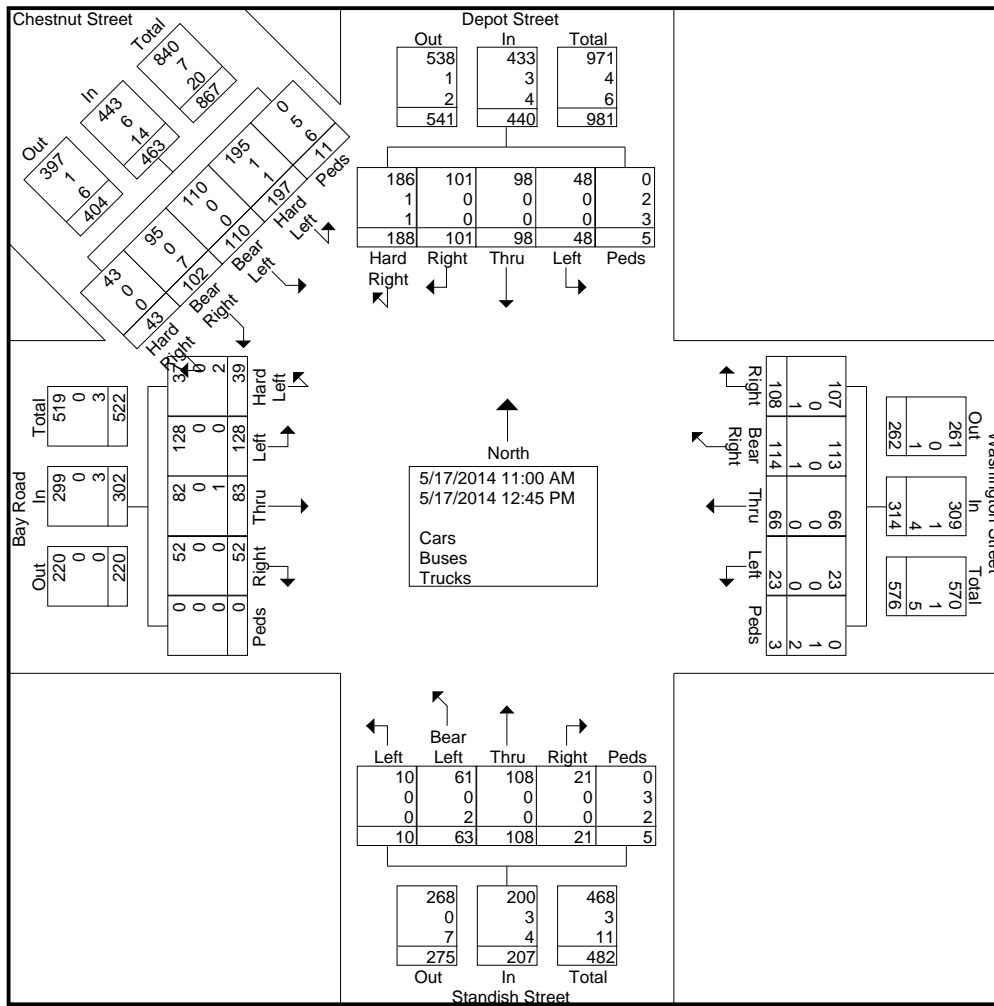


## Old Colony Planning Council

70 School Street  
Brockton, MA 02301  
(508) 583-1833  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Weather: Clear  
Board # & Staff: DB-400 (6) / AV & KM  
Traffic Control: Stop Sign

File Name : Hall's Corner\_MD  
Site Code : 82  
Start Date : 5/17/2014  
Page No : 2



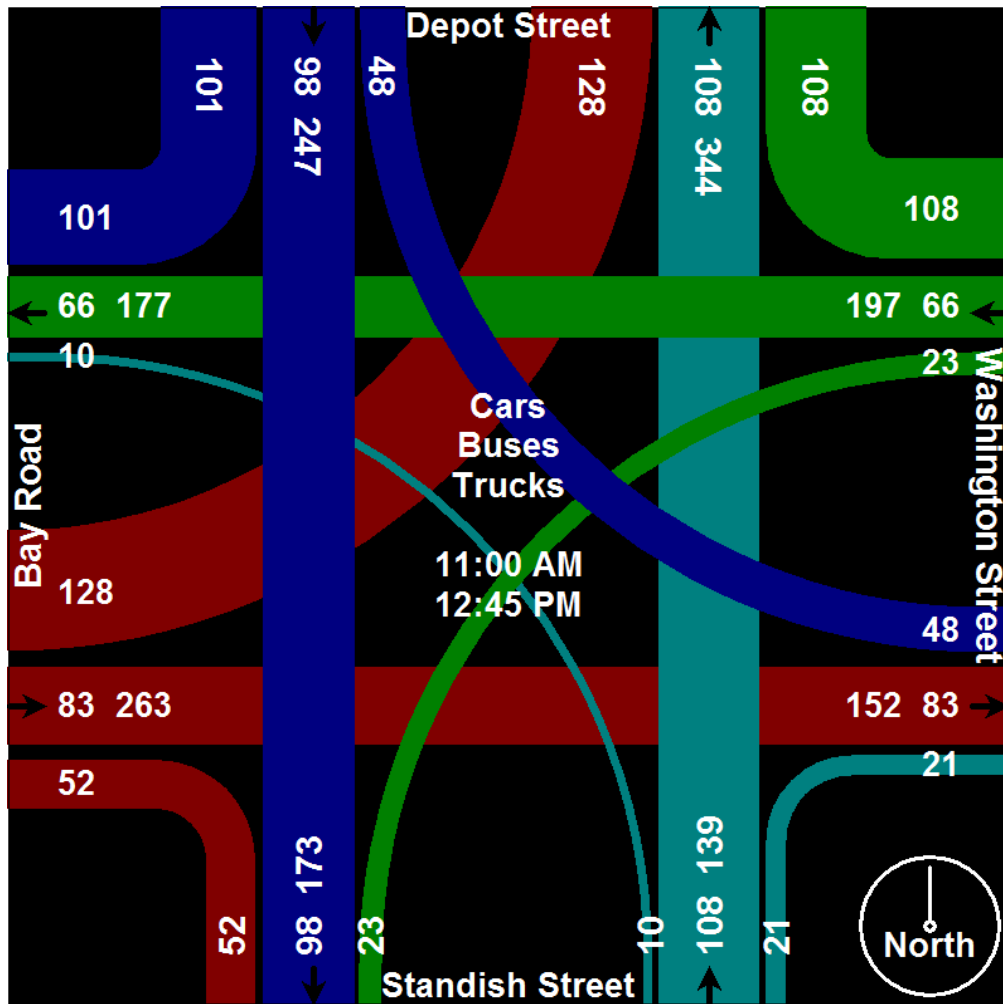


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File Name : Hall's Corner\_MD  
Site Code : 82  
Start Date : 5/17/2014  
Page No : 4

	Depot Street Southbound						Washington Street Westbound						Standish Street Northbound						Bay Road Eastbound						Chestnut Street Southeastbound							
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 11:00 AM																																
11:00 AM	17	17	14	8	1	57	17	24	11	4	2	58	3	16	14	2	1	36	9	10	21	17	0	57	11	13	18	34	0	76	284	
11:15 AM	21	14	19	5	0	59	13	28	6	1	0	48	4	12	5	2	0	23	7	15	17	5	0	44	3	9	16	27	2	57	231	
11:30 AM	23	5	9	6	0	43	14	7	10	1	0	32	3	11	5	2	1	22	7	15	20	4	0	46	5	9	15	22	2	53	196	
11:45 AM	33	12	8	7	3	63	19	11	9	3	0	42	2	16	11	1	1	31	10	5	13	1	0	29	12	18	17	30	2	79	244	
Total Volume	94	48	50	26	4	222	63	70	36	9	2	180	12	55	35	7	3	112	33	45	71	27	0	176	31	49	66	113	6	265	955	
% App. Total	42.3	21.6	22.5	11.7	1.8		38.9				1.1		10.7	49.1	31.2	6.2	2.7		18.8	25.6	40.3	15.3			11.7	18.5	24.9	42.6	2.3			
PHF	.712	.706	.658	.813	.333	.881	.829	.625	.818	.563	.250	.776	.750	.859	.625	.875	.750	.778	.825	.750	.845	.397	.000	.772	.646	.681	.917	.831	.750	.839	.841	
Cars	93	48	50	26	0	217	62	69	36	9	0	176	12	55	34	7	0	108	33	44	71	25	0	173	31	44	66	111	0	252	926	
% Cars	98.9	100	100	100	0	97.7	98.4	98.6	100	100	0	97.8	100	100	97.1	100	0	96.4	100	97.8	100	92.6		98.3	100	89.8	100	98.2		95.1	97.0	
Buses	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	3	4	8	
% Buses	0	0	0	0	50.0	0.9	0	0	0	0	0	0	0	0	0	0	66.7	1.8	0	0	0	0	0	0	0	0	0	0.9	50.0	1.5	0.8	
Trucks	1	0	0	0	2	3	1	1	0	0	2	4	0	0	1	0	1	2	0	1	0	2	0	3	0	5	0	1	3	9	21	
% Trucks	1.1	0	0	0	50.0	1.4	1.6	1.4	0	0	100	2.2	0	0	2.9	0	33.3	1.8	0	2.2	0	7.4	0	1.7	0	10.2	0	0.9	50.0	3.4	2.2	

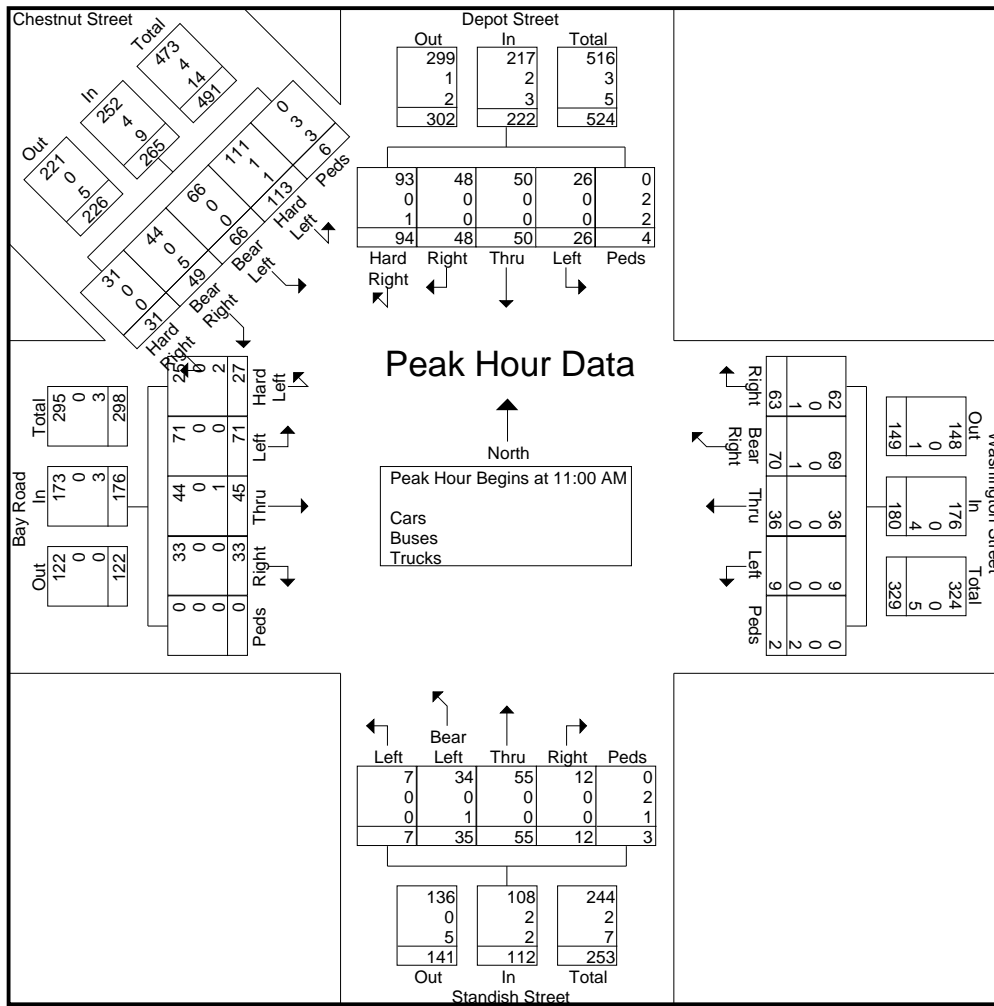


## Old Colony Planning Council

70 School Street  
Brockton, MA 02301  
(508) 583-1833  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Weather: Clear  
Board # & Staff: DB-400 (6) / AV & KM  
Traffic Control: Stop Sign

File Name : Hall's Corner\_MD  
Site Code : 82  
Start Date : 5/17/2014  
Page No : 5



