MASSDOT - HIGHWAY DIVISION

Project Initiation Form

Kelley's Corner Improvement Initiative

Proponent: Steven Ledoux Title: Town Manager

Municipality/Organization: Town of Acton

PIF completed by: Roland Bartl, AICP Title: Planning Director

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Date: 02/06/15

Part I – General Information

Project Location: Kelley's Corner - Intersection of Massachusetts Avenue (Rte. 111) and Main Street (Rte. 27) as well as 1,000-2,000 feet of approach in either direction

Project Need: Briefly restate the primary project need or goal as developed in the Project Need Form (e.g. rehabilitate a roadway, improve safety at an intersection, reduce corridor congestion, improve pedestrian facilities, or provide bike accommodation).

The objective of the ongoing Kelley's Corner Improvement Initiative is to facilitate the transition of Kelley's Corner to a walkable town center, a stated action item of the Town's Acton 2020 Master Plan. The culmination of the Initiative will be recommendations for zoning amendments, design guidelines and a public infrastructure improvement plan. The infrastructure improvement plan includes a focus on complete street elements, consistent with local and state objectives, including:

- Sidewalks and bicycle accommodations on both sides of all roadways.
- Accessibility improvements.
- Implementation of access management principles via reduced curb-cuts and the inclusion of center turn lanes to reduce corridor congestion.
- New signals at the intersections of both Routes 111 & 27 with Community Lane.
- Enhanced capacity/modern equipment at the existing Kelley's Corner signalized intersection of Main Street with Mass. Ave.; and
- Additional streetscape and utility improvements.

These enhancements represent a significant upgrade to the safety and mobility of all users and are considered a necessary foundation on which to base further improvements and future redevelopment and new development over time to achieve the Town's vision of a walkable town center at Kelley's Corner.

Regional Benefit: Describe any regional benefits that would be realized should the Project Need be met.

Kelley's Corner is located near two access points to Route 2, exits 42 and 43. The majority of car traffic is regional-through traffic. In addition, the existing shopping plazas are community scale shopping centers, which serve the surrounding towns. This project will provide a significant upgrade to the safety and mobility of all users. Access management improvements and turning lanes will reduce corridor congestion for drivers moving through the area and those utilizing service and retail businesses. These improvements are considered a necessary foundation on which to base further improvements over time to achieve the Town's vision.

Part II – Project Costs and Responsibilities

Estimated Costs: Provide available cost estimates or estimated cost ranges in current-year dollars and attach any cost estimate work sheets or summaries.

Estimated Construction Costs:		Estimated Other Costs:	
Construction Items:	TBD	Planning/Design:	$845,000
Contingencies (10%):	$650,000	Right-of-way:	TBD
Other Constr. Costs (10%):	TBD	Environmental Mitigation:	Non anticipated
Total Construction Cost:	$6,500,000	**Total Other Costs:**	TBD

	Funding Source	**Eligibility**
Anticipated Funding Program:	STP - set aside for TE funds: (Transportation Enhancements)	Provides facilities for pedestrians and bicycles, landscaping.
Indicate all potential sources of funding that may apply to the project	TAP: (Transportation Alternatives Program)	Construction, planning and design of on-road facilities for pedestrians, bicyclists, including sidewalks, bicycle infrastructure, traffic calming techniques, lighting and other safety-related infrastructure and transportation projects to achieve compliance with ADA act of 1990.
	CMAQ: (Congestion Mitigation and Air Quality Improvement Program)	Improved signalization, streamline intersections, adding turning lanes, non-recreation bicycle transportation and pedestrian improvements to provide a reduction in single-occupant vehicle travel.

Project Responsibilities:	**MassDOT**	**Community**	**Other (specify)**
Project Management	X	X	Pilot LPA*
Design		X	Pilot LPA*
Permitting		X	Pilot LPA*
Right of Way	X	X	Pilot LPA*

*** Local Public Agency (LPA) pilot program. – Possible Candidate**

Part III: Project Description

A. Proposed Improvements to Facility

1. Scope of Work: Describe the proposed improvements including limits of work, length of the project, major improvements, proposed cross-section, improvements to secondary assets, and related work. The description of proposed improvements to secondary assets should include improvements to curbing, sidewalks, traffic signals, signs, lighting, landscaping, drainage, walls, etc. The scope of work for a multi-use path should also identify at-grade crossing treatments.

- Approximately .6 miles on Main Street (Rte. 27)
- Approximately .4 miles on Massachusetts Avenue (Rte. 111)
- Sidewalks and bicycle accommodations on both sides of all roadways which will better serve the existing school age pedestrian activity from the nearby Acton Boxborough School campus.
- Accessibility improvements.
- Implementation of access management principles via reduced curb-cuts and the inclusion of center turn lanes.
- New signals to be considered at the intersections of both Routes 111 & 27 with Community Lane.
- Enhanced capacity/modern equipment at the existing Kelley's Corner signalized intersection; and
- Additional streetscape and utility improvements including landscaping, and street lighting.
- Proposed concept plan attached. (Attachment #1)

2. Proposed pavement rehabilitation: Describe the proposed rehabilitation methods that are being considered. Keep in mind that the final pavement improvements will be identified through the development of a pavement design submitted as part of the project design process.

This project includes entire roadway resurfacing within the project area on Massachusetts Avenue and Main Street. The resurfacing may consist of micromilling and overlay, full depth widening and possibly some full depth reconstruction or pavement reclamation if the condition of the subsurface is deemed to be unacceptable pending a detailed pavement design.

3. Pedestrian Accommodations: Describe how the improvements are addressing pedestrian accommodation according to ADA/AAB requirements, through improving existing facilities, improving safety and traffic calming, as well as proposing new or expanded facilities.

- Complete ADA compliant sidewalk network on both sides of all roadways including Community Lane. This includes removing obstructions to achieve acceptable horizontal clearance and ADA compliant wheel chair ramps/tactile warning panels at all driveway and side street locations.
- Existing and proposed traffic signals would be designed to PROWAG standards with MUTCD compliant pedestrian phases.

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4. Bicycle Accommodations: Describe how the improvements are addressing bicycle accommodation through improving existing facilities, as well as proposing new or expanded facilities.

The Kelley's Corner area is currently devoid of any bicycle accommodations; bike lanes will be incorporated on both sides of Massachusetts Avenue and Main Street within the project area.
See attached map of existing sidewalks and user count for cyclist and pedestrians. (Attachment #2 & #3)

5. Design Exceptions: Identify whether any exceptions to MassDOT design criteria are anticipated.

At this time no design exceptions are anticipated to be required.

6. Alternatives Analysis: Identify any alternatives that have been considered. Attach any pertinent information related to that analysis.
Two alternatives have been evaluated through a public process:

1. "Targeted Improvements"
2. "Balanced Network"

See attached information for design concepts of each and about the public process to evaluate and determine the preferred alternative. The targeted improvements alternative was deemed insufficient with dealing with capacity and access management concerns and offered marginal improvements to the pedestrian and bicycle amenities. (Attachment #4)

7. Retention of Existing Infrastructure: Identify efforts to retain/preserve existing Infrastructure, e.g. reuse of curbing, sidewalk, minimized/targeted vertical or horizontal geometric changes, etc. ● GreenDOT

This project will attempt to retain existing infrastructure by reusing acceptable granite curb, minimizing the need for full depth reconstruction and by seeking to preserve new ADA compliant sidewalks/wheelchair ramps recently installed. While the proposed cross-section will widen the existing roadway width no substantial changes to the horizontal and vertical alignments are anticipated.

8. Potential Impacts to Utilities: Identify any anticipated impacts or complications the proposed improvements will have on utilities.

Many of the existing equipment are not ADA compliant. The project will include an ADA compliant signalization system. If the cost permits, the Town plans for overhead utilities to be moved underground. Alternatively, utility poles will be moved behind the sidewalks.

B. Mobility Improvements

1. Describe how the proposed improvements will impact mobility. Include any traffic analysis, including LOS (Level of Service) data, if available. ● GreenDOT

The improvements proposed include adding exclusive right turn lanes on Route 27 at the intersection of Route 111 as well as lengthening existing left-turn lanes. This will improve traffic flow and traffic delay through this area by instituting protected left-turn phasing with right turn overlaps and by better managing vehicle queues while at the same time allowing for a fully compliant pedestrian phase. Two new signals, one on Route 27 at Community Lane and one on Route 111 at Community Lane will be considered to facilitate the side street movements as well as the main streets left turn movements. A center turn lane will improve access management, currently a major factor resulting in noted congestion in the area, servicing the driveways to the adjacent land use. The access management program also includes eliminating redundant driveways and reducing the width of others. New ADA compliant sidewalks and 5' bicycle lanes will promote more pedestrian and bicycle activity, possibly lessening the vehicle traffic. A LOS (Level Of Service) table of the worst peak hour existing conditions and proposed conditions for the intersection of Route 27 at Route 111 is included in the appendix.

2. Identify whether the proposed improvements will impact connectivity or access along the corridor or to facilities. If this is a new connections, include existing and proposed travel times. ● GreenDOT

Implementation of access management principles via reduced curb-cuts and the inclusion of center turn lanes will improve connectivity and access along the corridor into the adjacent retail uses. New and

lengthened turn lanes at the intersection will provide enhanced queue storage. These access management improvements coupled with enhanced signal operations will result in improved travel times through the area. Bike lanes and enhanced sidewalks will also provide better connectivity within the center as well as to adjacent neighborhoods and schools with the aspiration of eliminating some local vehicle trips. These improvements do not include any new connections.

3. Identify how the project will impact mobility for pedestrians, bicyclists and transit users. ● GreenDOT

This project will greatly enhance safety and mobility for pedestrians and bicyclists, particularly for the noted school age pedestrian activity in the area. The inclusion of ADA compliant sidewalks and accessible signals as well as bike lanes will allow for safe travel to and from destination areas around Kelley's Corner. The Acton Boxborough School campus is located adjacent to the project area. The Acton-Boxborough School campus is designed as an open campus. Children walk from the school to restaurants and businesses in Kelley's Corner during lunch and after school. The current sidewalks and available crossings do not provide safe access to and from the school campus.

C. Safety and Security Improvements

1. Describe any improvements that are expected to reduce the crash potential. Provide any highway safety analysis that has been completed.

While the crash rate for the Route 27 at Route 111 intersection is below the district and state wide averages for signalized intersections deficiencies do exist. These include signal visibility concerns, conflicts resulting from turning vehicles opposed by significant through volumes and insufficient pedestrian and bicycle facilities. The proposed improvements include new and extended turn lanes to better serve existing demand, protected phasing to service turning vehicles, reduced conflict points via an access management program, enhanced pedestrian phasing and pedestrian amenities including raised medians which could serve as refuge area as well as dedicated bicycle facilities.
A summary table of the most recent crashes is attached. (Attachment #5)

2. Describe any improvements that are expected to improve safety for other multi-modal users such as pedestrians, bicyclists, persons with disabilities, transit riders, trucks, school children, etc. ● GreenDOT

ADA compliant sidewalks and crosswalks will be incorporated throughout the entire project area on both sides of the street. MUTCD compliant pedestrian phases as well as PROWAG compliant pedestrian signals will be included. Increased refuge areas and reduced curb-cut conflict points will improve the pedestrian and bicycle experience. Dedicated bike lanes on all roadways will also be incluced. The Acton-Boxborough school campus abuts the project area. These improvements will increase safety for school children.

3. If the project is on a designated evacuation route or NHS corridor, how will the project impact the route?

Route 111 is not on the NHS. Route 27 is listed on the NHS as "Other". Route 27 is not listed as a high priority corridor on NHS. The project is not expected to adversely affect any corridors or evacuation routes.

D. Economic Development - Problem, Need, or Opportunity

1. Describe any improvements that improve a business district, business related elements or support proposed economic development opportunities.

The Town believes these improvements in conjunction with the overall Kelley's Corner Improvement Initiative (zoning and design plan) will create additional opportunities for redevelopment and economic growth. Public investment in the street system to facilitate through traffic and improve site access and egress, to create safe and comfortable pedestrian and bicycle accommodations, and to enhance appearance and aesthetics in the public realm are key to renewing Kelley's Corner and stimulating private property and business investments.

2. Identify improved access to services, industry clusters or job creation in the project area. Include the number of jobs to be created, if available. ● GreenDOT

Turning lanes and access management improvements will increase mobility in and around the project area.

3. Identify how the improvements reflect Smart Growth Development and Sustainable Development Principles. ● GreenDOT

This infrastructure improvement project is within an existing commercial area, also identified by the Town as a primary development area which is in keeping with smart growth goals. The Kelley's Corner infrastructure improvement project is within the sewer district. Plans include complete streets which will provide better connections to and from the abutting multi and single family residential uses as well as the school campus.

E. Environmental Impacts and Improvements

Describe any improvements or impacts to the resources. Consider any storm water improvements and changes in impervious area. Identify any anticipated permitting that could be problematic.

1. Wetland(s):

Wetlands adjacent to the roadways in the area are limited to locations at 300 Main Street and 388 Massachusetts Avenue. Upgrades to roadway drainage facilities can improve the quality of runoff.

2. Water Supply Watershed(s):

The Town of Acton relies on its groundwater supply for its drinking water needs. However, the Kelley's Corner area is not located within any particular designated or protected water supply area. Nevertheless, upgrades to roadway drainage facilities can improve the quality of runoff via the uses of stormwater best practices.

3. Storm Water Improvements/Impaired Waterbodies:

Stormwater best practices will be evaluated and included as appropriate. At a minimum this includes the use of deep sump catch basins. The project will seek to remedy minor flooding which occurs during heavy rainfall.

4. Priority Habitat(s):

According to the State Natural Heritage & Endangered Species Program (NHESP) there is a potential vernal pool identified on the property of 300 Main Street approximately 10 feet off the right-of-way.

5. Historic/Cultural/Scenic Resource(s):

Although no impacts are anticipated because this property is outside of the project area, the property at 300 Main Street (Hosmer House) and other outbuildings on the site are listed on the Town's Cultural Resource list and National Register of Historic Places.

6. Air Quality and Greenhouse Gases: Will the improvements impact greenhouse gases through construction methods, operational modifications, and changes in connectivity, access, or travel behavior.
● GreenDOT

The proposed complete street treatment will introduce sustainable transportation elements to the project area such as sidewalks and bike lanes, and reduce congestion and vehicle idling times.

7. Hazardous Materials: Is it anticipated that the proposed work will involve handling hazardous materials within the project limits or on any adjacent properties?

Properties adjacent to the Kelley's Corner infrastructure project area that fall under the requirements of MA General Law 21E are: 263, 289, 293 Main Street and 408, 421 Massachusetts Avenue. Any subsurface construction might encounter a previous release in this area, in particular where gasoline or oil storage have been historically kept.

F. Community Effects

1. Identify how much right of way is anticipated to complete the project, including fee takings, permanent and temporary easements.

Some fee takings, permanent easements and temporary easements are anticipated for this project, but the amount is yet to be determined. All efforts will be made to minimize right of way impacts. The existing ROW on Massachusetts Avenue (Route 111) is 60', Main Street (Route 27) is 50'.

2. Describe how the project will improve/impact the neighborhood with respect to access to services, jobs, and public transit.

The public street facility improvements are integral to improving access for the local neighborhood to service and retail businesses in Kelley's Corner. The improvements will calm regional traffic and provide local access management to the area businesses; creation of functional pedestrian and bicycle accommodations in Kelley's Corner will allow for better access for the several single and multi-family housing as well as the Acton Boxborough Regional School campus in the immediate area.

3. Describe any effect the improvements will have on the existing housing stock or potential for new housing development.

Although the existing Kelley's Corner zoning district does not allow single and multi family homes, the Kelley's Corner Improvement Initiative currently underway contemplates recommendations for mixed use zoning within the Kelley's Corner zoning district which considers residential use. These infrastructure enhancements are considered a necessary foundation on which to base future redevelopment and new development over time to achieve the Town's vision of a walkable town center at Kelley's Corner.

4. Identify any improvements that involve community planning and equitable sharing of benefits/burden or are particularly targeted within an Environmental Justice area.

The Kelley's Corner Improvement Initiative has been a robust community effort. Although the project

area does not fall within an environmental justice area, efforts have been made to reach out to a lower income residential area that abuts Kelley's Corner. The infrastructure improvements will provide equitable transportation modes through a complete streets treatment. The improvements will also reduce vehicle idling times and therefore have a potential to reduce gas emissions.

G. Transportation Enhancements

1. Identify any transportation enhancements, such as pedestrians, bicyclists and transit accommodations, education; landscaping; scenic/historic acquisition, beautification, preservation, programs, or facilities; outdoor advertising management; archeological planning and research; environmental mitigation or wildlife mortality reduction efforts.

Sidewalks, bike lanes are included on both sides of Massachusetts Avenue and Main Street within the project area. The project includes landscaping elements and streetscape such as street lighting and benches.

2. Are the proposed enhancement elements supported by the MPO?

The proposed enhancements are within the complete street guidelines.

H. Planning and Public Outreach and Support

1. Describe any additional Public Outreach that has occurred since the PNF was submitted. Include any public informational meetings, local mailings, workshops, planning documents, etc., where the proposed improvements were specifically presented to abutters, businesses and/or the general public. Include information on meeting dates, attendance, concerns, and support.

The Town of Acton is currently engaged in a comprehensive planning effort, the Kelley's Corner Improvement Initiative, to re-envision and plan for the future of Kelley's Corner, a substantial commercial area located at the intersection of Massachusetts Avenue (Route 111) and Main Street (Route 27). To date this process has included a comprehensive existing conditions assessment, a public visioning session, the development of preliminary alternatives and the advancement to a preferred roadway and circulation alternative. The process has included two public workshops, open house sessions, online survey efforts and numerous public steering committee meetings:

- May 7, 2014 – Public Visioning Workshop
- May 10, 2014 – Open House
- September 16, 20014 – Public Workshop Alternatives and Choices
- October 5 – November 17, 2014 – Online Survey Alternatives and Choices
- Public Steering Committee Meetings:
  3/12/14, 4/09/14, 5/14/14, 6/11/14, 7/09/14, 8/13/14, 9/10/14, 10/08/14, 11/17/14

2. Were there any special needs that needed to be accommodated to fully engage the public with respect to public outreach?

None we are aware of at this time.

I. Maintenance

1. Identify any improvements that involve particular long-term or ongoing maintenance implications.

The project may include a grass strip or planting area, between the road and the sidewalk, which would

need ongoing maintenance. The project may also include a raised median with grass or plantings that would require maintenance.

2. Identify any improvements that will improve the environmental sustainability of the facility related to operation and maintenance.

The project proposes to improve traffic operation, which will lower the emissions from vehicles in this area. Furthermore, green space may be included where trees and/or plantings could be placed. Bike lanes will be provided which may encourage people to bike instead of drive and ADA compliant sidewalks may encourage people to walk instead of drive, reducing vehicle emissions.

Thank you for completing this form. Please submit the PIF to the Regional MPO/RPA and the MassDOT Highway Division District office.

Attachment #1

Attachment #2

Very Few Places to Walk

Attachment #3 - See page 32-241

TECHNICAL MEMORANDUM

REF: MAX-2013086.00

DATE: June 4, 2014

TO: The Cecil Group, Inc.
241 A Street, Suite 500
Boston, Massachusetts 02210

FROM: Mr. Jason M. DeGray, P.E., Project Manager
Ms. Nicole A. Rogers, E.I.T., Engineer

RE: Acton Kelly's Corner Improvements Initiative
Roads, Circulation & Infrastructure – Existing Conditions Report
Acton, Massachusetts

1G INFRASTRUCTURE

The intersection of Massachusetts Avenue (Route 111) and Main Street (Route 27) which lies at the heart of Kelley's Corner is a focal point for traffic. Congestion at this location has been a noted concern for some time and has been identified in planning documents and initiatives dating back decades. To understand the driving force behind this congestion one must view Kelley's Corner both in its regional context in addition to appreciating the role these roadways serve in providing access to abutting land uses within Kelley's Corner. Additionally the roadway infrastructure is tired and in need of investment to adequately service the needs of all users. Pedestrian and bicycle amenities are lacking, ADA issues are prevalent and the traffic controls warrant upgrades to meet modern standards. The following sections describe the existing conditions in regards to traffic and circulation, roadways and other public infrastructure servicing Kelley's Corner.

Drivers of Congestion

State Routes 111 and 27 carry regional traffic between Route 2 and the communities of West Acton and Boxborough to the west and South Acton and Maynard to the south respectively as seen in **Figure 1**. This regional traffic is the primary contributing factor to the traffic congestion experienced at Kelley's Corner. During the morning and evening commuting peak periods, vehicular traffic volumes are at their highest. It has been estimated that during these periods the amount of traffic which passes through Kelley's Corner (i.e. traffic that doesn't have an origin or destination within Kelley's Corner) is as high as 79%[1].

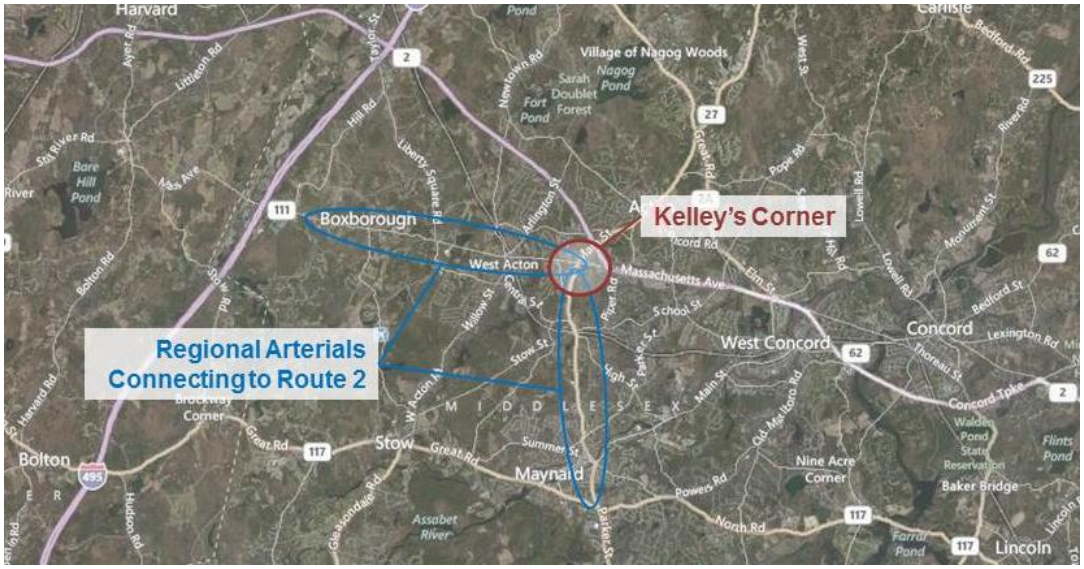


Figure 1: Regional Context

This regional traffic volume is significant given the current capacity of both roadways. Further complicating the congestion issues are the two closely spaced access points to Route 2, exits 42 and 43. These two interchanges are separated less than 2,000 feet apart, well below AASHTO guidelines, as illustrated in **Figure 2**. Both generate notable traffic on the roadways within Kelley's Corner and short of a significant regional transportation project which alters these access points to Route 2 Kelley's Corner will be required to continue to serve as a regional crossroads long into the future.

[1] Kelley's Corner Business District Circulation Plan, Howard/Stein-Hudson Associates, Inc., Revised January 29, 2001, pg 11

Figure 2: Route 2 Interchanges

The other factor which contributes notably to the congestion within Kelley's Corner is the lack of access management along stretches of both Massachusetts Avenue and Main Street. The abundance of wide curb-cuts combined with the lack of a usable shoulder along these roadways results in the ability of the traffic flow to be halted by a single left-turning vehicle at nearly any location within the study area. This condition is amplified during peak hours when the opposing traffic stream offers little opportunity for left-turns to be executed.

Study Area

To devise a transportation plan for Kelley's Corner requires an evaluation of existing and projected traffic conditions at key locations. In preparing this existing conditions assessment, the following intersections have been analyzed and evaluated:

- Main Street (Route 27) at Massachusetts Avenue (Route 111)
- Main Street (Route 27) at No Name Road
- Massachusetts Avenue (Route 111) at Charter Road
- Massachusetts Avenue (Route 111) at No Name Road

In addition, traffic at all notable driveways within the study area have been collected to understand individual traffic generation characteristics and for access management purposes.

Main Street (Route 27)
Main Street (Route 27) runs in a north-south direction connecting to Maynard to the south and Littleton to the north. Route 27 is functionally classified as an 'Urban Principal Arterial' and is under local jurisdiction (Town of Acton). Main Street provides access to Route 2 Eastbound and Westbound via interchange 42.

Massachusetts Avenue (Route 111)
Massachusetts Avenue (Route 111) is functionally classified as a 'Urban Minor Arterial' and is under Massachusetts Department of Transportation (MassDOT) jurisdiction. Route 111 is exclusively signed as a north-south state route, however, in the project limits it runs in an east-west direction connecting to Boxborough to the west. East of the project limits, Route 111 merges with Route 2 Eastbound to connect to Concord to the east.

Main Street (Route 27) at Massachusetts Avenue (Route 111)
Main Street (Route 27) and Massachusetts Avenue (Route 111) intersect to form a four-way signalized intersection. All four approaches provide a left turn lane and a thru/right lane. The intersection is controlled by a three-phase fully actuated traffic signal including an exclusive pedestrian phase that is serviced between the permitted mainline and side street phasing. An *Opticom* pre-emption system is installed to allow for emergency vehicle travel on all approaches to the intersection. However, the westbound approach detector is not currently operating correctly. The signal operates under a MAX 1 timing plan at all times.

Traffic Volumes

Base traffic conditions at the study intersection were developed by conducting manual turning movement counts (TMCs) and automatic traffic recorder counts (ATR). The TMCs were performed during the weekday AM peak period (6:30 to 9:30 AM), weekday PM peak period (2:00 to 6:00 PM), and Saturday midday peak (11:00 AM to 2:00 PM). These counts were conducted on April 5th, 9th and 10th, 2014. Driveway counts were conducted during typical commuting peak periods of 7-9 AM, 4-6 PM and 11 AM - 2 PM on Saturday.

Automatic traffic recorders (ATR) were used to obtain daily traffic volumes for weekday daily periods as well as typical Saturdays. The ATR counts were conducted over a 96 hr period between April 9th and April 12th 2014 at the following locations:

- Main Street (Route 27) between Route 2 and Route 111
- Main Street (Route 27) South of Route 111
- Massachusetts Avenue (Route 111) west of Main Street
- Massachusetts Avenue (Route 111) east of No Name Road
- No Name Road
- Charter Road

Additional ATR data was collected at the following locations between April 30th and May 3rd 2014 to gather a better understanding of the Regional roadway system at the behest of the Town of Acton.

- Route 2 Exit 42 Ramps (4 locations)
- Route 2 mainline between Exit 42 & 43 (1 ATR per direction)

Evaluation of the peak-period traffic counts indicates that the weekday AM peak hour occurs between 8:00 and 9:00 AM, the weekday PM peak hour occurs between 5:00 and 6:40 PM and the Saturday midday peak hour occurs between 11:30 AM and 12:30 PM. All count data are provided in the Appendix.

Seasonal Adjustment

Traffic on a given roadway typically fluctuates throughout the year depending on the area and the type of roadway. To determine if the April traffic-volume data needed to be adjusted to account for this fluctuation, traffic-volume data from a Massachusetts Department of Transportation (MassDOT) Permanent Count Station in the area were researched.[2] Based on the MassDOT traffic-volume data, traffic during the month of April represent slightly above (1%) average-month conditions. Therefore, to provide conservative average-month conditions, the collected April traffic-volume data were not adjusted. The MassDOT traffic data are provided in the Appendix. Daily 2014 Existing traffic volumes are summarized in **Table 1** and graphically as **Figure 3**. The weekday AM, weekday PM, and Saturday midday peak-hour turning movements are provided as **Figures 4-6** respectively.

[2] *MassDOT 2009 Traffic Volumes*; Permanent Count Station 403 – Route 2 East of Concord Rotary (Concord) and Permanent Count Station 414 – Lowell Connector South of Rte. I-495 (Chelmsford).

Table 1
EXISTING TRAFFIC VOLUME SUMMARY – AVERAGE-MONTH CONDITIONS

Location/Day of Week	Daily Volume (vpd) [a]	Peak Hour Volume (vph) [b]	K Factor (%) [c]	Directional Distribution [d]
Charter Road north of Massachusetts Avenue (Route 111):				
Weekday	4,370			
AM Peak Hour		575	13.2	67% NB
PM Peak Hour		450	10.3	55% SB
Saturday	2,115			
Midday Peak Hour		375	17.7	51% SB
Massachusetts Avenue (Route 111) west of Charter Road:	13,000			
Weekday		840	6.5	65% EB
AM Peak Hour		1,150	8.8	59% WB
PM Peak Hour				
Saturday	12,280			
Midday Peak Hour		1,075	8.8	56% EB
No Name Road between Plazas:				
Weekday	5,200			
AM Peak Hour		340	6.5	58% NB
PM Peak Hour		460	8.8	51% SB
Saturday	4,900			
Midday Peak Hour		430	8.8	58% NB
Main Street (Route 27) north of No Name Road:	18,800			
Weekday		1,440	7.7	52% NB
AM Peak Hour		1,400	7.4	57% NB
PM Peak Hour	16,810			
Saturday		1,430	8.5	55% NB
Midday Peak Hour				

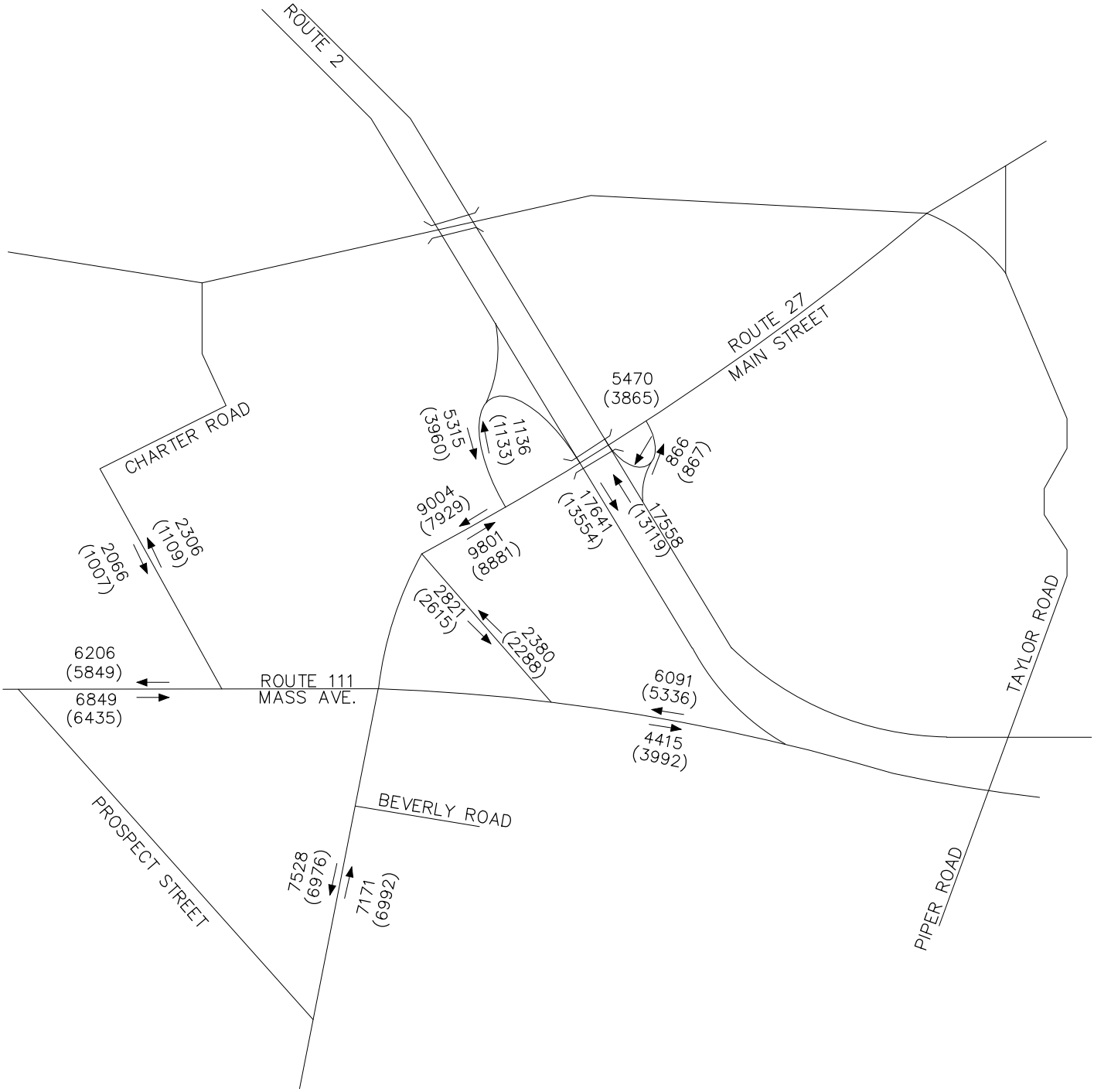
Table 1 Continued

Location/Day of Week	Daily Volume (vpd) [a]	Peak Hour Volume (vph) [b]	K Factor (%) [c]	Directional Distribution [d]
Main Street (Route 27) south of Beverly Road:				
Weekday	14,700			
AM Peak Hour		1,230	8.4	50% NB
PM Peak Hour		1,065	7.2	51% SB
Saturday	13,970			
Midday Peak Hour		1,075	7.7	52% NB
Route 2 East of Route 27:				
Weekday	35,200			
AM Peak Hour		2,680	7.6	66% EB
PM Peak Hour		2,960	8.4	62% WB
Saturday	26,670			
Midday Peak Hour		1,955	7.3	51% EB
Route 2 Eastbound Off Ramp to Route 27:				
Weekday	5,315			
AM Peak Hour		580	10.9	N/A
PM Peak Hour		390	7.3	N/A
Saturday	3,960			
Midday Peak Hour		400	10.1	N/A
Route 2 Eastbound On Ramp from Route 27:				
Weekday	1,130			
AM Peak Hour		95	8.4	N/A
PM Peak Hour		105	9.3	N/A
Saturday	1,130			
Midday Peak Hour		130	11.5	N/A

Table 1 Continued

Location/Day of Week	Daily Volume (vpd) [a]	Peak Hour Volume (vph) [b]	K Factor (%) [c]	Directional Distribution [d]
Route 2 Westbound Off Ramp to Route 27:				
Weekday	870			
AM Peak Hour		56	6.4	N/A
PM Peak Hour		90	10.3	N/A
Saturday	870			
Midday Peak Hour		76	8.7	N/A
Route 2 Westbound On Ramp from Route 27:				
Weekday	5,350			
AM Peak Hour		370	6.9	N/A
PM Peak Hour		560	10.5	N/A
Saturday	3,860			
Midday Peak Hour		315	8.2	N/A

[a] ATR counts in vehicles per day.
[b] In vehicles per hour.
[c] Percentage of daily traffic occurring during the peak hour.
[d] EB = eastbound, WB = westbound, SB = southbound, NB = northbound.



NOT TO SCALE

Key:

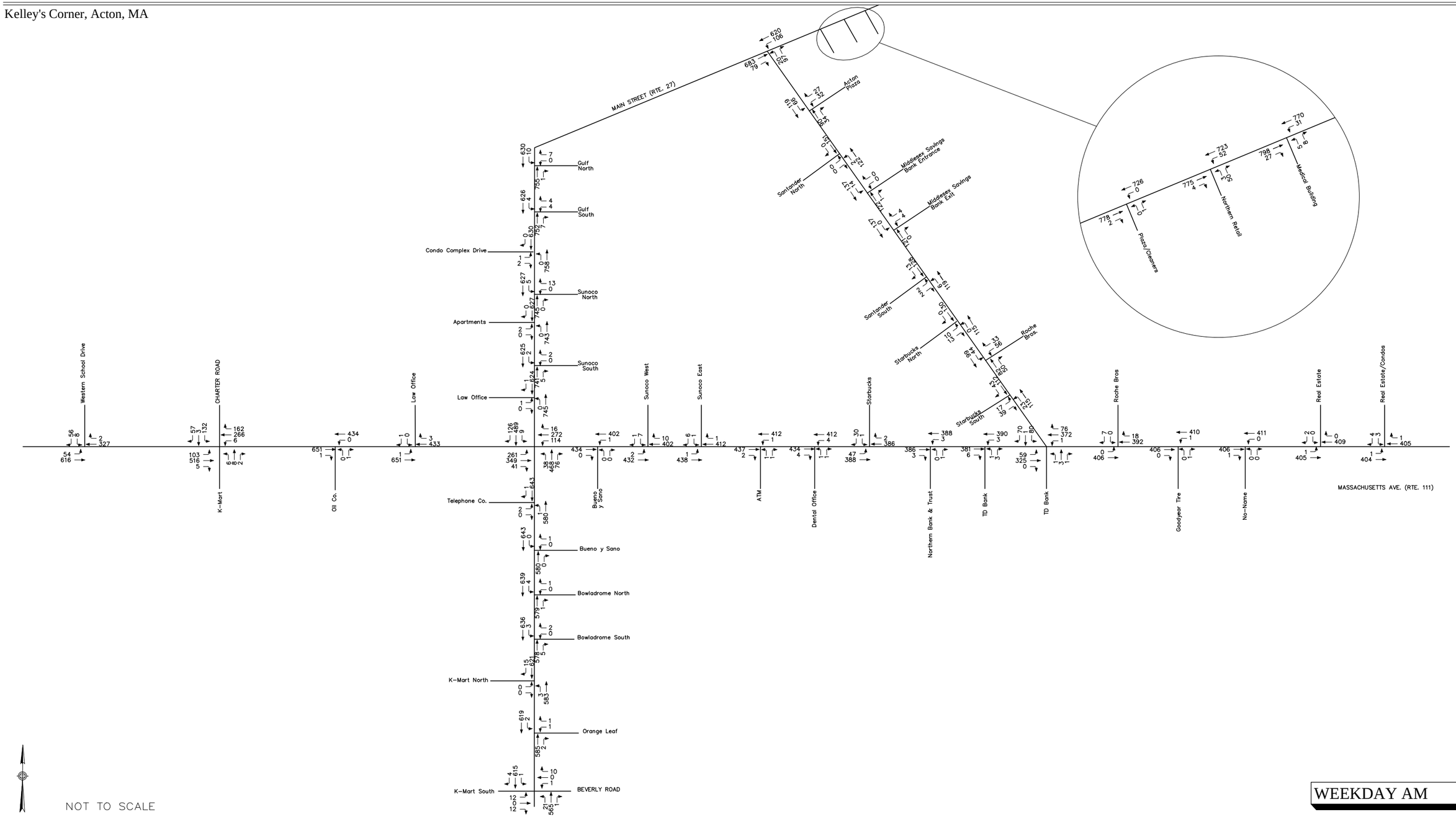
Weekday xxxx
Saturday (xxxx)

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Figure 3

2014 Exisitng
24- Hour Traffic Volumes



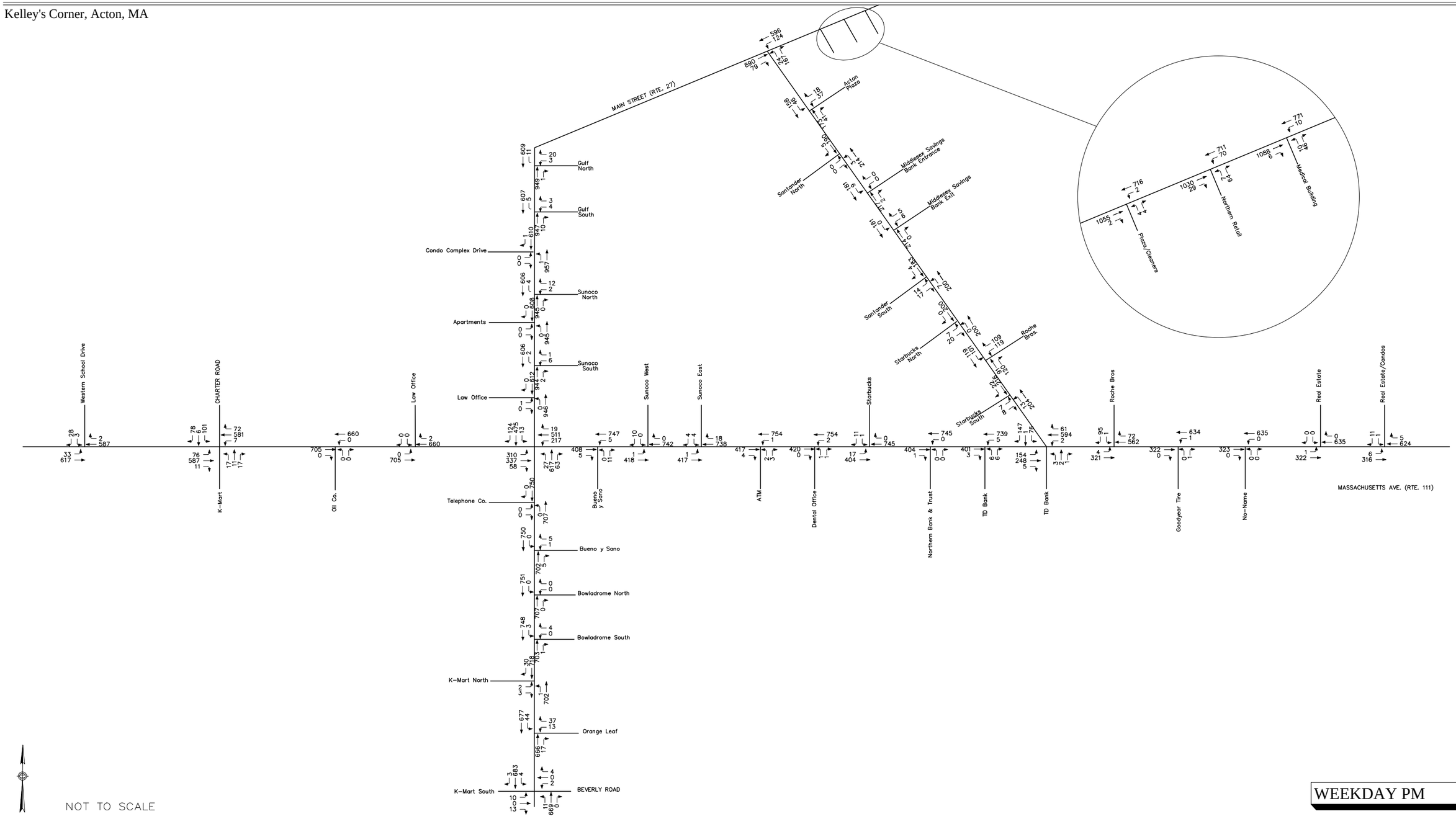
WEEKDAY AM

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Figure 4

2014 Existing (8:00-9:00 AM)
Peak Hour Traffic Volumes



NOT TO SCALE

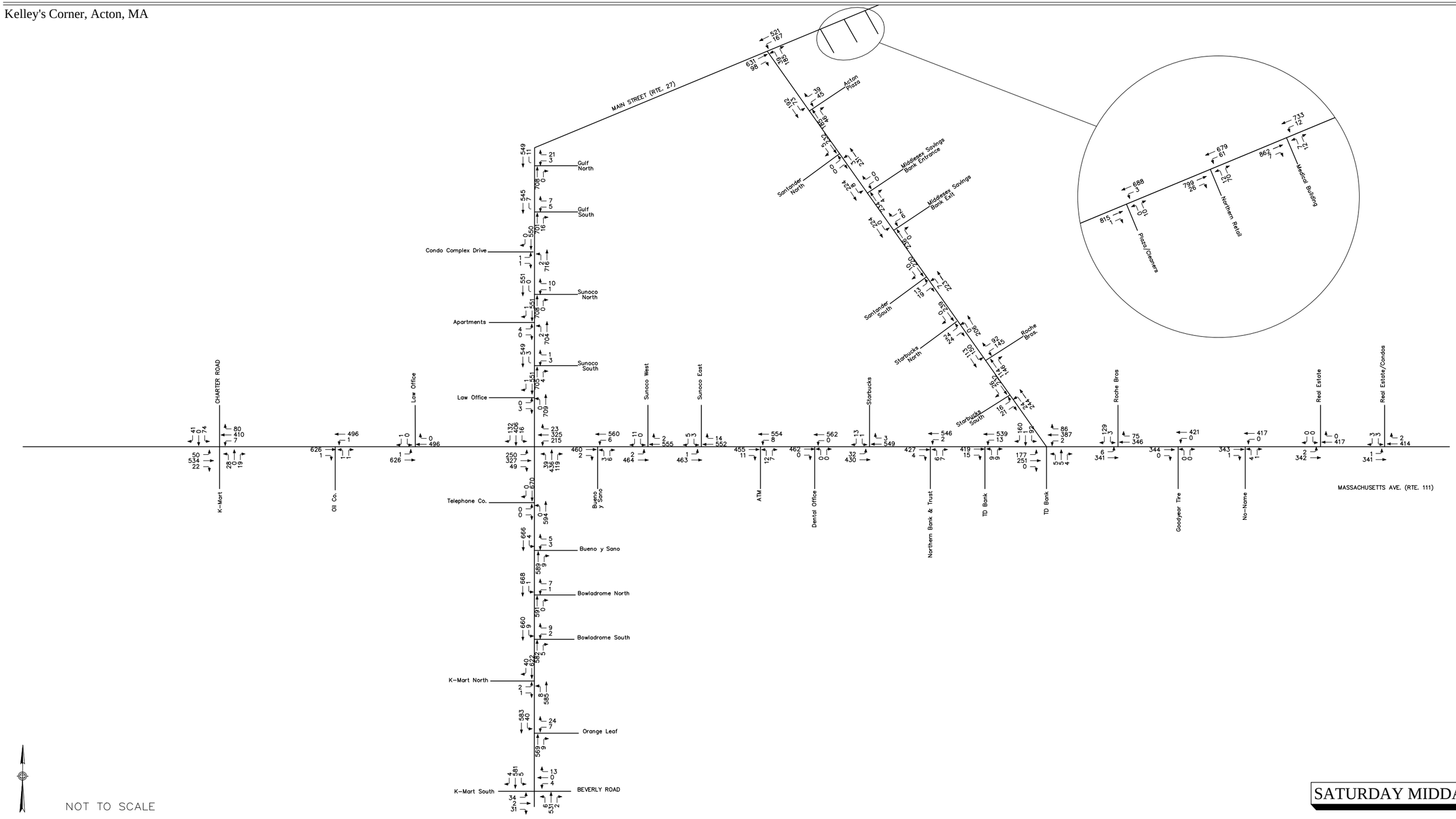
WEEKDAY PM

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Figure 5

2014 Existing (5:00 - 6:00 PM)
Peak Hour Traffic Volumes



SATURDAY MIDDAY

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Figure 6

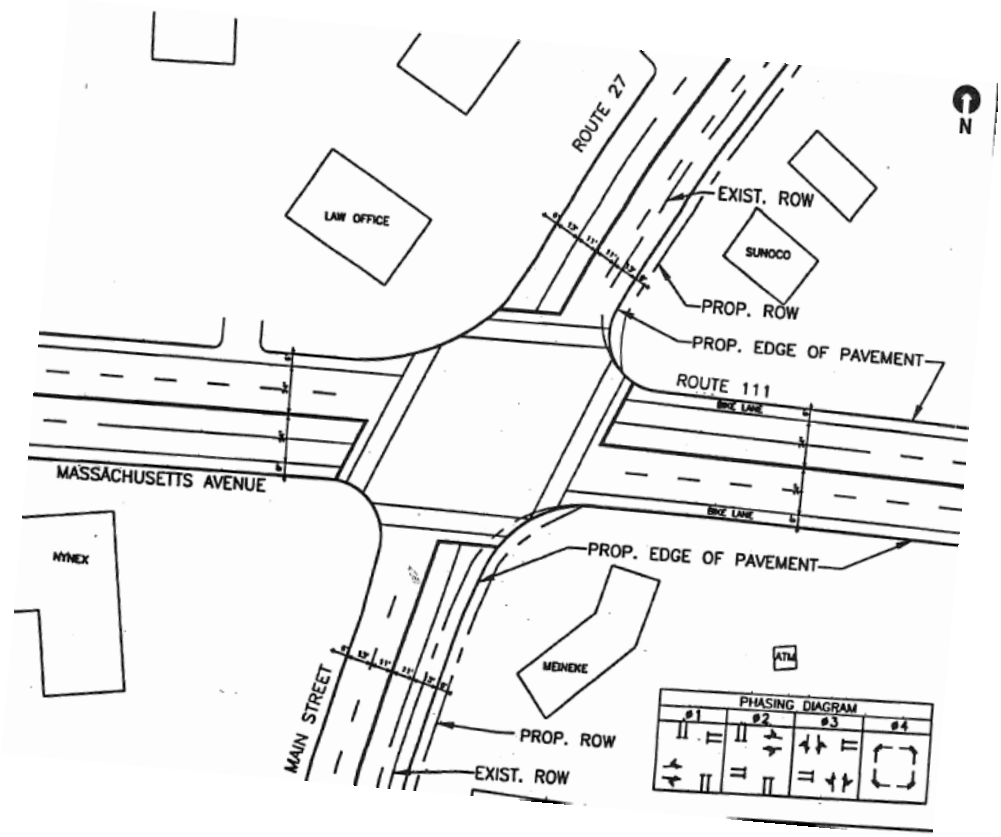
2014 Existing (11:30 AM - 12:30 PM)
Peak Hour Traffic Volumes

Previous Studies

As previously stated, the congestion at this location has been of concern for some time and has been identified in planning documents and initiatives dating back decades. In the course of our investigation GPI reviewed a number of planning documents relative to infrastructure assessments within Kelley's Corner. The most pertinent of these are summarized below.

- *A Plan for Kelley's Corner*, Department of City and Regional Planning, Harvard University, February 1977. This report identified that by far the most serious and difficult problem facing Kelley's Corner is traffic congestion. The study recommended petitioning the state to widen routes 27 and 111, undergrounding utility wires, constructing a service road along Route 111, constructing new sidewalks throughout and taking No-Name Road by eminent domain.

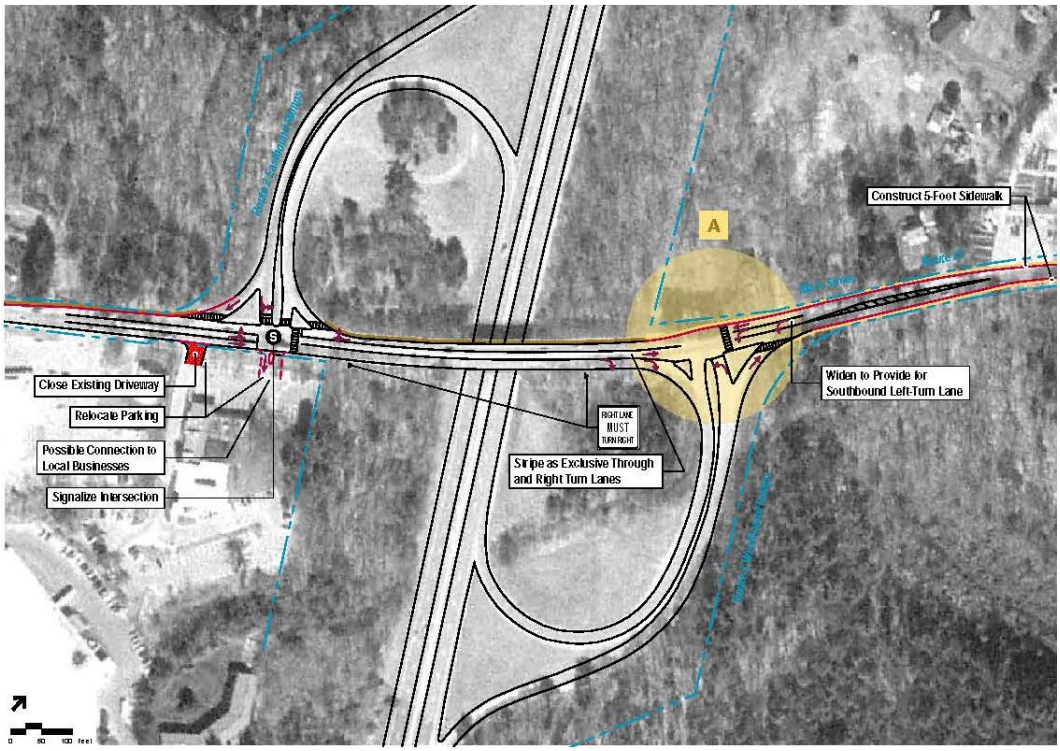
- *Kelley's Corner Business District Circulation Plan*, Howard/Stein-Hudson Associates, Inc., February 28, 1997, Revised January 29, 2001. This study documented a very similar effort to that currently being contemplated. This included developing land use strategies coupled with transportation improvements. The culmination of this study recommended widening both Routes 27 and 111 to a four lane cross-section from their respective intersections with Route 2 to beyond the K-Mart plaza and Charter Drive respectively as represented by the figure below. Existing 2014 ATR and TMC data was compared to data from the 1997 Kelley's Corner Business District Circulation Plan in order to get a sense of the historic traffic trends throughout the corridor. According to the ATR counts, daily traffic in this area has decreased by approximately 15%. Turning movement counts also showed a decreasing trend during all three peak periods. The AM peak period experienced a 10% decrease in traffic volumes, while the PM and Saturday peaks experienced an 18% decrease and a 15% decrease, respectively.



1997 Circulation Plan Recommendations

- The *Route 27 (Main Street) Corridor Study: Route 2 to Brook Street*, was prepared by VHB in August of 2001. The study focused on improvements north of Route 2. Immediate, short term, and long term considerations were brought forth including alternative interchange configurations.

- Howard/Stein-Hudson Associates, Inc. prepared the *Hayward Road/Main Street (Route 27) Intersection Study* in January 2008. Essentially, the study was very similar to that prepared by VHB in 2001 and focused on geometric and traffic control improvements just north of Kelley's Corner. The study indicated that there were significant safety and congestion problems specifically at the Route 2 eastbound and westbound ramps and that signals are warranted at both locations.



2001 Route 2/27 Interchange Improvements

While just outside of the study area, the conceptual improvements suggested in 2001 and reinforced in 2008 as depicted above need to be carefully understood in terms of how they relate to improvements proposed in this initiative. If signalization of the Route 2 eastbound ramps becomes a priority it may affect access to the medical office building and other properties.

Collision History

Collision data for the study intersections were obtained from the Acton Police Department (2011 through 2014) and MassDOT (2009 through 2011) for the latest three years available. A summary of the local collision data at the study intersection is provided in **Table 2**.

In addition to the crash summary, collision occurrence should be compared to the volume of traffic through a particular intersection to determine any significance. Accordingly, the crash rate was calculated for each intersection and compared with the statewide and district-wide averages. An intersection crash rate is a measure of the frequency of collisions compared to the volume of traffic through an intersection and is presented in collisions per million entering vehicles (c/mev). For signalized intersections, the statewide crash rate is 0.80 c/mev and the district-wide crash rate is 0.89 c/mev. For unsignalized intersections, the statewide crash rate is

0.60 c/mev and the district-wide crash rate is 0.66 c/mev. A comparison of the calculated crash rate to the statewide and district-wide averages can be used to establish the significance of collision occurrence and whether or not potential safety problems exist. The crash rate worksheets are provided in the Appendix.

Based on the Acton Police Department collision data, the intersection of Massachusetts Avenue (Route 111) and Main Street (Route 27) experienced, on average, approximately 3.25 collisions per year over the four-year study period (2011-2014). Of the 11 collisions, 7 resulted in property damage only and no injuries. Of the total collisions, 4 were cross movement/angle collisions, and 6 were rear-end collisions, which is typical at signalized intersections that include permitted movements on this type of roadway with numerous developments. Eighteen percent of the crashes occurred during the commuter peak period and 27 percent occurred during wet/icy conditions. The crash rate for the intersection (0.30 c/mev) is well below the statewide and district-wide averages for signalized intersections.

The intersection of Massachusetts Avenue (Route 111) and Charter Road experienced, on average, 0.5 collisions per year over the four year study period. Of the total two collisions, one resulted in property damage only while the other collision resulted in a non-fatal injury. Both collisions occurring at this intersection were rear-end collisions. Neither collision occurred during the commuter peak period nor did they occur during wet/icy conditions. The crash rate for the intersection (0.08 c/mev) is well below the statewide and district-wide averages for unsignalized intersections.

The intersection of Massachusetts Avenue (Route 111) and the No Name Road experienced, on average, 0.75 collisions per year over the four year study period. Of the three collisions, two resulted in property damage only and one resulted in a non fatal injury. Two out of the total three collisions were rear-end collisions that occurred on the No Name Road. The other crash was an angle collision. All three collisions happened during the commuter peak period while only 33 percent occurred during wet/icy conditions. The crash rate for the intersection (0.15 c/mev) is well below the statewide and district-wide averages for unsignalized intersections.

Given the abundance of wide curb-cuts throughout the study area, there were multiple collisions that occurred along Massachusetts Avenue and Main Street with intersections of driveways. Of the total 7 collisions, 2 occurred at the intersection of Massachusetts Avenue and the Bueno Y Sano driveway. The other 5 collisions occurred at various driveways along Main Street. Of the total 7 collisions, 4 were rear-end collisions, and 3 were cross movement/angle collisions which is typical at an intersection with permitted movements on these types of roadways with numerous developments. The crash rate for driveway intersections along Massachusetts Avenue (0.10 c/mev) is well below the statewide and district-wide average for unsignalized intersections, as is the crash rate for driveway intersection along Main Street (0.29 c/mev).

Table 2
COLLISION SUMMARY

	Number of Collisions			Severity[a]			Collision Type[b]						Percent During	
Location	Total	Average per Year	Crash Rate[c]	PD	PI	F	CM	RE	HO	FO	Ped	Other	Commuter Peak[d]	Wet/Icy Conditions
Acton Police Department (2011-2014)														
Massachusetts Avenue (Route 111) at Main Street (Route 27)	11	4	0.30	7	4		4	6	1				18%	27%
Massachusetts Avenue (Route 111) at Charter Road	2	0.5	0.08	1	1			2					0%	0%
Massachusetts Avenue (Route 111) at Driveways	7	1.75	0.33	7			5	2					57%	43%
Main Street (Route 27) at Driveways	5	1.25	0.29	4	1		1	4					0%	20%
Massachusetts Avenue (Route 111) at No Name Road	3	0.75	0.15	2	1		1	2					100%	33%

Source: Acton Police Department Records (2011-2014) and MassDOT Database (2009-2011).
[a]PD = property damage only; PI = personal injury; F = fatality.
[b]CM = cross movement/angle; RE = rear end; HO = head on; FO = fixed object; Ped = pedestrian.
[c]Measured in crsahes per million entering vehicles.
[d]Percent of vehicle collisions that occurred during the weekday AM and weekday PM commuter peak periods.

FUTURE CONDITIONS

Traffic Growth

The design for improvements at the intersection of Massachusetts Avenue (Route 111) and Main Street (Route 27) is based on traffic-volume conditions projected to a future design year. A 10-year projection was utilized for this project. This design horizon was selected to ensure that the recommended improvements would be practical in the future.

To develop the 2024 Design Year traffic volumes, two components of traffic growth were considered. First, an annual average traffic-growth percentage was determined. Based on conversations with the Central Transportation Planning Staff a growth rate of 0.6 percent per year is anticipated for Acton over the next 20 years. This growth rate was applied to the morning, evening, and Saturday peak hour traffic volume networks in the area. This compounded annual traffic-growth rate was assumed to account for general population growth and the traffic generated by smaller area developments.

Second, any planned or approved specific developments in the area that would generate a significant volume of traffic on study area roadways by the 2023 design year were included. Based on coordination with the Town of Acton, there are a few development projects that would affect this project within the future design year.

- *Next Generation Children's Center*- The development includes the construction of a 22,000 square foot day care to be located at 348-352 Main Street (Route 27) and is currently in litigation. This development is approximately a half mile north east of the intersection of Massachusetts Avenue (Route 111) and Main Street (Route 27) and approximately 800 feet northeast of the project limits. The day care is proposed to have a maximum student enrollment of 282 children. Traffic associated with this project was obtained from the Proposed Next Generation Children's Center Traffic Impact Assessment prepared by MDM Transportation Consultants, Inc. in July 2008. This site is expected to generate upwards of 228 peak hour trips based on information published in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Empirical data provided by Next Generation Children's Center suggests that an estimated 142 peak hour trips will be generated by the proposed site.

- *CVS*- Currently under construction this development consists of the building of a new 13,602-sf CVS Pharmacy/Drugstore to be located at 400 Massachusetts Avenue, previously the location of the Goodyear Tire facility. This facility will accommodate the relocation of the existing CVS from within the Edens Plaza to this new location. The traffic study prepared in 2013 by Transportation Engineering, Planning and Policy (TEPP LLC) recommended signalizing the proposed CVS/TD Bank shared driveway with

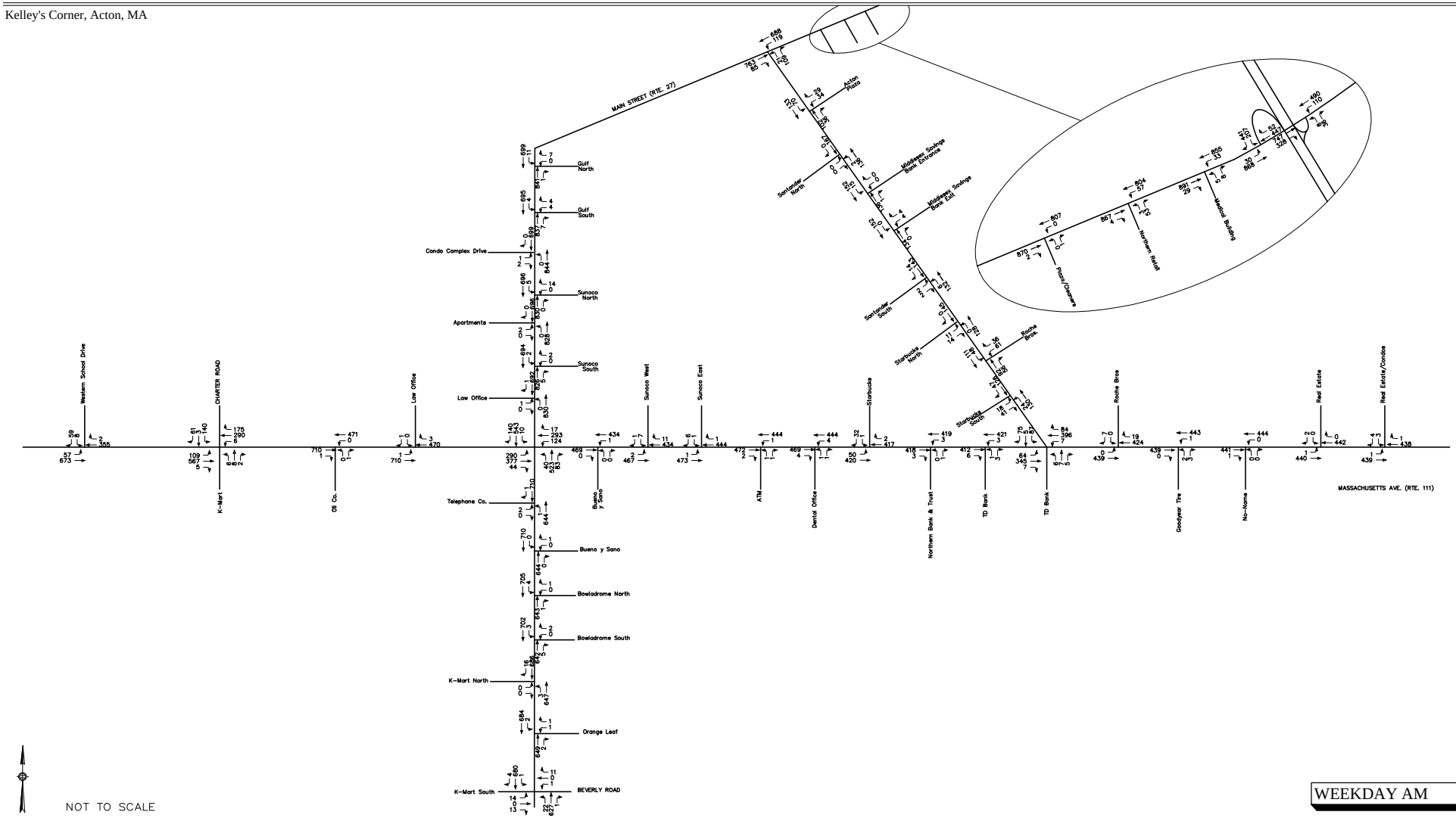
Massachusetts Avenue and the No Name Road. It is expected that this development will generate upwards of 74 peak hour trips.

The traffic-growth rate was compounded annually for the 10-year design year horizon and applied to the base year 2014 traffic volumes. The additional vehicle trips were then added to the design year total. The 2024 Design Year traffic volumes are shown as **Figures 7-9** for the weekday AM, weekday PM, and Saturday midday peak hours respectively.

Public Transportation

The Massachusetts Bay Transit Authority (MBTA) provides a commuter rail in Acton approximately one mile south of Kelley's Corner. The station is located at 10 Central Street just west of the intersection of Central Street and Main Street (Route 127) and has a total of 287 parking spaces. There are also several small satellite lots within walking distance to the station that provide additional parking spaces for commuters. The Fitchburg/South Acton Line provides service between Fitchburg Station in Fitchburg and North Station in Boston. On a regular schedule, the Fitchburg/South Acton Line runs between 5:15 AM and 1:39 AM on weekdays and 6:45 AM to 1:03 AM on the weekends. However, because of track improvement projects, service between North Station and Fitchburg is suspended on Saturdays and Sundays from Saturday July 12, 2014 through Sunday, November 23, 2014 with no substitute bussing to be provided. Therefore, there is no commuter rail service in Acton on the weekends at this time. The MBTA Fitchburg/South Acton commuter rail route information is provided in the Appendix.

The MinuteVan Rail Shuttle funded by the Boston MPO and MassDOT provides a van service from the West Acton Fire Station located at 258 Central Street and the Mt. Calvary Church lot located at 472 Massachusetts Avenue to the MBTA Commuter Rail Station at 10 Central Street. The service runs between 6:45 and 9:25 AM and again from 5:10 to 7:30 PM.



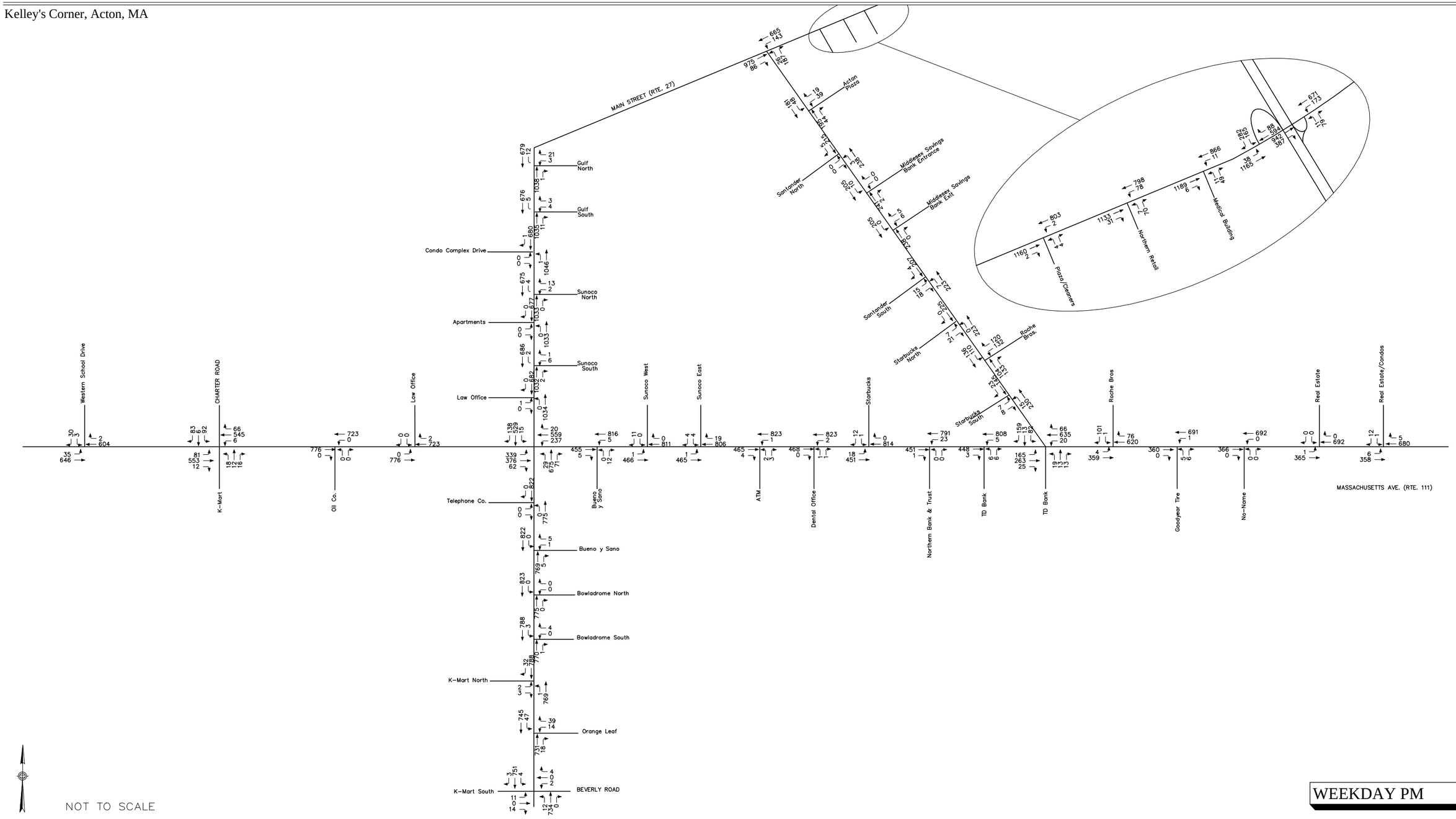
WEEKDAY AM

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Figure 7

2024 No-Build (8:00-9:00 AM)
Peak Hour Traffic Volumes



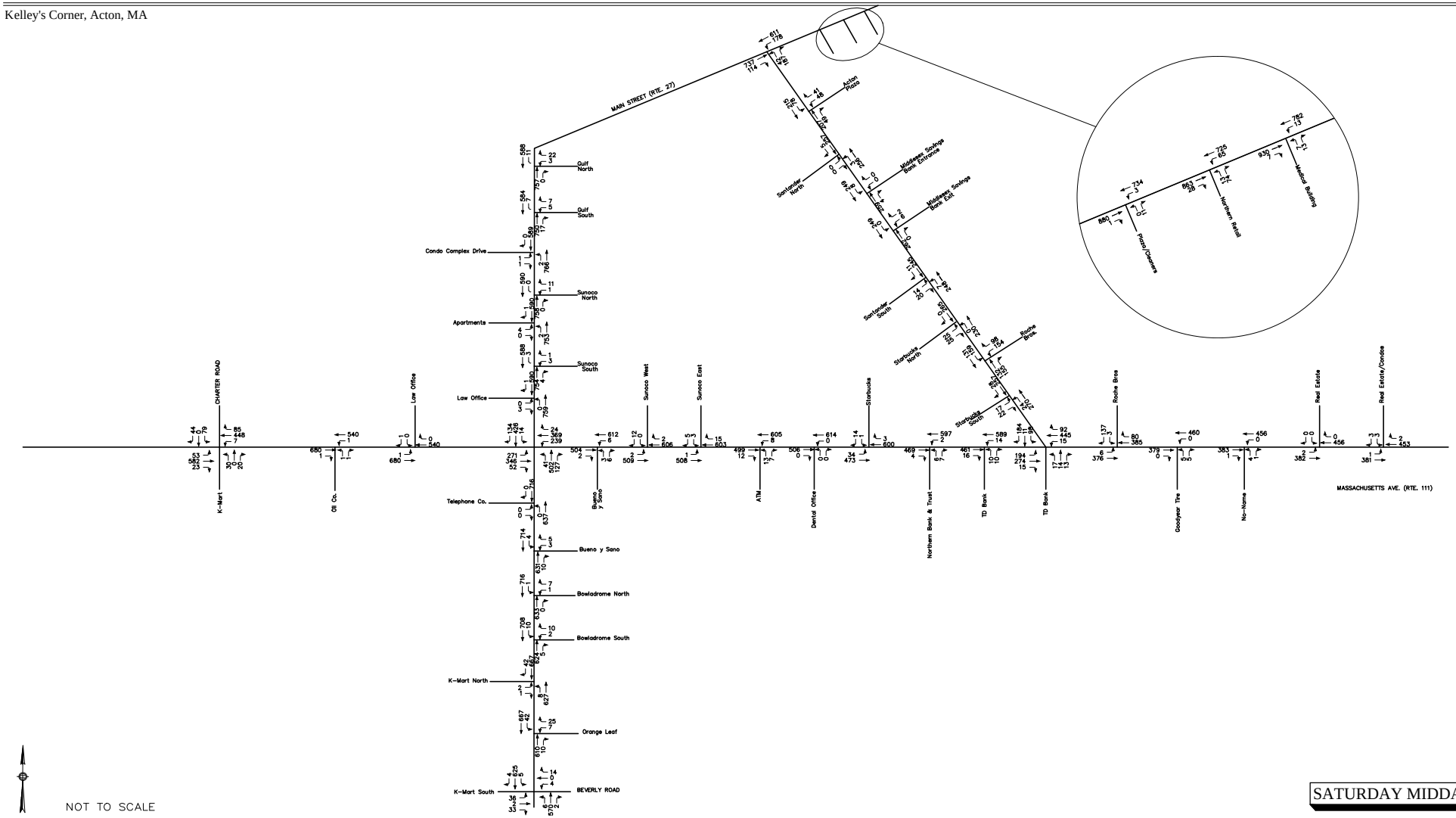
WEEKDAY PM

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Figure 8

2024 No- Build (5:00 - 6:00 PM)
Peak Hour Traffic Volumes



SATURDAY MIDDAY

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Figure 9

2024 No-Build (11:30 AM - 12:30 PM)
Peak Hour Traffic Volumes

CAPACITY AND QUEUE ANALYSIS

Methodology

Level-of-service (LOS) analyses were conducted at the study area intersection under average-month 2013 Existing and 2023 Design-Year conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM)[3] and is described in the Appendix.

For signalized intersections, the maximum back of queue during a typical (average) signal cycle and a 95th percentile signal cycle were calculated for each lane group during the peak periods studied. The back of queue is the length of a backup of vehicles from the stop line of a signalized intersection to the last vehicle in the queue that is required to stop, regardless of the signal indication. The length of this queue depends on a number of factors including signal timing, vehicle arrival patterns, and the saturation flow rate.

Analysis Results

The results of the level-of-service and queue analyses are shown in **Table 4** and are discussed below. All capacity and queue analysis worksheets are provided in the Appendix.

Massachusetts Avenue at Main Street
Under Existing traffic-volume conditions, the Massachusetts Avenue at Main Street intersection operates at levels of service (LOS D) during the AM and Saturday peak periods and an (LOS F) during the PM peak. Under the 2024 design-year traffic conditions, all movements are expected to worsen during all four peak periods. The AM and Saturday peak periods will operate at a level of Service (LOS E) while the PM peak will operate at a failing level of service (LOS F).

Massachusetts Avenue at No Name Road
Under existing traffic-volume conditions, the Massachusetts Avenue at No Name Road intersection operates at levels of service (LOS A, F, and D) for the AM, PM, and Saturday peak periods respectively. These levels of services are expected to downgrade to LOS B for the AM peak period and a failing level of service (LOS F) for the remaining three peak periods.

[3] *Highway Capacity Manual 2010: Transportation Research Board.* Washington, D.C.: Transport Research Board, 2010.

Main Street at No Name Road
Under existing traffic-volume conditions, the Main Street at No Name Road intersection operates at a level of service (LOS A) during the AM peak period and operates at a level of service (LOS C) during the PM and Saturday peak periods. Under the 2024 design-year traffic conditions, the intersection will continue to operate at a level of service (LOS A) during the AM peak while it will downgrade to a (LOS E) and (LOS D) for the PM and Saturday peak periods respectively.

Massachusetts Avenue at Charter Road
The intersection operates and is expected to operate at a failing level of service (LOS F) for the AM and PM peak periods under both existing and projected design-year traffic conditions. However, during the Saturday peak period, the intersection operates at a level of service (LOS A) under existing traffic-volume conditions. Under the 2024 design-year traffic conditions, the intersection will downgrade to a level of service (LOS B).