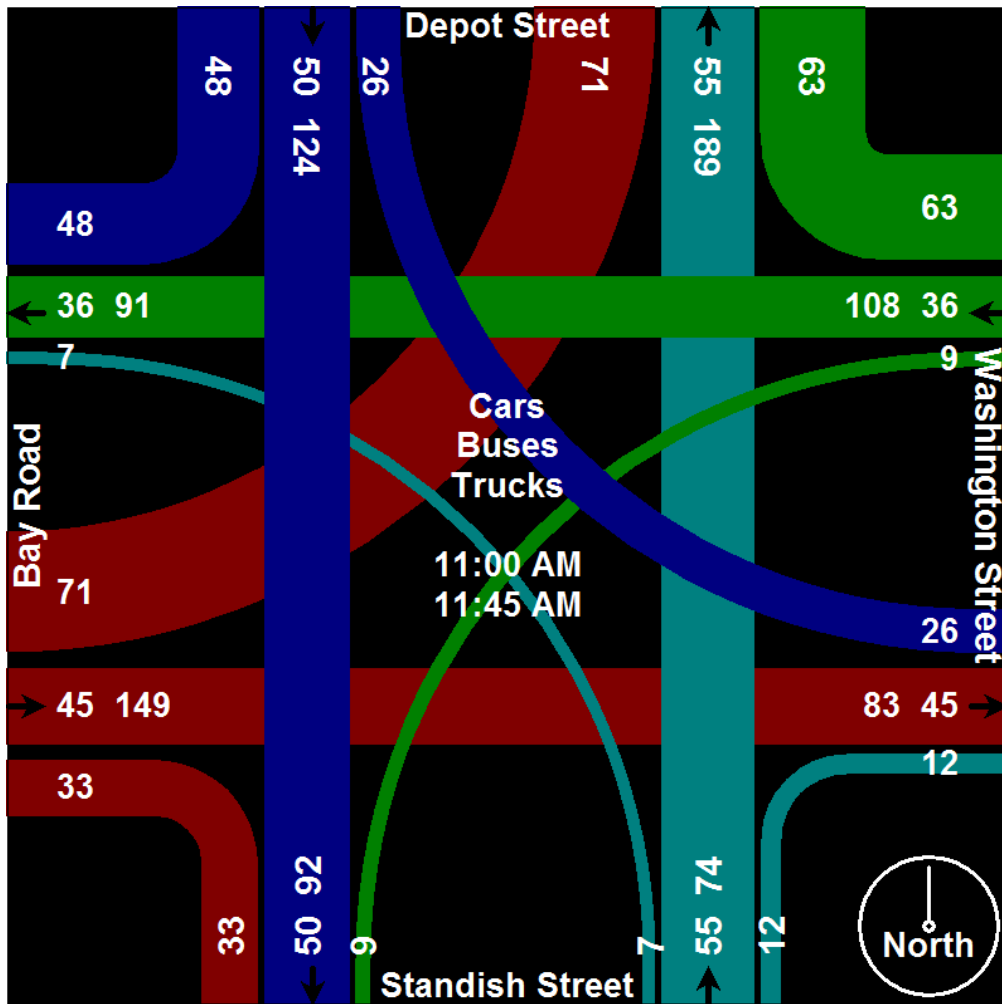


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Page No : 6





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Image 1

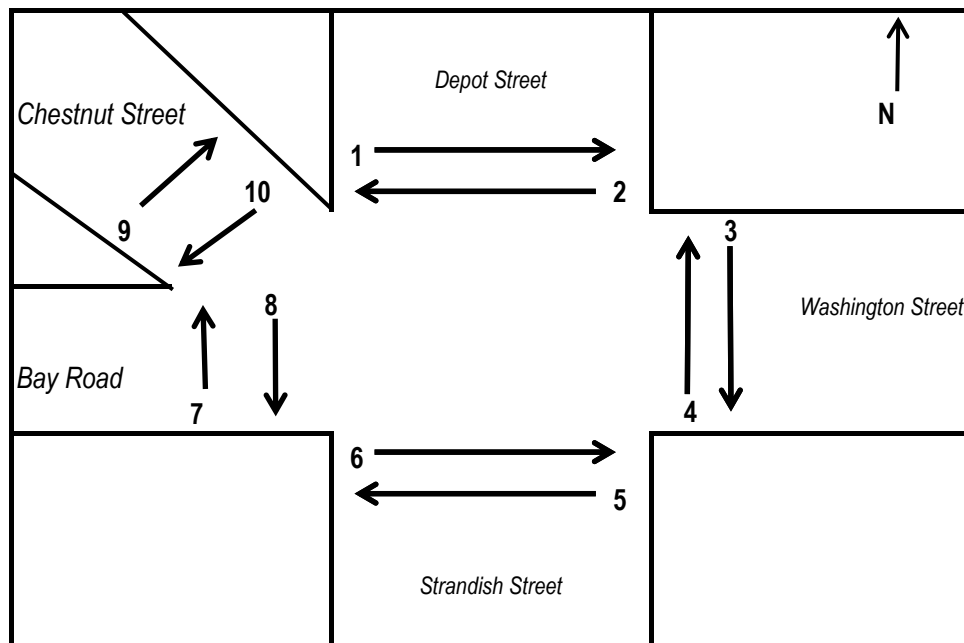




# Old Colony Planning Council

## Intersection Bicycle Directional Counting Field Sheet

**Community:** Duxbury  
**Street:** Hall's Corner  
**Location:** @ Hall's Corner  
**Weather:** Clear      **Board #:** DB-400 (6)      **Staff:** AV & KM      **Date:** 5/17/2014



Interval		1	2	3	4	5	6	7	8	9	10
11:00 AM - 11:15 AM	Bikes								1		
11:15 AM - 11:30 AM	Bikes								1		
11:30 AM - 11:45 AM	Bikes				1						
11:45 AM - 12:00 PM	Bikes		1								
12:00 PM - 12:15 PM	Bikes				1						
12:15 PM - 12:30 PM	Bikes				2						
12:30 PM - 12:45 PM	Bikes				1		1				
12:45 PM - 1:00 PM	Bikes				4						
<b>Total</b>	<b>Bikes</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Comments:

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# Old Colony Planning Council

70 School Street  
Brockton, MA 02301  
(508) 583-1833  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Weather: Clear  
Board # & Staff: TDC-8 (1) / AV & PC  
Traffic Control: Stop Sign

File Name : Hall's Corner\_AM  
Site Code : 82  
Start Date : 7/10/2014  
Page No : 1

## Groups Printed- Cars - Buses - Trucks

	Depot Street Southbound						Washington Street Westbound						Standish Street Northbound						Bay Road Eastbound						Chestnut Street Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Factor	1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		
07:00 AM	12	5	4	1	0	22	4	14	6	0	0	24	2	4	10	1	0	17	2	9	6	4	0	21	4	4	13	12	0	33	117
07:15 AM	14	2	3	3	0	22	5	7	9	5	0	26	6	4	6	4	0	20	2	20	6	5	0	33	3	11	18	13	0	45	146
07:30 AM	11	7	8	8	0	34	4	15	7	1	0	27	5	3	10	2	1	21	2	19	13	5	0	39	4	8	20	15	0	47	168
07:45 AM	12	5	3	1	1	22	6	14	6	7	1	34	7	9	11	3	0	30	6	11	9	1	0	27	5	18	43	13	0	79	192
Total	49	19	18	13	1	100	19	50	28	13	1	111	20	20	37	10	1	88	12	59	34	15	0	120	16	41	94	53	0	204	623
08:00 AM	20	5	4	4	0	33	13	13	7	4	1	38	6	9	13	3	0	31	7	12	9	5	0	33	8	10	18	15	0	51	186
08:15 AM	12	6	8	4	0	30	3	7	6	1	0	17	3	13	9	3	1	29	2	14	15	6	0	37	5	9	30	21	0	65	178
08:30 AM	23	10	4	4	0	41	4	17	6	3	1	31	0	5	6	1	0	12	2	15	12	9	0	38	6	14	21	26	0	67	189
08:45 AM	12	9	3	3	0	27	9	27	7	2	0	45	4	7	12	2	0	25	3	13	13	7	0	36	11	12	31	19	0	73	206
Total	67	30	19	15	0	131	29	64	26	10	2	131	13	34	40	9	1	97	14	54	49	27	0	144	30	45	100	81	0	256	759
Grand Total	116 50.2 21.2 12.1						114 19.8 47.1 22.3						113 17.8 29.2 41.6 10.3						113 42.8 31.4 15.9						194 134 18.7 42.2 29.1						
Cars	113	42	33	25	0	213	48	108	53	23	0	232	33	53	74	19	0	179	26	111	82	42	0	261	46	85	190	131	0	452	1337
% Cars	97.4	85.7	89.2	89.3	0	92.2	100	94.7	98.1	100	0	95.9	100	98.1	96.1	100	0	96.8	100	98.2	98.8	100	0	98.9	100	98.8	97.9	97.8	0	98.3	96.7
Buses	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	5
% Buses	0	0	0	0	100	0.4	0	0.9	0	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.7	0	0.7	0.4
Trucks	3	7	4	3	0	17	0	5	1	0	3	9	0	1	3	0	2	6	0	2	1	0	0	3	0	1	2	2	0	5	40
% Trucks	2.6	14.3	10.8	10.7	0	7.4	0	4.4	1.9	0	100	3.7	0	1.9	3.9	0	100	3.2	0	1.8	1.2	0	0	1.1	0	1.2	1	1.5	0	1.1	2.9

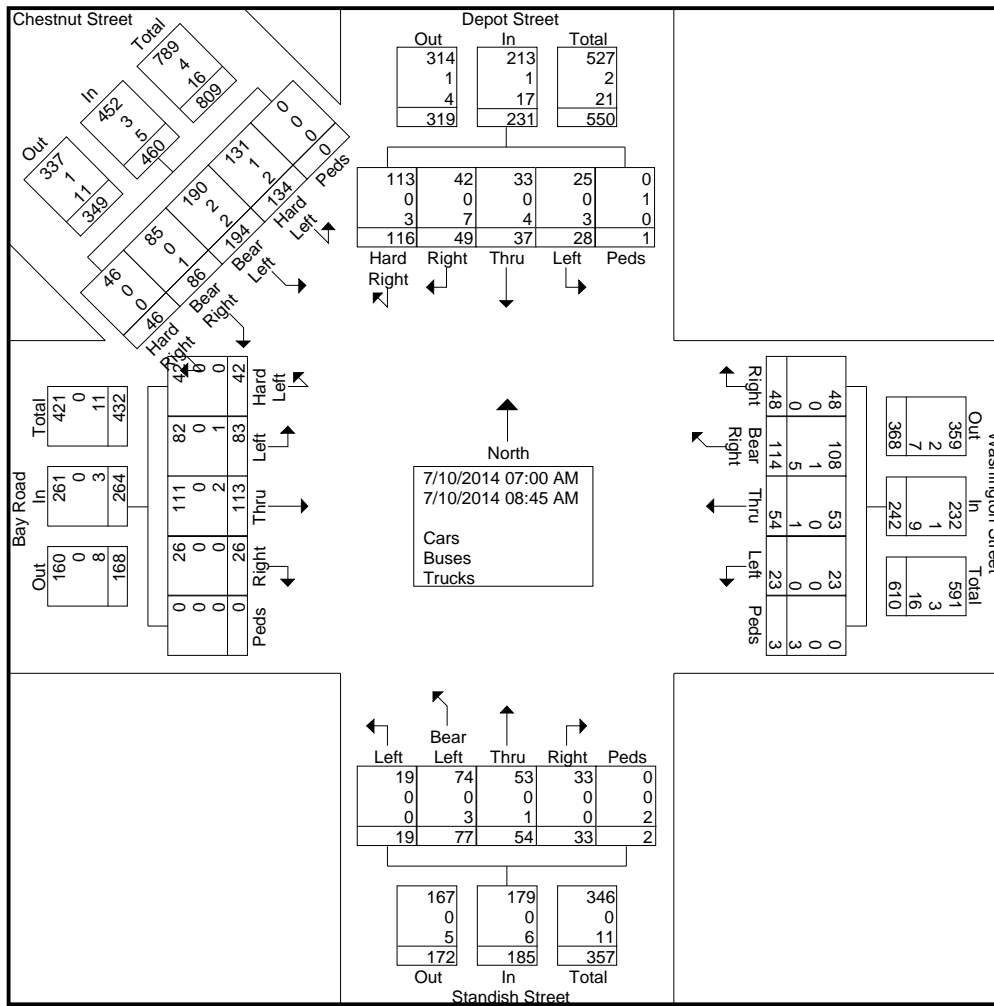


## Old Colony Planning Council

70 School Street  
Brockton, MA 02301  
(508) 583-1833  
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Community: Duxbury  
Weather: Clear  
Board # & Staff: TDC-8 (1) / AV & PC  
Traffic Control: Stop Sign

File Name : Hall's Corner\_AM  
Site Code : 82  
Start Date : 7/10/2014  
Page No : 2



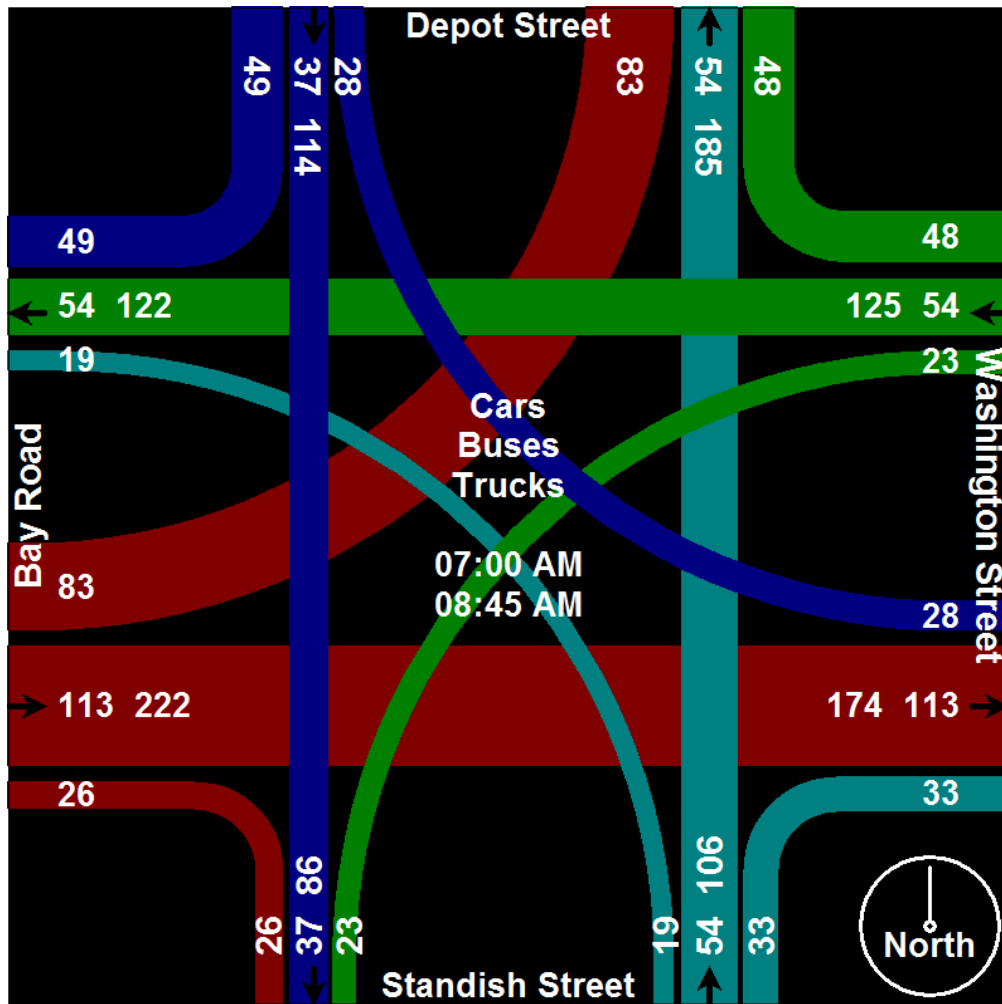


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Community: Duxbury  
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File Name : Hall's Corner\_AM  
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Start Date : 7/10/2014  
Page No : 4