Table 4
LEVEL-OF-SERVICE AND QUEUE ANALYSIS SUMMARY

Intersection/Peak Hour/Lane Group	2014 Existing				2024 No- Build			
	V/C[a]	Del.[b]	LOS[c]	Queue[d]	V/C	Del.	LOS	Queue
Massachusetts Avenue at Main Street								
Weekday AM:								
Main Street NB Left	0.56	30.3	C	81	0.71	54.9	D	92
Main Street NB Thru/Right	0.97	56.2	E	613	1.12	105.7	F	718
Main Street SB Left	0.08	17.1	B	17	0.15	19.7	B	20
Main Street SB Thru/Right	0.97	55.3	E	699	1.12	103.1	F	814
Mass Ave WB Left	0.44	21.5	C	70	0.49	21.4	C	75
Mass Ave WB Thru/Right	0.81	42.6	D	259	0.82	43.7	D	282
Mass Ave EB Left	0.75	25.4	C	162	0.83	32.0	C	240
Mass Ave EB Thru/Right	0.72	32.0	C	343	0.75	33.0	C	389
Overall Intersection	**--**	**44.2**	**D**	**--**	**--**	**70.8**	**E**	**--**
Weekday PM:								
Main Street NB Left	0.48	32.7	C	68	0.52	34.2	C	73
Main Street NB Thru/Right	1.36	210.1	F	1020	1.50	271.6	F	1151
Main Street SB Left	0.23	26.2	C	30	0.27	26.8	C	35
Main Street SB Thru/Right	1.07	92.9	F	823	1.20	141.1	F	957
Mass Ave WB Left	0.70	26.0	C	178	0.94	54.0	D	316
Mass Ave WB Thru/Right	1.15	124.7	F	772	1.26	168.3	F	869
Mass Ave EB Left	1.07	105.8	F	462	1.18	140.6	F	514
Mass Ave EB Thru/Right	0.73	36.7	D	493	0.85	47.3	D	573
Overall Intersection	**--**	**115.6**	**F**	**--**	**--**	**156.0**	**F**	**--**
Saturday Midday:								
Main Street NB Left	0.29	21.9	C	63	0.43	27.4	C	80
Main Street NB Thru/Right	0.90	45.7	D	713	1.08	95.4	F	857
Main Street SB Left	0.12	19.6	B	30	0.23	24.0	C	32
Main Street SB Thru/Right	0.83	35.8	D	676	0.90	47.7	D	716
Mass Ave WB Left	0.74	32.6	C	174	0.79	35.3	D	205
Mass Ave WB Thru/Right	0.84	49.2	D	386	0.89	55.0	E	485
Mass Ave EB Left	0.78	33.5	C	423	0.85	40.5	D	307
Mass Ave EB Thru/Right	0.83	46.9	D	413	0.81	45.1	D	464
Overall Intersection	**--**	**41.0**	**D**	**--**	**--**	**57.7**	**E**	**--**

[a] Volume-to-capacity ratio.
[b] Average total delay in seconds per vehicle.
[c] Level of service.
[d] 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 4 Cont.
LEVEL-OF-SERVICE AND QUEUE ANALYSIS SUMMARY

Intersection/Peak Hour/Lane Group	2014 Existing				2024 No- Build			
	V/C[a]	Del.[b]	LOS[c]	Queue[d]	V/C	Del.	LOS	Queue
Massachusetts Avenue at No Name Road								
Weekday AM:								
Mass Ave WB Left/Thru/Right	0.00	0.0	A	0	0.01	0.2	A	0
Mass Ave EB Left/Thru/Right	0.06	1.9	A	5	0.07	2.0	A	6
TD Bank NB Left/Thru/Right	0.03	20.9	C	3	0.15	26.5	D	13
No Name Road SB Left/Thur/Right	0.60	32.5	D	90	0.80	59.1	F	154
Overall Intersection	**--**	**6.2**	**A**	**--**	**--**	**11.1**	**B**	**--**
Weekday PM:								
Mass Ave WB Left/Thru/Right	0.00	0.1	A	0	0.02	0.5	A	2
Mass Ave EB Left/Thru/Right	0.23	5.9	A	22	0.26	6.4	A	26
TD Bank NB Left/Thru/Right	0.17	99.2	F	14	2.37	952.7	F	185
No Name Road SB Left/Thur/Right	1.72	400.4	F	474	3.68	Err	F	Err
Overall Intersection	**--**	**69.0**	**F**	**--**	**--**	**1686.3**	**F**	**--**
Saturday Midday:								
Mass Ave WB Left/Thru/Right	0.00	0.1	A	0	0.01	0.4	A	1
Mass Ave EB Left/Thru/Right	0.18	4.9	A	16	0.21	5.3	A	20
TD Bank NB Left/Thru/Right	0.18	38.3	E	16	1.00	196.6	F	133
No Name Road SB Left/Thru/Right	1.03	104.9	F	269	1.86	453.6	F	593
Overall Intersection	**--**	**25.3**	**D**	**--**	**--**	**108.1**	**F**	**--**

[a] Volume-to-capacity ratio.
[b] Average total delay in seconds per vehicle.
[c] Level of service.
[d] 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 4 Cont.
LEVEL-OF-SERVICE AND QUEUE ANALYSIS SUMMARY

Intersection/Peak Hour/Lane Group	2014 Existing				2024 No- Build			
	V/C[a]	Del.[b]	LOS[c]	Queue[d]	V/C	Del.	LOS	Queue
Main Street at No Name Road								
Weekday AM:								
Main Street NB Thru/Right	0.49	0.0	A	0	0.55	0.0	A	0
Main Street SB Left/Thru	0.14	3.6	A	12	0.17	4.5	A	16
No Name Road EB Left/Thru/ Right	0.59	39.0	E	86	0.80	69.6	F	142
Overall Intersection	**--**	**4.8**	**A**	**--**	**--**	**7.7**	**A**	**--**
Weekday PM:								
Main Street NB Thru/Right	0.61	0.0	A	0	0.67	0.0	A	0
Main Street SB Left/Thru	0.23	6.0	A	22	0.29	8.3	A	29
No Name Road EB Left/Thru/ Right	1.23	193.9	F	302	1.77	429.1	F	462
Overall Intersection	**--**	**22.5**	**C**	**--**	**--**	**48.0**	**E**	**--**
Saturday Midday:								
Main Street NB Thru/Right	0.45	0.0	A	0	0.52	0.0	A	0
Main Street SB Left/Thru	0.20	4.8	A	19	0.24	5.8	A	23
No Name Road EB Left/Thru/ Right	0.99	92.6	F	243	1.36	236.7	F	386
Overall Intersection	**--**	**16.0**	**C**	**--**	**--**	**34.7**	**D**	**--**

[a] Volume-to-capacity ratio.
[b] Average total delay in seconds per vehicle.
[c] Level of service.
[d] 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 4 Cont.
LEVEL-OF-SERVICE AND QUEUE ANALYSIS SUMMARY

Intersection/Peak Hour/Lane Group	2014 Existing				2024 No- Build			
	V/C[a]	Del.[b]	LOS[c]	Queue[d]	V/C	Del.	LOS	Queue
Mass Ave at Charter Road								
Weekday AM:								
Mass Ave EB Left/Thru/Right	0.12	2.9	A	10	0.13	3.1	A	11
Mass Ave WB Left/Thru/Right	0.01	0.2	A	1	0.01	0.2	A	1
K-Mart NB Left/Thru/Right	0.30	51.8	F	28	0.38	72.0	F	37
Charter Rd SB Left/Thru/Right	2.36	693.0	F	640	3.26	Err	F	Err
Overall Intersection	**--**	**133.8**	**F**	**--**	**--**	**1866.2**	**F**	**--**
Weekday PM:								
Mass Ave EB Left/Thru/Right	0.11	2.7	A	9	0.12	3.2	A	10
Mass Ave WB Left/Thru/Right	0.01	0.2	A	1	0.01	0.2	A	1
K-Mart NB Left/Thru/Right	0.95	211.6	F	113	1.54	492.2	F	160
Charter Rd SB Left/Thru/Right	3.34	Err	F	Err	5.78	Err	F	Err
Overall Intersection	**--**	**1279.8**	**F**	**--**	**--**	**1262.3**	**F**	**--**
Saturday Midday:								
Mass Ave EB Left/Thru/Right	0.05	1.3	A	4	0.06	1.4	A	4
Mass Ave WB Left/Thru/Right	0.01	0.2	A	1	0.01	0.2	A	1
K-Mart NB Left/Thru/Right	0.26	31.6	D	25	0.35	42.4	E	36
Charter Rd SB Left/Thru/Right	0.74	62.3	F	120	0.97	120.9	F	183
Overall Intersection	**--**	**8.4**	**A**	**--**	**--**	**14.9**	**B**	**--**

[a] Volume-to-capacity ratio.
[b] Average total delay in seconds per vehicle.
[c] Level of service.
[d] 95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Other Infrastructure

In addition to the roadway infrastructure GPI coordinated with Town officials and reviewed historic documents pertaining to the other infrastructure which services Kelley's Corner. This included a site walk with Town officials on April 24, 2014. The bullets below summarize the findings of this exercise.

- There is a desire to underground the overhead utilities in this area.
- Verizon operates a notable switching station at their location in the southwest quadrant of Kelley's Corner.
- A new sewer was installed to services the area 10-15 years ago and contains excess capacity to service new development.
- There are some drainage concerns which are noted, including:
    - The overall drainage system is "tired". A 12" drainage line services the area.
    - Some of the catch basins in the area of the intersection need cleaning in order to prevent minor flooding.
    - There is a sink hole that develops during heavy rain on Route 111. Route 111 under MassDOT jurisdiction.
    - A sidewalk swale has formed on the west side of Route 27.
    - The Roche Brothers parking lot off of Route 111 floods during heavy rainstorms but the Town is unsure of the cause. However, it should be noted that recent upgrades at the plaza and the plaza parking lot may have corrected this situation.

The pictures below and the graphic on the next page depict these drainage concerns in more detail.

Catch Basin in need of Cleaning

Route 111 Sinkhole

Route 27 Sidewalk Swale

Figure 5 - Sidewalk Swale
MAIN ST. (ROUTE 27)
Figure 3 - CB needs cleaning
Figure 2 - CB needs cleaning
Roche Bros. Parking Lot
MASS. AVE (ROUTE 111)
Figure 1 - CB needs cleaning
Figure 4 - CB needs cleaning
Figures 6-9 Area

APPENDIX

TRAFFIC COUNT DATA
MASSDOT SEASONAL ADJUSTMENT AND ANNUAL GROWTH RATE DATA
MASSDOT CRASH RATE WORKSHEET AND COLLISION DIAGRAM
PUBLIC TRANSPORTATION SCHEDULES
CAPACITY ANALYSIS METHODOLOGY
CAPACITY AND QUEUE ANALYSIS WORKSHEETS

TRAFFIC COUNT DATA

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Charter Road
Location: North of Mass Ave
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start	09-Apr-14	Southbound		Northbound		Combined		10-Apr-	Southbound		Northbound		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	14	3	18	3	32		0	37	0	64	0	101
12:15		0	14	0	22	0	36		0	62	0	42	0	104
12:30		0	38	1	27	1	65		0	50	0	39	0	89
12:45		0	31	0	19	0	50		0	47	0	25	0	72
01:00		0	24	0	21	0	45		0	28	0	28	0	56
01:15		0	24	1	33	1	57		0	17	0	39	0	56
01:30		0	24	0	23	0	47		0	27	0	26	0	53
01:45		1	28	0	42	1	70		0	24	0	49	0	73
02:00		0	38	0	47	0	85		0	52	0	44	0	96
02:15		0	56	1	47	1	103		0	56	0	46	0	102
02:30		0	***78***	0	54	0	***132***		0	47	0	42	0	89
02:45		0	***56***	0	47	0	***103***		0	44	1	43	1	87
03:00		0	***56***	0	***58***	0	***114***		0	45	0	49	0	94
03:15		0	***67***	0	***42***	0	***109***		0	***76***	0	38	0	***114***
03:30		0	42	0	***54***	0	96		0	***65***	0	***58***	0	***123***
03:45		0	70	0	***56***	0	126		0	***55***	0	***55***	0	***110***
04:00		0	50	0	48	0	98		0	***51***	3	***50***	3	***101***
04:15		0	60	0	43	0	103		0	46	0	***39***	0	85
04:30		0	35	0	21	0	56		0	46	0	35	0	81
04:45		1	55	0	44	1	99		1	44	0	57	1	101
05:00		1	43	0	35	1	78		0	57	1	41	1	98
05:15		0	36	0	31	0	67		0	45	0	42	0	87
05:30		2	44	1	43	3	87		0	30	3	24	3	54
05:45		6	52	1	42	7	94		3	38	5	33	8	71
06:00		8	41	7	19	15	60		1	38	11	34	12	72
06:15		11	23	10	21	21	44		3	32	10	26	13	58
06:30		4	22	34	18	38	40		8	40	29	23	37	63
06:45		***25***	18	***87***	22	***112***	40		***26***	16	***81***	28	***107***	44
07:00		***62***	12	***125***	25	***187***	37		***58***	16	***142***	24	***200***	40
07:15		***70***	25	***109***	17	***179***	42		***67***	19	***111***	23	***178***	42
07:30		***38***	27	***59***	11	***97***	38		***41***	17	***51***	8	***92***	25
07:45		20	7	76	8	96	15		25	7	58	11	83	18
08:00		38	24	68	10	106	34		26	13	74	29	100	42
08:15		79	8	80	3	159	11		64	56	86	30	150	86
08:30		34	3	59	5	93	8		45	12	59	4	104	16
08:45		40	3	41	6	81	9		39	0	36	4	75	4
09:00		26	12	23	8	49	20		14	11	23	1	37	12
09:15		21	4	20	4	41	8		22	4	14	0	36	4
09:30		7	9	20	4	27	13		17	4	10	1	27	5
09:45		18	4	22	3	40	7		16	1	21	4	37	5
10:00		17	1	12	1	29	2		35	2	9	0	44	2
10:15		15	0	17	0	32	0		15	1	16	0	31	1
10:30		15	3	27	0	42	3		13	4	17	0	30	4
10:45		24	0	23	0	47	0		19	2	20	0	39	2
11:00		23	3	19	0	42	3		38	4	25	0	63	4
11:15		27	4	29	0	56	4		14	0	49	0	63	0
11:30		33	1	26	0	59	1		23	1	45	0	68	1
11:45		35	0	16	0	51	0		44	0	37	1	81	1
Total		701	1289	1017	1102	1718	2391		677	1389	1047	1259	1724	2648
Day Total		1990		2119		4109			2066		2306		4372	
% Total		17.1%	31.4%	24.8%	26.8%				15.5%	31.8%	23.9%	28.8%		
Peak		06:45	02:30	06:45	03:00	06:45	02:30		06:45	03:15	06:45	03:30	06:45	03:15
Vol.		195	257	380	210	575	458		192	247	385	202	577	448
P.H.F.		0.696	0.824	0.760	0.905	0.769	0.867		0.716	0.813	0.678	0.871	0.721	0.911

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Location: Charter Road
Location: North of Mass Ave
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start	11-Apr-14	Southbound		Northbound		Combined		12-Apr-	Southbound		Northbound		Combined	
Time	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	18	0	15	0	33		3	23	1	25	4	48
12:15		0	17	0	19	0	36		1	10	0	24	1	34
12:30		0	29	1	18	1	47		0	7	0	19	0	26
12:45		0	35	0	15	0	50		0	7	1	30	1	37
01:00		0	20	1	19	1	39		0	23	0	28	0	51
01:15		1	19	1	34	2	53		0	15	0	10	0	25
01:30		0	38	0	20	0	58		0	30	0	9	0	39
01:45		0	20	0	***58***	0	78		0	13	0	14	0	27
02:00		0	***48***	0	***57***	0	***105***		0	16	0	18	0	34
02:15		0	***52***	0	***55***	0	***107***		0	11	0	21	0	32
02:30		0	***68***	0	***57***	0	***125***		0	22	0	20	0	42
02:45		1	***62***	0	42	1	***104***		0	17	0	18	0	35
03:00		0	44	0	39	0	83		0	19	0	17	0	36
03:15		1	51	0	39	1	90		0	14	0	30	0	44
03:30		0	65	0	43	0	108		0	21	0	12	0	33
03:45		0	44	1	59	1	103		0	13	0	24	0	37
04:00		0	54	1	42	1	96		0	19	0	26	0	45
04:15		0	44	1	40	1	84		0	24	0	22	0	46
04:30		1	38	0	33	1	71		0	27	0	17	0	44
04:45		0	37	0	29	0	66		0	20	0	***49***	0	***69***
05:00		0	38	0	36	0	74		0	31	0	***43***	0	***74***
05:15		0	32	1	51	1	83		0	14	0	***29***	0	***43***
05:30		3	40	3	36	6	76		0	20	0	***31***	0	***51***
05:45		2	31	4	52	6	83		1	4	2	24	3	28
06:00		1	47	13	45	14	92		1	17	0	13	1	30
06:15		3	30	11	35	14	65		3	14	4	15	7	29
06:30		3	61	31	40	34	101		3	6	1	21	4	27
06:45		***22***	23	***85***	34	***107***	57		2	10	6	15	8	25
07:00		***72***	21	***143***	14	***215***	35		2	17	13	34	15	51
07:15		***85***	11	***102***	19	***187***	30		14	11	25	34	39	45
07:30		***24***	23	***54***	16	***78***	39		16	15	10	5	26	20
07:45		18	17	58	14	76	31		8	5	26	6	34	11
08:00		29	18	83	11	112	29		17	7	***20***	4	***37***	11
08:15		60	40	76	11	136	51		10	9	***8***	5	***18***	14
08:30		45	20	34	13	79	33		23	***66***	***25***	1	***48***	67
08:45		30	14	32	5	62	19		20	***32***	***37***	4	***57***	36
09:00		19	7	18	8	37	15		6	***8***	16	4	22	12
09:15		30	10	19	5	49	15		8	***43***	7	3	15	46
09:30		18	9	25	10	43	19		8	25	10	6	18	31
09:45		11	11	20	11	31	22		***21***	5	32	0	53	5
10:00		21	10	21	13	42	23		***21***	3	20	0	41	3
10:15		27	8	17	4	44	12		***19***	4	10	3	29	7
10:30		17	12	23	2	40	14		***11***	1	15	1	26	2
10:45		22	24	26	1	48	25		17	0	15	0	32	0
11:00		30	14	16	2	46	16		12	0	12	0	24	0
11:15		25	8	34	1	59	9		1	1	16	0	17	1
11:30		20	5	22	2	42	7		14	2	15	2	29	4
11:45		26	0	23	0	49	0		22	2	24	2	46	4
Total		667	1387	1000	1224	1667	2611		284	723	371	738	655	1461
Day Total		2054		2224		4278			1007		1109		2116	
% Total		15.6%	32.4%	23.4%	28.6%				13.4%	34.2%	17.5%	34.9%		
Peak		06:45	02:00	06:45	01:45	06:45	02:00		09:45	08:30	08:00	04:45	08:00	04:45
Vol.		203	230	384	227	587	441		72	149	90	152	160	237
P.H.F.		0.597	0.846	0.671	0.978	0.683	0.882		0.783	0.564	0.608	0.776	0.702	0.801

ADT	ADT 3,718	AADT 3,718

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	2	3	3	1	0	0	0	0	0	0	0	0	0	0	9	17-26	4
06:00	22	21	4	1	0	0	0	0	0	0	0	0	0	0	48	9-18	27
07:00	**133**	46	11	0	0	0	0	0	0	0	0	0	0	0	190	5-14	125
08:00	119	**61**	11	0	0	0	0	0	0	0	0	0	0	0	**191**	6-15	119
09:00	17	42	13	0	0	0	0	0	0	0	0	0	0	0	72	11-20	45
10:00	15	40	**16**	0	0	0	0	0	0	0	0	0	0	0	71	11-20	44
11:00	51	51	14	**2**	0	0	0	0	0	0	0	0	0	0	118	9-18	65
12 PM	33	45	18	**1**	0	0	0	0	0	0	0	0	0	0	97	11-20	53
13:00	24	47	**29**	0	0	0	0	0	0	0	0	0	0	0	100	12-21	56
14:00	**171**	48	9	0	0	0	0	0	0	0	0	0	0	0	228	5-14	155
15:00	171	57	7	0	0	0	0	0	0	0	0	0	0	0	**235**	5-14	158
16:00	100	83	17	0	0	0	0	0	0	0	0	0	0	0	200	7-16	115
17:00	50	**105**	20	0	0	0	0	0	0	0	0	0	0	0	175	11-20	111
18:00	38	46	20	0	0	0	0	0	0	0	0	0	0	0	104	10-19	56
19:00	15	45	11	0	0	0	0	0	0	0	0	0	0	0	71	11-20	47
20:00	8	26	4	0	0	0	0	0	0	0	0	0	0	0	38	11-20	26
21:00	4	17	8	0	0	0	0	0	0	0	0	0	0	0	29	12-21	19
22:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	15-24	2
23:00	1	4	3	0	0	0	0	0	0	0	0	0	0	0	8	14-23	5
Total	975	789	221	5	0	0	0	0	0	0	0	0	0	0	1990		
Percent	49.0%	39.6%	11.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	10:00	11:00											08:00		
Vol.	133	61	16	2											191		
PM Peak	14:00	17:00	13:00	12:00											15:00		
Vol.	171	105	29	1											235		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	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	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	*	1
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16-25	2
06:00	14	19	5	0	0	0	0	0	0	0	0	0	0	0	38	9-18	22
07:00	**151**	32	7	1	0	0	0	0	0	0	0	0	0	0	**191**	5-14	134
08:00	110	53	10	1	0	0	0	0	0	0	0	0	0	0	174	6-15	108
09:00	15	43	10	1	0	0	0	0	0	0	0	0	0	0	69	11-20	45
10:00	10	51	19	2	0	0	0	0	0	0	0	0	0	0	82	12-21	55
11:00	35	**58**	**22**	**4**	0	0	0	0	0	0	0	0	0	0	119	11-20	67
12 PM	121	60	15	0	0	0	0	0	0	0	0	0	0	0	196	6-15	121
13:00	35	51	10	0	0	0	0	0	0	0	0	0	0	0	96	10-19	57
14:00	119	72	8	0	0	0	0	0	0	0	0	0	0	0	199	6-15	122
15:00	**163**	67	10	**1**	0	0	0	0	0	0	0	0	0	0	**241**	5-14	155
16:00	116	58	12	1	0	0	0	0	0	0	0	0	0	0	187	6-15	116
17:00	77	**81**	11	1	0	0	0	0	0	0	0	0	0	0	170	9-18	99
18:00	44	63	**18**	1	0	0	0	0	0	0	0	0	0	0	126	10-19	72
19:00	11	39	9	0	0	0	0	0	0	0	0	0	0	0	59	11-20	40
20:00	36	33	11	1	0	0	0	0	0	0	0	0	0	0	81	9-18	44
21:00	0	15	4	1	0	0	0	0	0	0	0	0	0	0	20	13-22	15
22:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9	9-18	6
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	10-19	4
Total	1061	807	183	15	0	0	0	0	0	0	0	0	0	0	2066		
Percent	51.4%	39.1%	8.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	11:00	11:00											07:00		
Vol.	151	58	22	4											191		
PM Peak	15:00	17:00	18:00	15:00											15:00		
Vol.	163	81	18	1											241		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
05:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5	14-23	3
06:00	6	20	3	0	0	0	0	0	0	0	0	0	0	0	29	11-20	20
07:00	**158**	34	6	**1**	0	0	0	0	0	0	0	0	0	0	**199**	5-14	140
08:00	101	**57**	6	0	0	0	0	0	0	0	0	0	0	0	164	6-15	102
09:00	20	43	15	0	0	0	0	0	0	0	0	0	0	0	78	12-21	47
10:00	15	49	**22**	1	0	0	0	0	0	0	0	0	0	0	87	13-22	54
11:00	28	57	16	0	0	0	0	0	0	0	0	0	0	0	101	11-20	62
12 PM	29	42	**28**	0	0	0	0	0	0	0	0	0	0	0	99	11-20	52
13:00	25	62	10	0	0	0	0	0	0	0	0	0	0	0	97	11-20	64
14:00	**210**	16	4	0	0	0	0	0	0	0	0	0	0	0	**230**	4-13	175
15:00	168	33	3	0	0	0	0	0	0	0	0	0	0	0	204	5-14	146
16:00	88	73	12	0	0	0	0	0	0	0	0	0	0	0	173	7-16	101
17:00	55	72	14	0	0	0	0	0	0	0	0	0	0	0	141	10-19	83
18:00	76	**77**	8	0	0	0	0	0	0	0	0	0	0	0	161	8-17	95
19:00	25	37	9	**1**	0	0	0	0	0	0	0	0	0	0	72	10-19	42
20:00	37	50	5	0	0	0	0	0	0	0	0	0	0	0	92	10-19	56
21:00	4	26	7	0	0	0	0	0	0	0	0	0	0	0	37	12-21	27
22:00	17	30	7	0	0	0	0	0	0	0	0	0	0	0	54	10-19	33
23:00	6	18	3	0	0	0	0	0	0	0	0	0	0	0	27	12-21	18
Total	1070	802	179	3	0	0	0	0	0	0	0	0	0	0	2054		
Percent	52.1%	39.0%	8.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	10:00	07:00											07:00		
Vol.	158	57	22	1											199		
PM Peak	14:00	18:00	12:00	19:00											14:00		
Vol.	210	77	28	1											230		

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Client: GPI / J. Degray

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/12/14	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	12-21	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
06:00	0	7	1	1	0	0	0	0	0	0	0	0	0	0	9	11-20	7
07:00	5	27	8	0	0	0	0	0	0	0	0	0	0	0	40	12-21	28
08:00	**19**	34	17	0	0	0	0	0	0	0	0	0	0	0	**70**	12-21	39
09:00	5	25	13	0	0	0	0	0	0	0	0	0	0	0	43	14-23	28
10:00	11	**37**	**19**	1	0	0	0	0	0	0	0	0	0	0	68	13-22	42
11:00	11	19	16	**3**	0	0	0	0	0	0	0	0	0	0	49	14-23	25
12 PM	10	27	10	0	0	0	0	0	0	0	0	0	0	0	47	12-21	29
13:00	27	37	**17**	0	0	0	0	0	0	0	0	0	0	0	81	11-20	44
14:00	16	35	15	0	0	0	0	0	0	0	0	0	0	0	66	12-21	39
15:00	16	44	6	1	0	0	0	0	0	0	0	0	0	0	67	11-20	45
16:00	23	**52**	15	0	0	0	0	0	0	0	0	0	0	0	90	11-20	56
17:00	16	38	15	0	0	0	0	0	0	0	0	0	0	0	69	11-20	42
18:00	18	18	9	**2**	0	0	0	0	0	0	0	0	0	0	47	9-18	24
19:00	10	30	7	1	0	0	0	0	0	0	0	0	0	0	48	12-21	31
20:00	**64**	41	9	0	0	0	0	0	0	0	0	0	0	0	**114**	6-15	68
21:00	35	40	6	0	0	0	0	0	0	0	0	0	0	0	81	10-19	47
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8	11-20	7
23:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5	11-20	3
Total	287	523	188	9	0	0	0	0	0	0	0	0	0	0	1007		
Percent	28.5%	51.9%	18.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	10:00	11:00											08:00		
Vol.	19	37	19	3											70		
PM Peak	20:00	16:00	13:00	18:00											20:00		
Vol.	64	52	17	2											114		
Total	3393	2921	771	32	0	0	0	0	0	0	0	0	0	0	7117		
Percent	47.7%	41.0%	10.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	5 MPH
50th Percentile :	11 MPH
85th Percentile :	18 MPH
95th Percentile :	21 MPH

Stats

10 MPH Pace Speed :	8-17 MPH
Number in Pace :	4009
Percent in Pace :	56.3%
Number of Vehicles > 40 MPH :	0
Percent of Vehicles > 40 MPH :	0.0%
Mean Speed(Average) :	13 MPH

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Charter Road
Location: North of Mass Ave
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	21-30	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
02:00	1	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
06:00	30	76	30	2	0	0	0	0	0	0	0	0	0	0	138	12-21	84
07:00	**129**	**175**	**61**	4	0	0	0	0	0	0	0	0	0	0	**369**	10-19	206
08:00	70	124	49	**5**	0	0	0	0	0	0	0	0	0	0	248	11-20	141
09:00	3	45	33	4	0	0	0	0	0	0	0	0	0	0	85	14-23	58
10:00	4	40	32	3	0	0	0	0	0	0	0	0	0	0	79	14-23	53
11:00	18	38	31	3	0	0	0	0	0	0	0	0	0	0	90	14-23	49
12 PM	10	52	24	0	0	0	0	0	0	0	0	0	0	0	86	13-22	57
13:00	25	56	33	5	0	0	0	0	0	0	0	0	0	0	119	12-21	67
14:00	**95**	73	26	1	0	0	0	0	0	0	0	0	0	0	195	7-16	109
15:00	77	**97**	36	0	0	0	0	0	0	0	0	0	0	0	**210**	10-19	116
16:00	23	74	55	4	0	0	0	0	0	0	0	0	0	0	156	14-23	93
17:00	8	62	**72**	**9**	0	0	0	0	0	0	0	0	0	0	151	15-24	99
18:00	3	43	32	2	0	0	0	0	0	0	0	0	0	0	80	14-23	55
19:00	4	27	28	2	0	0	0	0	0	0	0	0	0	0	61	15-24	40
20:00	3	10	11	0	0	0	0	0	0	0	0	0	0	0	24	14-23	15
21:00	0	10	7	2	0	0	0	0	0	0	0	0	0	0	19	13-22	13
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	504	1006	563	46	0	0	0	0	0	0	0	0	0	0	2119		
Percent	23.8%	47.5%	26.6%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00											07:00		
Vol.	129	175	61	5											369		
PM Peak	14:00	15:00	17:00	17:00											15:00		
Vol.	95	97	72	9											210		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	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	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	19-28	3
05:00	0	5	3	1	0	0	0	0	0	0	0	0	0	0	9	15-24	6
06:00	14	73	40	4	0	0	0	0	0	0	0	0	0	0	131	13-22	84
07:00	**163**	**151**	45	3	0	0	0	0	0	0	0	0	0	0	**362**	8-17	201
08:00	73	119	61	2	0	0	0	0	0	0	0	0	0	0	255	12-21	140
09:00	3	36	28	1	0	0	0	0	0	0	0	0	0	0	68	14-23	47
10:00	5	29	25	3	0	0	0	0	0	0	0	0	0	0	62	15-24	39
11:00	9	74	**67**	**6**	0	0	0	0	0	0	0	0	0	0	156	15-24	103
12 PM	**65**	60	43	2	0	0	0	0	0	0	0	0	0	0	170	8-17	85
13:00	34	66	40	2	0	0	0	0	0	0	0	0	0	0	142	12-21	79
14:00	60	83	31	1	0	0	0	0	0	0	0	0	0	0	175	11-20	97
15:00	42	**102**	52	4	0	0	0	0	0	0	0	0	0	0	**200**	12-21	117
16:00	39	87	50	**5**	0	0	0	0	0	0	0	0	0	0	181	12-21	103
17:00	14	70	**54**	2	0	0	0	0	0	0	0	0	0	0	140	14-23	90
18:00	22	48	39	2	0	0	0	0	0	0	0	0	0	0	111	14-23	62
19:00	6	37	23	0	0	0	0	0	0	0	0	0	0	0	66	13-22	44
20:00	9	24	32	2	0	0	0	0	0	0	0	0	0	0	67	16-25	40
21:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6	13-22	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
Total	559	1068	639	40	0	0	0	0	0	0	0	0	0	0	2306		
Percent	24.2%	46.3%	27.7%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	11:00	11:00											07:00		
Vol.	163	151	67	6											362		
PM Peak	12:00	15:00	17:00	16:00											15:00		
Vol.	65	102	54	5											200		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	19-28	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
05:00	0	5	2	1	0	0	0	0	0	0	0	0	0	0	8	13-22	6
06:00	19	79	40	2	0	0	0	0	0	0	0	0	0	0	140	13-22	89
07:00	**153**	**148**	**52**	**4**	0	0	0	0	0	0	0	0	0	0	**357**	8-17	194
08:00	69	116	38	2	0	0	0	0	0	0	0	0	0	0	225	11-20	131
09:00	5	39	37	1	0	0	0	0	0	0	0	0	0	0	82	15-24	55
10:00	10	34	42	1	0	0	0	0	0	0	0	0	0	0	87	16-25	54
11:00	13	48	31	3	0	0	0	0	0	0	0	0	0	0	95	13-22	58
12 PM	9	30	27	1	0	0	0	0	0	0	0	0	0	0	67	14-23	41
13:00	31	55	40	5	0	0	0	0	0	0	0	0	0	0	131	13-22	69
14:00	**98**	**95**	17	1	0	0	0	0	0	0	0	0	0	0	**211**	8-17	121
15:00	55	86	38	1	0	0	0	0	0	0	0	0	0	0	180	11-20	100
16:00	21	70	49	4	0	0	0	0	0	0	0	0	0	0	144	14-23	86
17:00	12	85	**70**	**8**	0	0	0	0	0	0	0	0	0	0	175	15-24	113
18:00	31	75	43	5	0	0	0	0	0	0	0	0	0	0	154	13-22	88
19:00	6	32	21	4	0	0	0	0	0	0	0	0	0	0	63	14-23	39
20:00	2	21	16	1	0	0	0	0	0	0	0	0	0	0	40	14-23	27
21:00	6	14	14	0	0	0	0	0	0	0	0	0	0	0	34	14-23	20
22:00	1	10	7	2	0	0	0	0	0	0	0	0	0	0	20	14-23	13
23:00	1	3	0	1	0	0	0	0	0	0	0	0	0	0	5	12-21	3
Total	542	1047	588	47	0	0	0	0	0	0	0	0	0	0	2224		
Percent	24.4%	47.1%	26.4%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00											07:00		
Vol.	153	148	52	4											357		
PM Peak	14:00	14:00	17:00	17:00											14:00		
Vol.	98	95	70	8											211		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/12/14	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	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	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	19-28	1
06:00	2	4	4	1	0	0	0	0	0	0	0	0	0	0	11	13-22	6
07:00	2	**40**	29	2	**1**	0	0	0	0	0	0	0	0	0	74	14-23	51
08:00	**9**	34	**42**	5	0	0	0	0	0	0	0	0	0	0	**90**	16-25	55
09:00	2	26	31	**6**	0	0	0	0	0	0	0	0	0	0	65	15-24	43
10:00	3	18	33	6	0	0	0	0	0	0	0	0	0	0	60	17-26	40
11:00	3	26	33	5	0	0	0	0	0	0	0	0	0	0	67	16-25	44
12 PM	6	38	**48**	6	0	0	0	0	0	0	0	0	0	0	98	16-25	64
13:00	7	24	25	4	**1**	0	0	0	0	0	0	0	0	0	61	15-24	36
14:00	6	37	31	3	0	0	0	0	0	0	0	0	0	0	77	15-24	49
15:00	5	39	34	4	1	0	0	0	0	0	0	0	0	0	83	15-24	54
16:00	12	62	32	**8**	0	0	0	0	0	0	0	0	0	0	114	13-22	72
17:00	**16**	**73**	38	0	0	0	0	0	0	0	0	0	0	0	**127**	13-22	83
18:00	10	38	13	2	1	0	0	0	0	0	0	0	0	0	64	12-21	41
19:00	10	38	29	2	0	0	0	0	0	0	0	0	0	0	79	14-23	48
20:00	2	6	4	2	0	0	0	0	0	0	0	0	0	0	14	13-22	8
21:00	1	6	5	1	0	0	0	0	0	0	0	0	0	0	13	15-24	8
22:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4	24-33	2
23:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	19-28	3
Total	96	512	438	59	4	0	0	0	0	0	0	0	0	0	1109		
Percent	8.7%	46.2%	39.5%	5.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	09:00	07:00										08:00		
Vol.	9	40	42	6	1										90		
PM Peak	17:00	17:00	12:00	16:00	13:00										17:00		
Vol.	16	73	48	8	1										127		
Total	1701	3633	2228	192	4	0	0	0	0	0	0	0	0	0	7758		
Percent	21.9%	46.8%	28.7%	2.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	8 MPH
50th Percentile :	15 MPH
85th Percentile :	21 MPH
95th Percentile :	24 MPH

Stats

10 MPH Pace Speed :	13-22 MPH
Number in Pace :	4345
Percent in Pace :	56.0%
Number of Vehicles > 40 MPH :	0
Percent of Vehicles > 40 MPH :	0.0%
Mean Speed(Average) :	16 MPH

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Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	21-30	2
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	19-28	1
02:00	1	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	2	5	3	1	0	0	0	0	0	0	0	0	0	0	11	13-22	6
06:00	52	97	34	3	0	0	0	0	0	0	0	0	0	0	186	11-20	109
07:00	**262**	**221**	**72**	4	0	0	0	0	0	0	0	0	0	0	**559**	7-16	310
08:00	189	185	60	**5**	0	0	0	0	0	0	0	0	0	0	439	8-17	241
09:00	20	87	46	4	0	0	0	0	0	0	0	0	0	0	157	13-22	100
10:00	19	80	48	3	0	0	0	0	0	0	0	0	0	0	150	14-23	94
11:00	69	89	45	5	0	0	0	0	0	0	0	0	0	0	208	11-20	109
12 PM	43	97	42	1	0	0	0	0	0	0	0	0	0	0	183	12-21	109
13:00	49	103	62	5	0	0	0	0	0	0	0	0	0	0	219	12-21	123
14:00	**266**	121	35	1	0	0	0	0	0	0	0	0	0	0	423	5-14	262
15:00	248	154	43	0	0	0	0	0	0	0	0	0	0	0	**445**	6-15	262
16:00	123	157	72	4	0	0	0	0	0	0	0	0	0	0	356	10-19	191
17:00	58	**167**	**92**	**9**	0	0	0	0	0	0	0	0	0	0	326	13-22	194
18:00	41	89	52	2	0	0	0	0	0	0	0	0	0	0	184	12-21	105
19:00	19	72	39	2	0	0	0	0	0	0	0	0	0	0	132	13-22	83
20:00	11	36	15	0	0	0	0	0	0	0	0	0	0	0	62	13-22	39
21:00	4	27	15	2	0	0	0	0	0	0	0	0	0	0	48	14-23	31
22:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5	14-23	3
23:00	1	4	3	0	0	0	0	0	0	0	0	0	0	0	8	14-23	5
Total	1479	1795	784	51	0	0	0	0	0	0	0	0	0	0	4109		
Percent	36.0%	43.7%	19.1%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00											07:00		
Vol.	262	221	72	5											559		
PM Peak	14:00	17:00	17:00	17:00											15:00		
Vol.	266	167	92	9											445		

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Charter Road
Location: North of Mass Ave
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	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	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	21-30	2
05:00	0	7	4	1	0	0	0	0	0	0	0	0	0	0	12	15-24	8
06:00	28	92	45	4	0	0	0	0	0	0	0	0	0	0	169	12-21	104
07:00	**314**	**183**	52	4	0	0	0	0	0	0	0	0	0	0	**553**	6-15	328
08:00	183	172	71	3	0	0	0	0	0	0	0	0	0	0	429	8-17	231
09:00	18	79	38	2	0	0	0	0	0	0	0	0	0	0	137	13-22	88
10:00	15	80	44	5	0	0	0	0	0	0	0	0	0	0	144	13-22	93
11:00	44	132	**89**	**10**	0	0	0	0	0	0	0	0	0	0	275	14-23	161
12 PM	186	120	58	2	0	0	0	0	0	0	0	0	0	0	366	6-15	204
13:00	69	117	50	2	0	0	0	0	0	0	0	0	0	0	238	11-20	135
14:00	179	155	39	1	0	0	0	0	0	0	0	0	0	0	374	8-17	212
15:00	**205**	**169**	62	5	0	0	0	0	0	0	0	0	0	0	**441**	7-16	242
16:00	155	145	62	**6**	0	0	0	0	0	0	0	0	0	0	368	8-17	196
17:00	91	151	**65**	3	0	0	0	0	0	0	0	0	0	0	310	11-20	175
18:00	66	111	57	3	0	0	0	0	0	0	0	0	0	0	237	11-20	131
19:00	17	76	32	0	0	0	0	0	0	0	0	0	0	0	125	12-21	83
20:00	45	57	43	3	0	0	0	0	0	0	0	0	0	0	148	11-20	74
21:00	1	19	5	1	0	0	0	0	0	0	0	0	0	0	26	13-22	19
22:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9	9-18	6
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6	14-23	5
Total	1620	1875	822	55	0	0	0	0	0	0	0	0	0	0	4372		
Percent	37.1%	42.9%	18.8%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	11:00	11:00											07:00		
Vol.	314	183	89	10											553		
PM Peak	15:00	15:00	17:00	16:00											15:00		
Vol.	205	169	65	6											441		

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Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16-25	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	5-14	1
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	19-28	2
05:00	1	8	3	1	0	0	0	0	0	0	0	0	0	0	13	12-21	9
06:00	25	99	43	2	0	0	0	0	0	0	0	0	0	0	169	12-21	109
07:00	**311**	**182**	58	**5**	0	0	0	0	0	0	0	0	0	0	**556**	6-15	327
08:00	170	173	44	2	0	0	0	0	0	0	0	0	0	0	389	9-18	218
09:00	25	82	52	1	0	0	0	0	0	0	0	0	0	0	160	13-22	98
10:00	25	83	**64**	2	0	0	0	0	0	0	0	0	0	0	174	14-23	106
11:00	41	105	47	3	0	0	0	0	0	0	0	0	0	0	196	12-21	118
12 PM	38	72	55	1	0	0	0	0	0	0	0	0	0	0	166	13-22	91
13:00	56	117	50	5	0	0	0	0	0	0	0	0	0	0	228	12-21	132
14:00	**308**	111	21	1	0	0	0	0	0	0	0	0	0	0	**441**	5-14	289
15:00	223	119	41	1	0	0	0	0	0	0	0	0	0	0	384	6-15	229
16:00	109	143	61	4	0	0	0	0	0	0	0	0	0	0	317	10-19	172
17:00	67	**157**	**84**	**8**	0	0	0	0	0	0	0	0	0	0	316	12-21	182
18:00	107	152	51	5	0	0	0	0	0	0	0	0	0	0	315	10-19	177
19:00	31	69	30	5	0	0	0	0	0	0	0	0	0	0	135	12-21	78
20:00	39	71	21	1	0	0	0	0	0	0	0	0	0	0	132	11-20	78
21:00	10	40	21	0	0	0	0	0	0	0	0	0	0	0	71	13-22	45
22:00	18	40	14	2	0	0	0	0	0	0	0	0	0	0	74	12-21	44
23:00	7	21	3	1	0	0	0	0	0	0	0	0	0	0	32	12-21	21
Total	1612	1849	767	50	0	0	0	0	0	0	0	0	0	0	4278		
Percent	37.7%	43.2%	17.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	10:00	07:00											07:00		
Vol.	311	182	64	5											556		
PM Peak	14:00	17:00	17:00	17:00											14:00		
Vol.	308	157	84	8											441		

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Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/12/14	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6	16-25	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	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16-25	2
06:00	2	11	5	2	0	0	0	0	0	0	0	0	0	0	20	14-23	12
07:00	7	67	37	2	**1**	0	0	0	0	0	0	0	0	0	114	14-23	77
08:00	**28**	**68**	**59**	5	0	0	0	0	0	0	0	0	0	0	**160**	14-23	91
09:00	7	51	44	6	0	0	0	0	0	0	0	0	0	0	108	15-24	70
10:00	14	55	52	7	0	0	0	0	0	0	0	0	0	0	128	15-24	77
11:00	14	45	49	**8**	0	0	0	0	0	0	0	0	0	0	116	15-24	68
12 PM	16	65	**58**	6	0	0	0	0	0	0	0	0	0	0	145	15-24	89
13:00	34	61	42	4	**1**	0	0	0	0	0	0	0	0	0	142	13-22	76
14:00	22	72	46	3	0	0	0	0	0	0	0	0	0	0	143	14-23	86
15:00	21	83	40	5	1	0	0	0	0	0	0	0	0	0	150	13-22	94
16:00	35	**114**	47	**8**	0	0	0	0	0	0	0	0	0	0	**204**	12-21	126
17:00	32	111	53	0	0	0	0	0	0	0	0	0	0	0	196	12-21	124
18:00	28	56	22	4	1	0	0	0	0	0	0	0	0	0	111	12-21	63
19:00	20	68	36	3	0	0	0	0	0	0	0	0	0	0	127	13-22	78
20:00	**66**	47	13	2	0	0	0	0	0	0	0	0	0	0	128	7-16	73
21:00	36	46	11	1	0	0	0	0	0	0	0	0	0	0	94	9-18	54
22:00	0	8	2	2	0	0	0	0	0	0	0	0	0	0	12	14-23	8
23:00	1	3	5	0	0	0	0	0	0	0	0	0	0	0	9	15-24	6
Total	383	1035	626	68	4	0	0	0	0	0	0	0	0	0	2116		
Percent	18.1%	48.9%	29.6%	3.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	11:00	07:00										08:00		
Vol.	28	68	59	8	1										160		
PM Peak	20:00	16:00	12:00	16:00	13:00										16:00		
Vol.	66	114	58	8	1										204		
Total	5094	6554	2999	224	4	0	0	0	0	0	0	0	0	0	14875		
Percent	34.2%	44.1%	20.2%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	6 MPH
50th Percentile :	13 MPH
85th Percentile :	20 MPH
95th Percentile :	23 MPH