	Depot Street Southbound						Washington Street Westbound						Standish Street Northbound						Bay Road Eastbound						Chestnut Street Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 08:00 AM																															
08:00 AM	20	5	4	4	0	33	13	13	7	4	1	38	6	9	13	3	0	31	7	12	9	5	0	33	8	10	18	15	0	51	186
08:15 AM	12	6	8	4	0	30	3	7	6	1	0	17	3	13	9	3	1	29	2	14	15	6	0	37	5	9	30	21	0	65	178
08:30 AM	23	10	4	4	0	41	4	17	6	3	1	31	0	5	6	1	0	12	2	15	12	9	0	38	6	14	21	26	0	67	189
08:45 AM	12	9	3	3	0	27	9	27	7	2	0	45	4	7	12	2	0	25	3	13	13	7	0	36	11	12	31	19	0	73	206
Total Volume	67	30	19	15	0	131	29	64	26	10	2	131	13	34	40	9	1	97	14	54	49	27	0	144	30	45	100	81	0	256	759
% App. Total	51.1	22.9	14.5	11.5			22.1	48.9	19.8	7.6	1.5		13.4	35.1	41.2	9.3			9.7	37.5		18.8			11.7	17.6	39.1	31.6			
PHF	.728	.750	.594	.938	.000	.799	.558	.593	.929	.625	.500	.728	.542	.654	.769	.750	.250	.782	.500	.900	.817	.750	.000	.947	.682	.804	.806	.779	.000	.877	.921
Cars	64	25	17	13	0	119	29	61	25	10	0	125	13	33	38	9	0	93	14	54	48	27	0	143	30	45	97	81	0	253	733
% Cars	95.5	83.3	89.5	86.7	0	90.8	100	95.3	96.2	100	0	95.4	100	97.1	95.0	100	0	95.9	100	100	98.0	100	0	99.3	100	100	97.0	100	0	98.8	96.6
Buses	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
% Buses	0	0	0	0	0	0	0	1.6	0	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	0	0	0.8	0.4
Trucks	3	5	2	2	0	12	0	2	1	0	2	5	0	1	2	0	1	4	0	0	1	0	0	1	0	0	1	0	0	1	23
% Trucks	4.5	16.7	10.5	13.3	0	9.2	0	3.1	3.8	0	100	3.8	0	2.9	5.0	0	100	4.1	0	0	2.0	0	0	0.7	0	0	1.0	0	0	0.4	3.0

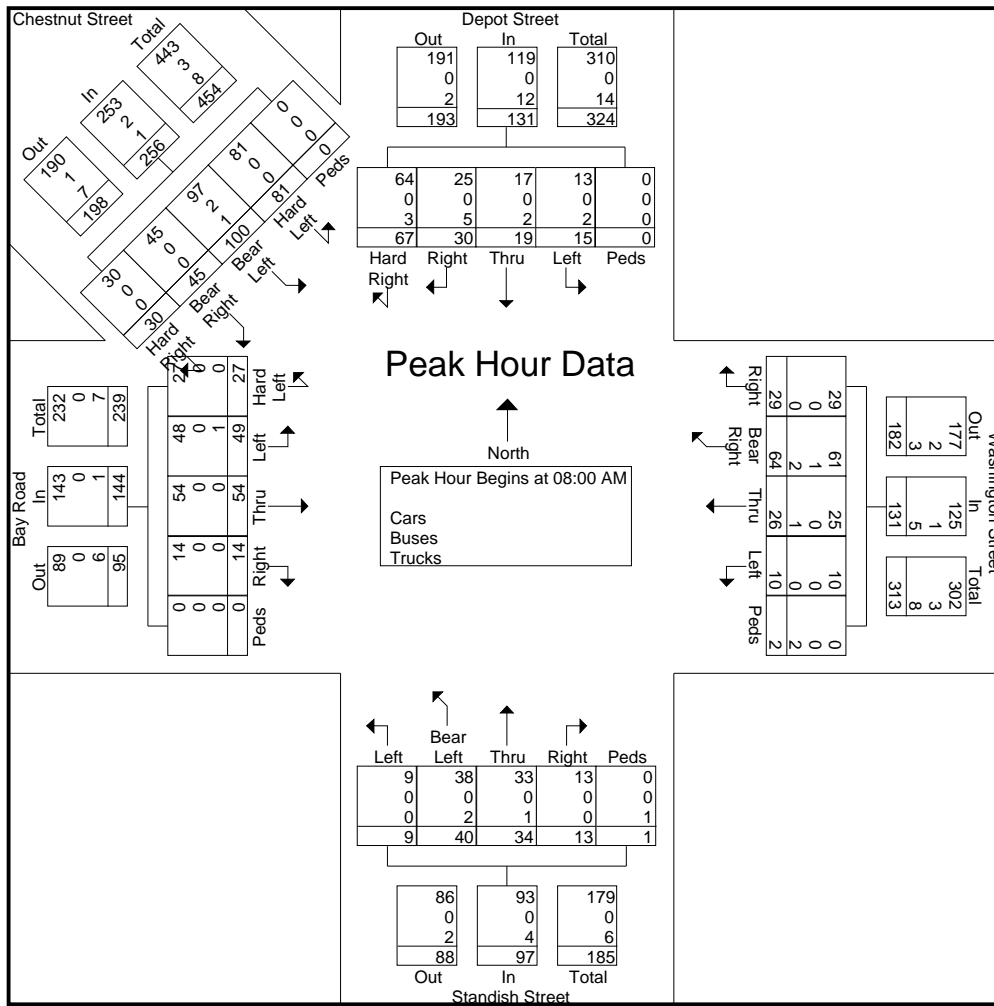


## Old Colony Planning Council

70 School Street  
Brockton, MA 02301  
(508) 583-1833  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Weather: Clear  
Board # & Staff: TDC-8 (1) / AV & PC  
Traffic Control: Stop Sign

File Name : Hall's Corner\_AM  
Site Code : 82  
Start Date : 7/10/2014  
Page No : 5



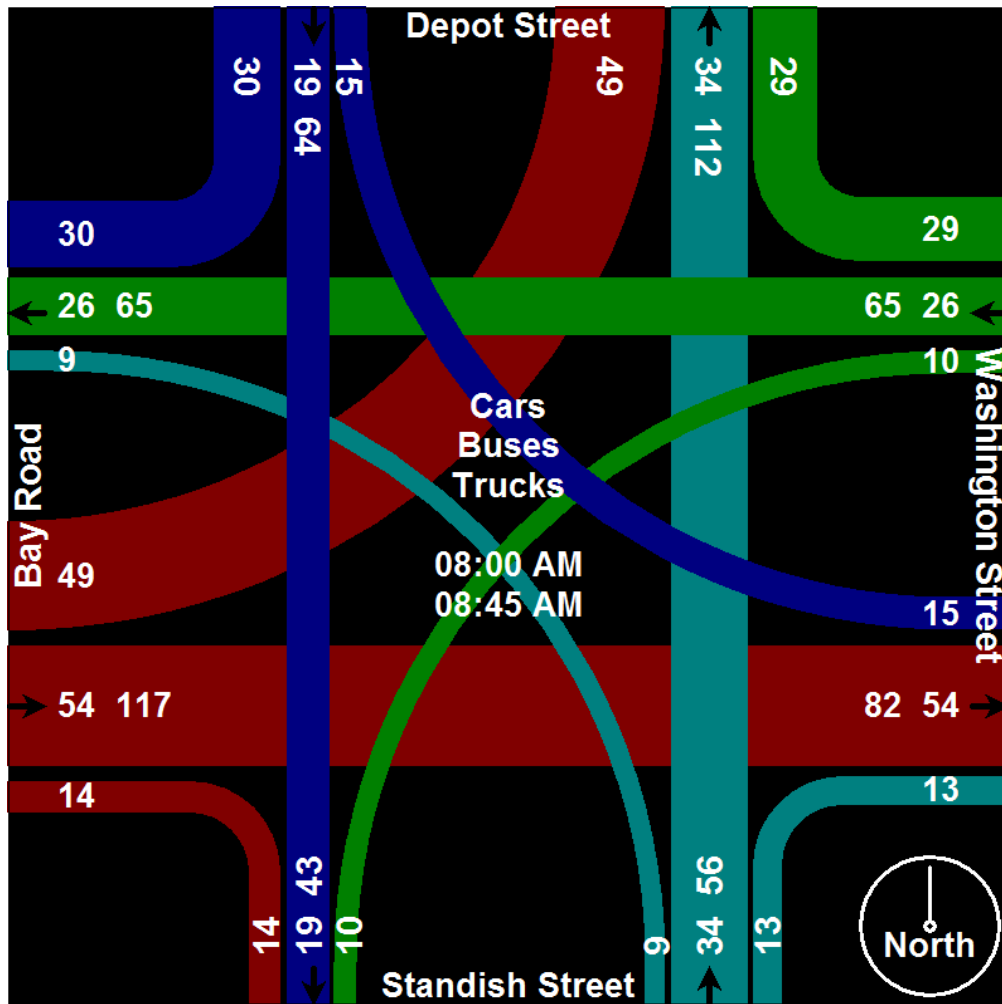


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Page No : 7

Image 1

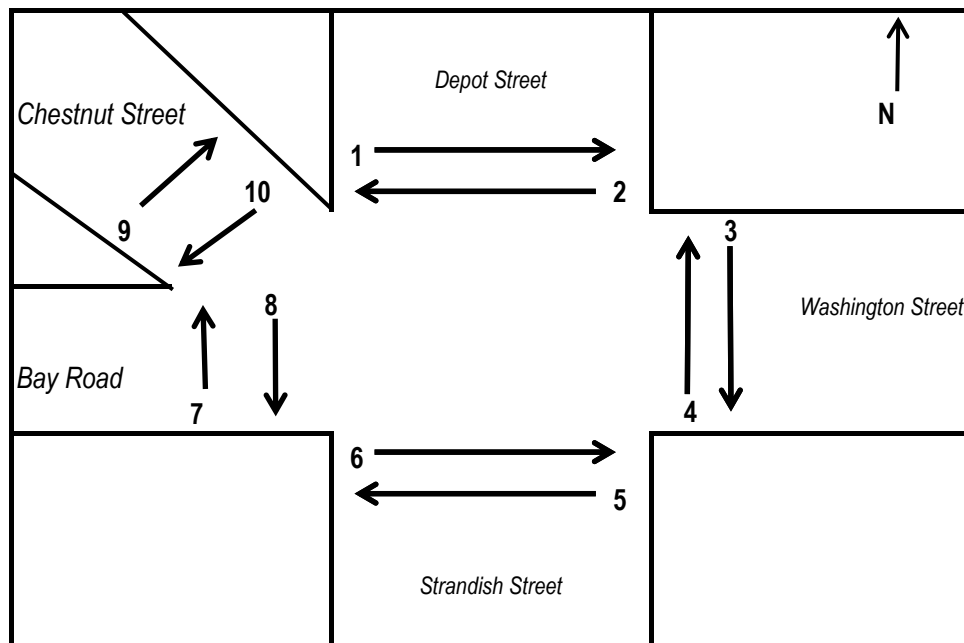




# Old Colony Planning Council

## Intersection Bicycle Directional Counting Field Sheet

**Community:** Duxbury  
**Street:** Hall's Corner  
**Location:** @ Hall's Corner  
**Weather:** Clear      **Board #:** TDC-8 (1)      **Staff:** AV & PC      **Date:** 7/10/2014



Interval		1	2	3	4	5	6	7	8	9	10
7:00 AM - 7:15 AM	Bikes						3				
7:15 AM - 7:30 AM	Bikes						1		1		
7:30 AM - 7:45 AM	Bikes				1						
7:45 AM - 8:00 AM	Bikes		2								
8:00 AM - 8:15 AM	Bikes						2				
8:15 AM - 8:30 AM	Bikes										
8:30 AM - 8:45 AM	Bikes		2								
8:45 AM - 9:00 AM	Bikes										
<b>Total</b>	<b>Bikes</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Comments:

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# Old Colony Planning Council

70 School Street  
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[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Weather: Clear  
Board # & Staff: DB-400 (5) / KM & SB  
Traffic Control: Stop Sign

File Name : Hall's Corner\_PM  
Site Code : 82  
Start Date : 7/10/2014  
Page No : 1

## Groups Printed- Cars - Buses - Trucks

	Depot Street Southbound						Washington Street Westbound						Standish Street Northbound						Bay Road Eastbound						Chestnut Street Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Factor	1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		1. 0	1. 0	1. 0	1. 0	1. 0		
04:00 PM	12	14	11	6	0	43	12	17	14	6	0	49	7	10	13	5	0	35	5	13	22	5	1	46	8	20	21	26	3	78	251
04:15 PM	21	22	10	7	0	60	13	16	11	6	0	46	7	8	1	1	0	17	10	17	24	4	0	55	4	14	22	19	0	59	237
04:30 PM	16	14	11	10	0	51	5	14	10	3	0	32	2	6	3	1	0	12	5	8	17	2	2	34	4	11	21	21	1	58	187
04:45 PM	14	6	13	9	2	44	9	23	10	1	0	43	12	16	6	3	0	37	4	5	15	2	0	26	8	9	23	16	2	58	208
Total	63	56	45	32	2	198	39	70	45	16	0	170	28	40	23	10	0	101	24	43	78	13	3	161	24	54	87	82	6	253	883
05:00 PM	21	10	8	10	0	49	9	20	9	5	1	44	2	12	3	0	0	17	3	10	14	2	0	29	2	12	26	25	0	65	204
05:15 PM	14	10	15	9	1	49	7	9	9	1	0	26	2	16	7	1	0	26	3	15	11	2	2	33	3	15	19	22	1	60	194
05:30 PM	15	6	13	5	0	39	11	7	11	0	0	29	3	14	7	1	0	25	11	7	11	1	1	31	12	20	23	14	0	69	193
05:45 PM	10	5	8	6	0	29	13	9	6	1	0	29	7	18	6	2	0	33	7	7	14	2	4	34	8	12	31	14	0	65	190
Total	60	31	44	30	1	166	40	45	35	7	1	128	14	60	23	4	0	101	24	39	50	7	7	127	25	59	99	75	1	259	781
Grand Total	123	87	89	62	3	364	79	115	80	23	1	298	42	100	46	14	0	202	48	82	128	20	10	288	49	113	186	157	7	512	1664
Apprch %	33.8	23.9	24.5	17	0.8		26.5	38.6	26.8	7.7	0.3		20.8	49.5	22.8	6.9	0		16.7	28.5	44.4	6.9	3.5		9.6	22.1	36.3	30.7	1.4		
Total %	7.4	5.2	5.3	3.7	0.2	21.9	4.7	6.9	4.8	1.4	0.1	17.9	2.5	6	2.8	0.8	0	12.1	2.9	4.9	7.7	1.2	0.6	17.3	2.9	6.8	11.2	9.4	0.4	30.8	
Cars	123	85	87	62	0	357	79	110	75	22	0	286	42	98	46	12	0	198	43	80	125	19	0	267	42	112	182	155	0	491	1599
% Cars	100	97.7	97.8	100	0	98.1	100	95.7	93.8	95.7	0	96	100	98	100	85.7	0	98	89.6	97.6	97.7	95	0	92.7	85.7	99.1	97.8	98.7	0	95.9	96.1
Buses	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	4	0	0	2	0	6	17
% Buses	0	0	0	0	33.3	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	3.5	8.2	0	0	1.3	0	1.2	1
Trucks	0	2	2	0	2	6	0	5	5	1	1	12	0	2	0	2	0	4	5	2	3	1	0	11	3	1	4	0	7	15	48
% Trucks	0	2.3	2.2	0	66.7	1.6	0	4.3	6.2	4.3	100	4	0	2	0	14.3	0	2	10.4	2.4	2.3	5	0	3.8	6.1	0.9	2.2	0	100	2.9	2.9