Stats

10 MPH Pace Speed :	10-19 MPH
Number in Pace :	7974
Percent in Pace :	53.6%
Number of Vehicles > 40 MPH :	0
Percent of Vehicles > 40 MPH :	0.0%
Mean Speed(Average) :	14 MPH

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
06:00	1	19	11	0	0	0	0	0	0	0	0	0	0	17	48
07:00	2	91	32	0	0	1	0	1	0	0	0	0	0	63	190
08:00	2	99	34	1	5	1	0	1	0	0	0	0	0	48	191
09:00	0	51	16	1	2	0	0	0	0	0	0	0	0	2	72
10:00	0	50	18	1	1	0	0	0	0	0	0	0	0	1	71
11:00	1	65	33	2	13	0	0	0	0	0	0	0	0	4	118
12 PM	1	63	22	0	3	0	0	1	0	0	0	0	0	7	97
13:00	1	70	18	2	4	0	0	2	0	0	0	0	0	3	100
14:00	2	123	20	2	4	0	0	0	0	0	0	0	0	77	228
15:00	2	132	28	2	7	0	0	2	0	0	0	0	0	62	235
16:00	0	144	32	0	1	2	0	0	0	0	0	0	0	21	200
17:00	1	138	27	0	1	0	0	0	0	0	0	0	0	8	175
18:00	0	80	15	1	2	0	0	1	0	0	0	0	0	5	104
19:00	0	52	15	0	1	0	0	0	0	0	0	0	0	3	71
20:00	0	31	5	0	0	1	0	0	0	0	0	0	0	1	38
21:00	0	23	6	0	0	0	0	0	0	0	0	0	0	0	29
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
Total	13	1248	338	12	44	5	0	8	0	0	0	0	0	322	1990
Percent	0.7%	62.7%	17.0%	0.6%	2.2%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	16.2%	
AM Peak	07:00	08:00	08:00	11:00	11:00	07:00		07:00						07:00	
Vol.	2	99	34	2	13	1		1						63	
PM Peak	14:00	16:00	16:00	13:00	15:00	16:00		13:00						14:00	
Vol.	2	144	32	2	7	2		2						77	

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	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	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	0	1
05:00	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
06:00	2	24	6	0	1	0	0	0	0	0	0	0	0	5	38
07:00	3	89	20	0	0	2	0	0	0	0	0	0	0	77	191
08:00	5	85	27	0	5	2	0	0	0	0	0	0	0	50	174
09:00	0	50	17	0	2	0	0	0	0	0	0	0	0	0	69
10:00	0	67	14	1	0	0	0	0	0	0	0	0	0	0	82
11:00	0	93	19	1	1	0	0	0	0	0	0	0	0	5	119
12 PM	2	109	30	3	5	2	0	0	0	0	0	0	0	45	196
13:00	0	76	11	1	5	1	0	0	0	0	0	0	0	2	96
14:00	1	124	34	0	8	0	0	1	0	0	0	0	0	31	199
15:00	2	159	36	0	1	2	0	0	0	0	0	0	0	41	241
16:00	1	142	18	0	0	0	0	0	0	0	0	0	0	26	187
17:00	1	146	11	0	1	1	0	0	0	0	0	0	0	10	170
18:00	0	104	15	0	2	0	0	0	0	0	0	0	0	5	126
19:00	0	43	13	0	1	0	0	0	0	0	0	0	0	2	59
20:00	0	60	12	0	4	0	0	0	0	0	0	0	0	5	81
21:00	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Total	17	1401	290	6	36	11	0	1	0	0	0	0	0	304	2066
Percent	0.8%	67.8%	14.0%	0.3%	1.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.7%	
AM Peak	08:00	11:00	08:00	10:00	08:00	07:00								07:00	
Vol.	5	93	27	1	5	2								77	
PM Peak	12:00	15:00	15:00	12:00	14:00	12:00		14:00						12:00	
Vol.	2	159	36	3	8	2		1						45	

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	23	4	0	0	0	0	0	0	0	0	0	0	2	29
07:00	3	102	29	0	1	1	0	1	0	0	0	0	0	62	199
08:00	1	83	25	1	6	0	0	0	0	0	0	0	0	48	164
09:00	1	54	19	0	0	1	0	1	0	0	0	0	0	2	78
10:00	0	61	21	0	2	0	0	0	0	0	0	0	0	3	87
11:00	1	64	20	0	9	0	0	0	0	0	0	0	0	7	101
12 PM	1	69	17	2	4	0	0	0	0	0	0	0	0	6	99
13:00	1	72	16	0	3	1	0	1	0	0	0	0	0	3	97
14:00	2	99	27	4	1	0	0	0	0	0	0	0	0	97	230
15:00	1	106	22	0	3	0	0	1	0	0	0	0	0	71	204
16:00	1	139	23	2	1	0	0	0	0	0	0	0	0	7	173
17:00	0	121	11	0	0	0	0	0	0	0	0	0	0	9	141
18:00	2	123	19	0	1	1	0	0	0	0	0	0	0	15	161
19:00	0	60	10	1	0	0	0	0	0	0	0	0	0	1	72
20:00	0	73	16	0	0	0	0	0	0	0	0	0	0	3	92
21:00	0	30	6	0	0	1	0	0	0	0	0	0	0	0	37
22:00	0	51	3	0	0	0	0	0	0	0	0	0	0	0	54
23:00	0	23	4	0	0	0	0	0	0	0	0	0	0	0	27
Total	14	1357	294	12	32	5	0	4	0	0	0	0	0	336	2054
Percent	0.7%	66.1%	14.3%	0.6%	1.6%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	16.4%	
AM Peak	07:00	07:00	07:00	02:00	11:00	07:00		07:00						07:00	
Vol.	3	102	29	1	9	1		1						62	
PM Peak	14:00	16:00	14:00	14:00	12:00	13:00		13:00						14:00	
Vol.	2	139	27	4	4	1		1						97	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Charter Road
Location: North of Mass Ave
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/12/14	0	2	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	30	7	0	2	0	0	0	0	0	0	0	0	1	40
08:00	0	53	13	1	0	0	0	0	0	0	0	0	0	3	70
09:00	0	33	8	0	1	0	0	0	0	0	0	0	0	1	43
10:00	0	54	12	0	0	0	0	0	0	0	0	0	0	2	68
11:00	0	36	12	0	1	0	0	0	0	0	0	0	0	0	49
12 PM	0	34	8	0	1	0	0	0	0	0	0	0	0	4	47
13:00	0	65	15	0	1	0	0	0	0	0	0	0	0	0	81
14:00	0	45	19	0	1	0	0	0	0	0	0	0	0	1	66
15:00	0	52	11	0	2	0	0	0	0	0	0	0	0	2	67
16:00	0	72	9	0	1	0	0	0	0	0	0	0	0	8	90
17:00	0	52	12	0	1	1	0	0	0	0	0	0	0	3	69
18:00	0	35	12	0	0	0	0	0	0	0	0	0	0	0	47
19:00	0	42	5	0	0	0	0	0	0	0	0	0	0	1	48
20:00	0	87	23	0	0	0	0	0	0	0	0	0	0	4	114
21:00	0	67	12	0	0	0	0	0	0	0	0	0	0	2	81
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	774	187	1	12	1	0	0	0	0	0	0	0	32	1007
Percent	0.0%	76.9%	18.6%	0.1%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	
AM Peak		10:00	08:00	08:00	07:00									08:00	
Vol.		54	13	1	2									3	
PM Peak		20:00	20:00		15:00	17:00								16:00	
Vol.		87	23		2	1								8	
Grand Total	44	4780	1109	31	124	22	0	13	0	0	0	0	0	994	7117
Percent	0.6%	67.2%	15.6%	0.4%	1.7%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	14.0%	

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Location: Charter Road
Location: North of Mass Ave
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	108	13	1	0	1	0	2	0	0	0	0	0	13	138
07:00	1	272	56	0	4	3	0	3	0	1	0	0	0	29	369
08:00	1	164	49	4	8	1	0	1	0	0	0	0	0	20	248
09:00	0	56	24	0	4	0	0	1	0	0	0	0	0	0	85
10:00	1	56	15	1	5	0	0	0	0	0	0	0	0	1	79
11:00	0	54	21	2	9	0	0	1	0	0	0	0	0	3	90
12 PM	1	59	22	0	2	0	0	0	0	0	0	0	0	2	86
13:00	0	78	16	6	10	0	0	0	0	0	0	0	0	9	119
14:00	2	103	42	4	7	0	0	3	0	0	0	0	0	34	195
15:00	0	121	46	1	6	0	0	0	0	0	0	0	0	36	210
16:00	1	106	35	0	0	0	0	0	0	0	0	0	0	14	156
17:00	0	120	25	0	2	0	0	0	0	0	0	0	0	4	151
18:00	0	65	14	1	0	0	0	0	0	0	0	0	0	0	80
19:00	0	47	11	1	2	0	0	0	0	0	0	0	0	0	61
20:00	1	17	5	0	0	0	0	0	0	0	0	0	0	1	24
21:00	0	13	6	0	0	0	0	0	0	0	0	0	0	0	19
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	1443	402	24	59	5	0	11	0	1	0	0	0	166	2119
Percent	0.4%	68.1%	19.0%	1.1%	2.8%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	7.8%	
AM Peak	07:00	07:00	07:00	08:00	11:00	07:00		07:00		07:00				07:00	
Vol.	1	272	56	4	9	3		3		1				29	
PM Peak	14:00	15:00	15:00	13:00	13:00			14:00						15:00	
Vol.	2	121	46	6	10			3						36	

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Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	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	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	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	7	1	0	0	1	0	0	0	0	0	0	0	0	9
06:00	1	110	11	0	5	0	1	0	0	0	0	0	0	3	131
07:00	3	264	41	2	0	1	0	2	0	1	0	0	0	48	362
08:00	4	165	44	1	11	2	0	2	0	0	0	0	0	26	255
09:00	0	52	15	1	0	0	0	0	0	0	0	0	0	0	68
10:00	0	45	15	0	1	0	0	0	0	0	0	0	0	1	62
11:00	1	121	28	1	1	0	0	0	0	0	0	0	0	4	156
12 PM	4	99	30	5	8	1	0	0	0	0	0	0	0	23	170
13:00	0	96	17	6	12	0	0	0	0	0	0	0	0	11	142
14:00	0	120	19	0	10	0	0	2	0	0	0	0	0	24	175
15:00	2	160	20	0	0	1	0	0	0	0	0	0	0	17	200
16:00	0	144	21	0	0	0	0	0	0	0	0	0	0	16	181
17:00	2	122	8	0	0	0	0	0	0	0	0	0	0	8	140
18:00	0	97	8	0	0	0	0	1	0	0	0	0	0	5	111
19:00	0	53	10	1	1	0	0	0	0	0	0	0	0	1	66
20:00	0	46	14	0	5	0	0	0	0	0	0	0	0	2	67
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	17	1710	304	17	54	6	1	7	0	1	0	0	0	189	2306
Percent	0.7%	74.2%	13.2%	0.7%	2.3%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	8.2%	
AM Peak	08:00	07:00	08:00	07:00	08:00	08:00	06:00	07:00		07:00				07:00	
Vol.	4	264	44	2	11	2	1	2		1				48	
PM Peak	12:00	15:00	12:00	13:00	13:00	12:00		14:00						14:00	
Vol.	4	160	30	6	12	1		2						24	

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	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	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	116	19	1	0	1	0	0	0	0	0	0	0	3	140
07:00	1	261	37	2	2	1	0	3	0	0	0	0	0	50	357
08:00	2	152	37	0	12	0	0	0	0	0	0	0	0	22	225
09:00	1	55	21	0	2	1	0	0	0	0	0	0	0	2	82
10:00	0	54	24	0	4	0	0	0	0	0	0	0	0	5	87
11:00	0	59	20	3	11	0	0	0	0	0	0	0	0	2	95
12 PM	0	40	20	1	2	0	0	0	0	0	0	0	0	4	67
13:00	2	86	20	3	11	1	1	0	0	0	0	0	0	7	131
14:00	0	130	26	1	11	4	0	0	0	0	0	0	0	39	211
15:00	1	126	21	2	7	0	0	0	0	0	0	0	0	23	180
16:00	0	113	23	1	2	1	0	0	0	0	0	0	0	4	144
17:00	0	148	22	0	1	0	0	0	0	0	0	0	0	4	175
18:00	0	128	17	0	0	1	0	0	0	0	0	0	0	8	154
19:00	0	49	12	1	1	0	0	0	0	0	0	0	0	0	63
20:00	0	35	5	0	0	0	0	0	0	0	0	0	0	0	40
21:00	1	26	5	0	0	0	0	0	0	0	0	0	0	2	34
22:00	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	8	1609	336	15	67	10	1	3	0	0	0	0	0	175	2224
Percent	0.4%	72.3%	15.1%	0.7%	3.0%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	7.9%	
AM Peak	08:00	07:00	07:00	11:00	08:00	06:00		07:00						07:00	
Vol.	2	261	37	3	12	1		3						50	
PM Peak	13:00	17:00	14:00	13:00	13:00	14:00	13:00							14:00	
Vol.	2	148	26	3	11	4	1							39	

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/12/14	0	2	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	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
07:00	1	54	14	2	1	0	0	0	0	0	0	0	0	2	74
08:00	1	75	13	0	0	0	0	0	0	0	0	0	0	1	90
09:00	0	47	17	0	0	0	0	0	0	0	0	0	0	1	65
10:00	0	48	10	0	0	0	0	0	0	0	0	0	0	2	60
11:00	0	52	13	0	2	0	0	0	0	0	0	0	0	0	67
12 PM	0	69	27	0	1	0	0	0	0	0	0	0	0	1	98
13:00	0	52	6	0	2	0	0	0	0	0	0	0	0	1	61
14:00	0	58	18	0	0	0	0	0	0	0	0	0	0	1	77
15:00	0	65	17	0	0	0	0	0	0	0	0	0	0	1	83
16:00	2	85	18	2	1	0	0	1	0	0	0	0	0	5	114
17:00	1	97	22	0	4	0	0	0	0	0	0	0	0	3	127
18:00	0	51	11	0	2	0	0	0	0	0	0	0	0	0	64
19:00	0	69	9	0	0	0	0	0	0	0	0	0	0	1	79
20:00	0	11	2	0	0	0	0	1	0	0	0	0	0	0	14
21:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	5	862	204	4	13	0	0	2	0	0	0	0	0	19	1109
Percent	0.5%	77.7%	18.4%	0.4%	1.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM Peak	07:00	08:00	09:00	07:00	11:00									07:00	
Vol.	1	75	17	2	2									2	
PM Peak	16:00	17:00	12:00	16:00	17:00			16:00						16:00	
Vol.	2	97	27	2	4			1						5	
Grand Total	38	5624	1246	60	193	21	2	23	0	2	0	0	0	549	7758
Percent	0.5%	72.5%	16.1%	0.8%	2.5%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	

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Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11
06:00	1	127	24	1	0	1	0	2	0	0	0	0	0	30	186
07:00	3	363	88	0	4	4	0	4	0	1	0	0	0	92	559
08:00	3	263	83	5	13	2	0	2	0	0	0	0	0	68	439
09:00	0	107	40	1	6	0	0	1	0	0	0	0	0	2	157
10:00	1	106	33	2	6	0	0	0	0	0	0	0	0	2	150
11:00	1	119	54	4	22	0	0	1	0	0	0	0	0	7	208
12 PM	2	122	44	0	5	0	0	1	0	0	0	0	0	9	183
13:00	1	148	34	8	14	0	0	2	0	0	0	0	0	12	219
14:00	4	226	62	6	11	0	0	3	0	0	0	0	0	111	423
15:00	2	253	74	3	13	0	0	2	0	0	0	0	0	98	445
16:00	1	250	67	0	1	2	0	0	0	0	0	0	0	35	356
17:00	1	258	52	0	3	0	0	0	0	0	0	0	0	12	326
18:00	0	145	29	2	2	0	0	1	0	0	0	0	0	5	184
19:00	0	99	26	1	3	0	0	0	0	0	0	0	0	3	132
20:00	1	48	10	0	0	1	0	0	0	0	0	0	0	2	62
21:00	0	36	12	0	0	0	0	0	0	0	0	0	0	0	48
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
Total	21	2691	740	36	103	10	0	19	0	1	0	0	0	488	4109
Percent	0.5%	65.5%	18.0%	0.9%	2.5%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	11.9%	
AM Peak	07:00	07:00	07:00	08:00	11:00	07:00		07:00		07:00				07:00	
Vol.	3	363	88	5	22	4		4		1				92	
PM Peak	14:00	17:00	15:00	13:00	13:00	16:00		14:00						14:00	
Vol.	4	258	74	8	14	2		3						111	

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Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	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	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	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	8	2	0	0	2	0	0	0	0	0	0	0	0	12
06:00	3	134	17	0	6	0	1	0	0	0	0	0	0	8	169
07:00	6	353	61	2	0	3	0	2	0	1	0	0	0	125	553
08:00	9	250	71	1	16	4	0	2	0	0	0	0	0	76	429
09:00	0	102	32	1	2	0	0	0	0	0	0	0	0	0	137
10:00	0	112	29	1	1	0	0	0	0	0	0	0	0	1	144
11:00	1	214	47	2	2	0	0	0	0	0	0	0	0	9	275
12 PM	6	208	60	8	13	3	0	0	0	0	0	0	0	68	366
13:00	0	172	28	7	17	1	0	0	0	0	0	0	0	13	238
14:00	1	244	53	0	18	0	0	3	0	0	0	0	0	55	374
15:00	4	319	56	0	1	3	0	0	0	0	0	0	0	58	441
16:00	1	286	39	0	0	0	0	0	0	0	0	0	0	42	368
17:00	3	268	19	0	1	1	0	0	0	0	0	0	0	18	310
18:00	0	201	23	0	2	0	0	1	0	0	0	0	0	10	237
19:00	0	96	23	1	2	0	0	0	0	0	0	0	0	3	125
20:00	0	106	26	0	9	0	0	0	0	0	0	0	0	7	148
21:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26
22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
Total	34	3111	594	23	90	17	1	8	0	1	0	0	0	493	4372
Percent	0.8%	71.2%	13.6%	0.5%	2.1%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	11.3%	
AM Peak	08:00	07:00	08:00	07:00	08:00	08:00	06:00	07:00		07:00				07:00	
Vol.	9	353	71	2	16	4	1	2		1				125	
PM Peak	12:00	15:00	12:00	12:00	14:00	12:00		14:00						12:00	
Vol.	6	319	60	8	18	3		3						68	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Charter Road
Location: North of Mass Ave
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
05:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	139	23	1	0	1	0	0	0	0	0	0	0	5	169
07:00	4	363	66	2	3	2	0	4	0	0	0	0	0	112	556
08:00	3	235	62	1	18	0	0	0	0	0	0	0	0	70	389
09:00	2	109	40	0	2	2	0	1	0	0	0	0	0	4	160
10:00	0	115	45	0	6	0	0	0	0	0	0	0	0	8	174
11:00	1	123	40	3	20	0	0	0	0	0	0	0	0	9	196
12 PM	1	109	37	3	6	0	0	0	0	0	0	0	0	10	166
13:00	3	158	36	3	14	2	1	1	0	0	0	0	0	10	228
14:00	2	229	53	5	12	4	0	0	0	0	0	0	0	136	441
15:00	2	232	43	2	10	0	0	1	0	0	0	0	0	94	384
16:00	1	252	46	3	3	1	0	0	0	0	0	0	0	11	317
17:00	0	269	33	0	1	0	0	0	0	0	0	0	0	13	316
18:00	2	251	36	0	1	2	0	0	0	0	0	0	0	23	315
19:00	0	109	22	2	1	0	0	0	0	0	0	0	0	1	135
20:00	0	108	21	0	0	0	0	0	0	0	0	0	0	3	132
21:00	1	56	11	0	0	1	0	0	0	0	0	0	0	2	71
22:00	0	65	9	0	0	0	0	0	0	0	0	0	0	0	74
23:00	0	28	4	0	0	0	0	0	0	0	0	0	0	0	32
Total	22	2966	630	27	99	15	1	7	0	0	0	0	0	511	4278
Percent	0.5%	69.3%	14.7%	0.6%	2.3%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	11.9%	
AM Peak	07:00	07:00	07:00	11:00	11:00	07:00		07:00						07:00	
Vol.	4	363	66	3	20	2		4						112	
PM Peak	13:00	17:00	14:00	14:00	13:00	14:00	13:00	13:00						14:00	
Vol.	3	269	53	5	14	4	1	1						136	

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Location: Charter Road
Location: North of Mass Ave
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/12/14	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
07:00	1	84	21	2	3	0	0	0	0	0	0	0	0	3	114
08:00	1	128	26	1	0	0	0	0	0	0	0	0	0	4	160
09:00	0	80	25	0	1	0	0	0	0	0	0	0	0	2	108
10:00	0	102	22	0	0	0	0	0	0	0	0	0	0	4	128
11:00	0	88	25	0	3	0	0	0	0	0	0	0	0	0	116
12 PM	0	103	35	0	2	0	0	0	0	0	0	0	0	5	145
13:00	0	117	21	0	3	0	0	0	0	0	0	0	0	1	142
14:00	0	103	37	0	1	0	0	0	0	0	0	0	0	2	143
15:00	0	117	28	0	2	0	0	0	0	0	0	0	0	3	150
16:00	2	157	27	2	2	0	0	1	0	0	0	0	0	13	204
17:00	1	149	34	0	5	1	0	0	0	0	0	0	0	6	196
18:00	0	86	23	0	2	0	0	0	0	0	0	0	0	0	111
19:00	0	111	14	0	0	0	0	0	0	0	0	0	0	2	127
20:00	0	98	25	0	0	0	0	1	0	0	0	0	0	4	128
21:00	0	78	14	0	0	0	0	0	0	0	0	0	0	2	94
22:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
Total	5	1636	391	5	25	1	0	2	0	0	0	0	0	51	2116
Percent	0.2%	77.3%	18.5%	0.2%	1.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	
AM Peak	07:00	08:00	08:00	07:00	07:00									08:00	
Vol.	1	128	26	2	3									4	
PM Peak	16:00	16:00	14:00	16:00	17:00	17:00		16:00						16:00	
Vol.	2	157	37	2	5	1		1						13	
Grand Total	82	10404	2355	91	317	43	2	36	0	2	0	0	0	1543	14875
Percent	0.6%	69.9%	15.8%	0.6%	2.1%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	10.4%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start	09-Apr-14	Eastbound		Westbound		Combined		10-Apr-	Eastbound		Westbound		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		4	98	12	97	16	195		7	114	7	96	14	210
12:15		5	99	9	99	14	198		0	89	3	72	3	161
12:30		3	94	5	86	8	180		0	119	8	73	8	192
12:45		2	109	5	85	7	194		1	96	6	114	7	210
01:00		1	90	5	86	6	176		2	104	9	96	11	200
01:15		3	83	4	88	7	171		0	112	6	86	6	198
01:30		1	90	5	100	6	190		0	103	4	100	4	203
01:45		0	108	2	105	2	213		0	103	2	106	2	209
02:00		2	102	2	89	4	191		1	101	0	88	1	189
02:15		1	103	4	84	5	187		2	97	0	85	2	182
02:30		2	104	2	112	4	216		0	99	2	105	2	204
02:45		1	101	1	106	2	207		4	104	0	106	4	210
03:00		1	113	3	119	4	232		2	122	4	128	6	250
03:15		1	103	3	154	4	257		0	115	0	124	0	239
03:30		1	124	1	134	2	258		1	132	1	123	2	255
03:45		2	129	1	92	3	221		0	144	2	95	2	239
04:00		5	126	2	87	7	213		4	123	2	123	6	246
04:15		6	116	1	123	7	239		5	127	1	87	6	214
04:30		14	123	3	131	17	254		9	108	3	127	12	235
04:45		7	128	1	134	8	262		4	138	3	93	7	231
05:00		11	***124***	5	138	16	262		13	***147***	3	134	16	***281***
05:15		22	***131***	2	134	24	***265***		12	***143***	4	124	16	***267***
05:30		28	***158***	6	***133***	34	***291***		38	***111***	2	111	40	***222***
05:45		41	***160***	7	***151***	48	***311***		42	***144***	6	124	48	***268***
06:00		75	118	13	***155***	88	***273***		54	107	13	***163***	67	270
06:15		77	117	15	***139***	92	256		77	112	20	***132***	97	244
06:30		73	86	36	117	109	203		74	94	30	***155***	104	249
06:45		119	104	45	120	164	224		118	112	35	***135***	153	247
07:00		100	80	43	123	143	203		115	94	35	140	150	234
07:15		120	80	44	127	164	207		115	98	44	113	159	211
07:30		119	66	58	122	177	188		130	63	48	106	178	169
07:45		***156***	70	58	104	214	174		***141***	70	57	102	198	172
08:00		***147***	73	57	84	204	157		***155***	64	64	99	219	163
08:15		***150***	42	53	97	203	139		***145***	59	60	106	***205***	165
08:30		***130***	38	81	85	***211***	123		***149***	28	63	92	***212***	120
08:45		131	41	95	86	***226***	127		126	42	95	82	***221***	124
09:00		133	42	88	62	***221***	104		127	27	104	79	***231***	106
09:15		127	22	77	54	***204***	76		128	32	77	55	205	87
09:30		95	26	70	66	165	92		117	29	65	62	182	91
09:45		116	20	65	51	181	71		108	19	77	33	185	52
10:00		85	25	63	28	148	53		101	13	75	42	176	55
10:15		89	16	61	27	150	43		82	17	66	31	148	48
10:30		80	11	65	25	145	36		104	21	68	23	172	44
10:45		88	12	63	12	151	24		92	11	82	22	174	33
11:00		104	7	***80***	22	184	29		95	3	***64***	13	159	16
11:15		121	3	***73***	12	194	15		92	6	***86***	22	178	28
11:30		91	8	***102***	9	193	17		107	2	***115***	12	222	14
11:45		97	2	***104***	16	201	18		109	9	***95***	11	204	20
Total		2787	3825	1600	4410	4387	8235		2808	3927	1616	4350	4424	8277
Day Total		6612		6010		12622			6735		5966		12701	
% Total		22.1%	30.3%	12.7%	34.9%				22.1%	30.9%	12.7%	34.2%		
Peak		07:45	05:00	11:00	05:30	08:30	05:15		07:45	05:00	11:00	06:00	08:15	05:00
Vol.		583	573	359	578	862	1140		590	545	360	585	869	1038
P.H.F.		0.934	0.895	0.863	0.932	0.954	0.916		0.952	0.927	0.783	0.897	0.940	0.923

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Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start	11-Apr-14	Eastbound		Westbound		Combined		12-Apr-	Eastbound		Westbound		Combined	
Time	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	115	5	86	5	201		6	***151***	18	112	24	263
12:15		0	95	7	99	7	194		9	***144***	12	95	21	239
12:30		3	92	7	100	10	192		3	***130***	8	114	11	***244***
12:45		1	114	8	100	9	214		2	***148***	4	112	6	***260***
01:00		1	114	4	116	5	230		1	125	4	129	5	***254***
01:15		3	107	2	108	5	215		3	135	4	115	7	***250***
01:30		0	103	4	94	4	197		1	126	4	99	5	225
01:45		1	109	3	101	4	210		0	129	4	112	4	241
02:00		2	96	3	107	5	203		0	125	1	103	1	228
02:15		0	103	2	85	2	188		3	123	2	91	5	214
02:30		1	114	1	97	2	211		0	118	0	104	0	222
02:45		1	101	0	97	1	198		1	131	3	111	4	242
03:00		1	132	3	94	4	226		0	140	2	***130***	2	270
03:15		1	129	1	121	2	250		3	124	0	***129***	3	253
03:30		4	130	1	100	5	230		0	99	4	***133***	4	232
03:45		4	***117***	1	125	5	242		2	103	1	***124***	3	227
04:00		8	***136***	2	122	10	258		2	125	0	112	2	237
04:15		8	***161***	2	112	10	273		2	119	3	119	5	238
04:30		6	***151***	3	112	9	263		2	114	3	116	5	230
04:45		4	115	2	144	6	259		4	109	1	111	5	220
05:00		12	135	4	145	16	280		6	106	4	116	10	222
05:15		20	130	5	149	25	***279***		9	113	3	118	12	231
05:30		30	132	10	151	40	***283***		10	112	3	105	13	217
05:45		31	150	11	***153***	42	***303***		13	88	4	102	17	190
06:00		66	120	11	***168***	77	***288***		9	87	4	106	13	193
06:15		64	91	14	***177***	78	268		21	76	8	89	29	165
06:30		69	110	25	***166***	94	276		23	84	9	85	32	169
06:45		125	110	38	151	163	261		42	75	8	88	50	163
07:00		119	88	46	136	165	224		37	92	31	75	68	167
07:15		103	66	65	106	168	172		44	68	39	83	83	151
07:30		111	67	55	111	166	178		59	55	36	77	95	132
07:45		***137***	62	55	105	192	167		78	59	36	80	114	139
08:00		***151***	58	63	92	***214***	150		52	60	49	66	101	126
08:15		***138***	79	57	91	***195***	170		111	44	48	53	159	97
08:30		***135***	66	85	60	***220***	126		104	33	66	79	170	112
08:45		123	43	89	60	***212***	103		117	42	73	76	190	118
09:00		129	37	71	54	200	91		123	24	66	66	189	90
09:15		121	28	70	56	191	84		129	28	79	61	208	89
09:30		110	38	65	43	175	81		116	20	89	68	205	88
09:45		103	47	55	53	158	100		138	22	102	39	240	61
10:00		114	33	81	47	195	80		137	25	90	35	227	60
10:15		98	30	68	39	166	69		***155***	21	106	31	261	52
10:30		81	24	58	42	139	66		***148***	22	95	31	243	53
10:45		95	24	73	50	168	74		***161***	18	***112***	43	***273***	61
11:00		97	13	***62***	37	159	50		***143***	26	***117***	29	***260***	55
11:15		93	8	***75***	27	168	35		148	16	***128***	27	***276***	43
11:30		77	8	***86***	38	163	46		142	11	***123***	16	***265***	27
11:45		107	10	***106***	15	213	25		160	11	110	18	270	29
Total		2708	4141	1564	4642	4272	8783		2479	3956	1716	4133	4195	8089
Day Total		6849		6206		13055			6435		5849		12284	
% Total		20.7%	31.7%	12.0%	35.6%				20.2%	32.2%	14.0%	33.6%		
Peak		07:45	03:45	11:00	05:45	08:00	05:15		10:15	12:00	10:45	03:00	10:45	00:30
Vol.		561	565	329	664	841	1153		607	573	480	516	1074	1008
P.H.F.		0.929	0.877	0.776	0.938	0.956	0.951		0.943	0.949	0.938	0.970	0.973	0.969

ADT	ADT 12,662	AADT 12,662

Innovative Data, LLC

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Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	0	0	3	6	4	1	0	0	0	0	0	0	14	34-43	10
01:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	29-38	4
02:00	1	0	0	3	0	2	0	0	0	0	0	0	0	0	6	22-31	3
03:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5	31-40	4
04:00	0	0	0	0	8	16	5	**3**	0	0	0	0	0	0	32	32-41	23
05:00	0	0	1	10	38	39	**12**	2	0	0	0	0	0	0	102	31-40	70
06:00	19	21	51	75	**106**	**65**	7	0	0	0	0	0	0	0	344	28-37	165
07:00	**181**	59	109	106	33	6	0	1	0	0	0	0	0	0	495	5-14	210
08:00	122	**80**	**196**	108	45	7	0	0	0	0	0	0	0	0	**558**	19-28	235
09:00	54	52	117	155	75	17	1	0	0	0	0	0	0	0	471	22-31	225
10:00	19	15	55	126	101	23	3	0	0	0	0	0	0	0	342	25-34	199
11:00	27	16	78	**173**	104	14	1	0	0	0	0	0	0	0	413	24-33	249
12 PM	26	32	95	137	80	26	4	0	0	0	0	0	0	0	400	23-32	207
13:00	36	15	97	136	75	10	2	0	0	0	0	0	0	0	371	23-32	204
14:00	**177**	**66**	94	58	13	2	0	0	0	0	0	0	0	0	410	5-14	197
15:00	80	61	**127**	140	53	8	0	0	0	0	0	0	0	0	469	21-30	207
16:00	112	26	64	120	137	32	2	0	0	0	0	0	0	0	493	26-35	197
17:00	86	29	85	**171**	**159**	42	1	0	0	0	0	0	0	0	**573**	25-34	268
18:00	35	18	49	122	115	**81**	**5**	0	0	0	0	0	0	0	425	27-36	207
19:00	13	2	15	88	132	42	4	0	0	0	0	0	0	0	296	27-36	197
20:00	11	1	10	44	92	34	2	0	0	0	0	0	0	0	194	28-37	126
21:00	3	0	1	24	54	25	3	0	0	0	0	0	0	0	110	28-37	77
22:00	1	0	1	7	28	20	4	**3**	0	0	0	0	0	0	64	31-40	43
23:00	1	0	0	0	5	9	3	2	0	0	0	0	0	0	20	32-41	13
Total	1004	493	1245	1804	1461	529	64	12	0	0	0	0	0	0	6612		
Percent	15.2%	7.5%	18.8%	27.3%	22.1%	8.0%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	11:00	06:00	06:00	05:00	04:00							08:00		
Vol.	181	80	196	173	106	65	12	3							558		
PM Peak	14:00	14:00	15:00	17:00	17:00	18:00	18:00	22:00							17:00		
Vol.	177	66	127	171	159	81	5	3							573		

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Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	0	0	0	0	5	1	2	0	0	0	0	0	0	0	8	29-38	6
01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
02:00	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7	29-38	5
03:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	31-40	3
04:00	0	0	0	2	6	6	6	2	0	0	0	0	0	0	22	34-43	12
05:00	0	0	0	5	35	51	**10**	**3**	**1**	0	0	0	0	0	105	32-41	78
06:00	14	11	36	68	**120**	**66**	7	1	0	0	0	0	0	0	323	28-37	178
07:00	**217**	47	107	101	25	4	0	0	0	0	0	0	0	0	501	5-14	237
08:00	94	**117**	**181**	137	35	11	0	0	0	0	0	0	0	0	**575**	19-28	252
09:00	37	40	130	**176**	80	15	2	0	0	0	0	0	0	0	480	22-31	262
10:00	9	16	95	147	96	16	0	0	0	0	0	0	0	0	379	24-33	233
11:00	27	19	93	151	89	23	1	0	0	0	0	0	0	0	403	23-32	225
12 PM	142	38	89	96	51	2	0	0	0	0	0	0	0	0	418	5-14	166
13:00	54	41	117	136	64	8	2	0	0	0	0	0	0	0	422	22-31	205
14:00	116	48	**132**	88	12	5	0	0	0	0	0	0	0	0	401	20-29	159
15:00	**182**	**66**	117	95	45	6	2	0	0	0	0	0	0	0	513	5-14	214
16:00	120	37	78	121	117	21	2	0	0	0	0	0	0	0	496	25-34	183
17:00	100	49	65	**166**	134	28	3	0	0	0	0	0	0	0	**545**	25-34	233
18:00	25	2	20	109	**197**	**63**	**9**	0	0	0	0	0	0	0	425	28-37	274
19:00	17	7	25	87	134	50	5	0	0	0	0	0	0	0	325	27-36	197
20:00	8	3	30	43	79	27	3	0	0	0	0	0	0	0	193	27-36	112
21:00	0	0	3	16	42	40	6	0	0	0	0	0	0	0	107	30-39	75
22:00	3	0	2	6	22	23	5	**1**	0	0	0	0	0	0	62	31-40	39
23:00	0	0	1	1	10	6	2	0	0	0	0	0	0	0	20	31-40	14
Total	1165	541	1321	1752	1404	476	68	7	1	0	0	0	0	0	6735		
Percent	17.3%	8.0%	19.6%	26.0%	20.8%	7.1%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	09:00	06:00	06:00	05:00	05:00	05:00						08:00		
Vol.	217	117	181	176	120	66	10	3	1						575		
PM Peak	15:00	15:00	14:00	17:00	18:00	18:00	18:00	22:00							17:00		
Vol.	182	66	132	166	197	63	9	1							545		

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Client: GPI / J. Degray

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4	27-36	3
01:00	0	0	0	0	4	0	1	0	0	0	0	0	0	0	5	26-35	4
02:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4	29-38	3
03:00	0	0	0	2	3	2	3	0	0	0	0	0	0	0	10	34-43	5
04:00	0	0	0	5	3	10	5	2	**1**	0	0	0	0	0	26	35-44	14
05:00	0	0	0	6	32	36	**16**	**3**	0	0	0	0	0	0	93	32-41	63
06:00	22	13	20	77	**109**	**70**	13	0	0	0	0	0	0	0	324	28-37	171
07:00	**167**	53	102	109	34	5	0	0	0	0	0	0	0	0	470	5-14	195
08:00	142	**94**	131	123	49	8	0	0	0	0	0	0	0	0	**547**	6-15	191
09:00	25	39	**135**	**157**	90	17	0	0	0	0	0	0	0	0	463	22-31	255
10:00	16	9	111	151	88	12	1	0	0	0	0	0	0	0	388	23-32	242
11:00	22	25	98	149	74	6	0	0	0	0	0	0	0	0	374	23-32	220
12 PM	22	16	118	140	99	20	1	0	0	0	0	0	0	0	416	23-32	236
13:00	53	30	105	**151**	79	15	0	0	0	0	0	0	0	0	433	23-32	217
14:00	**208**	70	87	44	5	0	0	0	0	0	0	0	0	0	414	5-14	220
15:00	162	64	**120**	113	47	1	0	0	0	0	0	0	0	**1**	508	5-14	196
16:00	160	**84**	84	120	93	21	1	0	0	0	0	0	0	0	**563**	6-15	204
17:00	77	25	76	148	**179**	41	1	0	0	0	0	0	0	0	547	26-35	266
18:00	42	12	43	145	142	**47**	0	0	0	0	0	0	0	0	431	26-35	241
19:00	22	4	13	81	115	41	**5**	**2**	0	0	0	0	0	0	283	27-36	171
20:00	8	5	17	85	106	21	3	1	0	0	0	0	0	0	246	26-35	167
21:00	3	1	12	40	63	26	4	0	0	0	0	0	0	1	150	27-36	96
22:00	2	0	2	24	49	30	4	0	0	0	0	0	0	0	111	29-38	76
23:00	1	0	1	3	14	17	3	0	0	0	0	0	0	0	39	32-41	27
Total	1154	545	1275	1873	1482	447	62	8	1	0	0	0	0	2	6849		
Percent	16.8%	8.0%	18.6%	27.3%	21.6%	6.5%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	09:00	09:00	06:00	06:00	05:00	05:00	04:00						08:00		
Vol.	167	94	135	157	109	70	16	3	1						547		
PM Peak	14:00	16:00	15:00	13:00	17:00	18:00	19:00	19:00						15:00	16:00		
Vol.	208	84	120	151	179	47	5	2						1	563		