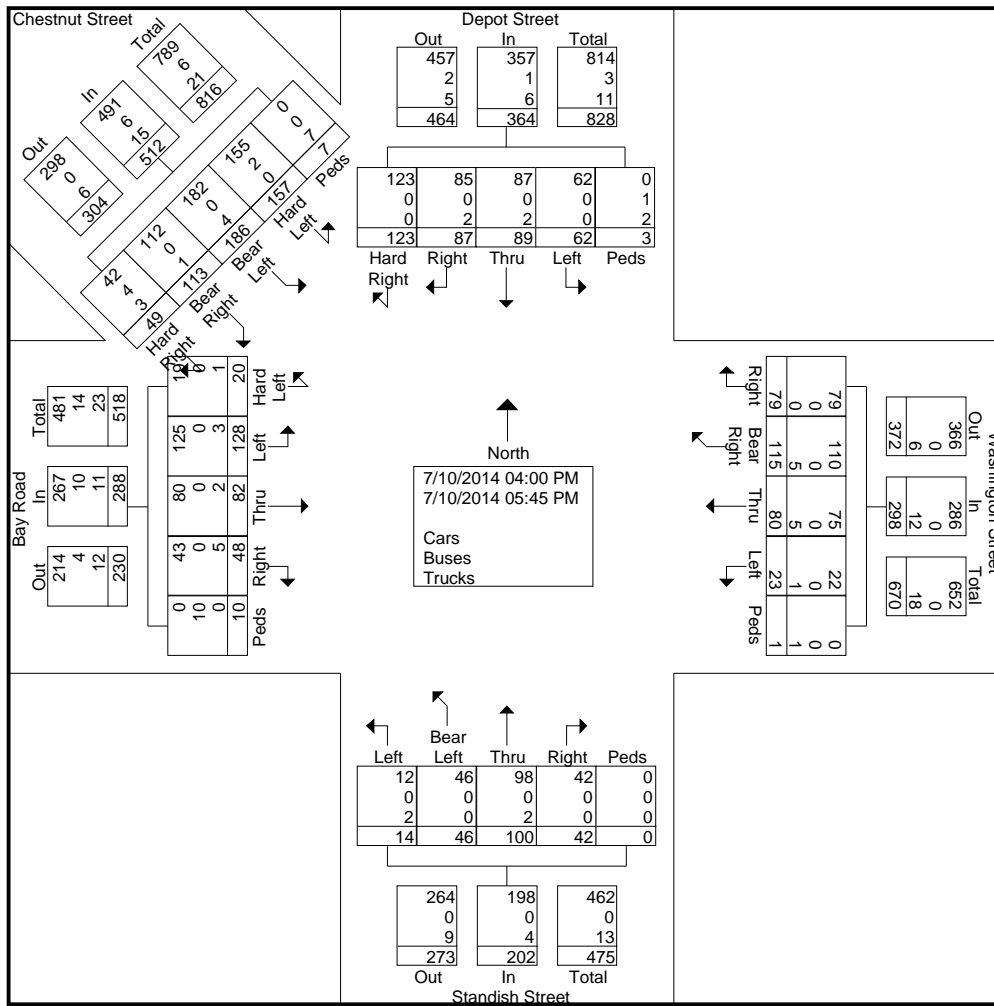


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Weather: Clear  
Board # & Staff: DB-400 (5) / KM & SB  
Traffic Control: Stop Sign

File Name : Hall's Corner\_PM  
Site Code : 82  
Start Date : 7/10/2014  
Page No : 2



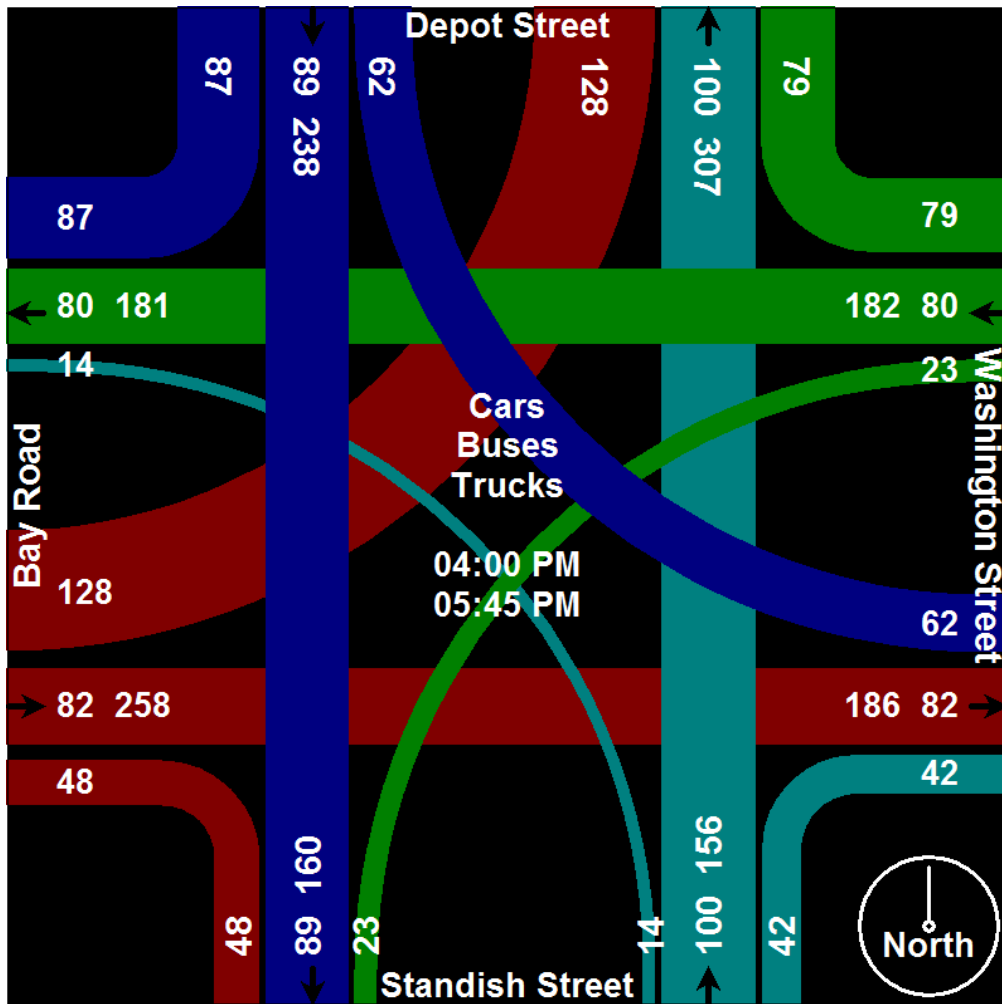


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Page No : 4

	Depot Street Southbound						Washington Street Westbound						Standish Street Northbound						Bay Road Eastbound						Chestnut Street Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:00 PM																															
04:00 PM	12	14	11	6	0	43	12	17	<b>14</b>	<b>6</b>	0	<b>49</b>	7	10	<b>13</b>	<b>5</b>	0	35	5	13	22	<b>5</b>	1	46	<b>8</b>	<b>20</b>	21	<b>26</b>	<b>3</b>	<b>78</b>	<b>251</b>
04:15 PM	<b>21</b>	<b>22</b>	10	7	0	<b>60</b>	<b>13</b>	16	11	6	0	46	7	8	1	1	0	17	<b>10</b>	<b>17</b>	<b>24</b>	4	0	<b>55</b>	4	14	22	19	0	59	237
04:30 PM	16	14	11	<b>10</b>	0	51	5	14	10	3	0	32	2	6	3	1	0	12	5	8	17	2	<b>2</b>	34	4	11	21	21	1	58	187
04:45 PM	14	6	<b>13</b>	9	<b>2</b>	44	9	<b>23</b>	10	1	0	43	<b>12</b>	<b>16</b>	6	3	0	<b>37</b>	4	5	15	2	0	26	8	9	<b>23</b>	16	2	58	208
Total Volume	63	56	45	32	2	198	39	70	45	16	0	170	28	40	23	10	0	101	24	43	78	13	3	161	24	54	87	82	6	253	883
% App. Total	31.8	28.3	22.7	16.2	1		22.9	41.2	26.5	9.4	0		27.7	39.6	22.8	9.9	0		14.9	26.7	48.4	8.1	1.9		9.5	21.3	34.4	32.4	2.4		
PHF	.750	.636	.865	.800	.250	.825	.750	.761	.804	.667	.000	.867	.583	.625	.442	.500	.000	.682	.600	.632	.813	.650	.375	.732	.750	.675	.946	.788	.500	.811	.879
Cars	63	54	44	32	0	193	39	65	42	15	0	161	28	39	23	8	0	98	21	41	76	12	0	150	19	53	83	80	0	235	837
% Cars	100	96.4	97.8	100	0	97.5	100	92.9	93.3	93.8	0	94.7	100	97.5	100	80.0	0	97.0	87.5	95.3	97.4	92.3	0	93.2	79.2	98.1	95.4	97.6	0	92.9	94.8
Buses	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	2	0	4	8
% Buses	0	0	0	0	50.0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.9	8.3	0	0	2.4	0	1.6	0.9
Trucks	0	2	1	0	1	4	0	5	3	1	0	9	0	1	0	2	0	3	3	2	2	1	0	8	3	1	4	0	6	14	38
% Trucks	0	3.6	2.2	0	50.0	2.0	0	7.1	6.7	6.3	0	5.3	0	2.5	0	20.0	0	3.0	12.5	4.7	2.6	7.7	0	5.0	12.5	1.9	4.6	0	100	5.5	4.3

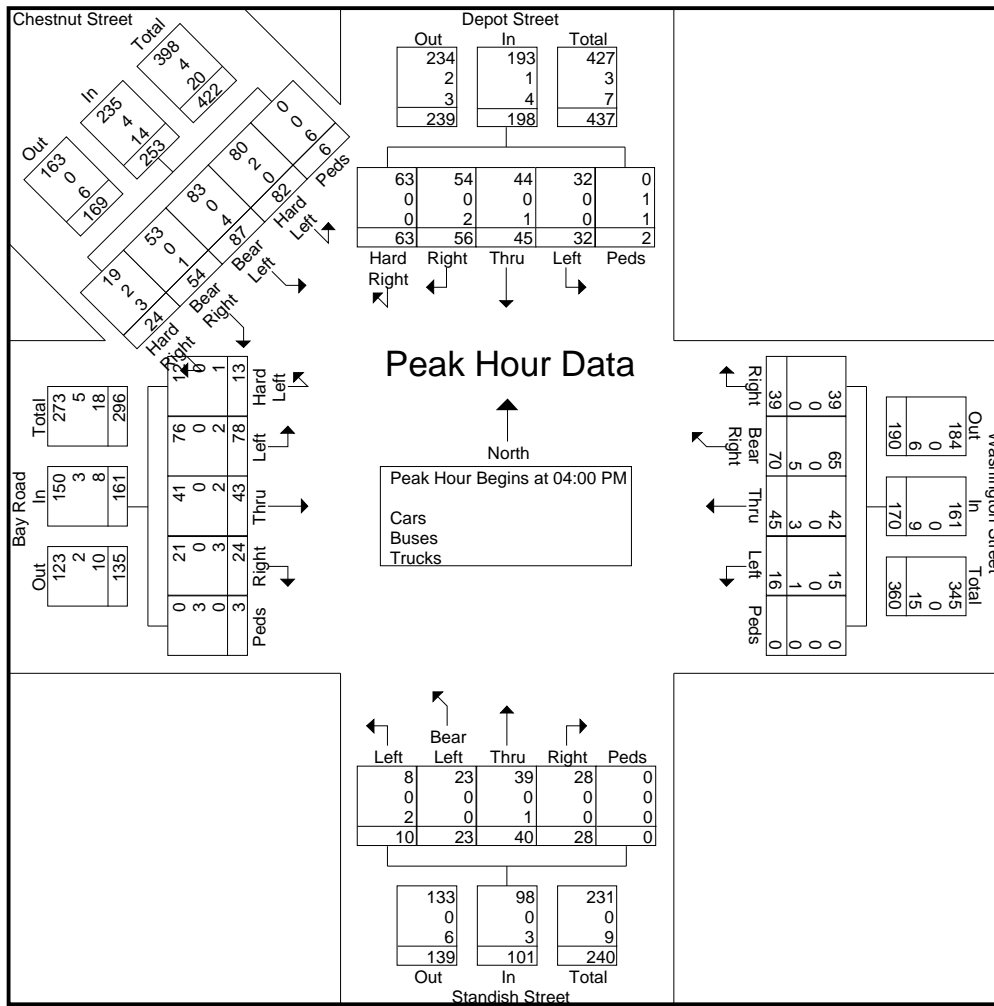


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File Name : Hall's Corner\_PM  
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Page No : 5



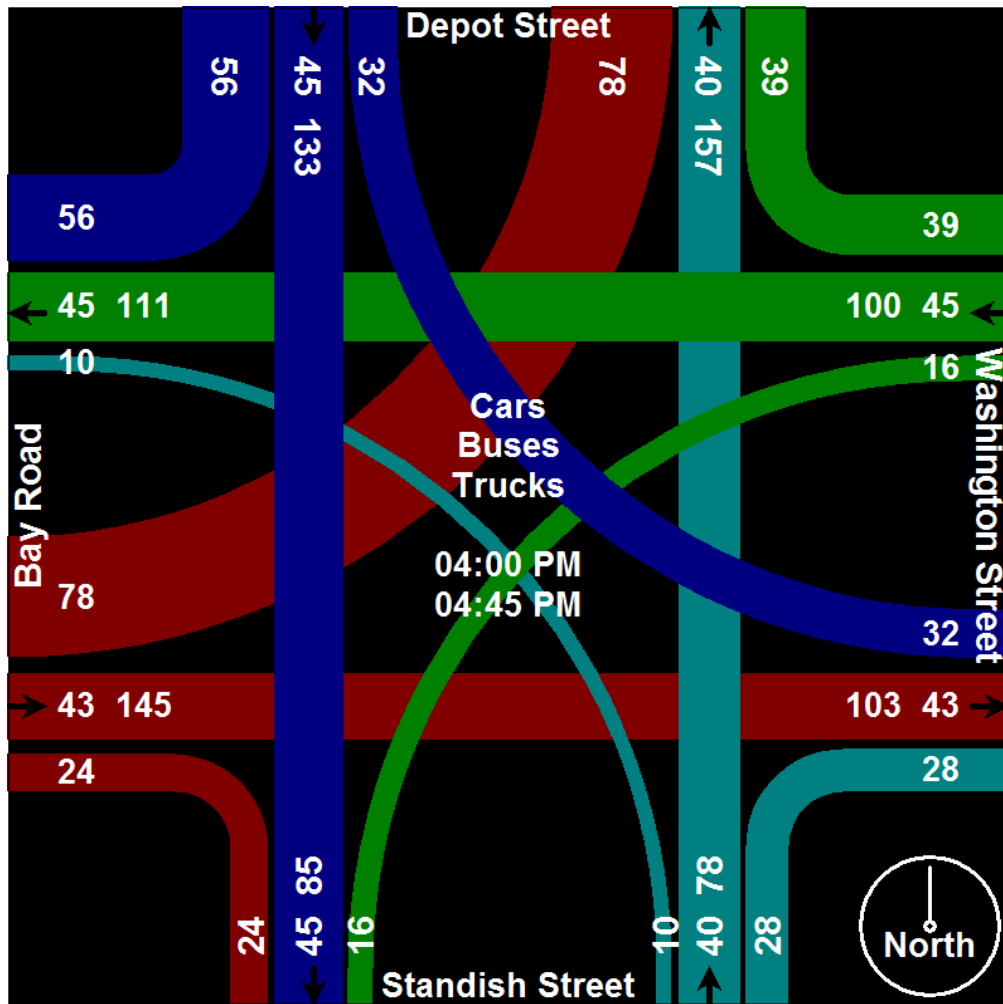


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Image 1

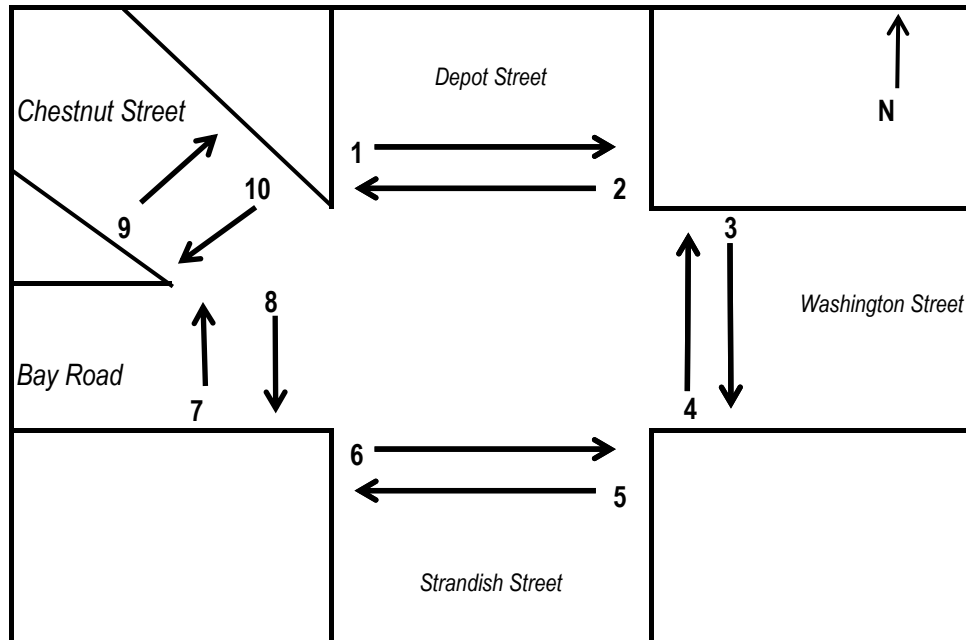




# Old Colony Planning Council

## Intersection Bicycle Directional Counting Field Sheet

**Community:** Duxbury  
**Street:** Hall's Corner  
**Location:** @ Hall's Corner  
**Weather:** Clear      **Board #:** DB-400 (5)      **Staff:** SB & KM      **Date:** 7/10/2014



Interval		1	2	3	4	5	6	7	8	9	10
4:00 PM - 4:15 PM	Bikes										
4:15 PM - 4:30 PM	Bikes										
4:30 PM - 4:45 PM	Bikes					2					
4:45 PM - 5:00 PM	Bikes										
5:00 PM - 5:15 PM	Bikes				1						
5:15 PM - 5:30 PM	Bikes		2								
5:30 PM - 5:45 PM	Bikes						1				
5:45 PM - 6:00 PM	Bikes										
<b>Total</b>	<b>Bikes</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Comments:** \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



# Old Colony Planning Council

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Community: Duxbury  
Weather: Clear  
Board # & Staff: DB-400 (5) / KM & JC  
Traffic Control: Stop Sign

File Name : Hall's Corner\_MD  
Site Code : 82  
Start Date : 7/12/2014  
Page No : 1

## Groups Printed- Cars - Buses - Trucks

	Depot Street Southbound						Washington Street Westbound						Standish Street Northbound						Bay Road Eastbound						Chestnut Street Southeastbound						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
11:00 AM	14	17	13	10	3	57	8	10	12	3	6	39	6	13	12	6	0	37	8	17	10	2	1	38	11	19	27	25	13	95	266
11:15 AM	21	19	18	14	0	72	14	18	12	5	1	50	7	19	8	5	0	39	5	14	29	2	0	50	8	20	17	28	7	80	291
11:30 AM	16	21	15	24	2	78	14	18	16	4	1	53	6	7	4	5	0	22	8	19	17	0	1	45	4	15	29	23	3	74	272
11:45 AM	23	17	16	18	0	74	15	16	11	4	1	47	6	20	8	3	0	37	5	20	17	3	1	46	2	13	37	27	1	80	284
Total	74	74	62	66	5	281	51	62	51	16	9	189	25	59	32	19	0	135	26	70	73	7	3	179	25	67	110	103	24	329	1113
12:00 PM	27	8	16	15	0	66	15	11	4	4	2	36	12	18	11	1	0	42	3	17	19	1	2	42	7	16	34	27	1	85	271
12:15 PM	18	11	10	15	1	55	11	18	11	6	0	46	10	11	7	4	1	33	6	12	22	3	1	44	7	9	24	21	0	61	239
12:30 PM	21	12	7	6	0	46	14	12	6	2	2	36	12	8	11	1	0	32	5	23	17	2	0	47	2	9	35	18	1	65	226
12:45 PM	13	12	13	17	1	56	15	12	10	3	0	40	12	16	6	2	0	36	2	12	19	1	0	34	7	20	24	19	0	70	236
Total	79	43	46	53	2	223	55	53	31	15	4	158	46	53	35	8	1	143	16	64	77	7	3	167	23	54	117	85	2	281	972
Grand Total	153	117	108	119			106	115					112						134	150					121	227	188				
	30.4	23.2	21.4	23.6			30.5	33.1	23.6				25.5	40.3	24.1				12.1	38.7	43.4				19.8	37.2	30.8				
																									10.9						
Cars	153	117	108	115	0	493	106	115	80	31	0	332	68	111	67	24	0	270	39	134	148	14	0	335	48	121	227	185	0	581	2011
% Cars	100	100	100	96.6	0	97.8	100	100	97.6	100	0	95.7	95.8	99.1	100	88.9	0	97.1	92.9	100	98.7	100	0	96.8	100	100	100	98.4	0	95.2	96.5
Buses	0	0	0	0	2	2	0	0	0	0	5	5	0	0	0	0	0	0	1	0	0	0	4	5	0	0	0	1	13	14	26
% Buses	0	0	0	0	28.6	0.4	0	0	0	0	38.5	1.4	0	0	0	0	0	0	2.4	0	0	0	66.7	1.4	0	0	0	0.5	50	2.3	1.2
Trucks	0	0	0	4	5	9	0	0	2	0	8	10	3	1	0	3	1	8	2	0	2	0	2	6	0	0	0	2	13	15	48
% Trucks	0	0	0	3.4	71.4	1.8	0	0	2.4	0	61.5	2.9	4.2	0.9	0	11.1	100	2.9	4.8	0	1.3	0	33.3	1.7	0	0	0	1.1	50	2.5	2.3

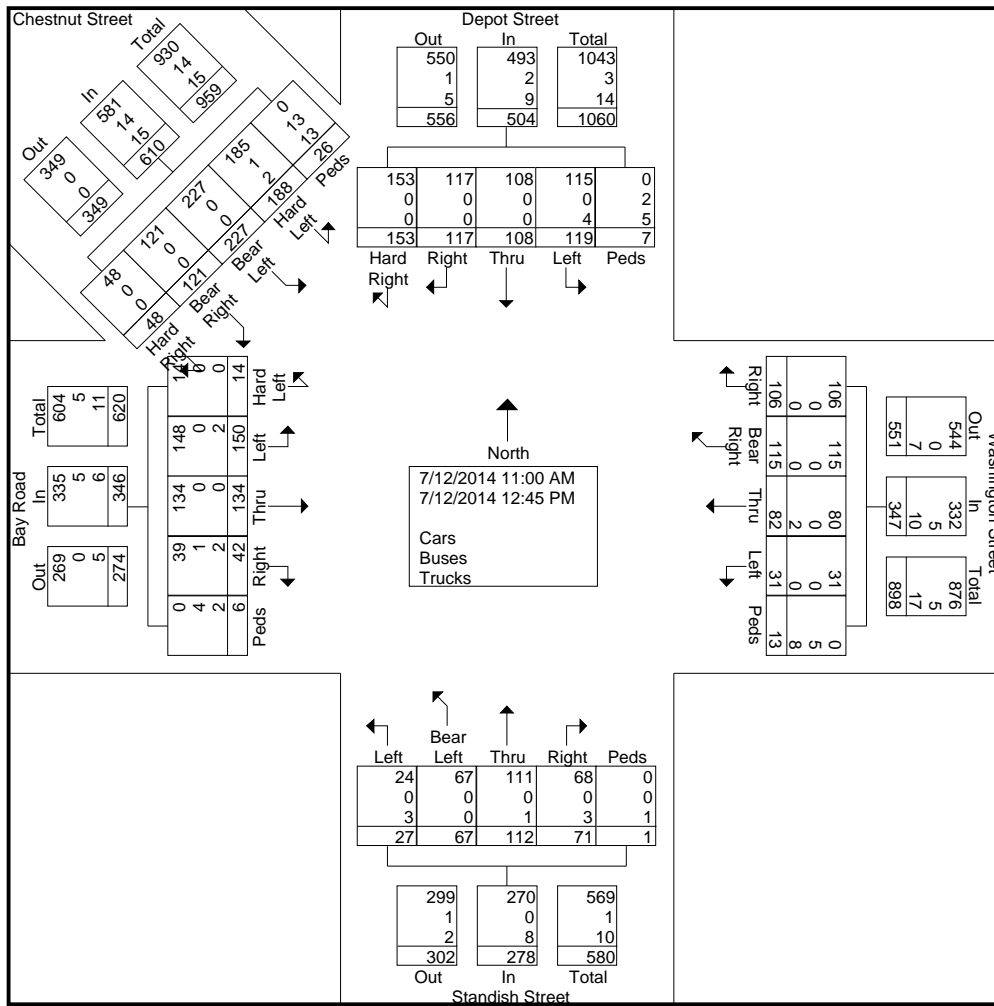


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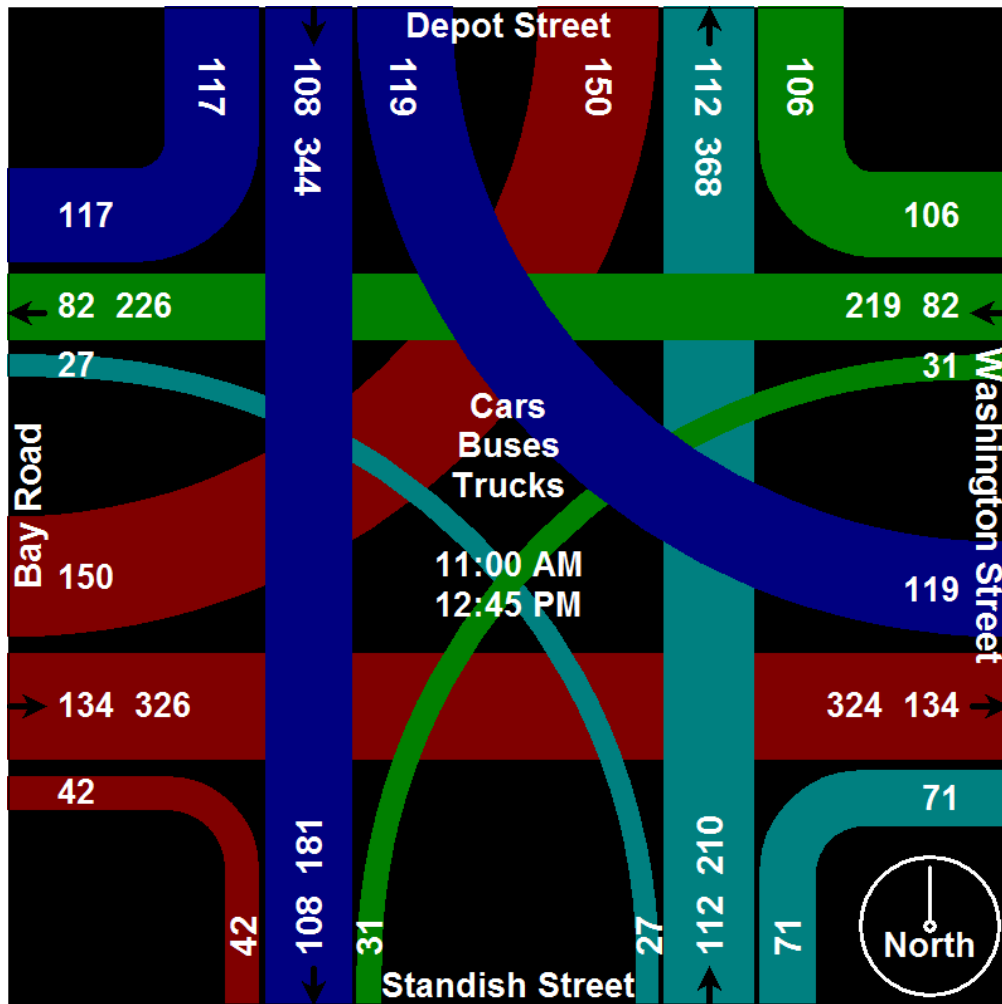


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Community: Duxbury  
Weather: Clear  
Board # & Staff: DB-400 (5) / KM & JC  
Traffic Control: Stop Sign

File Name : Hall's Corner\_MD  
Site Code : 82  
Start Date : 7/12/2014  
Page No : 3