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Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/12/14	0	0	0	1	14	4	1	0	0	0	0	0	0	0	20	29-38	17
01:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5	32-41	4
02:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	26-35	4
03:00	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	27-36	5
04:00	0	0	0	2	2	5	0	1	0	0	0	0	0	0	10	33-42	6
05:00	0	0	0	3	12	19	3	1	0	0	0	0	0	0	38	32-41	28
06:00	1	0	1	8	35	36	11	**3**	0	0	0	0	0	0	95	31-40	64
07:00	2	0	0	43	98	62	**13**	0	0	0	0	0	0	0	218	29-38	151
08:00	14	1	19	91	161	88	10	0	0	0	0	0	0	0	384	28-37	243
09:00	23	5	22	120	218	**110**	6	2	0	0	0	0	0	0	506	28-37	321
10:00	42	**27**	43	146	**268**	71	4	0	0	0	0	0	0	0	**601**	27-36	359
11:00	**63**	18	**46**	**153**	242	63	7	0	**1**	0	0	0	0	0	593	27-36	332
12 PM	26	11	**51**	**180**	**238**	59	8	0	0	0	0	0	0	0	**573**	27-36	365
13:00	22	**14**	50	128	207	**87**	7	0	0	0	0	0	0	0	515	28-37	304
14:00	22	11	48	141	186	83	6	0	0	0	0	0	0	0	497	27-36	294
15:00	18	6	35	153	189	56	9	0	0	0	0	0	0	0	466	27-36	301
16:00	**39**	12	40	128	177	67	4	0	0	0	0	0	0	0	467	27-36	264
17:00	12	1	27	102	190	78	8	**1**	0	0	0	0	0	0	419	28-37	276
18:00	13	0	10	52	153	81	**12**	1	0	0	0	0	0	0	322	29-38	215
19:00	8	0	22	55	112	68	8	1	0	0	0	0	0	0	274	29-38	171
20:00	3	2	8	40	91	31	3	1	0	0	0	0	0	0	179	28-37	125
21:00	1	0	1	17	46	24	5	0	0	0	0	0	0	0	94	29-38	67
22:00	1	0	2	12	37	30	4	0	0	0	0	0	0	0	86	30-39	61
23:00	0	1	0	4	28	26	4	0	0	**1**	0	0	0	0	64	31-40	48
Total	310	109	425	1579	2716	1150	133	11	1	1	0	0	0	0	6435		
Percent	4.8%	1.7%	6.6%	24.5%	42.2%	17.9%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	10:00	09:00	07:00	06:00	11:00						10:00		
Vol.	63	27	46	153	268	110	13	3	1						601		
PM Peak	16:00	13:00	12:00	12:00	12:00	13:00	18:00	17:00		23:00					12:00		
Vol.	39	14	51	180	238	87	12	1		1					573		
Total	3633	1688	4266	7008	7063	2602	327	38	3	1	0	0	0	2	26631		
Percent	13.6%	6.3%	16.0%	26.3%	26.5%	9.8%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	9 MPH
50th Percentile :	26 MPH
85th Percentile :	34 MPH
95th Percentile :	37 MPH

Stats		
	10 MPH Pace Speed :	25-34 MPH
	Number in Pace :	11591
	Percent in Pace :	43.5%
	Number of Vehicles > 40 MPH :	563
	Percent of Vehicles > 40 MPH :	2.1%
	Mean Speed(Average) :	24 MPH

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	0	3	12	13	2	**1**	0	0	0	0	0	0	31	31-40	23
01:00	0	0	1	1	6	6	2	0	0	0	0	0	0	0	16	30-39	11
02:00	0	0	0	2	3	3	1	0	0	0	0	0	0	0	9	29-38	6
03:00	0	0	0	1	2	4	1	0	0	0	0	0	0	0	8	31-40	6
04:00	0	0	0	0	4	0	2	0	0	**1**	0	0	0	0	7	26-35	4
05:00	0	0	0	2	11	6	1	0	0	0	0	0	0	0	20	30-39	16
06:00	12	5	16	37	23	9	**6**	1	0	0	0	0	0	0	109	25-34	51
07:00	21	19	67	52	39	5	0	0	0	0	0	0	0	0	203	21-30	99
08:00	30	**26**	90	88	43	8	1	0	0	0	0	0	0	0	286	21-30	146
09:00	**31**	7	51	117	78	16	0	0	0	0	0	0	0	0	300	25-34	169
10:00	10	9	47	74	**102**	8	2	0	0	0	0	0	0	0	252	26-35	154
11:00	18	9	**102**	**138**	62	**29**	1	0	0	0	0	0	0	0	**359**	22-31	214
12 PM	22	12	85	124	96	25	3	0	0	0	0	0	0	0	367	24-33	203
13:00	35	15	115	100	88	24	2	0	0	0	0	0	0	0	379	22-31	188
14:00	**45**	**57**	**178**	99	12	0	0	0	0	0	0	0	0	0	391	20-29	223
15:00	30	25	155	**211**	74	4	0	0	0	0	0	0	0	0	499	22-31	316
16:00	40	2	64	169	158	41	1	0	0	0	0	0	0	0	475	26-35	281
17:00	45	12	42	203	**214**	37	3	0	0	0	0	0	0	0	**556**	26-35	350
18:00	43	4	53	201	178	48	4	0	0	0	0	0	0	0	531	26-35	323
19:00	14	2	21	165	210	**59**	5	0	0	0	0	0	0	0	476	27-36	333
20:00	10	2	18	101	169	46	5	**1**	0	0	0	0	0	0	352	27-36	245
21:00	3	1	8	39	139	39	4	0	0	0	0	0	0	0	233	28-37	176
22:00	1	0	4	6	48	31	2	0	0	0	0	0	0	0	92	30-39	71
23:00	1	0	0	6	24	17	**11**	0	0	0	0	0	0	0	59	31-40	38
Total	411	207	1117	1939	1795	478	59	3	0	1	0	0	0	0	6010		
Percent	6.8%	3.4%	18.6%	32.3%	29.9%	8.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	11:00	11:00	10:00	11:00	06:00	00:00		04:00					11:00		
Vol.	31	26	102	138	102	29	6	1		1					359		
PM Peak	14:00	14:00	14:00	15:00	17:00	19:00	23:00	20:00							17:00		
Vol.	45	57	178	211	214	59	11	1							556		

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Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	0	0	0	0	13	6	**4**	**1**	0	0	0	0	0	0	24	31-40	17
01:00	0	0	1	2	5	11	2	0	0	0	0	0	0	0	21	31-40	15
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
03:00	0	0	0	0	2	5	0	0	0	0	0	0	0	0	7	33-42	6
04:00	0	0	0	0	3	4	2	0	0	0	0	0	0	0	9	32-41	7
05:00	0	0	0	2	6	5	2	0	0	0	0	0	0	0	15	31-40	10
06:00	4	2	13	23	35	17	3	1	0	0	0	0	0	0	98	28-37	53
07:00	27	**24**	55	50	25	3	0	0	0	0	0	0	0	0	184	21-30	83
08:00	28	20	**101**	87	36	8	2	0	0	0	0	0	0	0	282	21-30	154
09:00	**31**	4	55	**126**	83	**22**	2	0	0	0	0	0	0	0	323	24-33	183
10:00	16	1	62	118	74	20	0	0	0	0	0	0	0	0	291	24-33	179
11:00	22	4	82	125	**104**	20	3	0	0	0	0	0	0	0	**360**	24-33	209
12 PM	39	25	120	114	49	8	0	0	0	0	0	0	0	0	355	21-30	191
13:00	25	18	83	155	88	18	1	0	0	0	0	0	0	0	388	24-33	224
14:00	34	**41**	**135**	121	48	5	0	0	0	0	0	0	0	0	384	21-30	210
15:00	40	21	123	192	84	10	0	0	0	0	0	0	0	0	470	23-32	275
16:00	32	12	68	138	152	25	3	0	0	0	0	0	0	0	430	26-35	248
17:00	**47**	4	60	184	173	17	**8**	0	0	0	0	0	0	0	493	26-35	299
18:00	27	8	52	**264**	191	43	0	0	0	0	0	0	0	0	**585**	25-34	395
19:00	19	0	31	131	**238**	37	5	0	0	0	0	0	0	0	461	27-36	327
20:00	17	2	29	112	176	40	3	0	0	0	0	0	0	0	379	27-36	255
21:00	1	0	4	47	122	**54**	1	0	0	0	0	0	0	0	229	29-38	173
22:00	0	1	1	15	65	34	1	**1**	0	0	0	0	0	0	118	30-39	91
23:00	1	0	2	8	29	16	2	0	0	0	0	0	0	0	58	30-39	41
Total	410	187	1077	2014	1803	428	44	3	0	0	0	0	0	0	5966		
Percent	6.9%	3.1%	18.1%	33.8%	30.2%	7.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	08:00	09:00	11:00	09:00	00:00	00:00							11:00		
Vol.	31	24	101	126	104	22	4	1							360		
PM Peak	17:00	14:00	14:00	18:00	19:00	21:00	17:00	22:00							18:00		
Vol.	47	41	135	264	238	54	8	1							585		

Innovative Data, LLC

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innovativedatallc.com or 1.413.668.5094

Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
Client: GPI / J. Degray

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	0	0	1	3	9	9	**5**	0	0	0	0	0	0	0	27	31-40	17
01:00	0	0	2	0	6	2	3	0	0	0	0	0	0	0	13	32-41	7
02:00	0	0	1	1	1	2	1	0	0	0	0	0	0	0	6	34-43	3
03:00	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6	26-35	5
04:00	0	0	0	0	2	4	3	0	0	0	0	0	0	0	9	34-43	7
05:00	0	0	2	4	8	12	3	**1**	0	0	0	0	0	0	30	33-42	18
06:00	5	2	11	20	32	12	5	1	0	0	0	0	0	0	88	27-36	47
07:00	30	**38**	66	48	29	8	2	0	0	0	0	0	0	0	221	20-29	92
08:00	**38**	24	**101**	74	49	8	0	0	0	0	0	0	0	0	294	21-30	142
09:00	20	2	57	81	83	17	1	0	0	0	0	0	0	0	261	25-34	146
10:00	15	5	44	71	**122**	21	2	0	0	0	0	0	0	0	280	27-36	169
11:00	20	20	62	**100**	98	**28**	1	0	0	0	0	0	0	0	**329**	25-34	173
12 PM	21	9	76	139	111	27	2	0	0	0	0	0	0	0	385	25-34	225
13:00	41	21	97	148	98	14	0	0	0	0	0	0	0	0	419	24-33	223
14:00	51	**84**	**160**	71	20	0	0	0	0	0	0	0	0	0	386	18-27	197
15:00	52	27	136	154	67	4	0	0	0	0	0	0	0	0	440	22-31	238
16:00	**54**	10	68	162	153	42	1	0	0	0	0	0	0	0	490	26-35	264
17:00	45	5	68	221	214	42	3	0	0	0	0	0	0	0	598	26-35	372
18:00	30	5	60	**262**	**248**	**56**	1	0	0	0	0	0	0	0	**662**	26-35	445
19:00	18	3	24	151	214	44	4	0	0	0	0	0	0	0	458	27-36	321
20:00	14	3	24	83	147	32	0	0	0	0	0	0	0	0	303	27-36	204
21:00	4	0	7	51	112	26	**6**	0	0	0	0	0	0	0	206	28-37	151
22:00	2	0	6	38	84	43	5	0	0	0	0	0	0	0	178	29-38	124
23:00	0	0	2	29	50	29	6	**1**	0	0	0	0	0	0	117	28-37	79
Total	460	258	1075	1912	1961	483	54	3	0	0	0	0	0	0	6206		
Percent	7.4%	4.2%	17.3%	30.8%	31.6%	7.8%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	11:00	10:00	11:00	00:00	05:00							11:00		
Vol.	38	38	101	100	122	28	5	1							329		
PM Peak	16:00	14:00	14:00	18:00	18:00	18:00	21:00	23:00							18:00		
Vol.	54	84	160	262	248	56	6	1							662		

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Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
Client: GPI / J. Degray

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/12/14	0	0	1	8	16	12	5	0	0	0	0	0	0	0	42	30-39	27
01:00	0	0	1	1	4	6	3	1	0	0	0	0	0	0	16	32-41	10
02:00	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6	29-38	4
03:00	0	0	0	1	4	1	1	0	0	0	0	0	0	0	7	26-35	5
04:00	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7	33-42	5
05:00	0	0	1	3	5	2	2	1	0	0	0	0	0	0	14	27-36	8
06:00	2	0	1	5	6	11	2	2	0	0	0	0	0	0	29	30-39	15
07:00	1	0	3	26	54	50	7	1	0	0	0	0	0	0	142	30-39	96
08:00	11	1	14	42	99	60	**9**	0	0	0	0	0	0	0	236	29-38	146
09:00	20	0	10	53	170	**75**	5	**3**	0	0	0	0	0	0	336	29-38	225
10:00	36	**5**	27	76	191	60	8	0	0	0	0	0	0	0	403	28-37	242
11:00	**49**	0	**32**	**130**	**202**	62	3	0	0	0	0	0	0	0	**478**	27-36	285
12 PM	34	2	30	**115**	188	54	**9**	**1**	0	0	0	0	0	0	433	27-36	265
13:00	21	**6**	35	111	214	60	8	0	0	0	0	0	0	0	455	27-36	293
14:00	23	0	33	96	187	64	6	0	0	0	0	0	0	0	409	28-37	259
15:00	34	5	**48**	115	**234**	74	6	0	0	0	0	0	0	0	**516**	28-37	314
16:00	**36**	3	25	96	209	**83**	6	0	0	0	0	0	0	0	458	28-37	281
17:00	19	2	25	99	212	79	4	1	0	0	0	0	0	0	441	28-37	292
18:00	12	5	20	80	182	61	8	0	0	0	0	0	0	0	368	28-37	246
19:00	10	4	15	71	157	57	1	0	0	0	0	0	0	0	315	28-37	216
20:00	6	2	14	87	131	30	3	1	0	0	0	0	0	0	274	27-36	196
21:00	3	1	15	62	104	45	3	1	0	0	0	0	0	0	234	28-37	157
22:00	2	0	3	19	65	46	5	0	0	0	0	0	0	0	140	30-39	101
23:00	0	0	0	9	47	31	3	0	0	0	0	0	0	0	90	30-39	71
Total	319	36	353	1306	2687	1027	109	12	0	0	0	0	0	0	5849		
Percent	5.5%	0.6%	6.0%	22.3%	45.9%	17.6%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	11:00	09:00	08:00	09:00							11:00		
Vol.	49	5	32	130	202	75	9	3							478		
PM Peak	16:00	13:00	15:00	12:00	15:00	16:00	12:00	12:00							15:00		
Vol.	36	6	48	115	234	83	9	1							516		
Total	1600	688	3622	7171	8246	2416	266	21	0	1	0	0	0	0	24031		
Percent	6.7%	2.9%	15.1%	29.8%	34.3%	10.1%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	18 MPH
50th Percentile :	28 MPH
85th Percentile :	34 MPH
95th Percentile :	37 MPH

Stats

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	13387
Percent in Pace :	55.7%
Number of Vehicles > 40 MPH :	511
Percent of Vehicles > 40 MPH :	2.1%
Mean Speed(Average) :	27 MPH

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Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	0	3	15	19	6	2	0	0	0	0	0	0	45	32-41	31
01:00	0	0	1	2	9	7	2	0	0	0	0	0	0	0	21	30-39	15
02:00	1	0	0	5	3	5	1	0	0	0	0	0	0	0	15	28-37	8
03:00	0	0	0	1	4	6	2	0	0	0	0	0	0	0	13	33-42	9
04:00	0	0	0	0	12	16	7	**3**	0	**1**	0	0	0	0	39	33-42	26
05:00	0	0	1	12	49	45	**13**	2	0	0	0	0	0	0	122	31-40	86
06:00	31	26	67	112	129	**74**	13	1	0	0	0	0	0	0	453	27-36	212
07:00	**202**	78	176	158	72	11	0	1	0	0	0	0	0	0	698	5-14	250
08:00	152	**106**	**286**	196	88	15	1	0	0	0	0	0	0	0	**844**	20-29	375
09:00	85	59	168	272	153	33	1	0	0	0	0	0	0	0	771	23-32	385
10:00	29	24	102	200	**203**	31	5	0	0	0	0	0	0	0	594	25-34	351
11:00	45	25	180	**311**	166	43	2	0	0	0	0	0	0	0	772	23-32	457
12 PM	48	44	180	261	176	51	7	0	0	0	0	0	0	0	767	23-32	407
13:00	71	30	212	236	163	34	4	0	0	0	0	0	0	0	750	22-31	391
14:00	**222**	**123**	272	157	25	2	0	0	0	0	0	0	0	0	801	19-28	320
15:00	110	86	**282**	351	127	12	0	0	0	0	0	0	0	0	968	22-31	515
16:00	152	28	128	289	295	73	3	0	0	0	0	0	0	0	968	26-35	472
17:00	131	41	127	**374**	**373**	79	4	0	0	0	0	0	0	0	**1129**	26-35	614
18:00	78	22	102	323	293	**129**	9	0	0	0	0	0	0	0	956	26-35	529
19:00	27	4	36	253	342	101	9	0	0	0	0	0	0	0	772	27-36	530
20:00	21	3	28	145	261	80	7	1	0	0	0	0	0	0	546	27-36	369
21:00	6	1	9	63	193	64	7	0	0	0	0	0	0	0	343	29-38	253
22:00	2	0	5	13	76	51	6	**3**	0	0	0	0	0	0	156	30-39	114
23:00	2	0	0	6	29	26	**14**	2	0	0	0	0	0	0	79	31-40	50
Total	1415	700	2362	3743	3256	1007	123	15	0	1	0	0	0	0	12622		
Percent	11.2%	5.5%	18.7%	29.7%	25.8%	8.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	11:00	10:00	06:00	05:00	04:00		04:00					08:00		
Vol.	202	106	286	311	203	74	13	3		1					844		
PM Peak	14:00	14:00	15:00	17:00	17:00	18:00	23:00	22:00							17:00		
Vol.	222	123	282	374	373	129	14	3							1129		

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Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	0	0	0	0	18	7	6	1	0	0	0	0	0	0	32	30-39	23
01:00	0	0	1	2	7	11	2	0	0	0	0	0	0	0	23	33-42	16
02:00	0	0	0	1	5	2	1	0	0	0	0	0	0	0	9	29-38	7
03:00	0	0	0	0	3	7	0	0	0	0	0	0	0	0	10	32-41	9
04:00	0	0	0	2	9	10	8	2	0	0	0	0	0	0	31	33-42	19
05:00	0	0	0	7	41	56	**12**	**3**	**1**	0	0	0	0	0	120	32-41	88
06:00	18	13	49	91	155	**83**	10	2	0	0	0	0	0	0	421	28-37	231
07:00	**244**	71	162	151	50	7	0	0	0	0	0	0	0	0	685	5-14	283
08:00	122	**137**	**282**	224	71	19	2	0	0	0	0	0	0	0	**857**	20-29	399
09:00	68	44	185	**302**	163	37	4	0	0	0	0	0	0	0	803	23-32	437
10:00	25	17	157	265	170	36	0	0	0	0	0	0	0	0	670	24-33	412
11:00	49	23	175	276	**193**	43	4	0	0	0	0	0	0	0	763	24-33	433
12 PM	181	63	209	210	100	10	0	0	0	0	0	0	0	0	773	21-30	316
13:00	79	59	200	291	152	26	3	0	0	0	0	0	0	0	810	23-32	423
14:00	150	**89**	**267**	209	60	10	0	0	0	0	0	0	0	0	785	20-29	363
15:00	**222**	87	240	287	129	16	2	0	0	0	0	0	0	0	983	22-31	402
16:00	152	49	146	259	269	46	5	0	0	0	0	0	0	0	926	25-34	423
17:00	147	53	125	350	307	45	**11**	0	0	0	0	0	0	0	**1038**	25-34	528
18:00	52	10	72	**373**	**388**	**106**	9	0	0	0	0	0	0	0	1010	26-35	661
19:00	36	7	56	218	372	87	10	0	0	0	0	0	0	0	786	27-36	524
20:00	25	5	59	155	255	67	6	0	0	0	0	0	0	0	572	27-36	367
21:00	1	0	7	63	164	94	7	0	0	0	0	0	0	0	336	29-38	245
22:00	3	1	3	21	87	57	6	**2**	0	0	0	0	0	0	180	30-39	130
23:00	1	0	3	9	39	22	4	0	0	0	0	0	0	0	78	30-39	56
Total	1575	728	2398	3766	3207	904	112	10	1	0	0	0	0	0	12701		
Percent	12.4%	5.7%	18.9%	29.7%	25.2%	7.1%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	09:00	11:00	06:00	05:00	05:00	05:00						08:00		
Vol.	244	137	282	302	193	83	12	3	1						857		
PM Peak	15:00	14:00	14:00	18:00	18:00	18:00	17:00	22:00							17:00		
Vol.	222	89	267	373	388	106	11	2							1038		

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Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	0	1	1	3	12	9	5	0	0	0	0	0	0	0	31	31-40	19
01:00	0	0	2	0	10	2	4	0	0	0	0	0	0	0	18	31-40	11
02:00	0	0	1	1	3	3	2	0	0	0	0	0	0	0	10	31-40	6
03:00	0	0	0	3	7	3	3	0	0	0	0	0	0	0	16	29-38	10
04:00	0	0	0	5	5	14	8	2	**1**	0	0	0	0	0	35	34-43	21
05:00	0	0	2	10	40	48	**19**	**4**	0	0	0	0	0	0	123	32-41	81
06:00	27	15	31	97	141	**82**	18	1	0	0	0	0	0	0	412	28-37	217
07:00	**197**	91	168	157	63	13	2	0	0	0	0	0	0	0	691	6-15	247
08:00	180	**118**	**232**	197	98	16	0	0	0	0	0	0	0	0	**841**	20-29	326
09:00	45	41	192	238	173	34	1	0	0	0	0	0	0	0	724	23-32	392
10:00	31	14	155	222	**210**	33	3	0	0	0	0	0	0	0	668	25-34	393
11:00	42	45	160	**249**	172	34	1	0	0	0	0	0	0	0	703	24-33	385
12 PM	43	25	194	279	210	47	3	0	0	0	0	0	0	0	801	24-33	456
13:00	94	51	202	299	177	29	0	0	0	0	0	0	0	0	852	23-32	439
14:00	**259**	**154**	247	115	25	0	0	0	0	0	0	0	0	0	800	6-15	324
15:00	214	91	**256**	267	114	5	0	0	0	0	0	0	0	**1**	948	21-30	395
16:00	214	94	152	282	246	63	2	0	0	0	0	0	0	0	1053	25-34	411
17:00	122	30	144	369	**393**	83	4	0	0	0	0	0	0	0	**1145**	26-35	635
18:00	72	17	103	**407**	390	**103**	1	0	0	0	0	0	0	0	1093	26-35	685
19:00	40	7	37	232	329	85	9	**2**	0	0	0	0	0	0	741	27-36	491
20:00	22	8	41	168	253	53	3	1	0	0	0	0	0	0	549	27-36	370
21:00	7	1	19	91	175	52	**10**	0	0	0	0	0	0	1	356	28-37	246
22:00	4	0	8	62	133	73	9	0	0	0	0	0	0	0	289	29-38	199
23:00	1	0	3	32	64	46	9	1	0	0	0	0	0	0	156	29-38	104
Total	1614	803	2350	3785	3443	930	116	11	1	0	0	0	0	2	13055		
Percent	12.4%	6.2%	18.0%	29.0%	26.4%	7.1%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	11:00	10:00	06:00	05:00	05:00	04:00						08:00		
Vol.	197	118	232	249	210	82	19	4	1						841		
PM Peak	14:00	14:00	15:00	18:00	17:00	18:00	21:00	19:00						15:00	17:00		
Vol.	259	154	256	407	393	103	10	2						1	1145		

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Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/12/14	0	0	1	9	30	16	6	0	0	0	0	0	0	0	62	30-39	43
01:00	0	0	1	1	7	8	3	1	0	0	0	0	0	0	21	31-40	14
02:00	0	0	0	1	7	1	1	0	0	0	0	0	0	0	10	27-36	8
03:00	0	0	0	1	9	1	1	0	0	0	0	0	0	0	12	28-37	10
04:00	0	0	0	2	5	8	1	1	0	0	0	0	0	0	17	31-40	12
05:00	0	0	1	6	17	21	5	2	0	0	0	0	0	0	52	31-40	35
06:00	3	0	2	13	41	47	13	**5**	0	0	0	0	0	0	124	31-40	79
07:00	3	0	3	69	152	112	**20**	1	0	0	0	0	0	0	360	30-39	247
08:00	25	2	33	133	260	148	19	0	0	0	0	0	0	0	620	29-38	389
09:00	43	5	32	173	388	**185**	11	5	0	0	0	0	0	0	842	29-38	544
10:00	78	**32**	70	222	**459**	131	12	0	0	0	0	0	0	0	1004	28-37	598
11:00	**112**	18	**78**	**283**	444	125	10	0	**1**	0	0	0	0	0	**1071**	27-36	618
12 PM	60	13	81	**295**	**426**	113	17	1	0	0	0	0	0	0	**1006**	27-36	629
13:00	43	**20**	**85**	239	421	147	15	0	0	0	0	0	0	0	970	27-36	597
14:00	45	11	81	237	373	147	12	0	0	0	0	0	0	0	906	27-36	551
15:00	52	11	83	268	423	130	15	0	0	0	0	0	0	0	982	27-36	615
16:00	**75**	15	65	224	386	150	10	0	0	0	0	0	0	0	925	28-37	541
17:00	31	3	52	201	402	**157**	12	**2**	0	0	0	0	0	0	860	28-37	568
18:00	25	5	30	132	335	142	**20**	1	0	0	0	0	0	0	690	29-38	458
19:00	18	4	37	126	269	125	9	1	0	0	0	0	0	0	589	28-37	384
20:00	9	4	22	127	222	61	6	2	0	0	0	0	0	0	453	27-36	319
21:00	4	1	16	79	150	69	8	1	0	0	0	0	0	0	328	28-37	222
22:00	3	0	5	31	102	76	9	0	0	0	0	0	0	0	226	30-39	162
23:00	0	1	0	13	75	57	7	0	0	**1**	0	0	0	0	154	31-40	118
Total	629	145	778	2885	5403	2177	242	23	1	1	0	0	0	0	12284		
Percent	5.1%	1.2%	6.3%	23.5%	44.0%	17.7%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	10:00	09:00	07:00	06:00	11:00						11:00		
Vol.	112	32	78	283	459	185	20	5	1						1071		
PM Peak	16:00	13:00	13:00	12:00	12:00	17:00	18:00	17:00		23:00					12:00		
Vol.	75	20	85	295	426	157	20	2		1					1006		
Total	5233	2376	7888	14179	15309	5018	593	59	3	2	0	0	0	2	50662		
Percent	10.3%	4.7%	15.6%	28.0%	30.2%	9.9%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	12 MPH
50th Percentile :	27 MPH
85th Percentile :	34 MPH
95th Percentile :	37 MPH

Stats		
	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	24861
	Percent in Pace :	49.1%
	Number of Vehicles > 40 MPH :	1074
	Percent of Vehicles > 40 MPH :	2.1%
	Mean Speed(Average) :	26 MPH

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	4	0	0	1	0	0	0	0	0	0	0	0	1	6
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	22	6	0	3	0	0	0	1	0	0	0	0	0	32
05:00	0	87	14	0	0	0	0	0	1	0	0	0	0	0	102
06:00	1	283	41	0	5	0	0	0	1	1	0	0	0	12	344
07:00	1	358	37	3	6	3	0	4	0	0	0	0	0	83	495
08:00	2	459	40	0	5	1	1	3	1	0	0	0	0	46	558
09:00	3	380	30	0	30	1	0	3	1	0	0	0	0	23	471
10:00	0	267	41	2	13	3	0	1	1	0	0	0	0	14	342
11:00	3	329	40	0	16	3	0	3	0	0	0	0	0	19	413
12 PM	2	325	39	1	9	2	0	0	0	0	0	0	0	22	400
13:00	2	295	35	8	7	2	0	1	1	0	0	0	0	20	371
14:00	6	290	36	1	8	3	0	3	0	0	0	0	0	63	410
15:00	3	382	38	0	9	2	0	0	0	0	0	0	0	35	469
16:00	5	372	41	1	8	2	0	2	0	0	0	0	0	62	493
17:00	3	479	35	0	7	7	0	1	0	0	0	0	0	41	573
18:00	2	362	21	1	4	4	0	1	0	0	0	0	0	30	425
19:00	1	260	18	0	4	1	0	0	0	0	0	0	0	12	296
20:00	0	169	9	0	4	1	0	0	0	0	0	0	0	11	194
21:00	0	100	5	0	1	0	0	1	0	0	0	0	0	3	110
22:00	0	58	3	0	2	0	0	0	0	0	0	0	0	1	64
23:00	0	14	4	0	1	0	0	0	0	0	0	0	0	1	20
Total	34	5315	536	17	144	35	1	23	7	1	0	0	0	499	6612
Percent	0.5%	80.4%	8.1%	0.3%	2.2%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	7.5%	
AM Peak	09:00	08:00	06:00	07:00	09:00	07:00	08:00	07:00	04:00	06:00				07:00	
Vol.	3	459	41	3	30	3	1	4	1	1				83	
PM Peak	14:00	17:00	16:00	13:00	12:00	17:00		14:00	13:00					14:00	
Vol.	6	479	41	8	9	7		3	1					63	

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Client: GPI / J. Degray

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	4	2	0	1	0	0	0	1	0	0	0	0	0	8
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	17	3	0	2	0	0	0	0	0	0	0	0	0	22
05:00	0	86	17	0	2	0	0	0	0	0	0	0	0	0	105
06:00	0	275	41	0	3	1	0	0	0	0	0	0	0	3	323
07:00	1	361	40	3	7	1	0	4	1	0	0	0	0	83	501
08:00	4	456	54	2	13	3	0	4	0	0	0	0	0	39	575
09:00	2	387	38	2	21	2	0	2	0	0	0	0	0	26	480
10:00	2	320	37	0	9	3	0	0	1	0	0	0	0	7	379
11:00	1	320	45	0	11	2	0	0	0	0	0	0	0	24	403
12 PM	4	301	28	1	2	3	0	2	1	0	0	0	0	76	418
13:00	4	333	29	4	15	5	0	1	3	0	0	0	0	28	422
14:00	7	297	38	1	11	1	0	0	1	0	0	0	0	45	401
15:00	5	380	39	0	9	3	0	1	0	1	0	0	0	75	513
16:00	7	392	37	1	2	4	0	1	1	0	0	0	0	51	496
17:00	6	430	27	0	8	8	0	0	0	0	0	1	0	65	545
18:00	3	370	22	0	4	3	0	0	0	0	0	0	0	23	425
19:00	1	285	18	0	6	0	0	0	0	0	0	0	0	15	325
20:00	1	164	16	1	1	2	0	0	0	0	0	0	0	8	193
21:00	0	102	5	0	0	0	0	0	0	0	0	0	0	0	107
22:00	0	55	3	0	1	0	0	0	0	0	0	0	0	3	62
23:00	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
Total	48	5363	542	15	129	41	0	15	9	1	0	1	0	571	6735
Percent	0.7%	79.6%	8.0%	0.2%	1.9%	0.6%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	8.5%	
AM Peak	08:00	08:00	08:00	07:00	09:00	08:00		07:00	00:00					07:00	
Vol.	4	456	54	3	21	3		4	1					83	
PM Peak	14:00	17:00	15:00	13:00	13:00	17:00		12:00	13:00	15:00		17:00		12:00	
Vol.	7	430	39	4	15	8		2	3	1		1		76	

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Client: GPI / J. Degray

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
05:00	0	77	12	0	2	2	0	0	0	0	0	0	0	0	93
06:00	0	264	45	0	3	1	0	1	0	0	0	0	0	10	324
07:00	3	353	26	2	3	2	0	0	0	0	0	0	0	81	470
08:00	6	438	35	2	10	5	0	7	0	0	0	0	0	44	547
09:00	1	386	32	3	22	2	0	1	0	0	0	0	0	16	463
10:00	2	319	37	1	7	2	0	1	1	1	0	0	0	17	388
11:00	1	318	30	1	7	3	0	2	0	0	0	0	0	12	374
12 PM	3	330	44	2	11	4	0	1	2	0	0	0	0	19	416
13:00	6	342	31	3	8	2	0	3	1	0	0	0	0	37	433
14:00	4	266	37	0	5	5	0	1	0	0	0	0	0	96	414
15:00	5	382	38	3	3	4	0	3	1	0	0	1	0	68	508
16:00	5	442	36	0	8	2	0	1	0	0	0	0	0	69	563
17:00	5	456	26	0	4	3	0	1	0	0	0	0	0	52	547
18:00	4	378	18	0	3	2	0	0	0	0	0	0	0	26	431
19:00	0	251	7	0	2	1	0	0	0	0	0	0	0	22	283
20:00	2	218	13	0	3	2	0	0	0	0	0	0	0	8	246
21:00	0	137	6	1	3	0	0	0	0	0	0	0	0	3	150
22:00	1	102	6	0	0	0	0	0	0	0	0	0	0	2	111
23:00	0	36	3	0	0	0	0	0	0	0	0	0	0	0	39
Total	48	5533	491	18	105	43	0	22	5	1	0	1	0	582	6849
Percent	0.7%	80.8%	7.2%	0.3%	1.5%	0.6%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	8.5%	
AM Peak	08:00	08:00	06:00	09:00	09:00	08:00		08:00	10:00	10:00				07:00	
Vol.	6	438	45	3	22	5		7	1	1				81	
PM Peak	13:00	17:00	12:00	13:00	12:00	14:00		13:00	12:00			15:00		14:00	
Vol.	6	456	44	3	11	5		3	2			1		96	

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Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/12/14	0	19	0	0	0	1	0	0	0	0	0	0	0	0	20
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	7	0	0	2	0	0	0	0	0	0	0	0	1	10
05:00	0	26	11	0	1	0	0	0	0	0	0	0	0	0	38
06:00	0	77	14	0	2	0	0	0	1	0	0	0	0	1	95
07:00	0	184	25	2	1	0	0	4	0	0	0	0	0	2	218
08:00	2	334	30	0	4	0	0	0	0	0	0	0	0	14	384
09:00	1	447	32	1	8	1	0	0	0	0	0	0	0	16	506
10:00	6	509	42	0	7	1	0	1	0	0	0	0	0	35	601
11:00	5	497	38	0	8	4	0	0	0	0	0	0	0	41	593
12 PM	5	503	32	0	7	2	0	1	0	0	0	0	0	23	573
13:00	6	448	34	1	5	2	0	0	0	0	0	0	0	19	515
14:00	6	428	37	0	3	1	0	0	0	0	0	0	0	22	497
15:00	4	414	25	0	2	3	0	0	0	0	0	0	0	18	466
16:00	9	394	29	2	4	3	0	2	0	0	0	0	0	24	467
17:00	2	370	29	0	4	0	0	2	0	0	0	0	0	12	419
18:00	2	286	15	0	5	1	0	0	0	0	0	0	0	13	322
19:00	2	246	16	0	1	0	0	0	0	1	0	0	0	8	274
20:00	1	159	12	0	2	1	0	0	0	0	0	0	0	4	179
21:00	0	87	4	0	2	0	0	0	0	0	0	0	0	1	94
22:00	1	79	4	0	1	0	0	0	0	0	0	0	0	1	86
23:00	0	59	1	0	4	0	0	0	0	0	0	0	0	0	64
Total	52	5585	432	6	73	20	0	10	1	1	0	0	0	255	6435
Percent	0.8%	86.8%	6.7%	0.1%	1.1%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	
AM Peak	10:00	10:00	10:00	07:00	09:00	11:00		07:00	06:00					11:00	
Vol.	6	509	42	2	8	4		4	1					41	
PM Peak	16:00	12:00	14:00	16:00	12:00	15:00		16:00		19:00				16:00	
Vol.	9	503	37	2	7	3		2		1				24	
Grand Total	182	21796	2001	56	451	139	1	70	22	4	0	2	0	1907	26631
Percent	0.7%	81.8%	7.5%	0.2%	1.7%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	7.2%	

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Client: GPI / J. Degray

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	30	1	0	0	0	0	0	0	0	0	0	0	0	31
01:00	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
02:00	0	7	0	0	2	0	0	0	0	0	0	0	0	0	9
03:00	0	4	2	0	1	0	0	0	0	1	0	0	0	0	8
04:00	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
05:00	0	12	5	2	1	0	0	0	0	0	0	0	0	0	20
06:00	0	73	14	1	6	1	0	1	1	0	0	0	0	12	109
07:00	1	147	25	0	7	1	0	0	0	0	0	0	0	22	203
08:00	3	227	19	0	4	1	0	2	0	1	0	0	0	29	286
09:00	2	216	33	1	15	0	0	1	1	0	0	0	0	31	300
10:00	1	201	25	0	11	2	1	1	0	0	0	0	0	10	252
11:00	2	282	40	1	13	0	0	2	0	0	0	0	0	19	359
12 PM	1	298	29	3	9	2	0	2	2	1	1	0	0	19	367
13:00	1	285	38	0	15	2	0	0	0	1	0	0	0	37	379
14:00	2	292	41	1	9	0	1	2	0	0	0	0	0	43	391
15:00	5	416	38	3	7	0	0	1	0	0	0	0	0	29	499
16:00	2	393	36	1	2	1	0	0	0	0	0	0	0	40	475
17:00	1	480	27	0	2	2	0	0	0	0	0	0	0	44	556
18:00	3	449	32	0	3	0	0	1	0	0	0	0	0	43	531
19:00	1	429	27	0	5	0	0	0	0	0	0	0	0	14	476
20:00	0	324	15	1	1	0	0	1	0	0	0	0	0	10	352
21:00	0	213	15	0	2	0	0	0	0	0	0	0	0	3	233
22:00	0	83	6	0	1	0	0	1	0	0	0	0	0	1	92
23:00	0	52	5	0	1	0	0	0	0	0	0	0	0	1	59
Total	25	4931	475	14	120	12	2	15	4	4	1	0	0	407	6010
Percent	0.4%	82.0%	7.9%	0.2%	2.0%	0.2%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	6.8%	
AM Peak	08:00	11:00	11:00	05:00	09:00	10:00	10:00	08:00	06:00	03:00				09:00	
Vol.	3	282	40	2	15	2	1	2	1	1				31	
PM Peak	15:00	17:00	14:00	12:00	13:00	12:00	14:00	12:00	12:00	12:00	12:00			17:00	
Vol.	5	480	41	3	15	2	1	2	2	1	1			44	

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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
01:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
05:00	0	9	3	1	0	0	0	1	1	0	0	0	0	0	15
06:00	0	62	18	3	11	1	0	0	0	0	0	0	0	3	98
07:00	1	126	23	0	4	2	0	1	1	0	0	0	0	26	184
08:00	2	212	32	0	6	2	0	1	0	0	0	0	0	27	282
09:00	1	247	28	0	13	1	1	2	1	0	0	0	0	29	323
10:00	2	233	29	1	10	0	0	0	0	0	0	0	0	16	291
11:00	1	287	31	2	14	0	0	2	0	0	0	0	0	23	360
12 PM	3	274	28	3	8	1	1	0	0	0	0	0	0	37	355
13:00	7	309	32	0	9	0	0	3	2	0	0	0	0	26	388
14:00	3	307	32	1	5	1	0	0	0	1	0	0	0	34	384
15:00	6	369	42	3	5	2	0	6	0	0	0	0	0	37	470
16:00	4	358	31	1	4	1	0	0	0	0	0	0	0	31	430
17:00	7	412	26	0	1	0	0	0	0	0	0	0	0	47	493
18:00	1	519	28	0	4	3	0	3	0	0	0	0	0	27	585
19:00	1	418	20	0	3	0	0	0	0	0	0	0	0	19	461
20:00	1	345	14	0	2	0	0	0	0	0	0	0	0	17	379
21:00	0	216	11	0	1	0	0	0	0	0	0	0	0	1	229
22:00	0	111	5	0	0	2	0	0	0	0	0	0	0	0	118
23:00	0	54	2	0	1	0	0	0	0	0	0	0	0	1	58
Total	40	4923	440	15	104	16	2	19	5	1	0	0	0	401	5966
Percent	0.7%	82.5%	7.4%	0.3%	1.7%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	6.7%	
AM Peak	08:00	11:00	08:00	06:00	11:00	07:00	09:00	09:00	05:00					09:00	
Vol.	2	287	32	3	14	2	1	2	1					29	
PM Peak	13:00	18:00	15:00	12:00	13:00	18:00	12:00	15:00	13:00	14:00				17:00	
Vol.	7	519	42	3	9	3	1	6	2	1				47	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
Client: GPI / J. Degray