# Old Colony Planning Council

70 School Street  
Brockton, MA 02301  
(508) 583-1833  
[www.ocpcrpa.org](http://www.ocpcrpa.org)

Community: Duxbury  
Weather: Clear  
Board # & Staff: DB-400 (5) / KM & JC  
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	Depot Street Southbound						Washington Street Westbound						Standish Street Northbound						Bay Road Eastbound						Chestnut Street Southeastbound							
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 11:15 AM																																
11:15 AM	21	19	18	14	0	72	14	18	12	5	1	50	7	19	8	5	0	39	5	14	29	2	0	50	8	20	17	28	7	80	291	
11:30 AM	16	21	15	24	2	78	14	18	16	4	1	53	6	7	4	5	0	22	8	19	17	0	1	45	4	15	29	23	3	74	272	
11:45 AM	23	17	16	18	0	74	15	16	11	4	1	47	6	20	8	3	0	37	5	20	17	3	1	46	2	13	37	27	1	80	284	
12:00 PM	27	8	16	15	0	66	15	11	4	4	2	36	12	18	11	1	0	42	3	17	19	1	2	42	7	16	34	27	1	85	271	
Total Volume	87	65	65	71	2	290	58	63	43	17	5	186	31	64	31	14	0	140	21	70	82	6	4	183	21	64	117	105	12	319	1118	
% App. Total	30	22.4	22.4	24.5	0.7		31.2	33.9	23.1	9.1	2.7		22.1	45.7	22.1	10	0		11.5	38.3	44.8	3.3	2.2		6.6	20.1	36.7	32.9	3.8			
PHF	.806	.774	.903	.740	.250	.929	.967	.875	.672	.850	.625	.877	.646	.800	.705	.700	.000	.833	.656	.875	.707	.500	.500	.915	.656	.800	.791	.938	.429	.938	.960	
Cars	87	65	65	70	0	287	58	63	41	17	0	179	29	63	31	13	0	136	19	70	81	6	0	176	21	64	117	104	0	306	1084	
% Cars	100	100	100	98.6	0	99.0	100	100	95.3	100	0	96.2	93.5	98.4	100	92.9	0	97.1	90.5	100	98.8	100	0	96.2	100	100	100	99.0	0	95.9	97.0	
Buses	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	0	0	3	4	0	0	0	1	6	7	13	
% Buses	0	0	0	0	0	0	0	0	0	0	40.0	1.1	0	0	0	0	0	0	4.8	0	0	0	75.0	2.2	0	0	0	1.0	50.0	2.2	1.2	
Trucks	0	0	0	1	2	3	0	0	2	0	3	5	2	1	0	1	0	4	1	0	1	0	1	3	0	0	0	0	6	6	21	
% Trucks	0	0	0	1.4	100	1.0	0	0	4.7	0	60.0	2.7	6.5	1.6	0	7.1	0	2.9	4.8	0	1.2	0	25.0	1.6	0	0	0	0	50.0	1.9	1.9	

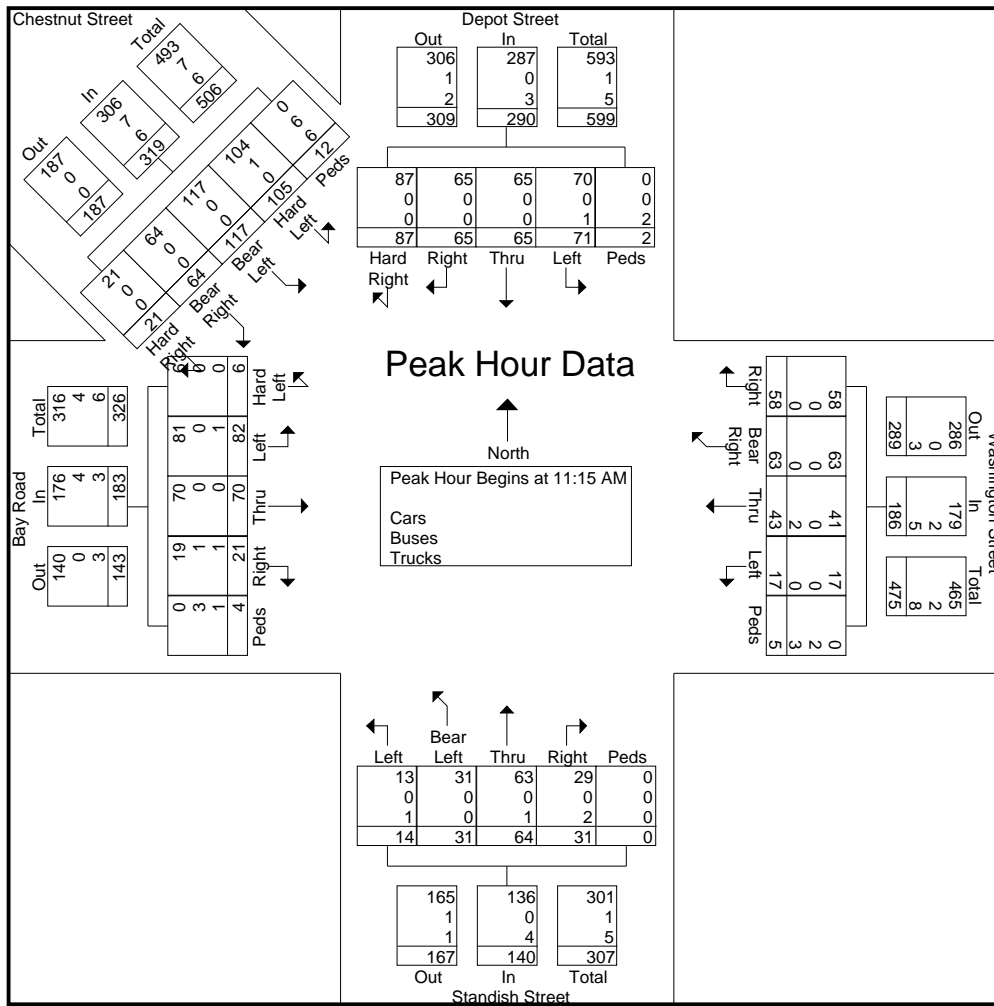


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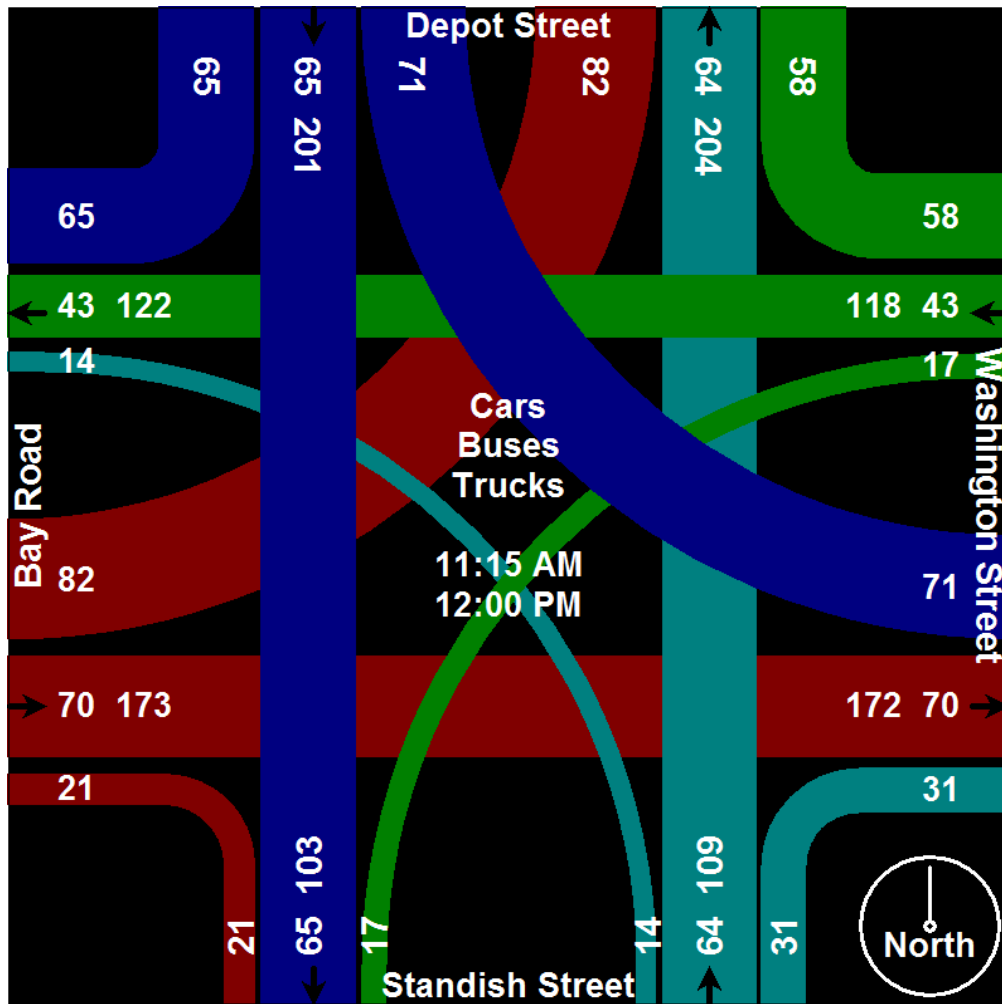


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## Old Colony Planning Council

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Community: Duxbury  
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Image 1

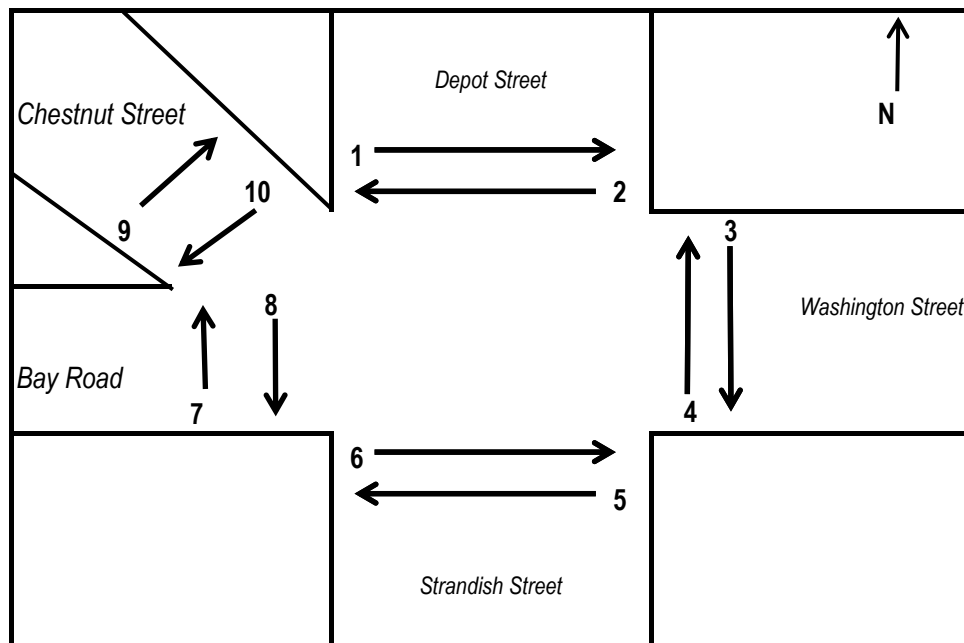




# Old Colony Planning Council

## Intersection Bicycle Directional Counting Field Sheet

**Community:** Duxbury  
**Street:** Hall's Corner  
**Location:** @ Hall's Corner  
**Weather:** Clear      **Board #:** DB-400 (6)      **Staff:** KM & JC      **Date:** 7/12/2014



Interval		1	2	3	4	5	6	7	8	9	10
11:00 AM - 11:15 AM	Bikes										
11:15 AM - 11:30 AM	Bikes				4						
11:30 AM - 11:45 AM	Bikes				2		2				
11:45 AM - 12:00 PM	Bikes		3	3		3	5				
12:00 PM - 12:15 PM	Bikes					1	2				
12:15 PM - 12:30 PM	Bikes			1			1				
12:30 PM - 12:45 PM	Bikes										
12:45 PM - 1:00 PM	Bikes										
<b>Total</b>	<b>Bikes</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Comments:

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## **APPENDIX 5:      PEAK HOUR INTERSECTION LEVELS OF SERVICE (LOS)**



HCM 2010 Roundabout  
3: Bay Road & Standish Street/Depot Street & Chestnut Street/Washington Street

Hall's Corner Traffic Study  
Existing Spring Weekday AM Peak LOS

Intersection					
Intersection Delay, s/veh	8.4				
Intersection LOS	A				
Approach	EB	WB	NB	SB	NE
Entry Lanes	1	1	1	1	1
Conflicting Circle Lanes	1	1	1	1	1
Adj Approach Flow, veh/h	388	177	143	142	199
Demand Flow Rate, veh/h	411	191	149	151	215
Vehicles Circulating, veh/h	179	319	527	262	451
Vehicles Exiting, veh/h	234	357	139	248	139
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	3	6	1	5	0
Ped Cap Adj	1.000	0.999	1.000	0.999	1.000
Approach Delay, s/veh	9.3	7.3	8.3	6.2	9.2
Approach LOS	A	A	A	A	A
Lane	Left	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR	LR
Assumed Moves	LTR	LTR	LTR	LTR	LR
RT Channelized					
Lane Util	1.000	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193	5.193
Entry Flow, veh/h	411	191	149	151	215
Cap Entry Lane, veh/h	945	821	667	870	720
Entry HV Adj Factor	0.943	0.925	0.962	0.939	0.927
Flow Entry, veh/h	388	177	143	142	199
Cap Entry, veh/h	891	759	641	816	668
V/C Ratio	0.435	0.233	0.223	0.174	0.299
Control Delay, s/veh	9.3	7.3	8.3	6.2	9.2
LOS	A	A	A	A	A
95th %tile Queue, veh	2	1	1	1	1

HCM 2010 Roundabout  
3: Bay Road & Standish Street/Depot Street & Chestnut Street/Washington Street

Hall's Corner Traffic Study  
Existing Spring Weekday PM Peak LOS

Intersection					
Intersection Delay, s/veh	7.2				
Intersection LOS	A				
Approach	EB	WB	NB	SB	NE
Entry Lanes	1	1	1	1	1
Conflicting Circle Lanes	1	1	1	1	1
Adj Approach Flow, veh/h	270	182	140	263	120
Demand Flow Rate, veh/h	273	189	141	268	126
Vehicles Circulating, veh/h	279	300	345	234	375
Vehicles Exiting, veh/h	223	186	156	255	177
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	2	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.8	6.9	6.4	7.4	6.6
Approach LOS	A	A	A	A	A
Lane	Left	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR	LR
Assumed Moves	LTR	LTR	LTR	LTR	LR
RT Channelized					
Lane Util	1.000	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193	5.193
Entry Flow, veh/h	273	189	141	268	126
Cap Entry Lane, veh/h	855	837	800	894	777
Entry HV Adj Factor	0.990	0.964	0.995	0.981	0.953
Flow Entry, veh/h	270	182	140	263	120
Cap Entry, veh/h	846	807	796	877	740
V/C Ratio	0.319	0.226	0.176	0.300	0.162
Control Delay, s/veh	7.8	6.9	6.4	7.4	6.6
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1