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	0	25	1	0	0	1	0	0	0	0	0	0	0	0	27
01:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
04:00	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
05:00	0	22	6	1	1	0	0	0	0	0	0	0	0	0	30
06:00	0	60	14	2	5	1	0	1	0	0	0	0	0	5	88
07:00	4	150	24	2	6	2	1	2	0	0	0	0	0	30	221
08:00	6	217	20	2	7	4	0	0	1	0	0	0	0	37	294
09:00	0	198	25	1	11	2	0	4	0	0	0	0	0	20	261
10:00	0	222	35	0	5	2	0	0	0	0	0	0	0	16	280
11:00	1	265	31	0	10	3	0	1	1	0	0	0	0	17	329
12 PM	3	310	39	1	4	1	0	4	2	0	0	0	0	21	385
13:00	2	319	41	1	9	5	0	1	0	0	0	0	0	41	419
14:00	5	296	25	1	5	1	0	2	1	0	0	0	0	50	386
15:00	6	335	33	1	9	3	0	0	0	0	0	0	0	53	440
16:00	8	389	32	1	5	0	0	1	0	0	0	0	0	54	490
17:00	4	513	32	0	3	1	0	0	0	0	0	0	0	45	598
18:00	2	587	37	0	5	1	0	0	0	0	0	0	0	30	662
19:00	0	412	24	0	2	2	0	0	0	0	0	0	0	18	458
20:00	0	278	9	0	2	0	0	0	0	0	0	0	0	14	303
21:00	1	186	14	0	1	0	0	0	0	0	0	0	0	4	206
22:00	0	169	6	0	1	0	0	0	0	0	0	0	0	2	178
23:00	0	108	8	0	0	0	0	0	1	0	0	0	0	0	117
Total	42	5089	459	13	94	29	1	16	6	0	0	0	0	457	6206
Percent	0.7%	82.0%	7.4%	0.2%	1.5%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	7.4%	
AM Peak	08:00	11:00	10:00	06:00	09:00	08:00	07:00	09:00	08:00					08:00	
Vol.	6	265	35	2	11	4	1	4	1					37	
PM Peak	16:00	18:00	13:00	12:00	13:00	13:00		12:00	12:00					16:00	
Vol.	8	587	41	1	9	5		4	2					54	

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Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
Client: GPI / J. Degray

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/12/14	0	39	2	0	1	0	0	0	0	0	0	0	0	0	42
01:00	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
05:00	0	10	2	0	0	0	0	1	0	1	0	0	0	0	14
06:00	0	23	2	0	2	0	0	0	0	0	0	0	0	2	29
07:00	0	115	24	0	2	0	0	0	0	0	0	0	0	1	142
08:00	2	191	22	0	7	2	0	1	0	0	0	0	0	11	236
09:00	1	276	31	0	8	0	0	0	0	0	0	0	0	20	336
10:00	4	327	30	0	3	2	0	0	0	1	0	0	0	36	403
11:00	3	393	28	0	4	1	0	0	0	0	0	0	0	49	478
12 PM	1	362	30	1	2	3	0	0	0	0	0	0	0	34	433
13:00	6	393	30	0	2	1	0	2	0	0	0	0	0	21	455
14:00	5	344	31	3	2	0	0	0	0	0	0	0	0	24	409
15:00	3	439	34	0	3	0	0	2	0	0	0	0	0	35	516
16:00	6	392	26	0	0	0	0	0	0	0	0	0	0	34	458
17:00	1	394	22	0	5	0	0	0	0	0	0	0	0	19	441
18:00	4	337	12	1	1	1	0	0	0	0	0	0	0	12	368
19:00	0	279	21	0	3	0	0	1	0	0	0	0	0	11	315
20:00	2	249	15	0	1	1	0	0	0	0	0	0	0	6	274
21:00	0	223	4	0	4	0	0	0	0	0	0	0	0	3	234
22:00	0	134	4	0	0	0	0	0	0	0	0	0	0	2	140
23:00	0	88	1	0	1	0	0	0	0	0	0	0	0	0	90
Total	38	5041	372	5	53	11	0	7	0	2	0	0	0	320	5849
Percent	0.6%	86.2%	6.4%	0.1%	0.9%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%	
AM Peak	10:00	11:00	09:00		09:00	08:00		05:00		05:00				11:00	
Vol.	4	393	31		8	2		1		1				49	
PM Peak	13:00	15:00	15:00	14:00	17:00	12:00		13:00						15:00	
Vol.	6	439	34	3	5	3		2						35	
Grand Total	145	19984	1746	47	371	68	5	57	15	7	1	0	0	1585	24031
Percent	0.6%	83.2%	7.3%	0.2%	1.5%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	6.6%	

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Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	41	3	0	1	0	0	0	0	0	0	0	0	0	45
01:00	0	19	1	0	1	0	0	0	0	0	0	0	0	0	21
02:00	0	11	0	0	3	0	0	0	0	0	0	0	0	1	15
03:00	0	8	3	0	1	0	0	0	0	1	0	0	0	0	13
04:00	0	26	7	0	5	0	0	0	1	0	0	0	0	0	39
05:00	0	99	19	2	1	0	0	0	1	0	0	0	0	0	122
06:00	1	356	55	1	11	1	0	1	2	1	0	0	0	24	453
07:00	2	505	62	3	13	4	0	4	0	0	0	0	0	105	698
08:00	5	686	59	0	9	2	1	5	1	1	0	0	0	75	844
09:00	5	596	63	1	45	1	0	4	2	0	0	0	0	54	771
10:00	1	468	66	2	24	5	1	2	1	0	0	0	0	24	594
11:00	5	611	80	1	29	3	0	5	0	0	0	0	0	38	772
12 PM	3	623	68	4	18	4	0	2	2	1	1	0	0	41	767
13:00	3	580	73	8	22	4	0	1	1	1	0	0	0	57	750
14:00	8	582	77	2	17	3	1	5	0	0	0	0	0	106	801
15:00	8	798	76	3	16	2	0	1	0	0	0	0	0	64	968
16:00	7	765	77	2	10	3	0	2	0	0	0	0	0	102	968
17:00	4	959	62	0	9	9	0	1	0	0	0	0	0	85	1129
18:00	5	811	53	1	7	4	0	2	0	0	0	0	0	73	956
19:00	2	689	45	0	9	1	0	0	0	0	0	0	0	26	772
20:00	0	493	24	1	5	1	0	1	0	0	0	0	0	21	546
21:00	0	313	20	0	3	0	0	1	0	0	0	0	0	6	343
22:00	0	141	9	0	3	0	0	1	0	0	0	0	0	2	156
23:00	0	66	9	0	2	0	0	0	0	0	0	0	0	2	79
Total	59	10246	1011	31	264	47	3	38	11	5	1	0	0	906	12622
Percent	0.5%	81.2%	8.0%	0.2%	2.1%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	7.2%	
AM Peak	08:00	08:00	11:00	07:00	09:00	10:00	08:00	08:00	06:00	03:00				07:00	
Vol.	5	686	80	3	45	5	1	5	2	1				105	
PM Peak	14:00	17:00	14:00	13:00	13:00	17:00	14:00	14:00	12:00	12:00	12:00			14:00	
Vol.	8	959	77	8	22	9	1	5	2	1	1			106	

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Client: GPI / J. Degray

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	26	4	0	1	0	0	0	1	0	0	0	0	0	32
01:00	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
02:00	0	7	0	0	2	0	0	0	0	0	0	0	0	0	9
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	23	4	0	4	0	0	0	0	0	0	0	0	0	31
05:00	0	95	20	1	2	0	0	1	1	0	0	0	0	0	120
06:00	0	337	59	3	14	2	0	0	0	0	0	0	0	6	421
07:00	2	487	63	3	11	3	0	5	2	0	0	0	0	109	685
08:00	6	668	86	2	19	5	0	5	0	0	0	0	0	66	857
09:00	3	634	66	2	34	3	1	4	1	0	0	0	0	55	803
10:00	4	553	66	1	19	3	0	0	1	0	0	0	0	23	670
11:00	2	607	76	2	25	2	0	2	0	0	0	0	0	47	763
12 PM	7	575	56	4	10	4	1	2	1	0	0	0	0	113	773
13:00	11	642	61	4	24	5	0	4	5	0	0	0	0	54	810
14:00	10	604	70	2	16	2	0	0	1	1	0	0	0	79	785
15:00	11	749	81	3	14	5	0	7	0	1	0	0	0	112	983
16:00	11	750	68	2	6	5	0	1	1	0	0	0	0	82	926
17:00	13	842	53	0	9	8	0	0	0	0	0	1	0	112	1038
18:00	4	889	50	0	8	6	0	3	0	0	0	0	0	50	1010
19:00	2	703	38	0	9	0	0	0	0	0	0	0	0	34	786
20:00	2	509	30	1	3	2	0	0	0	0	0	0	0	25	572
21:00	0	318	16	0	1	0	0	0	0	0	0	0	0	1	336
22:00	0	166	8	0	1	2	0	0	0	0	0	0	0	3	180
23:00	0	72	4	0	1	0	0	0	0	0	0	0	0	1	78
Total	88	10286	982	30	233	57	2	34	14	2	0	1	0	972	12701
Percent	0.7%	81.0%	7.7%	0.2%	1.8%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	7.7%	
AM Peak	08:00	08:00	08:00	06:00	09:00	08:00	09:00	07:00	07:00					07:00	
Vol.	6	668	86	3	34	5	1	5	2					109	
PM Peak	17:00	18:00	15:00	12:00	13:00	17:00	12:00	15:00	13:00	14:00		17:00		12:00	
Vol.	13	889	81	4	24	8	1	7	5	1		1		113	

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Client: GPI / J. Degray

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	0	29	1	0	0	1	0	0	0	0	0	0	0	0	31
01:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
02:00	0	8	1	0	0	1	0	0	0	0	0	0	0	0	10
03:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
04:00	0	26	6	0	3	0	0	0	0	0	0	0	0	0	35
05:00	0	99	18	1	3	2	0	0	0	0	0	0	0	0	123
06:00	0	324	59	2	8	2	0	2	0	0	0	0	0	15	412
07:00	7	503	50	4	9	4	1	2	0	0	0	0	0	111	691
08:00	12	655	55	4	17	9	0	7	1	0	0	0	0	81	841
09:00	1	584	57	4	33	4	0	5	0	0	0	0	0	36	724
10:00	2	541	72	1	12	4	0	1	1	1	0	0	0	33	668
11:00	2	583	61	1	17	6	0	3	1	0	0	0	0	29	703
12 PM	6	640	83	3	15	5	0	5	4	0	0	0	0	40	801
13:00	8	661	72	4	17	7	0	4	1	0	0	0	0	78	852
14:00	9	562	62	1	10	6	0	3	1	0	0	0	0	146	800
15:00	11	717	71	4	12	7	0	3	1	0	0	1	0	121	948
16:00	13	831	68	1	13	2	0	2	0	0	0	0	0	123	1053
17:00	9	969	58	0	7	4	0	1	0	0	0	0	0	97	1145
18:00	6	965	55	0	8	3	0	0	0	0	0	0	0	56	1093
19:00	0	663	31	0	4	3	0	0	0	0	0	0	0	40	741
20:00	2	496	22	0	5	2	0	0	0	0	0	0	0	22	549
21:00	1	323	20	1	4	0	0	0	0	0	0	0	0	7	356
22:00	1	271	12	0	1	0	0	0	0	0	0	0	0	4	289
23:00	0	144	11	0	0	0	0	0	1	0	0	0	0	0	156
Total	90	10622	950	31	199	72	1	38	11	1	0	1	0	1039	13055
Percent	0.7%	81.4%	7.3%	0.2%	1.5%	0.6%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	8.0%	
AM Peak	08:00	08:00	10:00	07:00	09:00	08:00	07:00	08:00	08:00	10:00				07:00	
Vol.	12	655	72	4	33	9	1	7	1	1				111	
PM Peak	16:00	17:00	12:00	13:00	13:00	13:00		12:00	12:00			15:00		14:00	
Vol.	13	969	83	4	17	7		5	4			1		146	

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Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/12/14	0	58	2	0	1	1	0	0	0	0	0	0	0	0	62
01:00	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	11	1	0	4	0	0	0	0	0	0	0	0	1	17
05:00	0	36	13	0	1	0	0	1	0	1	0	0	0	0	52
06:00	0	100	16	0	4	0	0	0	1	0	0	0	0	3	124
07:00	0	299	49	2	3	0	0	4	0	0	0	0	0	3	360
08:00	4	525	52	0	11	2	0	1	0	0	0	0	0	25	620
09:00	2	723	63	1	16	1	0	0	0	0	0	0	0	36	842
10:00	10	836	72	0	10	3	0	1	0	1	0	0	0	71	1004
11:00	8	890	66	0	12	5	0	0	0	0	0	0	0	90	1071
12 PM	6	865	62	1	9	5	0	1	0	0	0	0	0	57	1006
13:00	12	841	64	1	7	3	0	2	0	0	0	0	0	40	970
14:00	11	772	68	3	5	1	0	0	0	0	0	0	0	46	906
15:00	7	853	59	0	5	3	0	2	0	0	0	0	0	53	982
16:00	15	786	55	2	4	3	0	2	0	0	0	0	0	58	925
17:00	3	764	51	0	9	0	0	2	0	0	0	0	0	31	860
18:00	6	623	27	1	6	2	0	0	0	0	0	0	0	25	690
19:00	2	525	37	0	4	0	0	1	0	1	0	0	0	19	589
20:00	3	408	27	0	3	2	0	0	0	0	0	0	0	10	453
21:00	0	310	8	0	6	0	0	0	0	0	0	0	0	4	328
22:00	1	213	8	0	1	0	0	0	0	0	0	0	0	3	226
23:00	0	147	2	0	5	0	0	0	0	0	0	0	0	0	154
Total	90	10626	804	11	126	31	0	17	1	3	0	0	0	575	12284
Percent	0.7%	86.5%	6.5%	0.1%	1.0%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	
AM Peak	10:00	11:00	10:00	07:00	09:00	11:00		07:00	06:00	05:00				11:00	
Vol.	10	890	72	2	16	5		4	1	1				90	
PM Peak	16:00	12:00	14:00	14:00	12:00	12:00		13:00		19:00				16:00	
Vol.	15	865	68	3	9	5		2		1				58	
Grand Total	327	41780	3747	103	822	207	6	127	37	11	1	2	0	3492	50662
Percent	0.6%	82.5%	7.4%	0.2%	1.6%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	6.9%	

Innovative Data, LLC

Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Start	09-Apr-14	Eastbound		Westbound		Combined		10-Apr-	Eastbound		Westbound		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		6	69	10	97	16	166		5	77	14	104	19	181
12:15		5	70	6	98	11	168		0	78	5	110	5	188
12:30		1	61	5	93	6	154		0	92	10	99	10	191
12:45		0	86	4	88	4	174		2	86	6	83	8	169
01:00		1	78	4	85	5	163		1	60	10	79	11	139
01:15		3	67	5	88	8	155		0	77	7	108	7	185
01:30		2	74	5	109	7	183		0	72	3	97	3	169
01:45		0	64	1	113	1	177		0	81	1	111	1	192
02:00		2	***76***	3	109	5	185		1	75	0	96	1	171
02:15		1	***64***	3	115	4	179		0	74	1	95	1	169
02:30		0	***95***	2	117	2	***212***		0	***90***	1	114	1	***204***
02:45		3	***79***	1	***156***	4	***235***		3	***83***	0	123	3	***206***
03:00		2	72	2	***137***	4	***209***		1	***85***	3	136	4	***221***
03:15		1	55	3	***129***	4	***184***		1	***80***	0	105	1	***185***
03:30		2	65	1	***127***	3	192		2	65	1	127	3	192
03:45		2	79	3	126	5	205		1	74	1	110	2	184
04:00		7	68	2	114	9	182		4	81	3	121	7	202
04:15		5	70	1	124	6	194		6	68	1	100	7	168
04:30		10	64	1	124	11	188		8	68	2	119	10	187
04:45		15	62	2	110	17	172		5	70	4	115	9	185
05:00		8	61	3	118	11	179		13	71	0	133	13	204
05:15		22	47	3	93	25	140		21	67	5	114	26	181
05:30		31	64	11	114	42	178		42	61	10	104	52	165
05:45		36	67	10	125	46	192		38	80	10	121	48	201
06:00		55	69	17	152	72	221		55	67	19	***124***	74	191
06:15		64	71	21	118	85	189		47	69	30	***133***	77	202
06:30		43	50	44	120	87	170		52	73	36	***136***	88	209
06:45		52	62	72	131	124	193		47	49	65	***131***	112	180
07:00		37	46	80	88	117	134		43	52	87	109	130	161
07:15		72	38	73	99	145	137		80	59	88	107	168	166
07:30		***92***	39	70	75	162	114		89	46	50	92	139	138
07:45		***79***	33	66	95	145	128		76	45	83	88	159	133
08:00		***88***	37	72	68	160	105		***95***	32	***93***	91	***188***	123
08:15		***103***	30	***105***	71	***208***	101		***109***	37	***110***	67	***219***	104
08:30		76	28	***96***	70	***172***	98		***90***	26	***85***	71	***175***	97
08:45		91	38	***85***	67	***176***	105		***77***	25	***94***	60	***171***	85
09:00		91	21	***75***	48	***166***	69		74	23	81	49	155	72
09:15		79	19	78	49	157	68		96	24	86	45	182	69
09:30		74	20	77	46	151	66		77	16	83	44	160	60
09:45		74	14	69	41	143	55		60	21	72	10	132	31
10:00		64	22	62	24	126	46		72	12	61	4	133	16
10:15		59	13	72	26	131	39		58	15	73	15	131	30
10:30		58	11	70	16	128	27		92	14	60	6	152	20
10:45		72	7	65	10	137	17		70	9	57	5	127	14
11:00		75	8	73	17	148	25		69	9	61	2	130	11
11:15		74	4	82	12	156	16		71	6	90	8	161	14
11:30		68	6	73	10	141	16		67	0	114	12	181	12
11:45		75	4	98	18	173	22		68	7	95	8	163	15
Total		1880	2347	1786	4180	3666	6527		1888	2551	1871	4041	3759	6592
Day Total		4227		5966		10193			4439		5912		10351	
% Total		18.4%	23.0%	17.5%	41.0%				18.2%	24.6%	18.1%	39.0%		
Peak		07:30	02:00	08:15	02:45	08:15	02:30		08:00	02:30	08:00	06:00	08:00	02:30
Vol.		362	314	361	549	722	840		371	338	382	524	753	816
P.H.F.		0.879	0.826	0.860	0.880	0.868	0.894		0.851	0.918	0.868	0.963	0.860	0.923

Innovative Data, LLC

Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Start	11-Apr-14	Eastbound		Westbound		Combined		12-Apr-	Eastbound		Westbound		Combined	
Time	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	69	6	102	6	171		6	99	16	115	22	214
12:15		2	69	7	77	9	146		6	68	9	109	15	177
12:30		0	78	10	105	10	183		0	73	7	107	7	180
12:45		0	71	5	86	5	157		0	75	7	***121***	7	***196***
01:00		1	75	6	77	7	152		2	***81***	9	***117***	11	***198***
01:15		2	71	4	93	6	164		4	***80***	5	***116***	9	***196***
01:30		2	78	2	113	4	191		2	***92***	5	***111***	7	***203***
01:45		0	70	3	119	3	189		0	***77***	7	106	7	183
02:00		3	76	2	104	5	180		0	68	1	104	1	172
02:15		0	***84***	3	122	3	***206***		1	81	3	98	4	179
02:30		1	***82***	1	124	2	***206***		0	77	1	101	1	178
02:45		1	***79***	0	145	1	***224***		2	64	2	103	4	167
03:00		2	***91***	3	120	5	***211***		0	89	1	99	1	188
03:15		2	83	1	100	3	183		1	79	2	103	3	182
03:30		3	83	1	127	4	210		2	68	2	117	4	185
03:45		4	66	1	126	5	192		2	70	1	102	3	172
04:00		9	71	3	128	12	199		3	73	1	104	4	177
04:15		6	71	2	121	8	192		1	71	3	108	4	179
04:30		9	72	1	117	10	189		2	86	0	86	2	172
04:45		6	62	2	124	8	186		3	64	1	90	4	154
05:00		15	52	6	112	21	164		5	61	3	88	8	149
05:15		24	82	4	126	28	208		11	67	3	85	14	152
05:30		33	65	15	***132***	48	197		12	67	6	88	18	155
05:45		32	65	12	***137***	44	202		10	54	2	97	12	151
06:00		53	66	19	***144***	72	210		3	51	9	60	12	111
06:15		58	52	20	***136***	78	188		15	55	9	71	24	126
06:30		41	64	39	128	80	192		16	48	14	70	30	118
06:45		47	58	77	101	124	159		20	70	12	86	32	156
07:00		50	59	92	106	142	165		27	54	38	68	65	122
07:15		79	30	78	84	157	114		33	52	37	80	70	132
07:30		89	46	62	72	151	118		42	44	43	63	85	107
07:45		81	41	***95***	67	176	108		39	37	32	48	71	85
08:00		***99***	36	***87***	73	***186***	109		39	44	56	47	95	91
08:15		***94***	44	***119***	66	***213***	110		67	29	66	40	133	69
08:30		***105***	44	***90***	48	***195***	92		57	34	61	47	118	81
08:45		***95***	32	87	49	***182***	81		63	26	72	47	135	73
09:00		91	29	90	29	181	58		69	25	74	39	143	64
09:15		60	24	82	37	142	61		82	31	86	42	168	73
09:30		79	16	75	40	154	56		58	21	88	44	146	65
09:45		73	21	77	37	150	58		83	19	***117***	35	***200***	54
10:00		70	25	81	30	151	55		***85***	23	***107***	26	***192***	49
10:15		73	12	59	30	132	42		***76***	23	***115***	25	***191***	48
10:30		60	16	58	30	118	46		***89***	17	***105***	25	***194***	42
10:45		75	12	61	34	136	46		***84***	16	107	36	191	52
11:00		66	10	72	31	138	41		85	16	97	26	182	42
11:15		65	5	90	26	155	31		69	14	99	31	168	45
11:30		57	8	88	33	145	41		82	10	115	24	197	34
11:45		75	8	106	19	181	27		86	5	106	19	192	24
Total		1892	2523	1904	4187	3796	6710		1444	2548	1762	3574	3206	6122
Day Total		4415		6091		10506			3992		5336		9328	
% Total		18.0%	24.0%	18.1%	39.9%				15.5%	27.3%	18.9%	38.3%		
Peak		08:00	02:15	07:45	05:30	08:00	02:15		10:00	01:00	09:45	00:45	09:45	00:45
Vol.		393	336	391	549	776	847		334	330	444	465	777	793
P.H.F.		0.936	0.923	0.821	0.953	0.911	0.945		0.938	0.897	0.949	0.961	0.971	0.977

ADT	ADT 10,092	AADT 10,092

Innovative Data, LLC

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Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	0	0	0	10	1	1	0	0	0	0	0	0	12	34-43	11
01:00	0	0	0	0	2	2	2	0	0	0	0	0	0	0	6	34-43	4
02:00	0	0	0	0	0	4	0	1	**1**	0	0	0	0	0	6	31-40	4
03:00	0	0	0	2	2	2	0	1	0	0	0	0	0	0	7	29-38	4
04:00	1	1	0	3	6	13	12	1	0	0	0	0	0	0	37	36-45	22
05:00	2	1	1	1	24	49	16	**3**	0	0	0	0	0	0	97	33-42	68
06:00	4	2	3	3	72	103	23	3	1	0	0	0	0	0	214	32-41	156
07:00	10	4	9	15	86	**129**	24	3	0	0	0	0	0	0	280	32-41	189
08:00	**24**	**28**	**23**	19	**126**	116	21	1	0	0	0	0	0	0	**358**	31-40	199
09:00	14	11	0	22	123	118	**29**	1	0	0	0	0	0	0	318	31-40	207
10:00	8	5	7	**31**	104	75	23	0	0	0	0	0	0	0	253	30-39	160
11:00	18	7	7	27	114	92	25	2	0	0	0	0	0	0	292	31-40	177
12 PM	10	7	15	23	99	**110**	19	3	0	0	0	0	0	0	286	31-40	182
13:00	9	5	11	34	105	95	24	0	0	0	0	0	0	0	283	31-40	177
14:00	17	**13**	**16**	**42**	**116**	92	16	2	0	0	0	0	0	0	**314**	30-39	180
15:00	**19**	5	7	27	108	83	21	1	0	0	0	0	0	0	271	31-40	163
16:00	15	4	5	17	99	100	21	3	0	0	0	0	0	0	264	31-40	171
17:00	12	1	3	13	76	103	**30**	1	0	0	0	0	0	0	239	32-41	158
18:00	14	2	6	17	85	103	24	1	0	0	0	0	0	0	252	32-41	162
19:00	7	0	0	10	66	58	11	**4**	0	0	0	0	0	0	156	31-40	108
20:00	3	3	0	7	60	48	10	2	0	0	0	0	0	0	133	31-40	94
21:00	2	0	0	5	28	32	5	2	0	0	0	0	0	0	74	31-40	53
22:00	0	0	0	2	18	25	7	0	**1**	0	0	0	0	0	53	32-41	39
23:00	1	0	2	2	1	10	5	1	0	0	0	0	0	0	22	35-44	13
Total	190	99	115	322	1520	1572	369	37	3	0	0	0	0	0	4227		
Percent	4.5%	2.3%	2.7%	7.6%	36.0%	37.2%	8.7%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	10:00	08:00	07:00	09:00	05:00	02:00						08:00		
Vol.	24	28	23	31	126	129	29	3	1						358		
PM Peak	15:00	14:00	14:00	14:00	14:00	12:00	17:00	19:00	22:00						14:00		
Vol.	19	13	16	42	116	110	30	4	1						314		

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Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	0	0	0	0	3	3	0	0	1	0	0	0	0	0	7	32-41	5
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
02:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4	34-43	3
03:00	0	0	0	1	1	2	0	1	0	0	0	0	0	0	5	29-38	3
04:00	0	1	0	0	3	10	5	4	0	0	0	0	0	0	23	33-42	14
05:00	0	0	1	4	29	52	24	2	**2**	0	0	0	0	0	114	33-42	79
06:00	2	0	3	4	72	91	23	**6**	0	0	0	0	0	0	201	32-41	147
07:00	7	5	8	21	105	112	28	1	1	0	0	0	0	0	288	31-40	191
08:00	14	**24**	**18**	22	**143**	**122**	24	4	0	0	0	0	0	0	**371**	31-40	225
09:00	**17**	13	12	**30**	91	109	**33**	2	0	0	0	0	0	0	307	31-40	172
10:00	12	7	15	13	112	109	23	1	0	0	0	0	0	0	292	31-40	190
11:00	13	7	5	27	104	93	24	2	0	0	0	0	0	0	275	31-40	171
12 PM	14	7	8	**32**	**143**	109	17	**3**	0	0	0	0	0	0	**333**	30-39	219
13:00	11	6	9	20	112	110	20	2	0	0	0	0	0	0	290	31-40	192
14:00	10	**26**	11	25	137	95	15	2	**1**	0	0	0	0	0	322	30-39	197
15:00	**15**	3	7	22	122	110	22	3	0	0	0	0	0	0	304	31-40	201
16:00	11	1	6	22	100	**118**	27	1	1	0	0	0	0	0	287	31-40	192
17:00	11	5	**15**	21	95	100	**31**	1	0	0	0	0	0	0	279	31-40	171
18:00	9	2	1	15	90	112	26	2	1	0	0	0	0	0	258	32-41	177
19:00	7	2	3	17	78	81	12	1	1	0	0	0	0	0	202	31-40	139
20:00	3	1	1	6	51	46	9	3	0	0	0	0	0	0	120	31-40	85
21:00	4	6	6	16	21	23	5	3	0	0	0	0	0	0	84	30-39	39
22:00	0	0	0	1	14	19	13	3	0	0	0	0	0	0	50	33-42	33
23:00	0	0	0	2	10	5	2	2	1	0	0	0	0	0	22	29-38	14
Total	160	116	129	322	1637	1632	385	49	9	0	0	0	0	0	4439		
Percent	3.6%	2.6%	2.9%	7.3%	36.9%	36.8%	8.7%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	08:00	09:00	08:00	08:00	09:00	06:00	05:00						08:00		
Vol.	17	24	18	30	143	122	33	6	2						371		
PM Peak	15:00	14:00	17:00	12:00	12:00	16:00	17:00	12:00	14:00						12:00		
Vol.	15	26	15	32	143	118	31	3	1						333		

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Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
01:00	0	0	0	2	0	2	1	0	0	0	0	0	0	0	5	34-43	3
02:00	1	0	1	0	1	0	1	1	0	0	0	0	0	0	5	41-50	2
03:00	0	0	0	1	2	4	2	2	0	0	0	0	0	0	11	34-43	6
04:00	0	1	0	0	8	7	11	2	1	0	0	0	0	0	30	34-43	17
05:00	1	0	1	3	18	51	19	**9**	**2**	0	0	0	0	0	104	34-43	69
06:00	2	0	4	8	48	97	**35**	5	0	0	0	0	0	0	199	33-42	139
07:00	8	8	6	22	95	**122**	34	4	0	0	0	0	0	0	299	32-41	192
08:00	**20**	**28**	**27**	**35**	**146**	114	20	3	0	0	0	0	0	0	**393**	30-39	219
09:00	7	7	7	23	129	105	23	1	1	0	0	0	0	0	303	31-40	205
10:00	10	3	7	28	99	111	17	3	0	0	0	0	0	0	278	31-40	184
11:00	17	6	5	30	91	99	15	0	0	0	0	0	0	0	263	31-40	162
12 PM	8	6	10	28	114	93	24	**4**	0	0	0	0	0	0	287	31-40	182
13:00	6	5	6	29	**122**	108	16	2	0	0	0	0	0	0	294	31-40	203
14:00	**25**	**17**	**17**	**35**	105	99	21	2	0	0	0	0	0	0	321	31-40	171
15:00	18	6	12	33	120	**109**	21	4	0	0	0	0	0	0	**323**	31-40	197
16:00	12	1	4	20	110	100	26	2	**1**	0	0	0	0	0	276	31-40	184
17:00	11	4	1	26	87	100	**31**	4	0	0	0	0	0	0	264	31-40	165
18:00	12	2	1	27	93	85	19	1	0	0	0	0	0	0	240	31-40	155
19:00	3	0	0	10	78	64	19	2	0	0	0	0	0	0	176	31-40	127
20:00	1	0	1	22	76	47	8	1	0	0	0	0	0	0	156	30-39	114
21:00	1	0	1	6	43	35	4	0	0	0	0	0	0	0	90	31-40	69
22:00	0	0	0	6	26	25	8	0	0	0	0	0	0	0	65	31-40	47
23:00	2	0	0	1	8	12	8	0	0	0	0	0	0	0	31	34-43	19
Total	165	94	111	396	1620	1589	383	52	5	0	0	0	0	0	4415		
Percent	3.7%	2.1%	2.5%	9.0%	36.7%	36.0%	8.7%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	07:00	06:00	05:00	05:00						08:00		
Vol.	20	28	27	35	146	122	35	9	2						393		
PM Peak	14:00	14:00	14:00	14:00	13:00	15:00	17:00	12:00	16:00						15:00		
Vol.	25	17	17	35	122	109	31	4	1						323		

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/12/14	0	0	0	0	4	7	1	0	0	0	0	0	0	0	12	32-41	10
01:00	0	0	0	0	2	3	3	0	0	0	0	0	0	0	8	34-43	6
02:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	29-38	3
03:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	29-38	4
04:00	0	0	0	0	3	4	0	2	0	0	0	0	0	0	9	32-41	6
05:00	1	0	0	3	4	15	15	0	0	0	0	0	0	0	38	36-45	26
06:00	0	1	0	3	13	18	17	1	**1**	0	0	0	0	0	54	35-44	33
07:00	3	**2**	0	6	27	65	32	5	1	0	0	0	0	0	141	34-43	93
08:00	6	0	0	5	58	118	32	**6**	1	0	0	0	0	0	226	33-42	162
09:00	11	2	1	13	104	124	33	3	1	0	0	0	0	0	292	32-41	200
10:00	**13**	0	**11**	**19**	121	**135**	30	5	0	0	0	0	0	0	**334**	31-40	224
11:00	8	0	7	19	**122**	124	**35**	6	0	0	0	0	**1**	0	322	31-40	219
12 PM	12	**4**	2	24	126	110	34	2	**1**	0	0	0	0	0	315	31-40	207
13:00	**16**	1	7	**29**	**128**	117	30	2	0	0	0	0	0	0	**330**	31-40	214
14:00	7	0	**8**	23	79	123	**43**	**7**	0	0	0	0	0	0	290	32-41	186
15:00	13	1	2	21	96	**130**	38	5	0	0	0	0	0	0	306	32-41	201
16:00	12	2	2	19	85	125	43	5	0	0	0	0	0	**1**	294	32-41	189
17:00	5	0	1	11	84	109	31	5	1	**1**	**1**	0	0	0	249	32-41	174
18:00	6	1	2	11	60	106	31	7	0	0	0	0	0	0	224	32-41	152
19:00	0	0	0	14	60	96	14	3	0	0	0	0	0	0	187	32-41	142
20:00	1	0	5	10	57	48	12	0	0	0	0	0	0	0	133	31-40	94
21:00	2	0	1	9	39	39	4	1	0	1	0	0	0	0	96	31-40	69
22:00	0	0	0	5	33	32	9	0	0	0	0	0	0	0	79	31-40	59
23:00	1	0	0	1	14	17	8	3	0	1	0	0	0	0	45	33-42	28
Total	117	14	49	246	1324	1667	495	68	6	3	1	0	1	1	3992		
Percent	2.9%	0.4%	1.2%	6.2%	33.2%	41.8%	12.4%	1.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	10:00	10:00	11:00	10:00	11:00	08:00	06:00				11:00		10:00		
Vol.	13	2	11	19	122	135	35	6	1				1		334		
PM Peak	13:00	12:00	14:00	13:00	13:00	15:00	14:00	14:00	12:00	17:00	17:00			16:00	13:00		
Vol.	16	4	8	29	128	130	43	7	1	1	1			1	330		
Total	632	323	404	1286	6101	6460	1632	206	23	3	1	0	1	1	17073		
Percent	3.7%	1.9%	2.4%	7.5%	35.7%	37.8%	9.6%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	27 MPH
50th Percentile :	34 MPH
85th Percentile :	39 MPH
95th Percentile :	42 MPH

Stats

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	10975
Percent in Pace :	64.3%
Number of Vehicles > 40 MPH :	2353
Percent of Vehicles > 40 MPH :	13.8%
Mean Speed(Average) :	33 MPH

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	0	0	8	11	6	0	0	0	0	0	0	0	25	33-42	18
01:00	0	1	0	0	2	8	3	1	0	0	0	0	0	0	15	35-44	10
02:00	0	0	0	1	4	2	1	1	0	0	0	0	0	0	9	29-38	6
03:00	0	0	1	1	2	2	2	1	0	0	0	0	0	0	9	34-43	4
04:00	0	1	0	0	1	2	2	0	0	0	0	0	0	0	6	37-46	3
05:00	0	0	0	1	7	13	6	0	0	0	0	0	0	0	27	33-42	20
06:00	7	8	1	6	33	46	36	16	0	**1**	0	0	0	0	154	34-43	76
07:00	8	1	3	10	57	**130**	**62**	**18**	0	0	0	0	0	0	289	34-43	186
08:00	**22**	**13**	**38**	36	82	120	41	6	0	0	0	0	0	0	**358**	32-41	177
09:00	19	2	2	16	77	130	49	4	0	0	0	0	0	0	299	32-41	186
10:00	6	2	10	29	91	91	36	3	**1**	0	0	0	0	0	269	31-40	164
11:00	12	13	10	**40**	**110**	112	27	2	0	0	0	0	0	0	326	31-40	194
12 PM	17	15	10	52	130	121	28	3	0	0	0	0	0	0	376	31-40	218
13:00	20	8	10	64	172	95	24	2	0	0	0	0	0	0	395	29-38	242
14:00	69	31	**30**	57	156	121	32	1	0	0	0	0	0	0	497	30-39	225
15:00	**78**	**39**	7	39	160	168	28	0	0	0	0	0	0	0	519	31-40	256
16:00	23	14	9	37	163	149	**63**	**14**	0	0	0	0	0	0	472	31-40	272
17:00	12	8	0	21	158	**184**	62	4	0	**1**	0	0	0	0	450	32-41	303
18:00	27	10	23	**76**	**181**	153	48	3	0	0	0	0	0	0	**521**	30-39	295
19:00	9	3	0	24	135	133	50	3	0	0	0	0	0	0	357	31-40	239
20:00	3	1	8	22	84	127	30	1	0	0	0	0	0	0	276	32-41	192
21:00	2	0	0	3	59	92	26	2	0	0	0	0	0	0	184	32-41	138
22:00	2	3	0	9	27	26	7	2	0	0	0	0	0	0	76	31-40	47
23:00	0	0	0	2	13	24	13	5	0	0	0	0	0	0	57	33-42	37
Total	336	173	162	546	1912	2060	682	92	1	2	0	0	0	0	5966		
Percent	5.6%	2.9%	2.7%	9.2%	32.0%	34.5%	11.4%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	11:00	11:00	07:00	07:00	07:00	10:00	06:00					08:00		
Vol.	22	13	38	40	110	130	62	18	1	1					358		
PM Peak	15:00	15:00	14:00	18:00	18:00	17:00	16:00	16:00		17:00					18:00		
Vol.	78	39	30	76	181	184	63	14		1					521		

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Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	0	0	0	0	6	14	10	5	0	0	0	0	0	0	35	35-44	23
01:00	0	0	0	0	2	8	10	1	0	0	0	0	0	0	21	37-46	16
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	30-39	2
03:00	0	0	0	0	1	0	4	0	0	0	0	0	0	0	5	36-45	4
04:00	0	1	0	1	1	6	0	1	0	0	0	0	0	0	10	34-43	6
05:00	0	0	0	0	7	12	5	1	0	0	0	0	0	0	25	33-42	18
06:00	2	1	1	9	32	58	31	**15**	**1**	0	0	0	0	0	150	34-43	88
07:00	9	1	19	19	76	113	**62**	8	1	0	0	0	0	0	308	33-42	179
08:00	**25**	**15**	**20**	33	128	104	52	4	1	0	0	0	0	0	**382**	31-40	200
09:00	15	7	16	32	110	103	32	6	1	0	0	0	0	0	322	31-40	186
10:00	16	6	5	18	81	98	22	4	1	0	0	0	0	0	251	31-40	153
11:00	17	9	15	**44**	**133**	**115**	26	1	0	0	0	0	0	0	360	30-39	216
12 PM	21	8	14	**58**	147	119	28	0	**1**	0	0	0	0	0	396	30-39	234
13:00	**27**	12	8	34	143	131	36	4	0	0	0	0	0	0	395	31-40	233
14:00	16	14	**22**	47	151	144	33	1	0	0	0	0	0	0	428	31-40	257
15:00	23	14	8	19	**183**	175	52	4	0	0	0	0	0	0	478	31-40	307
16:00	20	12	5	15	118	**202**	75	8	0	0	0	0	0	0	455	33-42	289
17:00	21	7	9	36	123	186	**78**	**11**	1	0	0	0	0	0	472	32-41	280
18:00	19	**15**	13	52	168	192	56	8	1	0	0	0	0	0	**524**	31-40	316
19:00	9	2	0	16	138	165	59	6	1	0	0	0	0	0	396	32-41	272
20:00	3	3	1	11	105	128	31	7	0	0	0	0	0	0	289	32-41	208
21:00	1	0	10	28	39	47	19	4	0	0	0	0	0	0	148	31-40	81
22:00	0	0	0	5	18	6	1	0	0	0	0	0	0	0	30	29-38	24
23:00	0	1	0	0	8	7	13	0	1	0	0	0	0	0	30	36-45	18
Total	244	128	166	477	1918	2135	735	99	10	0	0	0	0	0	5912		
Percent	4.1%	2.2%	2.8%	8.1%	32.4%	36.1%	12.4%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	11:00	11:00	11:00	07:00	06:00	06:00						08:00		
Vol.	25	15	20	44	133	115	62	15	1						382		
PM Peak	13:00	18:00	14:00	12:00	15:00	16:00	17:00	17:00	12:00						18:00		
Vol.	27	15	22	58	183	202	78	11	1						524		

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Client: GPI / J. Degray

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	0	0	0	2	6	11	7	2	0	0	0	0	0	0	28	34-43	18
01:00	0	0	0	0	5	6	3	1	0	0	0	0	0	0	15	33-42	10
02:00	0	0	0	0	0	2	2	1	1	0	0	0	0	0	6	36-45	4
03:00	0	0	0	0	2	3	0	1	0	0	0	0	0	0	6	33-42	4
04:00	3	0	0	0	2	1	1	1	0	0	0	0	0	0	8	6-15	3
05:00	1	0	0	0	12	15	6	3	0	0	0	0	0	0	37	33-42	24
06:00	3	3	1	12	30	65	34	7	0	0	0	0	0	0	155	34-43	95
07:00	10	1	12	32	81	123	**61**	6	1	0	0	0	0	0	327	33-42	191
08:00	**20**	**17**	**13**	**47**	92	**143**	43	**8**	0	0	0	0	0	0	**383**	32-41	206
09:00	8	10	6	35	101	123	35	4	**2**	0	0	0	0	0	324	31-40	199
10:00	15	4	5	21	96	86	26	5	1	0	0	0	0	0	259	31-40	157
11:00	17	11	4	25	**135**	119	41	4	0	0	0	0	0	0	356	31-40	220
12 PM	16	9	15	39	141	120	28	2	0	0	0	0	0	0	370	31-40	227
13:00	17	15	10	44	171	113	29	3	0	0	0	0	0	0	402	30-39	249
14:00	27	**22**	**22**	**81**	179	141	23	0	0	0	0	0	0	0	495	30-39	281
15:00	**44**	22	16	71	155	132	27	6	0	0	0	0	0	0	473	30-39	243
16:00	23	16	2	44	171	181	**46**	**7**	0	0	0	0	0	0	490	31-40	304
17:00	21	1	7	44	171	**216**	45	2	0	0	0	0	0	0	507	31-40	340
18:00	17	13	11	61	**187**	172	45	3	0	0	0	0	0	0	**509**	31-40	316
19:00	4	0	5	45	136	109	27	3	0	0	0	0	0	0	329	30-39	223
20:00	3	1	8	22	87	95	16	4	0	0	0	0	0	0	236	31-40	163
21:00	1	0	1	11	50	58	19	3	0	0	0	0	0	0	143	32-41	98
22:00	1	0	0	6	31	62	20	3	1	0	0	0	0	0	124	33-42	88
23:00	1	2	0	2	25	48	26	3	**2**	0	0	0	0	0	109	34-43	72
Total	252	147	138	644	2066	2144	610	82	8	0	0	0	0	0	6091		
Percent	4.1%	2.4%	2.3%	10.6%	33.9%	35.2%	10.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	11:00	08:00	07:00	08:00	09:00						08:00		
Vol.	20	17	13	47	135	143	61	8	2						383		
PM Peak	15:00	14:00	14:00	14:00	18:00	17:00	16:00	16:00	23:00						18:00		
Vol.	44	22	22	81	187	216	46	7	2						509		

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Location: Mass Ave (Route 111)
Location: East of Private Drive
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Client: GPI / J. Degray

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/12/14	0	0	0	1	5	22	7	4	0	0	0	0	0	0	39	34-43	28
01:00	0	0	1	0	5	13	3	3	**1**	0	0	0	0	0	26	33-42	17
02:00	0	0	0	2	1	1	2	1	0	0	0	0	0	0	7	39-48	3
03:00	0	0	0	0	1	3	2	0	0	0	0	0	0	0	6	34-43	5
04:00	0	0	0	0	3	1	1	0	0	0	0	0	0	0	5	29-38	4
05:00	0	0	0	3	3	4	4	0	0	0	0	0	0	0	14	34-43	8
06:00	1	0	0	2	7	16	13	5	0	0	0	0	0	0	44	35-44	27
07:00	4	1	1	4	28	68	40	3	0	**1**	0	0	0	0	150	34-43	101
08:00	9	0	5	12	67	102	**53**	**6**	1	0	0	0	0	0	255	33-42	159
09:00	12	1	**19**	32	136	119	42	4	0	0	0	0	0	0	365	31-40	227
10:00	**18**	0	3	**68**	173	**144**	26	2	0	0	0	0	0	0	**434**	30-39	283
11:00	11	**3**	10	46	**179**	135	31	2	0	0	0	0	0	0	417	30-39	280
12 PM	**19**	2	5	63	191	135	35	2	0	0	0	0	0	0	**452**	30-39	292
13:00	16	1	**15**	43	**206**	143	21	5	0	0	0	0	0	0	450	30-39	308
14:00	18	0	7	33	137	**158**	48	5	0	0	0	0	0	0	406	31-40	260
15:00	17	4	6	**70**	162	134	25	3	0	0	0	0	0	0	421	30-39	265
16:00	17	1	4	38	145	128	**49**	**6**	0	0	0	0	0	0	388	31-40	242
17:00	15	0	1	30	150	126	32	3	**1**	0	0	0	0	0	358	31-40	242
18:00	11	**5**	13	17	92	119	26	3	0	**1**	0	0	0	0	287	31-40	184
19:00	3	0	1	21	92	101	40	1	0	0	0	0	0	0	259	31-40	176
20:00	3	0	1	12	67	79	16	2	1	0	0	0	0	0	181	31-40	130
21:00	5	0	3	9	62	59	19	3	0	0	0	0	0	0	160	31-40	107
22:00	3	0	0	2	34	56	17	0	0	0	0	0	0	0	112	32-41	82
23:00	0	0	0	1	36	47	16	0	0	0	0	0	0	0	100	32-41	76
Total	182	18	95	509	1982	1913	568	63	4	2	0	0	0	0	5336		
Percent	3.4%	0.3%	1.8%	9.5%	37.1%	35.9%	10.6%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	09:00	10:00	11:00	10:00	08:00	08:00	01:00	07:00					10:00		
Vol.	18	3	19	68	179	144	53	6	1	1					434		
PM Peak	12:00	18:00	13:00	15:00	13:00	14:00	16:00	16:00	17:00	18:00					12:00		
Vol.	19	5	15	70	206	158	49	6	1	1					452		
Total	1014	466	561	2176	7878	8252	2595	336	23	4	0	0	0	0	23305		
Percent	4.4%	2.0%	2.4%	9.3%	33.8%	35.4%	11.1%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	26 MPH
50th Percentile :	34 MPH
85th Percentile :	39 MPH
95th Percentile :	43 MPH

Stats		
	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	14134
	Percent in Pace :	60.6%
	Number of Vehicles > 40 MPH :	3481
	Percent of Vehicles > 40 MPH :	14.9%
	Mean Speed(Average) :	33 MPH

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	0	0	8	21	7	1	0	0	0	0	0	0	37	33-42	29
01:00	0	1	0	0	4	10	5	1	0	0	0	0	0	0	21	35-44	14
02:00	0	0	0	1	4	6	1	2	**1**	0	0	0	0	0	15	32-41	9
03:00	0	0	1	3	4	4	2	2	0	0	0	0	0	0	16	29-38	8
04:00	1	2	0	3	7	15	14	1	0	0	0	0	0	0	43	35-44	26
05:00	2	1	1	2	31	62	22	3	0	0	0	0	0	0	124	33-42	88
06:00	11	10	4	9	105	149	59	19	1	**1**	0	0	0	0	368	32-41	229
07:00	18	5	12	25	143	**259**	**86**	**21**	0	0	0	0	0	0	569	33-42	368
08:00	**46**	**41**	**61**	55	208	236	62	7	0	0	0	0	0	0	**716**	31-40	375
09:00	33	13	2	38	200	248	78	5	0	0	0	0	0	0	617	32-41	390
10:00	14	7	17	60	195	166	59	3	1	0	0	0	0	0	522	31-40	323
11:00	30	20	17	**67**	**224**	204	52	4	0	0	0	0	0	0	618	31-40	371
12 PM	27	22	25	75	229	231	47	6	0	0	0	0	0	0	662	31-40	400
13:00	29	13	21	98	**277**	190	48	2	0	0	0	0	0	0	678	30-39	417
14:00	86	**44**	**46**	**99**	272	213	48	3	0	0	0	0	0	0	**811**	30-39	404
15:00	**97**	44	14	66	268	251	49	1	0	0	0	0	0	0	790	31-40	418
16:00	38	18	14	54	262	249	84	**17**	0	0	0	0	0	0	736	31-40	443
17:00	24	9	3	34	234	**287**	**92**	5	0	**1**	0	0	0	0	689	32-41	461
18:00	41	12	29	93	266	256	72	4	0	0	0	0	0	0	773	31-40	456
19:00	16	3	0	34	201	191	61	7	0	0	0	0	0	0	513	31-40	347
20:00	6	4	8	29	144	175	40	3	0	0	0	0	0	0	409	31-40	284
21:00	4	0	0	8	87	124	31	4	0	0	0	0	0	0	258	32-41	191
22:00	2	3	0	11	45	51	14	2	**1**	0	0	0	0	0	129	31-40	85
23:00	1	0	2	4	14	34	18	6	0	0	0	0	0	0	79	34-43	50
Total	526	272	277	868	3432	3632	1051	129	4	2	0	0	0	0	10193		
Percent	5.2%	2.7%	2.7%	8.5%	33.7%	35.6%	10.3%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	11:00	11:00	07:00	07:00	07:00	02:00	06:00					08:00		
Vol.	46	41	61	67	224	259	86	21	1	1					716		
PM Peak	15:00	14:00	14:00	14:00	13:00	17:00	17:00	16:00	22:00	17:00					14:00		
Vol.	97	44	46	99	277	287	92	17	1	1					811		

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Location: Mass Ave (Route 111)
Location: East of Private Drive
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Client: GPI / J. Degray

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	0	0	0	0	9	17	10	5	1	0	0	0	0	0	42	34-43	27
01:00	0	0	0	1	2	8	10	1	0	0	0	0	0	0	22	37-46	16
02:00	0	0	0	0	1	3	2	0	0	0	0	0	0	0	6	34-43	5
03:00	0	0	0	1	2	2	4	1	0	0	0	0	0	0	10	36-45	6
04:00	0	2	0	1	4	16	5	5	0	0	0	0	0	0	33	33-42	20
05:00	0	0	1	4	36	64	29	3	**2**	0	0	0	0	0	139	33-42	97
06:00	4	1	4	13	104	149	54	**21**	1	0	0	0	0	0	351	32-41	233
07:00	16	6	27	40	181	225	**90**	9	2	0	0	0	0	0	596	32-41	367
08:00	**39**	**39**	**38**	55	**271**	**226**	76	8	1	0	0	0	0	0	**753**	31-40	424
09:00	32	20	28	62	201	212	65	8	1	0	0	0	0	0	629	31-40	358
10:00	28	13	20	31	193	207	45	5	1	0	0	0	0	0	543	31-40	343
11:00	30	16	20	**71**	237	208	50	3	0	0	0	0	0	0	635	31-40	387
12 PM	35	15	22	**90**	290	228	45	3	1	0	0	0	0	0	729	30-39	453
13:00	**38**	18	17	54	255	241	56	6	0	0	0	0	0	0	685	31-40	425
14:00	26	**40**	**33**	72	288	239	48	3	1	0	0	0	0	0	750	31-40	453
15:00	38	17	15	41	**305**	285	74	7	0	0	0	0	0	0	**782**	31-40	508
16:00	31	13	11	37	218	**320**	102	9	1	0	0	0	0	0	742	32-41	479
17:00	32	12	24	57	218	286	**109**	**12**	1	0	0	0	0	0	751	32-41	450
18:00	28	17	14	67	258	304	82	10	**2**	0	0	0	0	0	782	31-40	493
19:00	16	4	3	33	216	246	71	7	2	0	0	0	0	0	598	31-40	409
20:00	6	4	2	17	156	174	40	10	0	0	0	0	0	0	409	31-40	292
21:00	5	6	16	44	60	70	24	7	0	0	0	0	0	0	232	30-39	119
22:00	0	0	0	6	32	25	14	3	0	0	0	0	0	0	80	31-40	53
23:00	0	1	0	2	18	12	15	2	2	0	0	0	0	0	52	32-41	29
Total	404	244	295	799	3555	3767	1120	148	19	0	0	0	0	0	10351		
Percent	3.9%	2.4%	2.8%	7.7%	34.3%	36.4%	10.8%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	11:00	08:00	08:00	07:00	06:00	05:00						08:00		
Vol.	39	39	38	71	271	226	90	21	2						753		
PM Peak	13:00	14:00	14:00	12:00	15:00	16:00	17:00	17:00	18:00						15:00		
Vol.	38	40	33	90	305	320	109	12	2						782		

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Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	0	0	0	3	7	11	7	2	0	0	0	0	0	0	30	34-43	18
01:00	0	0	0	2	5	8	4	1	0	0	0	0	0	0	20	32-41	13
02:00	1	0	1	0	1	2	3	2	1	0	0	0	0	0	11	37-46	5
03:00	0	0	0	1	4	7	2	3	0	0	0	0	0	0	17	33-42	10
04:00	3	1	0	0	10	8	12	3	1	0	0	0	0	0	38	34-43	18
05:00	2	0	1	3	30	66	25	**12**	2	0	0	0	0	0	141	33-42	93
06:00	5	3	5	20	78	162	69	12	0	0	0	0	0	0	354	33-42	233
07:00	18	9	18	54	176	245	**95**	10	1	0	0	0	0	0	626	32-41	382
08:00	**40**	**45**	**40**	**82**	**238**	**257**	63	11	0	0	0	0	0	0	**776**	31-40	423
09:00	15	17	13	58	230	228	58	5	**3**	0	0	0	0	0	627	31-40	404
10:00	25	7	12	49	195	197	43	8	1	0	0	0	0	0	537	31-40	341
11:00	34	17	9	55	226	218	56	4	0	0	0	0	0	0	619	31-40	382
12 PM	24	15	25	67	255	213	52	6	0	0	0	0	0	0	657	31-40	409
13:00	23	20	16	73	**293**	221	45	5	0	0	0	0	0	0	696	30-39	450
14:00	52	**39**	**39**	**116**	284	240	44	2	0	0	0	0	0	0	**816**	30-39	451
15:00	**62**	28	28	104	275	241	48	**10**	0	0	0	0	0	0	796	30-39	439
16:00	35	17	6	64	281	281	72	9	1	0	0	0	0	0	766	31-40	488
17:00	32	5	8	70	258	**316**	**76**	6	0	0	0	0	0	0	771	31-40	504
18:00	29	15	12	88	280	257	64	4	0	0	0	0	0	0	749	31-40	471
19:00	7	0	5	55	214	173	46	5	0	0	0	0	0	0	505	31-40	349
20:00	4	1	9	44	163	142	24	5	0	0	0	0	0	0	392	31-40	274
21:00	2	0	2	17	93	93	23	3	0	0	0	0	0	0	233	31-40	167
22:00	1	0	0	12	57	87	28	3	1	0	0	0	0	0	189	32-41	133
23:00	3	2	0	3	33	60	34	3	**2**	0	0	0	0	0	140	34-43	91
Total	417	241	249	1040	3686	3733	993	134	13	0	0	0	0	0	10506		
Percent	4.0%	2.3%	2.4%	9.9%	35.1%	35.5%	9.5%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	07:00	05:00	09:00						08:00		
Vol.	40	45	40	82	238	257	95	12	3						776		
PM Peak	15:00	14:00	14:00	14:00	13:00	17:00	17:00	15:00	23:00						14:00		
Vol.	62	39	39	116	293	316	76	10	2						816		

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Client: GPI / J. Degray

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/12/14	0	0	0	1	9	29	8	4	0	0	0	0	0	0	51	33-42	38
01:00	0	0	1	0	7	16	6	3	1	0	0	0	0	0	34	33-42	23
02:00	0	0	0	2	3	2	2	1	0	0	0	0	0	0	10	29-38	5
03:00	0	0	0	1	4	4	2	0	0	0	0	0	0	0	11	33-42	7
04:00	0	0	0	0	6	5	1	2	0	0	0	0	0	0	14	30-39	10
05:00	1	0	0	6	7	19	19	0	0	0	0	0	0	0	52	35-44	34
06:00	1	1	0	5	20	34	30	6	1	0	0	0	0	0	98	35-44	60
07:00	7	**3**	1	10	55	133	72	8	1	**1**	0	0	0	0	291	34-43	193
08:00	15	0	5	17	125	220	**85**	**12**	**2**	0	0	0	0	0	481	33-42	321
09:00	23	3	**20**	45	240	243	75	7	1	0	0	0	0	0	657	31-40	427
10:00	**31**	0	14	**87**	294	**279**	56	7	0	0	0	0	0	0	**768**	31-40	505
11:00	19	3	17	65	**301**	259	66	8	0	0	0	0	**1**	0	739	31-40	498
12 PM	31	**6**	7	87	317	245	69	4	1	0	0	0	0	0	767	30-39	496
13:00	**32**	2	**22**	72	**334**	260	51	7	0	0	0	0	0	0	**780**	30-39	520
14:00	25	0	15	56	216	**281**	91	**12**	0	0	0	0	0	0	696	32-41	445
15:00	30	5	8	**91**	258	264	63	8	0	0	0	0	0	0	727	31-40	461
16:00	29	3	6	57	230	253	**92**	11	0	0	0	0	0	**1**	682	31-40	427
17:00	20	0	2	41	234	235	63	8	**2**	**1**	**1**	0	0	0	607	31-40	414
18:00	17	6	15	28	152	225	57	10	0	1	0	0	0	0	511	32-41	335
19:00	3	0	1	35	152	197	54	4	0	0	0	0	0	0	446	32-41	317
20:00	4	0	6	22	124	127	28	2	1	0	0	0	0	0	314	31-40	225
21:00	7	0	4	18	101	98	23	4	0	1	0	0	0	0	256	31-40	176
22:00	3	0	0	7	67	88	26	0	0	0	0	0	0	0	191	32-41	140
23:00	1	0	0	2	50	64	24	3	0	1	0	0	0	0	145	32-41	105
Total	299	32	144	755	3306	3580	1063	131	10	5	1	0	1	1	9328		
Percent	3.2%	0.3%	1.5%	8.1%	35.4%	38.4%	11.4%	1.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	09:00	10:00	11:00	10:00	08:00	08:00	08:00	07:00			11:00		10:00		
Vol.	31	3	20	87	301	279	85	12	2	1			1		768		
PM Peak	13:00	12:00	13:00	15:00	13:00	14:00	16:00	14:00	17:00	17:00	17:00			16:00	13:00		
Vol.	32	6	22	91	334	281	92	12	2	1	1			1	780		
Total	1646	789	965	3462	13979	14712	4227	542	46	7	1	0	1	1	40378		
Percent	4.1%	2.0%	2.4%	8.6%	34.6%	36.4%	10.5%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	26 MPH
50th Percentile :	34 MPH
85th Percentile :	39 MPH
95th Percentile :	43 MPH

Stats		
	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	25107
	Percent in Pace :	62.2%
	Number of Vehicles > 40 MPH :	5835
	Percent of Vehicles > 40 MPH :	14.5%
	Mean Speed(Average) :	33 MPH

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Location: Mass Ave (Route 111)
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Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	9	1	1	1	0	0	0	0	0	0	0	0	0	12
01:00	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	3	1	1	1	0	0	0	0	0	0	0	0	0	6
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	26	6	0	1	1	0	0	2	0	0	0	0	1	37
05:00	0	82	9	1	0	1	0	0	2	0	0	0	0	2	97
06:00	0	174	29	0	6	0	1	0	0	0	0	0	0	4	214
07:00	1	231	24	0	8	3	0	3	0	0	0	0	0	10	280
08:00	0	303	23	0	5	1	1	2	1	0	0	0	0	22	358
09:00	0	272	23	0	9	0	0	0	0	0	0	0	0	14	318
10:00	0	209	22	2	6	3	0	3	0	0	0	0	0	8	253
11:00	5	234	27	0	10	1	0	1	1	0	0	0	0	13	292
12 PM	2	239	28	2	4	1	0	0	0	0	1	0	0	9	286
13:00	1	228	31	3	7	1	0	1	2	0	0	0	0	9	283
14:00	2	261	26	1	6	1	0	0	0	0	0	0	0	17	314
15:00	1	221	26	0	2	1	0	1	0	0	0	0	0	19	271
16:00	0	219	23	0	5	1	0	1	0	0	0	0	0	15	264
17:00	2	210	11	0	4	0	0	0	0	0	0	0	0	12	239
18:00	2	207	23	1	4	0	0	1	0	0	0	0	0	14	252
19:00	0	130	16	1	2	0	0	0	0	0	0	0	0	7	156
20:00	0	117	9	0	5	0	0	0	0	0	0	0	0	2	133
21:00	0	67	2	0	1	0	0	1	1	0	0	0	0	2	74
22:00	0	49	3	0	1	0	0	0	0	0	0	0	0	0	53
23:00	0	17	3	0	1	0	0	0	0	0	0	0	0	1	22
Total	16	3517	369	14	89	15	2	14	9	0	1	0	0	181	4227
Percent	0.4%	83.2%	8.7%	0.3%	2.1%	0.4%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	4.3%	
AM Peak	11:00	08:00	06:00	10:00	11:00	07:00	06:00	07:00	04:00					08:00	
Vol.	5	303	29	2	10	3	1	3	2					22	
PM Peak	12:00	14:00	13:00	13:00	13:00	12:00		13:00	13:00		12:00			15:00	
Vol.	2	261	31	3	7	1		1	2		1			19	

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Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	5	0	0	1	0	0	0	1	0	0	0	0	0	7
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	19	3	0	1	0	0	0	0	0	0	0	0	0	23
05:00	0	94	19	0	0	0	0	0	1	0	0	0	0	0	114
06:00	0	163	27	0	3	6	0	0	0	0	0	0	0	2	201
07:00	1	241	28	0	7	2	0	1	0	0	0	0	0	8	288
08:00	3	303	41	0	8	1	0	0	2	0	0	0	0	13	371
09:00	2	256	22	2	3	2	0	3	1	0	0	0	0	16	307
10:00	1	242	33	2	4	0	0	0	1	0	0	0	0	9	292
11:00	1	225	31	2	2	1	0	1	0	0	0	0	0	12	275
12 PM	2	268	39	1	7	1	0	1	0	0	0	0	0	14	333
13:00	2	236	28	0	9	3	0	0	1	0	0	0	0	11	290
14:00	2	262	30	2	12	2	0	0	3	0	0	0	0	9	322
15:00	0	248	32	0	5	1	0	1	0	1	0	0	0	16	304
16:00	1	232	34	1	2	2	0	2	2	0	0	0	0	11	287
17:00	2	241	19	0	4	3	0	0	0	0	0	0	0	10	279
18:00	1	225	19	0	3	1	0	0	0	0	0	0	0	9	258
19:00	2	169	20	0	3	1	0	0	0	0	0	0	0	7	202
20:00	0	103	13	1	0	0	0	0	0	0	0	0	0	3	120
21:00	0	72	9	0	1	0	0	0	0	0	0	0	0	2	84
22:00	0	42	6	0	2	0	0	0	0	0	0	0	0	0	50
23:00	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
Total	20	3677	454	11	77	26	0	9	12	1	0	0	0	152	4439
Percent	0.5%	82.8%	10.2%	0.2%	1.7%	0.6%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	3.4%	
AM Peak	08:00	08:00	08:00	09:00	08:00	06:00		09:00	08:00					09:00	
Vol.	3	303	41	2	8	6		3	2					16	
PM Peak	12:00	12:00	12:00	14:00	14:00	13:00		16:00	14:00	15:00				15:00	
Vol.	2	268	39	2	12	3		2	3	1				16	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	1	1	0	0	0	1	0	0	0	0	0	0	5
03:00	0	8	2	1	0	0	0	0	0	0	0	0	0	0	11
04:00	0	23	6	0	1	0	0	0	0	0	0	0	0	0	30
05:00	0	88	12	0	1	1	0	0	1	0	0	0	0	1	104
06:00	1	158	33	0	3	0	0	1	1	0	0	0	0	2	199
07:00	1	264	18	1	5	2	0	0	0	0	0	0	0	8	299
08:00	1	331	31	1	5	2	0	2	0	0	0	0	0	20	393
09:00	0	253	27	3	8	4	0	0	1	0	0	0	0	7	303
10:00	0	222	32	2	6	2	0	2	1	1	0	0	0	10	278
11:00	1	214	25	0	4	1	0	1	1	1	0	0	0	15	263
12 PM	2	232	37	1	4	2	0	0	1	0	0	0	0	8	287
13:00	2	243	34	1	5	1	0	2	0	0	0	0	0	6	294
14:00	2	254	28	3	6	3	0	0	0	0	0	0	0	25	321
15:00	3	262	32	1	5	1	0	1	0	0	0	0	0	18	323
16:00	1	234	23	2	3	0	0	1	0	0	0	0	0	12	276
17:00	1	234	13	0	5	0	0	0	0	0	0	0	0	11	264
18:00	2	209	15	0	2	0	0	0	0	0	0	0	0	12	240
19:00	0	158	13	1	0	1	0	0	0	0	0	0	0	3	176
20:00	0	139	12	0	3	1	0	0	0	0	0	0	0	1	156
21:00	0	85	3	0	1	0	0	0	0	0	0	0	0	1	90
22:00	0	61	4	0	0	0	0	0	0	0	0	0	0	0	65
23:00	0	25	4	0	0	0	0	0	0	0	0	0	0	2	31
Total	17	3703	408	18	67	21	0	11	6	2	0	0	0	162	4415
Percent	0.4%	83.9%	9.2%	0.4%	1.5%	0.5%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	3.7%	
AM Peak	06:00	08:00	06:00	09:00	09:00	09:00		08:00	05:00	10:00				08:00	
Vol.	1	331	33	3	8	4		2	1	1				20	
PM Peak	15:00	15:00	12:00	14:00	14:00	14:00		13:00	12:00					14:00	
Vol.	3	262	37	3	6	3		2	1					25	

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Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/12/14	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	6	1	0	1	0	0	0	0	0	0	0	0	1	9
05:00	0	29	7	0	1	0	0	0	0	0	0	0	0	1	38
06:00	0	44	8	0	1	0	0	0	1	0	0	0	0	0	54
07:00	0	113	16	2	4	1	0	2	0	0	0	0	0	3	141
08:00	1	194	22	0	2	1	0	0	0	0	0	0	0	6	226
09:00	1	250	21	1	6	2	0	0	1	0	0	0	0	10	292
10:00	2	281	31	0	5	1	0	0	1	0	0	0	0	13	334
11:00	0	280	25	0	7	1	0	0	1	0	0	0	0	8	322
12 PM	4	273	23	1	1	0	0	1	0	0	0	0	0	12	315
13:00	3	280	26	1	3	0	0	0	1	0	0	0	0	16	330
14:00	2	253	26	0	2	0	0	0	0	0	0	0	0	7	290
15:00	3	261	23	0	2	3	0	1	1	0	0	0	0	12	306
16:00	3	253	18	2	5	0	0	1	0	0	0	0	0	12	294
17:00	1	226	10	0	4	1	0	2	0	0	0	0	0	5	249
18:00	1	198	16	0	3	0	0	0	0	0	0	0	0	6	224
19:00	1	167	17	0	2	0	0	0	0	0	0	0	0	0	187
20:00	0	118	11	0	3	0	0	0	0	0	0	0	0	1	133
21:00	1	87	6	0	0	0	0	0	0	0	0	0	0	2	96
22:00	1	73	4	0	1	0	0	0	0	0	0	0	0	0	79
23:00	0	38	4	0	2	0	0	0	0	0	0	0	0	1	45
Total	24	3448	319	7	55	10	0	7	6	0	0	0	0	116	3992
Percent	0.6%	86.4%	8.0%	0.2%	1.4%	0.3%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	2.9%	
AM Peak	10:00	10:00	10:00	07:00	11:00	09:00		07:00	06:00					10:00	
Vol.	2	281	31	2	7	2		2	1					13	
PM Peak	12:00	13:00	13:00	16:00	16:00	15:00		17:00	13:00					13:00	
Vol.	4	280	26	2	5	3		2	1					16	
Grand Total	77	14345	1550	50	288	72	2	41	33	3	1	0	0	611	17073
Percent	0.5%	84.0%	9.1%	0.3%	1.7%	0.4%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	3.6%	

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Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	24	1	0	0	0	0	0	0	0	0	0	0	0	25
01:00	0	12	1	0	1	0	0	0	0	0	0	0	0	1	15
02:00	0	5	3	0	0	0	0	1	0	0	0	0	0	0	9
03:00	0	4	2	0	2	0	0	0	0	1	0	0	0	0	9
04:00	0	4	0	0	0	1	0	0	1	0	0	0	0	0	6
05:00	0	17	7	2	0	0	0	0	0	0	0	0	0	1	27
06:00	0	111	18	4	10	1	0	1	0	1	0	0	0	8	154
07:00	0	237	34	1	6	1	0	1	0	0	0	0	0	9	289
08:00	4	266	39	1	18	1	0	0	1	0	0	0	0	28	358
09:00	1	212	50	4	11	1	0	0	1	0	0	0	0	19	299
10:00	1	214	34	1	8	1	1	1	0	0	0	0	0	8	269
11:00	5	258	33	3	13	0	0	1	0	0	0	0	0	13	326
12 PM	6	292	40	6	12	0	0	1	0	0	0	0	0	19	376
13:00	6	294	51	4	20	2	0	0	0	0	0	0	0	18	395
14:00	2	379	58	5	14	0	1	1	1	0	0	0	0	36	497
15:00	3	404	52	0	11	1	0	1	0	0	0	0	0	47	519
16:00	4	391	48	0	3	0	0	0	0	0	0	0	0	26	472
17:00	3	397	31	0	4	0	0	0	0	0	0	0	0	15	450
18:00	6	456	36	0	2	0	0	0	0	0	0	0	0	21	521
19:00	1	318	24	1	1	0	0	2	0	0	0	0	0	10	357
20:00	0	248	22	1	1	0	0	0	0	1	0	0	0	3	276
21:00	0	164	15	0	3	0	0	0	0	0	0	0	0	2	184
22:00	0	67	3	0	2	0	0	3	0	0	0	0	0	1	76
23:00	0	51	6	0	0	0	0	0	0	0	0	0	0	0	57
Total	42	4825	608	33	142	9	2	13	4	3	0	0	0	285	5966
Percent	0.7%	80.9%	10.2%	0.6%	2.4%	0.2%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	4.8%	
AM Peak	11:00	08:00	09:00	06:00	08:00	04:00	10:00	02:00	04:00	03:00				08:00	
Vol.	5	266	50	4	18	1	1	1	1	1				28	
PM Peak	12:00	18:00	14:00	12:00	13:00	13:00	14:00	22:00	14:00	20:00				15:00	
Vol.	6	456	58	6	20	2	1	3	1	1				47	

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Client: GPI / J. Degray

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	32	3	0	0	0	0	0	0	0	0	0	0	0	35
01:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	6	1	0	2	1	0	0	0	0	0	0	0	0	10
05:00	0	15	5	2	2	0	0	1	0	0	0	0	0	0	25
06:00	0	102	22	2	17	0	0	3	0	0	0	0	0	4	150
07:00	1	245	37	3	8	2	0	0	0	1	0	0	0	11	308
08:00	3	269	51	0	24	2	0	0	0	0	0	0	0	33	382
09:00	2	240	50	3	7	3	0	2	0	0	0	0	0	15	322
10:00	2	189	33	3	6	0	0	0	0	0	0	0	0	18	251
11:00	3	284	28	3	13	3	1	3	1	0	0	0	0	21	360
12 PM	4	293	44	3	26	0	0	2	3	0	0	0	0	21	396
13:00	9	303	41	2	12	0	0	2	0	0	0	0	0	26	395
14:00	4	341	53	4	5	1	0	0	0	0	0	0	1	19	428
15:00	6	376	62	2	3	2	0	0	0	0	0	0	0	27	478
16:00	6	368	49	1	6	1	0	0	0	0	0	0	0	24	455
17:00	3	405	38	0	4	0	0	0	0	0	0	0	0	22	472
18:00	7	454	32	1	1	3	0	3	0	0	0	0	0	23	524
19:00	1	351	33	0	2	0	0	1	0	0	0	0	0	8	396
20:00	1	266	18	0	1	1	0	0	0	0	0	0	0	2	289
21:00	1	136	10	0	0	0	0	0	0	0	0	0	0	1	148
22:00	0	27	2	0	0	0	0	1	0	0	0	0	0	0	30
23:00	0	28	1	0	0	1	0	0	0	0	0	0	0	0	30
Total	53	4756	615	29	139	20	1	18	4	1	0	0	1	275	5912
Percent	0.9%	80.4%	10.4%	0.5%	2.4%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	4.7%	
AM Peak	08:00	11:00	08:00	07:00	08:00	09:00	11:00	06:00	11:00	07:00				08:00	
Vol.	3	284	51	3	24	3	1	3	1	1				33	
PM Peak	13:00	18:00	15:00	14:00	12:00	18:00		18:00	12:00				14:00	15:00	
Vol.	9	454	62	4	26	3		3	3				1	27	

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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	1	21	5	1	0	0	0	0	0	0	0	0	0	0	28
01:00	0	13	1	0	0	0	0	1	0	0	0	0	0	0	15
02:00	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
03:00	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
04:00	1	4	0	0	0	1	0	0	0	0	0	0	0	2	8
05:00	0	24	9	2	0	0	0	0	1	0	0	0	0	1	37
06:00	0	112	22	3	12	1	0	2	0	0	0	0	0	3	155
07:00	1	267	32	4	11	2	0	0	0	0	0	0	0	10	327
08:00	5	293	37	2	16	2	0	0	0	0	0	0	0	28	383
09:00	2	254	42	3	9	1	0	0	0	0	0	0	0	13	324
10:00	1	195	37	1	8	0	0	0	1	0	0	0	0	16	259
11:00	2	268	43	1	20	2	0	0	0	0	0	0	0	20	356
12 PM	2	294	46	3	6	0	0	0	2	0	0	0	0	17	370
13:00	1	317	45	3	15	1	0	0	0	0	0	0	0	20	402
14:00	4	400	44	2	22	1	0	0	0	0	0	0	0	22	495
15:00	6	363	54	3	15	2	0	1	1	0	0	0	0	28	473
16:00	9	407	41	1	5	1	0	0	0	0	0	0	0	26	490
17:00	2	446	32	0	9	0	0	0	0	0	0	0	0	18	507
18:00	2	448	37	0	4	0	0	1	0	0	0	0	0	17	509
19:00	0	297	24	1	2	0	0	0	1	0	0	0	0	4	329
20:00	1	212	18	0	2	0	0	0	0	0	0	0	0	3	236
21:00	1	125	13	0	3	0	0	0	0	0	0	0	0	1	143
22:00	0	116	6	0	1	0	0	0	0	0	0	0	0	1	124
23:00	1	101	6	0	0	0	0	0	0	0	0	0	0	1	109
Total	42	4985	595	30	162	14	0	6	6	0	0	0	0	251	6091
Percent	0.7%	81.8%	9.8%	0.5%	2.7%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	4.1%	
AM Peak	08:00	08:00	11:00	07:00	11:00	07:00		06:00	05:00					08:00	
Vol.	5	293	43	4	20	2		2	1					28	
PM Peak	16:00	18:00	15:00	12:00	14:00	15:00		15:00	12:00					15:00	
Vol.	9	448	54	3	22	2		1	2					28	

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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/12/14	0	35	4	0	0	0	0	0	0	0	0	0	0	0	39
01:00	0	25	1	0	0	0	0	0	0	0	0	0	0	0	26
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
05:00	0	7	4	0	1	0	0	1	0	1	0	0	0	0	14
06:00	0	32	7	0	5	0	0	0	0	0	0	0	0	0	44
07:00	1	121	16	1	7	0	0	0	0	0	0	0	0	4	150
08:00	0	207	32	2	4	0	0	1	0	0	0	0	0	9	255
09:00	3	304	37	0	9	0	0	0	0	0	0	0	0	12	365
10:00	1	371	39	1	1	2	1	1	1	0	0	0	0	16	434
11:00	2	363	32	0	6	2	0	0	0	0	0	0	0	12	417
12 PM	2	394	33	1	4	1	0	0	0	0	0	0	0	17	452
13:00	6	384	42	0	2	0	0	0	0	0	0	0	0	16	450
14:00	4	348	32	2	1	0	0	1	0	0	0	0	0	18	406
15:00	1	369	28	0	4	1	0	1	0	0	0	0	0	17	421
16:00	5	338	23	0	4	0	0	1	0	0	0	0	0	17	388
17:00	2	320	18	0	3	0	0	0	0	0	0	0	0	15	358
18:00	1	255	18	1	2	1	0	1	0	0	0	0	0	8	287
19:00	0	234	17	1	3	0	0	1	0	0	0	0	0	3	259
20:00	1	162	14	0	1	0	0	0	0	0	0	0	0	3	181
21:00	0	149	4	0	2	0	0	0	0	0	0	0	0	5	160
22:00	0	107	2	0	0	0	0	0	0	0	0	0	0	3	112
23:00	0	97	0	0	3	0	0	0	0	0	0	0	0	0	100
Total	29	4639	403	9	63	7	1	8	1	1	0	0	0	175	5336
Percent	0.5%	86.9%	7.6%	0.2%	1.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	
AM Peak	09:00	10:00	10:00	08:00	09:00	10:00	10:00	05:00	10:00	05:00				10:00	
Vol.	3	371	39	2	9	2	1	1	1	1				16	
PM Peak	13:00	12:00	13:00	14:00	12:00	12:00		14:00						14:00	
Vol.	6	394	42	2	4	1		1						18	
Grand Total	166	19205	2221	101	506	50	4	45	15	5	0	0	1	986	23305
Percent	0.7%	82.4%	9.5%	0.4%	2.2%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	4.2%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	33	2	1	1	0	0	0	0	0	0	0	0	0	37
01:00	0	16	2	1	1	0	0	0	0	0	0	0	0	1	21
02:00	0	8	4	1	1	0	0	1	0	0	0	0	0	0	15
03:00	0	9	4	0	2	0	0	0	0	1	0	0	0	0	16
04:00	0	30	6	0	1	2	0	0	3	0	0	0	0	1	43
05:00	0	99	16	3	0	1	0	0	2	0	0	0	0	3	124
06:00	0	285	47	4	16	1	1	1	0	1	0	0	0	12	368
07:00	1	468	58	1	14	4	0	4	0	0	0	0	0	19	569
08:00	4	569	62	1	23	2	1	2	2	0	0	0	0	50	716
09:00	1	484	73	4	20	1	0	0	1	0	0	0	0	33	617
10:00	1	423	56	3	14	4	1	4	0	0	0	0	0	16	522
11:00	10	492	60	3	23	1	0	2	1	0	0	0	0	26	618
12 PM	8	531	68	8	16	1	0	1	0	0	1	0	0	28	662
13:00	7	522	82	7	27	3	0	1	2	0	0	0	0	27	678
14:00	4	640	84	6	20	1	1	1	1	0	0	0	0	53	811
15:00	4	625	78	0	13	2	0	2	0	0	0	0	0	66	790
16:00	4	610	71	0	8	1	0	1	0	0	0	0	0	41	736
17:00	5	607	42	0	8	0	0	0	0	0	0	0	0	27	689
18:00	8	663	59	1	6	0	0	1	0	0	0	0	0	35	773
19:00	1	448	40	2	3	0	0	2	0	0	0	0	0	17	513
20:00	0	365	31	1	6	0	0	0	0	1	0	0	0	5	409
21:00	0	231	17	0	4	0	0	1	1	0	0	0	0	4	258
22:00	0	116	6	0	3	0	0	3	0	0	0	0	0	1	129
23:00	0	68	9	0	1	0	0	0	0	0	0	0	0	1	79
Total	58	8342	977	47	231	24	4	27	13	3	1	0	0	466	10193
Percent	0.6%	81.8%	9.6%	0.5%	2.3%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	4.6%	
AM Peak	11:00	08:00	09:00	06:00	08:00	07:00	06:00	07:00	04:00	03:00				08:00	
Vol.	10	569	73	4	23	4	1	4	3	1				50	
PM Peak	12:00	18:00	14:00	12:00	13:00	13:00	14:00	22:00	13:00	20:00	12:00			15:00	
Vol.	8	663	84	8	27	3	1	3	2	1	1			66	