HCM 2010 Roundabout  
3: Bay Road & Standish Street/Depot Street & Chestnut Street/Washington Street

Hall's Corner Traffic Study  
Existing Spring Saturday Midday Peak LOS

Intersection					
Intersection Delay, s/veh	7.8				
Intersection LOS	A				
Approach	EB	WB	NB	SB	NE
Entry Lanes	1	1	1	1	1
Conflicting Circle Lanes	1	1	1	1	1
Adj Approach Flow, veh/h	309	229	94	249	228
Demand Flow Rate, veh/h	325	234	98	254	233
Vehicles Circulating, veh/h	213	354	445	196	387
Vehicles Exiting, veh/h	237	189	175	392	151
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	6	2	3	4	0
Ped Cap Adj	0.999	1.000	1.000	0.999	1.000
Approach Delay, s/veh	8.2	8.0	6.7	6.8	8.4
Approach LOS	A	A	A	A	A
Lane	Left	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR	LR
Assumed Moves	LTR	LTR	LTR	LTR	LR
RT Channelized					
Lane Util	1.000	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193	5.193
Entry Flow, veh/h	325	234	98	254	233
Cap Entry Lane, veh/h	913	793	724	929	767
Entry HV Adj Factor	0.951	0.978	0.958	0.980	0.980
Flow Entry, veh/h	309	229	94	249	228
Cap Entry, veh/h	868	776	693	910	752
V/C Ratio	0.356	0.295	0.135	0.274	0.304
Control Delay, s/veh	8.2	8.0	6.7	6.8	8.4
LOS	A	A	A	A	A
95th %tile Queue, veh	2	1	0	1	1

HCM 2010 Roundabout  
3: Bay Road & Standish Street/Depot Street & Chestnut Street/Washington Street

Hall's Corner Traffic Study  
Existing Summer Weekday AM Peak LOS

Intersection					
Intersection Delay, s/veh	6.7				
Intersection LOS	A				
Approach	EB	WB	NB	SB	NE
Entry Lanes	1	1	1	1	1
Conflicting Circle Lanes	1	1	1	1	1
Adj Approach Flow, veh/h	291	178	124	165	152
Demand Flow Rate, veh/h	294	186	129	180	154
Vehicles Circulating, veh/h	152	285	368	237	322
Vehicles Exiting, veh/h	265	212	108	234	124
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	2	1	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.9	6.7	6.6	6.5	6.4
Approach LOS	A	A	A	A	A
Lane	Left	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR	LR
Assumed Moves	LTR	LTR	LTR	LTR	LR
RT Channelized					
Lane Util	1.000	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193	5.193
Entry Flow, veh/h	294	186	129	180	154
Cap Entry Lane, veh/h	971	850	782	892	819
Entry HV Adj Factor	0.989	0.962	0.959	0.916	0.985
Flow Entry, veh/h	291	179	124	165	152
Cap Entry, veh/h	960	817	750	816	807
V/C Ratio	0.303	0.219	0.165	0.202	0.188
Control Delay, s/veh	6.9	6.7	6.6	6.5	6.4
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1

HCM 2010 Roundabout  
 3: Bay Road & Standish Street/Depot Street & Chestnut Street/Washington Street

Hall's Corner Traffic Study  
 Existing Summer Weekday PM Peak LOS

Intersection					
Intersection Delay, s/veh	7.9				
Intersection LOS	A				
Approach	EB	WB	NB	SB	NE
Entry Lanes	1	1	1	1	1
Conflicting Circle Lanes	1	1	1	1	1
Adj Approach Flow, veh/h	305	195	149	215	217
Demand Flow Rate, veh/h	323	205	153	219	228
Vehicles Circulating, veh/h	239	349	453	227	399
Vehicles Exiting, veh/h	207	257	174	327	163
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	6	0	0	2	3
Ped Cap Adj	0.999	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.5	7.7	7.6	6.6	8.6
Approach LOS	A	A	A	A	A
Lane	Left	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR	LR
Assumed Moves	LTR	LTR	LTR	LTR	LR
RT Channelized					
Lane Util	1.000	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193	5.193
Entry Flow, veh/h	323	205	153	219	228
Cap Entry Lane, veh/h	890	797	718	900	758
Entry HV Adj Factor	0.943	0.952	0.972	0.982	0.952
Flow Entry, veh/h	305	195	149	215	217
Cap Entry, veh/h	838	759	699	884	722
V/C Ratio	0.363	0.257	0.213	0.243	0.301
Control Delay, s/veh	8.5	7.7	7.6	6.6	8.6
LOS	A	A	A	A	A
95th %tile Queue, veh	2	1	1	1	1



HCM 2010 Roundabout  
3: Bay Road & Standish Street/Depot Street & Chestnut Street/Washington Street

Hall's Corner Traffic Study  
Existing Summer Saturday Midday Peak LOS

Intersection					
Intersection Delay, s/veh	8.2				
Intersection LOS	A				
Approach	EB	WB	NB	SB	NE
Entry Lanes	1	1	1	1	1
Conflicting Circle Lanes	1	1	1	1	1
Adj Approach Flow, veh/h	326	206	168	310	173
Demand Flow Rate, veh/h	331	212	173	314	176
Vehicles Circulating, veh/h	307	324	470	207	477
Vehicles Exiting, veh/h	214	319	183	329	161
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	12	5	0	2	4
Ped Cap Adj	0.998	0.999	1.000	1.000	0.999
Approach Delay, s/veh	9.3	7.4	8.2	7.7	8.2
Approach LOS	A	A	A	A	A
Lane	Left	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR	LR
Assumed Moves	LTR	LTR	LTR	LTR	LR
RT Channelized					
Lane Util	1.000	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193	5.193
Entry Flow, veh/h	331	212	173	314	176
Cap Entry Lane, veh/h	831	817	706	919	701
Entry HV Adj Factor	0.983	0.973	0.972	0.988	0.982
Flow Entry, veh/h	326	206	168	310	173
Cap Entry, veh/h	816	795	687	908	688
V/C Ratio	0.399	0.260	0.245	0.342	0.251
Control Delay, s/veh	9.3	7.4	8.2	7.7	8.2
LOS	A	A	A	A	A
95th %tile Queue, veh	2	1	1	2	1

**APPENDIX 6:        MASSDOT CRASH RATE CALCULATION WORKSHEET**



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Duxbury COUNTY DATE : 22-May

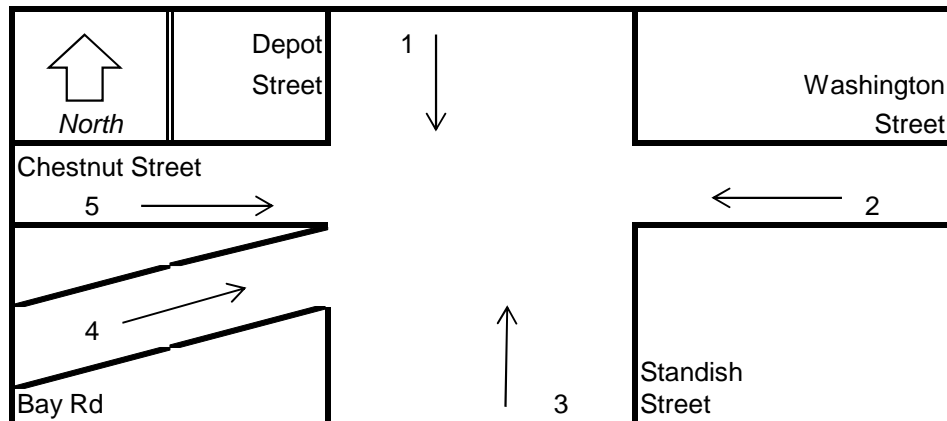
DISTRICT : 5 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

### ~ INTERSECTION DATA ~

MAJOR STREET : Depot Street, Chestnut Street

MINOR STREET(S) : Washington Street, Standish Street, Bay Road

**INTERSECTION  
DIAGRAM  
(Label Approaches)**



### PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	SB	WB	NB	NEB	EB	
PEAK HOURLY VOLUMES (AM/PM) :	245	159	114	95		613

" K " FACTOR :

**0.090**

INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

**6,811**

TOTAL # OF CRASHES :

**5**

# OF YEARS :

**3**

AVERAGE # OF CRASHES PER YEAR ( A ) :

**1.67**

**CRASH RATE CALCULATION :**

**0.67**

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : \_\_\_\_\_

Project Title & Date: \_\_\_\_\_

## **APPENDIX 7:      SIGNAL WARRANT ANALYSIS RESULTS**



# Warrants Summary Report

## 1: Halls Corner

### Intersection Information:

	Major Street	Minor Street
Street Name	Depot Street	Bay Road
Direction	EB/SB	WB/NB/NEB
Number of Lanes	1	1
Approach Speed	30	30

Warrant	Met?	Notes
<b>Warrant 1, Eight-Hour Vehicular Volume</b>		
	No	
Condition A or B Met?	No	3 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
<b>Warrant 2, Four-Hour Vehicular Volume</b>		
	No	0 Hours met (4 required)
<b>Warrant 3, Peak Hour</b>		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
<b>Warrant 4, Pedestrian Volume</b>		
	No	
Condition A Met?	No	0 Hours met (4 required)
Condition B Met?	No	0 Hours met (1 required)

# Warrants Summary Report

## 1: Halls Corner

### Intersection Information:

	Major Street	Minor Street
Street Name	Depot Street	Bay Road
Direction	EB/SB	WB/NB/NEB
Number of Lanes	1	1
Approach Speed	30	30

Warrant	Met?	Notes
Warrant 5, School Crossing	No	
Warrant 6, Coordinated Signal System	No	
Warrant 7, Crash Experience	No	
Traffic Volume Condition?	No	0 Hours met (8 required)
Ped Condition?	Yes	8 Hours met (8 required)
Warrant 8, Roadway Network	No	



# Warrants Summary Report

## 1: Halls Corner

### Intersection Information:

	Major Street	Minor Street
Street Name	Depot Street	Bay Road
Direction	EB/SB	WB/NB/NEB
Number of Lanes	1	1
Approach Speed	30	30

Warrant	Met?	Notes
<b>Warrant 9, Intersection Near a Grade Crossing</b>		
	No	
<hr/>		
<b>AWSC Warrant, Multiway Stop Application</b>		
	No	
Condition A Met?	No	
Condition B Met?	No	
Condition C Met?	No	

## **APPENDIX 8:        PARKING UTILIZATION AND TURNOVER DATA**



Town of Duxbury  
Hall's Corner Parking Utilization and Turnover Study  
May 2014 Results

INT	TIME	PLATES
1	7AM-8AM	82
2	8AM-9AM	157
3	9AM-10AM	193
4	10AM-11AM	230
5	11AM-12PM	267
6	12PM-1PM	271
7	1PM-2PM	319
8	2PM-3PM	301
9	3PM-4PM	296
10	4PM-5PM	236
11	5PM-6PM	197
TOTAL		2,549
DUPLICATES		1,041
PLATES		1,508
INT	TIME	PLATES
1	7AM-8AM	82
2	8AM-9AM	104
3	9AM-10AM	95
4	10AM-11AM	93
5	11AM-12PM	91
6	12PM-1PM	93
7	1PM-2PM	137
8	2PM-3PM	91
9	3PM-4PM	97
10	4PM-5PM	79
11	5PM-6PM	79
TOTAL		1,041

PARCEL	PLATES
1-1A	340
1-1B	20
1-2	10
1-3	10
1-4	26
1-4S	12
2-1	27
2-1S	54
2-2	67
3-1	26
3-1S	1
3-2	51
4-1	72
4-1S	18
4-2	8
4-2S	5
4-3	7
4-4	14
5-1	60
5-2	52
5-3	48
5-4	35
5-5	38
5-6	19
5-7	21
TOTAL	1,041

PARCEL	SPACES (F)	SPACES (NF)	SPACES (T)
1-1A	153	0	153
1-1B	6	20	26
1-2	9	0	9
1-3	3	6	9
1-4	11	3	14
1-4S	5	5	10
2-1	2	9	11
2-1S	23	0	23
2-2	31	0	31
3-1	0	17	17
3-1S	2	0	2
3-2	20	7	27
4-1	32	0	32
4-1S	15	0	15
4-2	0	14	14
4-2S	5	0	5
4-3	6	0	6
4-4	0	4	4
5-1	22	0	22
5-2	37	0	37
5-3	28	17	45
5-4	9	28	37
5-5	12	16	28
5-6	23	0	23
5-7	15	0	15
TOTAL	469	146	615

PARCEL	1	2	3	4	5	6	7	8	9	10	11	TOTAL
1-1A	13	34	54	70	76	80	87	80	80	57	53	684
1-1B	4	11	13	14	14	16	13	11	7	2	0	105
1-2	2	3	4	6	6	6	4	6	6	6	4	53
1-3	2	8	7	7	7	8	5	8	8	3	1	64
1-4	8	9	11	14	12	10	7	3	3	5	3	85
1-4S	2	5	2	3	2	3	1	2	5	3	1	29
2-1	3	6	5	7	6	9	8	3	4	6	8	65
2-1S	8	5	6	10	13	19	15	6	3	2	3	90
2-2	0	15	23	26	27	24	20	27	30	27	20	239
3-1	4	4	6	7	8	10	13	9	9	8	5	83
3-1S	0	0	0	1	0	0	0	0	0	0	0	1
3-2	2	7	2	5	8	5	24	21	16	7	8	105
4-1	1	2	8	7	15	17	16	16	18	21	17	138
4-1S	0	2	2	2	1	0	2	4	5	3	2	23
4-2	0	0	0	0	0	0	3	6	4	3	4	20
4-2S	0	0	2	1	2	0	0	0	0	0	0	5
4-3	2	3	3	1	2	2	4	6	4	4	3	34
4-4	0	2	4	3	3	3	5	4	5	4	2	35
5-1	16	13	5	9	7	10	18	12	16	9	3	118
5-2	6	9	16	11	19	12	19	14	15	10	9	140
5-3	0	4	3	10	17	8	20	23	18	10	2	115
5-4	2	2	3	7	7	10	17	17	17	13	11	106
5-5	2	2	2	3	9	12	10	12	13	22	12	99
5-6	1	4	6	4	4	4	5	6	5	5	16	60
5-7	4	7	6	2	2	3	3	5	5	6	10	53
TOTAL	82	157	193	230	267	271	319	301	296	236	197	2,549
Utilization	13.3%	25.5%	31.4%	37.4%	43.4%	44.1%	51.9%	48.9%	48.1%	38.4%	32.0%	2,549

DUR	QTY
1	737
2	145
3	88
4	44
5	49
6	31
7	20
8	20
9	17
10	14
11	5
TOTAL	1,170

PARCEL	DUR
1-1A	1.9
1-1B	4.5
1-2	4.0
1-3	4.3
1-4	3.3
1-4S	1.9
2-1	2.2
2-1S	1.5
2-2	2.8
3-1	3.0
3-1S	1.0
3-2	1.9
4-1	1.8
4-1S	1.2
4-2	2.5
4-2S	1.0
4-3	3.4
4-4	2.5
5-1	1.7
5-2	2.1
5-3	2.1
5-4	2.4
5-5	2.4
5-6	2.4
5-7	2.3
AVG	2.4
MEDIAN	2.3

PARCEL	PTR
1-1A	2.2
1-1B	0.8
1-2	1.1
1-3	1.1
1-4	1.9
1-4S	1.2
2-1	2.5
2-1S	2.3
2-2	2.2
3-1	1.5
3-1S	0.5
3-2	1.9
4-1	2.3
4-1S	1.2
4-2	0.6
4-2S	1.0
4-3	1.2
4-4	3.5
5-1	2.7
5-2	1.4
5-3	1.1
5-4	0.9
5-5	1.4
5-6	0.8
5-7	1.4
AVG	1.5
MEDIAN	1.4

PARCEL	1	2	3	4	5	6	7	8	9	10	11	AVG
1-1A	8.5%	22.2%	35.3%	45.8%	49.7%	52.3%	56.9%	52.3%	52.3%	37.3%	34.6%	40.6%
1-1B	15.4%	42.3%	50.0%	53.8%	53.8%	61.5%	50.0%	42.3%	26.9%	7.7%	0.0%	36.7%
1-2	22.2%	33.3%	44.4%	66.7%	66.7%	66.7%	44.4%	66.7%	66.7%	66.7%	44.4%	53.5%
1-3	22.2%	88.9%	77.8%	77.8%	77.8%	88.9%	55.6%	88.9%	88.9%	33.3%	11.1%	64.6%
1-4	57.1%	64.3%	78.6%	100.0%	85.7%	71.4%	50.0%	21.4%	21.4%	35.7%	21.4%	55.2%
1-4S	20.0%	50.0%	20.0%	30.0%	20.0%	30.0%	10.0%	20.0%	50.0%	30.0%	10.0%	26.4%
2-1	27.3%	54.5%	45.5%	63.6%	54.5%	81.8%	72.7%	27.3%	36.4%	54.5%	72.7%	53.7%
2-1S	34.8%	21.7%	26.1%	43.5%	56.5%	82.6%	65.2%	26.1%	13.0%	8.7%	13.0%	35.6%
2-2	0.0%	48.4%	74.2%	83.9%	87.1%	77.4%	64.5%	87.1%	96.8%	87.1%	64.5%	70.1%
3-1	23.5%	23.5%	35.3%	41.2%	47.1%	58.8%	76.5%	52.9%	52.9%	47.1%	29.4%	44.4%
3-1S	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%
3-2	7.4%	25.9%	7.4%	18.5%	29.6%	18.5%	88.9%	77.8%	59.3%	25.9%	29.6%	35.4%
4-1	3.1%	6.3%	25.0%	21.9%	46.9%	53.1%	50.0%	50.0%	56.3%	65.6%	53.1%	39.2%
4-1S	0.0%	13.3%	13.3%	13.3%	6.7%	0.0%	13.3%	26.7%	33.3%	20.0%	13.3%	13.9%
4-2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21.4%	42.9%	28.6%	21.4%	28.6%	13.0%
4-2S	0.0%	0.0%	40.0%	20.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%
4-3	33.3%	50.0%	50.0%	16.7%	33.3%	33.3%	66.7%	100.0%	66.7%	66.7%	50.0%	51.5%
4-4	0.0%	50.0%	100.0%	75.0%	75.0%	75.0%	125.0%	100.0%	125.0%	100.0%	50.0%	79.5%
5-1	72.7%	59.1%	22.7%	40.9%	31.8%	45.5%	81.8%	54.5%	72.7%	40.9%	13.6%	48.8%
5-2	16.2%	24.3%	43.2%	29.7%	51.4%	32.4%	51.4%	37.8%	40.5%	27.0%	24.3%	34.4%
5-3	0.0%	8.9%	6.7%	22.2%	37.8%	17.8%	44.4%	51.1%	40.0%	22.2%	4.4%	23.2%
5-4	5.4%	5.4%	8.1%	18.9%	18.9%	27.0%	45.9%	45.9%	45.9%	35.1%	29.7%	26.0%
5-5	7.1%	7.1%	7.1%	10.7%	32.1%	42.9%	35.7%	42.9%	46.4%	78.6%	42.9%	32.1%
5-6	4.3%	17.4%	26.1%	17.4%	17.4%	17.4%	21.7%	26.1%	21.7%	21.7%	69.6%	23.7%
5-7	26.7%	46.7%	40.0%	13.3%	13.3%	20.0%	20.0%	33.3%	33.3%	40.0%	66.7%	32.1%
AVG	16.3%	30.5%	35.1%	39.0%	41.3%	42.2%	48.5%	47.0%	47.0%	38.9%	31.1%	37.9%
												37.9%

**Town of Duxbury**  
**Hall's Corner Parking Utilization and Turnover Study**  
*July 2014 Results*

INT	TIME	PLATES
1	7AM-8AM	69
2	8AM-9AM	137
3	9AM-10AM	235
4	10AM-11AM	298
5	11AM-12PM	327
6	12PM-1PM	363
7	1PM-2PM	328
8	2PM-3PM	300
9	3PM-4PM	267
10	4PM-5PM	232
11	5PM-6PM	175
TOTAL		2,731
DUPLICATES		1,627
PLATES		1,104
INT	TIME	PLATES
1	7AM-8AM	69
2	8AM-9AM	89
3	9AM-10AM	133
4	10AM-11AM	135
5	11AM-12PM	114
6	12PM-1PM	132
7	1PM-2PM	106
8	2PM-3PM	95
9	3PM-4PM	74
10	4PM-5PM	99
11	5PM-6PM	58
TOTAL		1,104

PARCEL	PLATES
1-1A	391
1-1B	22
1-2	6
1-3	10
1-4	18
1-4S	14
2-1	20
2-1S	47
2-2	46
3-1	31
3-1S	5
3-2	48
4-1	70
4-1S	29
4-2	17
4-2S	23
4-3	15
4-4	11
5-1	55
5-2	53
5-3	61
5-4	47
5-5	46
5-6	7
5-7	12
TOTAL	1,104

PARCEL	SPACES (F)	SPACES (NF)	SPACES (T)
1-1A	153	0	153
1-1B	6	20	26
1-2	9	0	9
1-3	3	6	9
1-4	11	3	14
1-4S	5	5	10
2-1	2	9	11
2-1S	23	0	23
2-2	31	0	31
3-1	0	17	17
3-1S	2	0	2
3-2	20	7	27
4-1	32	0	32
4-1S	15	0	15
4-2	0	14	14
4-2S	5	0	5
4-3	6	0	6
4-4	0	4	4
5-1	22	0	22
5-2	37	0	37
5-3	28	17	45
5-4	9	28	37
5-5	12	16	28
5-6	23	0	23
5-7	15	0	15
TOTAL	469	146	615

PARCEL	1	2	3	4	5	6	7	8	9	10	11	TOTAL
1-1A	14	34	57	71	79	107	108	83	78	78	61	770
1-1B	4	12	15	13	13	15	12	8	5	4	5	106
1-2	2	3	4	5	5	4	5	4	3	3	2	40
1-3	2	6	7	7	9	9	8	7	7	4	2	68
1-4	6	9	13	12	12	11	9	9	4	2	2	89
1-4S	2	1	4	4	3	3	4	2	3	1	2	29
2-1	1	3	9	9	9	11	7	6	3	3	4	65
2-1S	7	9	8	9	6	8	12	5	4	4	4	76
2-2	2	10	16	18	19	18	19	18	18	17	8	163
3-1	4	6	10	10	11	11	11	14	13	11	10	111
3-1S	0	0	1	1	1	2	2	2	2	0	0	11
3-2	5	10	14	17	17	15	14	11	10	5	4	122
4-1	0	0	6	14	17	20	16	17	18	15	14	137
4-1S	1	1	3	3	6	5	1	6	4	0	0	30
4-2	0	0	0	2	4	7	3	4	7	8	5	40
4-2S	0	0	0	1	3	5	4	7	5	2	1	28
4-3	2	5	8	7	7	6	7	8	7	8	9	74
4-4	1	2	2	3	2	1	2	4	3	1	0	21
5-1	7	10	17	20	22	20	14	10	7	8	4	139
5-2	3	6	17	32	25	25	19	19	19	12	6	183
5-3	0	3	12	20	24	25	15	16	15	11	4	145
5-4	0	1	1	8	11	14	18	20	18	14	6	111
5-5	0	0	3	8	13	15	15	16	9	16	15	110
5-6	3	2	3	2	5	3	2	2	3	4	4	33
5-7	3	4	5	2	4	3	1	2	2	1	3	30
TOTAL	69	137	235	298	327	363	328	300	267	232	175	2,731
Utilization	11.2%	22.3%	38.2%	48.5%	53.2%	59.0%	53.3%	48.8%	43.4%	37.7%	28.5%	2,731

DUR	QTY
1	832
2	120
3	50
4	43
5	30
6	40
7	40
8	36
9	25
10	11
11	4
TOTAL	1,231

PARCEL	DUR
1-1A	1.8
1-1B	4.1
1-2	5.0
1-3	6.2
1-4	3.7
1-4S	1.5
2-1	3.0
2-1S	1.5
2-2	3.3
3-1	3.2
3-1S	2.2
3-2	2.4
4-1	1.8
4-1S	1.1
4-2	2.1
4-2S	1.0
4-3	3.1
4-4	2.7
5-1	2.2
5-2	2.9
5-3	2.0
5-4	2.1
5-5	2.3
5-6	3.0
5-7	2.5
AVG	2.7
MEDIAN	2.4

PARCEL	PTR
1-1A	2.6
1-1B	0.8
1-2	0.7
1-3	1.1
1-4	1.3
1-4S	1.4
2-1	1.8
2-1S	2.0
2-2	1.5
3-1	1.8
3-1S	2.5
3-2	1.8
4-1	2.2
4-1S	1.9
4-2	1.2
4-2S	4.6
4-3	2.5
4-4	2.8
5-1	2.5
5-2	1.4
5-3	1.4
5-4	1.3
5-5	1.6
5-6	0.3
5-7	0.8
AVG	1.8
MEDIAN	1.6

PARCEL	1	2	3	4	5	6	7	8	9	10	11	AVG
1-1A	9.2%	22.2%	37.3%	46.4%	51.6%	69.9%	70.6%	54.2%	51.0%	51.0%	39.9%	45.8%
1-1B	15.4%	46.2%	57.7%	50.0%	50.0%	57.7%	46.2%	30.8%	19.2%	15.4%	19.2%	37.1%
1-2	22.2%	33.3%	44.4%	55.6%	55.6%	44.4%	55.6%	44.4%	33.3%	33.3%	22.2%	40.4%
1-3	22.2%	66.7%	77.8%	77.8%	100.0%	100.0%	88.9%	77.8%	77.8%	44.4%	22.2%	68.7%
1-4	42.9%	64.3%	92.9%	85.7%	85.7%	78.6%	64.3%	64.3%	28.6%	14.3%	14.3%	57.8%
1-4S	20.0%	10.0%	40.0%	40.0%	30.0%	30.0%	40.0%	20.0%	30.0%	10.0%	20.0%	26.4%
2-1	9.1%	27.3%	81.8%	81.8%	81.8%	100.0%	63.6%	54.5%	27.3%	27.3%	36.4%	53.7%
2-1S	30.4%	39.1%	34.8%	39.1%	26.1%	34.8%	52.2%	21.7%	17.4%	17.4%	17.4%	30.0%
2-2	6.5%	32.3%	51.6%	58.1%	61.3%	58.1%	61.3%	58.1%	58.1%	54.8%	25.8%	47.8%
3-1	23.5%	35.3%	58.8%	58.8%	64.7%	64.7%	64.7%	82.4%	76.5%	64.7%	58.8%	59.4%
3-1S	0.0%	0.0%	50.0%	50.0%	50.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	50.0%
3-2	18.5%	37.0%	51.9%	63.0%	63.0%	55.6%	51.9%	40.7%	37.0%	18.5%	14.8%	41.1%
4-1	0.0%	0.0%	18.8%	43.8%	53.1%	62.5%	50.0%	53.1%	56.3%	46.9%	43.8%	38.9%
4-1S	6.7%	6.7%	20.0%	20.0%	40.0%	33.3%	6.7%	40.0%	26.7%	0.0%	0.0%	18.2%
4-2	0.0%	0.0%	0.0%	14.3%	28.6%	50.0%	21.4%	28.6%	50.0%	57.1%	35.7%	26.0%
4-2S	0.0%	0.0%	0.0%	20.0%	60.0%	100.0%	80.0%	140.0%	100.0%	40.0%	20.0%	50.9%
4-3	33.3%	83.3%	133.3%	116.7%	116.7%	100.0%	116.7%	133.3%	116.7%	133.3%	150.0%	112.1%
4-4	25.0%	50.0%	50.0%	75.0%	50.0%	25.0%	50.0%	100.0%	75.0%	25.0%	0.0%	47.7%
5-1	31.8%	45.5%	77.3%	90.9%	100.0%	90.9%	63.6%	45.5%	31.8%	36.4%	18.2%	57.4%
5-2	8.1%	16.2%	45.9%	86.5%	67.6%	67.6%	51.4%	51.4%	51.4%	32.4%	16.2%	45.0%
5-3	0.0%	6.7%	26.7%	44.4%	53.3%	55.6%	33.3%	35.6%	33.3%	24.4%	8.9%	29.3%
5-4	0.0%	2.7%	2.7%	21.6%	29.7%	37.8%	48.6%	54.1%	48.6%	37.8%	16.2%	27.3%
5-5	0.0%	0.0%	10.7%	28.6%	46.4%	53.6%	53.6%	57.1%	32.1%	57.1%	53.6%	35.7%
5-6	13.0%	8.7%	13.0%	8.7%	21.7%	13.0%	8.7%	13.0%	13.0%	17.4%	17.4%	13.0%
5-7	20.0%	26.7%	33.3%	13.3%	26.7%	20.0%	6.7%	13.3%	13.3%	6.7%	20.0%	18.2%
AVG	14.3%	26.4%	44.4%	51.6%	56.5%	60.1%	54.0%	56.4%	48.2%	34.6%	27.6%	43.1%
												43.1%