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Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	37	3	0	1	0	0	0	1	0	0	0	0	0	42
01:00	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	25	4	0	3	1	0	0	0	0	0	0	0	0	33
05:00	0	109	24	2	2	0	0	1	1	0	0	0	0	0	139
06:00	0	265	49	2	20	6	0	3	0	0	0	0	0	6	351
07:00	2	486	65	3	15	4	0	1	0	1	0	0	0	19	596
08:00	6	572	92	0	32	3	0	0	2	0	0	0	0	46	753
09:00	4	496	72	5	10	5	0	5	1	0	0	0	0	31	629
10:00	3	431	66	5	10	0	0	0	1	0	0	0	0	27	543
11:00	4	509	59	5	15	4	1	4	1	0	0	0	0	33	635
12 PM	6	561	83	4	33	1	0	3	3	0	0	0	0	35	729
13:00	11	539	69	2	21	3	0	2	1	0	0	0	0	37	685
14:00	6	603	83	6	17	3	0	0	3	0	0	0	1	28	750
15:00	6	624	94	2	8	3	0	1	0	1	0	0	0	43	782
16:00	7	600	83	2	8	3	0	2	2	0	0	0	0	35	742
17:00	5	646	57	0	8	3	0	0	0	0	0	0	0	32	751
18:00	8	679	51	1	4	4	0	3	0	0	0	0	0	32	782
19:00	3	520	53	0	5	1	0	1	0	0	0	0	0	15	598
20:00	1	369	31	1	1	1	0	0	0	0	0	0	0	5	409
21:00	1	208	19	0	1	0	0	0	0	0	0	0	0	3	232
22:00	0	69	8	0	2	0	0	1	0	0	0	0	0	0	80
23:00	0	50	1	0	0	1	0	0	0	0	0	0	0	0	52
Total	73	8433	1069	40	216	46	1	27	16	2	0	0	1	427	10351
Percent	0.7%	81.5%	10.3%	0.4%	2.1%	0.4%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	4.1%	
AM Peak	08:00	08:00	08:00	09:00	08:00	06:00	11:00	09:00	08:00	07:00				08:00	
Vol.	6	572	92	5	32	6	1	5	2	1				46	
PM Peak	13:00	18:00	15:00	14:00	12:00	18:00		12:00	12:00	15:00			14:00	15:00	
Vol.	11	679	94	6	33	4		3	3	1			1	43	

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Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	1	22	6	1	0	0	0	0	0	0	0	0	0	0	30
01:00	0	16	3	0	0	0	0	1	0	0	0	0	0	0	20
02:00	0	6	2	1	0	0	0	2	0	0	0	0	0	0	11
03:00	0	12	2	1	2	0	0	0	0	0	0	0	0	0	17
04:00	1	27	6	0	1	1	0	0	0	0	0	0	0	2	38
05:00	0	112	21	2	1	1	0	0	2	0	0	0	0	2	141
06:00	1	270	55	3	15	1	0	3	1	0	0	0	0	5	354
07:00	2	531	50	5	16	4	0	0	0	0	0	0	0	18	626
08:00	6	624	68	3	21	4	0	2	0	0	0	0	0	48	776
09:00	2	507	69	6	17	5	0	0	1	0	0	0	0	20	627
10:00	1	417	69	3	14	2	0	2	2	1	0	0	0	26	537
11:00	3	482	68	1	24	3	0	1	1	1	0	0	0	35	619
12 PM	4	526	83	4	10	2	0	0	3	0	0	0	0	25	657
13:00	3	560	79	4	20	2	0	2	0	0	0	0	0	26	696
14:00	6	654	72	5	28	4	0	0	0	0	0	0	0	47	816
15:00	9	625	86	4	20	3	0	2	1	0	0	0	0	46	796
16:00	10	641	64	3	8	1	0	1	0	0	0	0	0	38	766
17:00	3	680	45	0	14	0	0	0	0	0	0	0	0	29	771
18:00	4	657	52	0	6	0	0	1	0	0	0	0	0	29	749
19:00	0	455	37	2	2	1	0	0	1	0	0	0	0	7	505
20:00	1	351	30	0	5	1	0	0	0	0	0	0	0	4	392
21:00	1	210	16	0	4	0	0	0	0	0	0	0	0	2	233
22:00	0	177	10	0	1	0	0	0	0	0	0	0	0	1	189
23:00	1	126	10	0	0	0	0	0	0	0	0	0	0	3	140
Total	59	8688	1003	48	229	35	0	17	12	2	0	0	0	413	10506
Percent	0.6%	82.7%	9.5%	0.5%	2.2%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	3.9%	
AM Peak	08:00	08:00	09:00	09:00	11:00	09:00		06:00	05:00	10:00				08:00	
Vol.	6	624	69	6	24	5		3	2	1				48	
PM Peak	16:00	17:00	15:00	14:00	14:00	14:00		13:00	12:00					14:00	
Vol.	10	680	86	5	28	4		2	3					47	

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Location: Mass Ave (Route 111)
Location: East of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/12/14	0	46	5	0	0	0	0	0	0	0	0	0	0	0	51
01:00	0	33	1	0	0	0	0	0	0	0	0	0	0	0	34
02:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
04:00	0	10	1	0	2	0	0	0	0	0	0	0	0	1	14
05:00	0	36	11	0	2	0	0	1	0	1	0	0	0	1	52
06:00	0	76	15	0	6	0	0	0	1	0	0	0	0	0	98
07:00	1	234	32	3	11	1	0	2	0	0	0	0	0	7	291
08:00	1	401	54	2	6	1	0	1	0	0	0	0	0	15	481
09:00	4	554	58	1	15	2	0	0	1	0	0	0	0	22	657
10:00	3	652	70	1	6	3	1	1	2	0	0	0	0	29	768
11:00	2	643	57	0	13	3	0	0	1	0	0	0	0	20	739
12 PM	6	667	56	2	5	1	0	1	0	0	0	0	0	29	767
13:00	9	664	68	1	5	0	0	0	1	0	0	0	0	32	780
14:00	6	601	58	2	3	0	0	1	0	0	0	0	0	25	696
15:00	4	630	51	0	6	4	0	2	1	0	0	0	0	29	727
16:00	8	591	41	2	9	0	0	2	0	0	0	0	0	29	682
17:00	3	546	28	0	7	1	0	2	0	0	0	0	0	20	607
18:00	2	453	34	1	5	1	0	1	0	0	0	0	0	14	511
19:00	1	401	34	1	5	0	0	1	0	0	0	0	0	3	446
20:00	1	280	25	0	4	0	0	0	0	0	0	0	0	4	314
21:00	1	236	10	0	2	0	0	0	0	0	0	0	0	7	256
22:00	1	180	6	0	1	0	0	0	0	0	0	0	0	3	191
23:00	0	135	4	0	5	0	0	0	0	0	0	0	0	1	145
Total	53	8087	722	16	118	17	1	15	7	1	0	0	0	291	9328
Percent	0.6%	86.7%	7.7%	0.2%	1.3%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	3.1%	
AM Peak	09:00	10:00	10:00	07:00	09:00	10:00	10:00	07:00	10:00	05:00				10:00	
Vol.	4	652	70	3	15	3	1	2	2	1				29	
PM Peak	13:00	12:00	13:00	12:00	16:00	15:00		15:00	13:00					13:00	
Vol.	9	667	68	2	9	4		2	1					32	
Grand Total	243	33550	3771	151	794	122	6	86	48	8	1	0	1	1597	40378
Percent	0.6%	83.1%	9.3%	0.4%	2.0%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	4.0%	

Innovative Data, LLC

Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

PO Box 468
Belchertown, Massachusetts
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Start	09-Apr-14	Southbound		Northbound		Combined		10-Apr-	Southbound		Northbound		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		2	55	1	35	3	90		3	55	4	50	7	105
12:15		0	42	2	52	2	94		0	48	0	53	0	101
12:30		0	47	1	48	1	95		1	53	1	49	2	102
12:45		0	44	1	50	1	94		2	56	1	39	3	95
01:00		1	60	0	51	1	111		3	50	2	38	5	88
01:15		0	31	1	35	1	66		2	46	3	43	5	89
01:30		1	59	1	38	2	97		1	53	1	48	2	101
01:45		1	50	2	46	3	96		4	52	2	60	6	112
02:00		0	***59***	1	47	1	106		0	46	1	41	1	87
02:15		0	***53***	2	***61***	2	***114***		2	45	2	34	4	79
02:30		0	***52***	0	***55***	0	***107***		0	54	1	54	1	108
02:45		0	***58***	0	***54***	0	***112***		1	54	1	46	2	100
03:00		3	46	2	***72***	5	***118***		0	56	0	37	0	93
03:15		1	47	1	58	2	105		1	***62***	2	47	3	***109***
03:30		2	59	0	43	2	102		1	***45***	2	36	3	***81***
03:45		0	63	2	54	2	117		3	***68***	0	49	3	***117***
04:00		3	39	2	40	5	79		3	***63***	1	57	4	***120***
04:15		4	55	0	54	4	109		4	48	1	47	5	95
04:30		5	53	1	47	6	100		2	48	2	46	4	94
04:45		3	56	3	55	6	111		1	56	2	***56***	3	112
05:00		2	52	2	50	4	102		4	53	2	***57***	6	110
05:15		7	48	3	55	10	103		10	45	5	***54***	15	99
05:30		5	41	4	34	9	75		6	54	5	***48***	11	102
05:45		11	36	11	47	22	83		16	51	2	48	18	99
06:00		7	54	7	52	14	106		11	53	5	39	16	92
06:15		29	41	7	40	36	81		13	49	8	29	21	78
06:30		12	37	11	41	23	78		20	54	10	49	30	103
06:45		31	25	9	40	40	65		23	43	18	40	41	83
07:00		24	33	21	36	45	69		31	53	8	46	39	99
07:15		39	26	17	24	56	50		46	44	30	34	76	78
07:30		36	39	24	32	60	71		29	36	22	32	51	68
07:45		36	28	14	36	50	64		39	30	16	40	55	70
08:00		36	22	23	14	59	36		42	24	24	21	66	45
08:15		38	27	20	22	58	49		42	27	27	19	69	46
08:30		35	18	31	31	66	49		34	22	25	25	59	47
08:45		42	20	23	18	65	38		42	11	24	10	66	21
09:00		***50***	6	30	16	80	22		27	18	17	16	44	34
09:15		***36***	11	25	14	61	25		45	17	35	17	80	34
09:30		***40***	10	26	9	66	19		43	11	28	8	71	19
09:45		***46***	4	20	8	66	12		***53***	11	26	13	79	24
10:00		37	9	18	14	55	23		***49***	13	30	8	79	21
10:15		42	11	31	11	73	22		***49***	8	43	5	92	13
10:30		45	8	29	7	74	15		***49***	4	28	5	77	9
10:45		37	3	***37***	4	***74***	7		42	8	36	6	78	14
11:00		31	7	***26***	2	***57***	9		40	7	***28***	3	***68***	10
11:15		50	3	***38***	6	***88***	9		54	7	***34***	5	***88***	12
11:30		45	3	***36***	2	***81***	5		44	1	***41***	1	***85***	2
11:45		34	5	35	5	69	10		60	3	***37***	1	***97***	4
Total		909	1655	601	1665	1510	3320		997	1815	643	1609	1640	3424
Day Total		2564		2266		4830			2812		2252		5064	
% Total		18.8%	34.3%	12.4%	34.5%				19.7%	35.8%	12.7%	31.8%		
Peak		09:00	02:00	10:45	02:15	10:45	02:15		09:45	03:15	11:00	04:45	11:00	03:15
Vol.		172	222	137	242	300	451		200	238	140	215	338	427
P.H.F.		0.860	0.941	0.901	0.840	0.852	0.956		0.943	0.875	0.854	0.943	0.871	0.890

ADT	ADT 4,944	AADT 4,944

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Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	5-14	1
01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2-11	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	6-15	4
04:00	5	9	1	0	0	0	0	0	0	0	0	0	0	0	15	12-21	9
05:00	9	11	4	1	0	0	0	0	0	0	0	0	0	0	25	11-20	13
06:00	18	32	25	4	0	0	0	0	0	0	0	0	0	0	79	14-23	41
07:00	36	42	41	**14**	**2**	0	0	0	0	0	0	0	0	0	135	14-23	60
08:00	35	53	**49**	13	1	0	0	0	0	0	0	0	0	0	151	14-23	73
09:00	40	**72**	46	14	0	0	0	0	0	0	0	0	0	0	**172**	12-21	89
10:00	62	66	27	5	1	0	0	0	0	0	0	0	0	0	161	9-18	85
11:00	**71**	61	24	4	0	0	0	0	0	0	0	0	0	0	160	8-17	86
12 PM	66	88	28	6	0	0	0	0	0	0	0	0	0	0	188	10-19	104
13:00	**94**	78	25	3	0	0	0	0	0	0	0	0	0	0	200	7-16	111
14:00	78	87	**52**	4	0	**1**	0	0	0	0	0	0	0	0	**222**	10-19	112
15:00	67	**98**	43	6	**1**	0	0	0	0	0	0	0	0	0	215	11-20	116
16:00	87	87	27	2	0	0	0	0	0	0	0	0	0	0	203	8-17	112
17:00	75	63	32	**7**	0	0	0	0	0	0	0	0	0	0	177	7-16	92
18:00	50	74	30	3	0	0	0	0	0	0	0	0	0	0	157	10-19	87
19:00	56	53	17	0	0	0	0	0	0	0	0	0	0	0	126	8-17	70
20:00	31	42	12	2	0	0	0	0	0	0	0	0	0	0	87	10-19	49
21:00	12	16	2	1	0	0	0	0	0	0	0	0	0	0	31	10-19	18
22:00	16	12	2	1	0	0	0	0	0	0	0	0	0	0	31	6-15	18
23:00	13	3	2	0	0	0	0	0	0	0	0	0	0	0	18	3-12	12
Total	927	1051	490	90	5	1	0	0	0	0	0	0	0	0	2564		
Percent	36.2%	41.0%	19.1%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	08:00	07:00	07:00										09:00		
Vol.	71	72	49	14	2										172		
PM Peak	13:00	15:00	14:00	17:00	15:00	14:00									14:00		
Vol.	94	98	52	7	1	1									222		

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6	6-15	4
01:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	10	6-15	6
02:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2-11	2
03:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5	6-15	3
04:00	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10	5-14	7
05:00	7	11	16	2	0	0	0	0	0	0	0	0	0	0	36	16-25	19
06:00	12	26	26	3	0	0	0	0	0	0	0	0	0	0	67	14-23	37
07:00	32	54	46	12	**1**	0	0	0	0	0	0	0	0	0	145	14-23	72
08:00	40	52	**49**	**19**	0	0	0	0	0	0	0	0	0	0	160	14-23	73
09:00	65	60	35	8	0	0	0	0	0	0	0	0	0	0	168	8-17	84
10:00	**83**	63	33	10	0	0	0	0	0	0	0	0	0	0	189	7-16	99
11:00	80	**85**	25	8	0	0	0	0	0	0	0	0	0	0	**198**	9-18	108
12 PM	95	85	27	5	0	0	0	0	0	0	0	0	0	0	212	8-17	116
13:00	84	71	40	6	0	0	0	0	0	0	0	0	0	0	201	7-16	104
14:00	65	91	40	3	0	0	0	0	0	0	0	0	0	0	199	11-20	108
15:00	**103**	88	33	7	0	0	0	0	0	0	0	0	0	0	**231**	7-16	125
16:00	85	89	36	4	**1**	0	0	0	0	0	0	0	0	0	215	9-18	114
17:00	66	80	**46**	**10**	1	0	0	0	0	0	0	0	0	0	203	10-19	102
18:00	62	**104**	26	6	1	0	0	0	0	0	0	0	0	0	199	10-19	116
19:00	57	79	24	3	0	0	0	0	0	0	0	0	0	0	163	10-19	92
20:00	23	45	15	1	0	0	0	0	0	0	0	0	0	0	84	11-20	50
21:00	20	29	7	1	0	0	0	0	0	0	0	0	0	0	57	9-18	33
22:00	9	14	9	1	0	0	0	0	0	0	0	0	0	0	33	13-22	17
23:00	4	7	5	2	0	0	0	0	0	0	0	0	0	0	18	10-19	9
Total	1014	1143	540	111	4	0	0	0	0	0	0	0	0	0	2812		
Percent	36.1%	40.6%	19.2%	3.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	08:00	08:00	07:00										11:00		
Vol.	83	85	49	19	1										198		
PM Peak	15:00	18:00	17:00	17:00	16:00										15:00		
Vol.	103	104	46	10	1										231		
Total	1941	2194	1030	201	9	1	0	0	0	0	0	0	0	0	5376		
Percent	36.1%	40.8%	19.2%	3.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	6 MPH
50th Percentile :	13 MPH
85th Percentile :	20 MPH
95th Percentile :	24 MPH

Stats

10 MPH Pace Speed :	9-18 MPH
Number in Pace :	2787
Percent in Pace :	51.8%
Number of Vehicles > 40 MPH :	0
Percent of Vehicles > 40 MPH :	0.0%
Mean Speed(Average) :	14 MPH

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	4-13	4
01:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	8-17	2
02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7-16	2
03:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5	2-11	3
04:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	3-12	4
05:00	8	8	4	0	0	0	0	0	0	0	0	0	0	0	20	8-17	11
06:00	16	7	8	3	0	0	0	0	0	0	0	0	0	0	34	6-15	17
07:00	17	34	21	4	0	0	0	0	0	0	0	0	0	0	76	13-22	41
08:00	24	35	24	**13**	**1**	0	0	0	0	0	0	0	0	0	97	12-21	46
09:00	30	39	**25**	7	0	0	0	0	0	0	0	0	0	0	101	10-19	50
10:00	44	**48**	17	6	0	0	0	0	0	0	0	0	0	0	115	9-18	61
11:00	**60**	48	22	5	0	0	0	0	0	0	0	0	0	0	**135**	7-16	72
12 PM	87	70	26	2	0	0	0	0	0	0	0	0	0	0	185	7-16	102
13:00	83	61	25	1	0	0	0	0	0	0	0	0	0	0	170	7-16	94
14:00	74	**107**	31	5	0	0	0	0	0	0	0	0	0	0	217	10-19	123
15:00	**88**	88	36	12	**3**	0	0	0	0	0	0	0	0	0	**227**	9-18	117
16:00	68	72	**41**	**14**	1	0	0	0	0	0	0	0	0	0	196	9-18	96
17:00	72	76	28	10	0	0	0	0	0	0	0	0	0	0	186	9-18	98
18:00	57	79	25	11	1	0	0	0	0	0	0	0	0	0	173	10-19	94
19:00	42	61	18	7	0	0	0	0	0	0	0	0	0	0	128	10-19	71
20:00	36	35	12	1	1	0	0	0	0	0	0	0	0	0	85	8-17	46
21:00	21	21	3	2	0	0	0	0	0	0	0	0	0	0	47	8-17	27
22:00	17	14	2	2	1	0	0	0	0	0	0	0	0	0	36	6-15	20
23:00	10	4	0	1	0	0	0	0	0	0	0	0	0	0	15	5-14	10
Total	870	912	370	106	8	0	0	0	0	0	0	0	0	0	2266		
Percent	38.4%	40.2%	16.3%	4.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	09:00	08:00	08:00										11:00		
Vol.	60	48	25	13	1										135		
PM Peak	15:00	14:00	16:00	16:00	15:00										15:00		
Vol.	88	107	41	14	3										227		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	6-15	4
01:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8	7-16	5
02:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5	2-11	3
03:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	3-12	3
04:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6	6-15	4
05:00	2	6	6	0	0	0	0	0	0	0	0	0	0	0	14	16-25	8
06:00	13	11	12	5	0	0	0	0	0	0	0	0	0	0	41	9-18	17
07:00	21	22	25	**8**	0	0	0	0	0	0	0	0	0	0	76	15-24	33
08:00	29	32	**31**	7	**1**	0	0	0	0	0	0	0	0	0	100	14-23	45
09:00	39	42	18	7	0	0	0	0	0	0	0	0	0	0	106	10-19	54
10:00	**55**	52	25	5	0	0	0	0	0	0	0	0	0	0	137	8-17	71
11:00	52	**63**	18	7	0	0	0	0	0	0	0	0	0	0	**140**	10-19	76
12 PM	65	88	34	4	0	0	0	0	0	0	0	0	0	0	191	10-19	105
13:00	66	76	38	8	1	0	0	0	0	0	0	0	0	0	189	9-18	97
14:00	66	76	29	3	1	0	0	0	0	0	0	0	0	0	175	10-19	94
15:00	65	67	28	7	2	0	0	0	0	0	0	0	0	0	169	8-17	88
16:00	56	**89**	**46**	11	**4**	0	0	0	0	0	0	0	0	0	206	11-20	108
17:00	**79**	79	34	12	2	**1**	0	0	0	0	0	0	0	0	**207**	8-17	106
18:00	49	60	33	**15**	0	0	0	0	0	0	0	0	0	0	157	10-19	77
19:00	51	73	20	7	1	0	0	0	0	0	0	0	0	0	152	10-19	85
20:00	17	41	15	2	0	0	0	0	0	0	0	0	0	0	75	12-21	45
21:00	23	24	3	4	0	0	0	0	0	0	0	0	0	0	54	9-18	30
22:00	8	14	1	1	0	0	0	0	0	0	0	0	0	0	24	9-18	15
23:00	4	3	3	0	0	0	0	0	0	0	0	0	0	0	10	4-13	5
Total	780	925	421	113	12	1	0	0	0	0	0	0	0	0	2252		
Percent	34.6%	41.1%	18.7%	5.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	08:00	07:00	08:00										11:00		
Vol.	55	63	31	8	1										140		
PM Peak	17:00	16:00	16:00	18:00	16:00	17:00									17:00		
Vol.	79	89	46	15	4	1									207		
Total	1650	1837	791	219	20	1	0	0	0	0	0	0	0	0	4518		
Percent	36.5%	40.7%	17.5%	4.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	6 MPH
50th Percentile :	13 MPH
85th Percentile :	20 MPH
95th Percentile :	24 MPH

Stats

10 MPH Pace Speed :	9-18 MPH
Number in Pace :	2344
Percent in Pace :	51.9%
Number of Vehicles > 40 MPH :	0
Percent of Vehicles > 40 MPH :	0.0%
Mean Speed(Average) :	14 MPH

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Location: Acton, Massachusetts
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Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	7	4-13	5
01:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	7	7-16	4
02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7-16	2
03:00	6	4	1	0	0	0	0	0	0	0	0	0	0	0	11	9-18	6
04:00	9	11	1	0	0	0	0	0	0	0	0	0	0	0	21	9-18	13
05:00	17	19	8	1	0	0	0	0	0	0	0	0	0	0	45	8-17	24
06:00	34	39	33	7	0	0	0	0	0	0	0	0	0	0	113	11-20	53
07:00	53	76	62	18	**2**	0	0	0	0	0	0	0	0	0	211	13-22	101
08:00	59	88	**73**	**26**	2	0	0	0	0	0	0	0	0	0	248	13-22	118
09:00	70	111	71	21	0	0	0	0	0	0	0	0	0	0	273	12-21	139
10:00	106	**114**	44	11	1	0	0	0	0	0	0	0	0	0	276	9-18	146
11:00	**131**	109	46	9	0	0	0	0	0	0	0	0	0	0	**295**	7-16	158
12 PM	153	158	54	8	0	0	0	0	0	0	0	0	0	0	373	9-18	202
13:00	**177**	139	50	4	0	0	0	0	0	0	0	0	0	0	370	7-16	205
14:00	152	**194**	**83**	9	0	**1**	0	0	0	0	0	0	0	0	439	10-19	236
15:00	155	186	79	**18**	**4**	0	0	0	0	0	0	0	0	0	**442**	10-19	232
16:00	155	159	68	16	1	0	0	0	0	0	0	0	0	0	399	9-18	208
17:00	147	139	60	17	0	0	0	0	0	0	0	0	0	0	363	8-17	189
18:00	107	153	55	14	1	0	0	0	0	0	0	0	0	0	330	11-20	180
19:00	98	114	35	7	0	0	0	0	0	0	0	0	0	0	254	10-19	139
20:00	67	77	24	3	1	0	0	0	0	0	0	0	0	0	172	10-19	94
21:00	33	37	5	3	0	0	0	0	0	0	0	0	0	0	78	9-18	45
22:00	33	26	4	3	1	0	0	0	0	0	0	0	0	0	67	6-15	38
23:00	23	7	2	1	0	0	0	0	0	0	0	0	0	0	33	5-14	22
Total	1797	1963	860	196	13	1	0	0	0	0	0	0	0	0	4830		
Percent	37.2%	40.6%	17.8%	4.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	08:00	08:00	07:00										11:00		
Vol.	131	114	73	26	2										295		
PM Peak	13:00	14:00	14:00	15:00	15:00	14:00									15:00		
Vol.	177	194	83	18	4	1									442		

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Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12	4-13	8
01:00	12	5	1	0	0	0	0	0	0	0	0	0	0	0	18	5-14	12
02:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	8	3-12	5
03:00	5	3	1	0	0	0	0	0	0	0	0	0	0	0	9	8-17	5
04:00	12	3	1	0	0	0	0	0	0	0	0	0	0	0	16	4-13	11
05:00	9	17	22	2	0	0	0	0	0	0	0	0	0	0	50	15-24	28
06:00	25	37	38	8	0	0	0	0	0	0	0	0	0	0	108	15-24	53
07:00	53	76	71	20	**1**	0	0	0	0	0	0	0	0	0	221	14-23	106
08:00	69	84	**80**	**26**	1	0	0	0	0	0	0	0	0	0	260	14-23	118
09:00	104	102	53	15	0	0	0	0	0	0	0	0	0	0	274	9-18	138
10:00	**138**	115	58	15	0	0	0	0	0	0	0	0	0	0	326	7-16	169
11:00	132	**148**	43	15	0	0	0	0	0	0	0	0	0	0	**338**	9-18	184
12 PM	160	173	61	9	0	0	0	0	0	0	0	0	0	0	403	9-18	218
13:00	150	147	78	14	1	0	0	0	0	0	0	0	0	0	390	8-17	199
14:00	131	167	69	6	1	0	0	0	0	0	0	0	0	0	374	10-19	202
15:00	**168**	155	61	14	2	0	0	0	0	0	0	0	0	0	400	8-17	212
16:00	141	**178**	**82**	15	**5**	0	0	0	0	0	0	0	0	0	**421**	10-19	220
17:00	145	159	80	**22**	3	**1**	0	0	0	0	0	0	0	0	410	9-18	207
18:00	111	164	59	21	1	0	0	0	0	0	0	0	0	0	356	11-20	193
19:00	108	152	44	10	1	0	0	0	0	0	0	0	0	0	315	10-19	177
20:00	40	86	30	3	0	0	0	0	0	0	0	0	0	0	159	11-20	95
21:00	43	53	10	5	0	0	0	0	0	0	0	0	0	0	111	9-18	63
22:00	17	28	10	2	0	0	0	0	0	0	0	0	0	0	57	11-20	32
23:00	8	10	8	2	0	0	0	0	0	0	0	0	0	0	28	14-23	13
Total	1794	2068	961	224	16	1	0	0	0	0	0	0	0	0	5064		
Percent	35.4%	40.8%	19.0%	4.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	08:00	08:00	07:00										11:00		
Vol.	138	148	80	26	1										338		
PM Peak	15:00	16:00	16:00	17:00	16:00	17:00									16:00		
Vol.	168	178	82	22	5	1									421		
Total	3591	4031	1821	420	29	2	0	0	0	0	0	0	0	0	9894		
Percent	36.3%	40.7%	18.4%	4.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	6 MPH
50th Percentile :	13 MPH
85th Percentile :	20 MPH
95th Percentile :	24 MPH

Stats

10 MPH Pace Speed :	9-18 MPH
Number in Pace :	5131
Percent in Pace :	51.9%
Number of Vehicles > 40 MPH :	0
Percent of Vehicles > 40 MPH :	0.0%
Mean Speed(Average) :	14 MPH

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Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	6
04:00	1	11	0	0	0	1	0	0	0	0	0	0	0	2	15
05:00	0	19	2	0	0	1	0	0	0	0	0	0	0	3	25
06:00	0	60	8	1	1	0	0	1	0	0	0	0	0	8	79
07:00	2	110	5	0	5	0	0	0	0	0	0	0	0	13	135
08:00	0	112	17	0	4	0	0	0	0	0	0	0	0	18	151
09:00	1	137	12	0	2	0	0	0	0	0	0	0	0	20	172
10:00	0	126	9	0	3	0	0	0	0	0	0	0	0	23	161
11:00	3	119	12	0	1	1	0	1	0	0	0	0	0	23	160
12 PM	1	157	13	0	1	0	0	0	0	0	0	0	0	16	188
13:00	2	145	14	0	6	0	0	1	0	0	0	0	0	32	200
14:00	1	191	9	0	4	0	0	0	0	0	0	0	0	17	222
15:00	3	177	12	0	1	0	0	0	0	0	0	0	0	22	215
16:00	1	167	11	0	0	0	0	0	0	0	0	0	0	24	203
17:00	2	143	7	0	0	0	0	0	0	0	0	0	0	25	177
18:00	1	133	5	0	1	0	0	0	0	0	0	0	0	17	157
19:00	0	104	5	0	0	1	0	0	0	0	0	0	0	16	126
20:00	0	75	4	0	3	0	0	0	0	0	0	0	0	5	87
21:00	1	26	1	0	0	0	0	0	0	0	0	0	0	3	31
22:00	0	21	5	0	0	0	0	0	0	0	0	0	0	5	31
23:00	2	10	0	0	1	1	0	0	0	0	0	0	0	4	18
Total	21	2048	151	1	34	5	0	3	0	0	0	0	0	301	2564
Percent	0.8%	79.9%	5.9%	0.0%	1.3%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	11.7%	
AM Peak	11:00	09:00	08:00	06:00	07:00	04:00		06:00						10:00	
Vol.	3	137	17	1	5	1		1						23	
PM Peak	15:00	14:00	13:00		13:00	19:00		13:00						13:00	
Vol.	3	191	14		6	1		1						32	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	3	0	0	0	0	0	0	0	0	0	0	0	3	6
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	10
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
03:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
04:00	3	5	0	0	0	0	0	0	0	0	0	0	0	2	10
05:00	0	24	6	0	3	1	0	0	1	0	0	0	0	1	36
06:00	0	47	7	0	4	1	0	1	0	0	0	0	0	7	67
07:00	3	113	6	0	1	1	0	0	0	0	0	0	0	21	145
08:00	2	112	19	2	1	0	0	1	0	0	0	0	0	23	160
09:00	3	125	11	0	1	0	0	0	0	0	0	0	0	28	168
10:00	1	150	6	0	3	0	0	1	0	0	0	0	0	28	189
11:00	5	157	12	0	1	1	0	0	0	0	0	0	0	22	198
12 PM	2	157	15	1	5	1	0	1	0	0	0	0	0	30	212
13:00	1	154	11	0	4	0	0	0	0	0	0	0	0	31	201
14:00	3	162	10	0	1	0	0	0	0	0	0	0	0	23	199
15:00	3	176	18	0	2	0	0	1	0	0	0	0	0	31	231
16:00	3	180	9	0	0	0	0	0	0	0	0	0	0	23	215
17:00	2	167	11	0	1	1	0	0	0	0	0	0	0	21	203
18:00	2	165	6	0	1	1	0	0	0	0	0	0	0	24	199
19:00	2	136	10	0	0	0	0	0	0	0	0	0	0	15	163
20:00	1	71	5	0	0	0	0	0	0	0	0	0	0	7	84
21:00	1	44	6	0	1	1	0	0	0	0	0	0	0	4	57
22:00	0	26	1	0	2	0	0	0	0	0	0	0	0	4	33
23:00	0	17	0	0	0	0	0	0	0	0	0	0	0	1	18
Total	37	2202	169	3	32	8	0	5	1	0	0	0	0	355	2812
Percent	1.3%	78.3%	6.0%	0.1%	1.1%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	12.6%	
AM Peak	11:00	11:00	08:00	08:00	06:00	05:00		06:00	05:00					09:00	
Vol.	5	157	19	2	4	1		1	1					28	
PM Peak	14:00	16:00	15:00	12:00	12:00	12:00		12:00						13:00	
Vol.	3	180	18	1	5	1		1						31	
Grand Total	58	4250	320	4	66	13	0	8	1	0	0	0	0	656	5376
Percent	1.1%	79.1%	6.0%	0.1%	1.2%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	12.2%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	3	0	0	0	0	0	0	0	0	0	0	0	2	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	1	5
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	2	6
05:00	3	10	2	0	1	0	0	0	0	0	0	0	0	4	20
06:00	1	22	3	0	2	0	0	0	0	1	0	0	0	5	34
07:00	0	60	4	0	4	1	0	0	0	0	0	0	1	6	76
08:00	1	71	15	0	4	0	0	0	0	0	0	0	0	6	97
09:00	1	76	13	0	1	1	0	0	0	0	0	0	0	9	101
10:00	0	84	24	0	1	0	0	0	0	0	0	0	1	5	115
11:00	2	97	18	1	1	0	0	0	0	0	0	0	0	16	135
12 PM	1	144	16	0	4	0	0	1	1	0	0	0	0	18	185
13:00	1	133	13	0	3	1	0	0	0	0	0	0	0	19	170
14:00	2	178	23	0	4	0	0	0	0	0	0	0	0	10	217
15:00	2	183	28	0	3	0	0	0	0	0	0	0	0	11	227
16:00	2	149	17	0	2	1	0	0	0	0	0	0	0	25	196
17:00	1	149	13	0	3	1	0	0	0	0	0	0	0	19	186
18:00	1	146	15	0	0	0	0	0	0	0	0	0	0	11	173
19:00	1	107	12	0	0	1	0	0	0	0	0	0	0	7	128
20:00	0	75	5	0	1	0	0	0	0	0	0	0	0	4	85
21:00	0	40	5	0	0	0	0	0	0	0	0	0	0	2	47
22:00	1	27	3	0	2	1	0	0	0	0	0	0	0	2	36
23:00	0	12	0	0	0	0	0	0	1	0	0	0	0	2	15
Total	20	1773	231	1	38	7	0	1	2	1	0	0	2	190	2266
Percent	0.9%	78.2%	10.2%	0.0%	1.7%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	8.4%	
AM Peak	05:00	11:00	10:00	11:00	07:00	07:00				06:00			07:00	11:00	
Vol.	3	97	24	1	4	1				1			1	16	
PM Peak	14:00	15:00	15:00		12:00	13:00		12:00	12:00					16:00	
Vol.	2	183	28		4	1		1	1					25	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	1	2	1	0	0	0	0	0	1	0	0	0	1	0	6
01:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4	8
02:00	0	2	0	0	2	0	0	0	0	0	0	0	0	1	5
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	4
04:00	3	0	2	0	0	0	0	0	0	0	0	0	0	1	6
05:00	0	6	4	1	1	1	0	0	0	0	0	0	1	0	14
06:00	2	20	5	0	10	1	0	0	0	0	0	0	0	3	41
07:00	0	57	7	0	4	0	0	0	0	0	0	0	0	8	76
08:00	0	63	22	1	1	1	0	0	0	0	0	0	0	12	100
09:00	2	68	12	2	3	0	0	0	0	0	0	0	0	19	106
10:00	1	105	15	0	2	0	0	0	1	0	0	0	0	13	137
11:00	6	100	11	0	2	0	0	0	0	0	0	0	0	21	140
12 PM	2	151	16	1	7	0	0	0	0	0	0	0	0	14	191
13:00	5	130	27	0	4	1	0	0	0	0	0	0	0	22	189
14:00	1	128	24	1	2	0	0	0	0	0	0	0	0	19	175
15:00	2	112	35	0	1	1	0	0	0	0	0	0	0	18	169
16:00	4	167	22	0	2	0	0	0	0	0	0	0	0	11	206
17:00	4	165	18	0	3	0	0	0	0	0	0	0	0	17	207
18:00	4	123	14	0	1	0	0	1	0	0	0	0	0	14	157
19:00	0	129	16	0	1	0	0	0	0	0	0	0	0	6	152
20:00	0	65	5	0	1	1	0	0	0	0	0	0	0	3	75
21:00	1	47	4	0	0	0	0	0	0	0	0	0	0	2	54
22:00	0	19	3	0	0	0	0	1	0	0	0	0	0	1	24
23:00	1	8	0	0	0	0	0	1	0	0	0	0	0	0	10
Total	40	1671	263	6	48	6	0	3	2	0	0	0	2	211	2252
Percent	1.8%	74.2%	11.7%	0.3%	2.1%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	9.4%	
AM Peak	11:00	10:00	08:00	09:00	06:00	05:00			00:00				00:00	11:00	
Vol.	6	105	22	2	10	1			1				1	21	
PM Peak	13:00	16:00	15:00	12:00	12:00	13:00		18:00						13:00	
Vol.	5	167	35	1	7	1		1						22	
Grand Total	60	3444	494	7	86	13	0	4	4	1	0	0	4	401	4518
Percent	1.3%	76.2%	10.9%	0.2%	1.9%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	8.9%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	4	0	0	1	0	0	0	0	0	0	0	0	2	7
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	4	7
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3
03:00	0	6	0	0	1	0	0	0	0	0	0	0	0	4	11
04:00	1	13	2	0	0	1	0	0	0	0	0	0	0	4	21
05:00	3	29	4	0	1	1	0	0	0	0	0	0	0	7	45
06:00	1	82	11	1	3	0	0	1	0	1	0	0	0	13	113
07:00	2	170	9	0	9	1	0	0	0	0	0	0	1	19	211
08:00	1	183	32	0	8	0	0	0	0	0	0	0	0	24	248
09:00	2	213	25	0	3	1	0	0	0	0	0	0	0	29	273
10:00	0	210	33	0	4	0	0	0	0	0	0	0	1	28	276
11:00	5	216	30	1	2	1	0	1	0	0	0	0	0	39	295
12 PM	2	301	29	0	5	0	0	1	1	0	0	0	0	34	373
13:00	3	278	27	0	9	1	0	1	0	0	0	0	0	51	370
14:00	3	369	32	0	8	0	0	0	0	0	0	0	0	27	439
15:00	5	360	40	0	4	0	0	0	0	0	0	0	0	33	442
16:00	3	316	28	0	2	1	0	0	0	0	0	0	0	49	399
17:00	3	292	20	0	3	1	0	0	0	0	0	0	0	44	363
18:00	2	279	20	0	1	0	0	0	0	0	0	0	0	28	330
19:00	1	211	17	0	0	2	0	0	0	0	0	0	0	23	254
20:00	0	150	9	0	4	0	0	0	0	0	0	0	0	9	172
21:00	1	66	6	0	0	0	0	0	0	0	0	0	0	5	78
22:00	1	48	8	0	2	1	0	0	0	0	0	0	0	7	67
23:00	2	22	0	0	1	1	0	0	1	0	0	0	0	6	33
Total	41	3821	382	2	72	12	0	4	2	1	0	0	2	491	4830
Percent	0.8%	79.1%	7.9%	0.0%	1.5%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	10.2%	
AM Peak	11:00	11:00	10:00	06:00	07:00	04:00		06:00		06:00			07:00	11:00	
Vol.	5	216	33	1	9	1		1		1			1	39	
PM Peak	15:00	14:00	15:00		13:00	19:00		12:00	12:00					13:00	
Vol.	5	369	40		9	2		1	1					51	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	1	5	1	0	0	0	0	0	1	0	0	0	1	3	12
01:00	1	8	0	0	0	0	0	0	0	0	0	0	0	9	18
02:00	0	4	0	0	2	0	0	0	0	0	0	0	0	2	8
03:00	0	5	0	0	2	0	0	0	0	0	0	0	0	2	9
04:00	6	5	2	0	0	0	0	0	0	0	0	0	0	3	16
05:00	0	30	10	1	4	2	0	0	1	0	0	0	1	1	50
06:00	2	67	12	0	14	2	0	1	0	0	0	0	0	10	108
07:00	3	170	13	0	5	1	0	0	0	0	0	0	0	29	221
08:00	2	175	41	3	2	1	0	1	0	0	0	0	0	35	260
09:00	5	193	23	2	4	0	0	0	0	0	0	0	0	47	274
10:00	2	255	21	0	5	0	0	1	1	0	0	0	0	41	326
11:00	11	257	23	0	3	1	0	0	0	0	0	0	0	43	338
12 PM	4	308	31	2	12	1	0	1	0	0	0	0	0	44	403
13:00	6	284	38	0	8	1	0	0	0	0	0	0	0	53	390
14:00	4	290	34	1	3	0	0	0	0	0	0	0	0	42	374
15:00	5	288	53	0	3	1	0	1	0	0	0	0	0	49	400
16:00	7	347	31	0	2	0	0	0	0	0	0	0	0	34	421
17:00	6	332	29	0	4	1	0	0	0	0	0	0	0	38	410
18:00	6	288	20	0	2	1	0	1	0	0	0	0	0	38	356
19:00	2	265	26	0	1	0	0	0	0	0	0	0	0	21	315
20:00	1	136	10	0	1	1	0	0	0	0	0	0	0	10	159
21:00	2	91	10	0	1	1	0	0	0	0	0	0	0	6	111
22:00	0	45	4	0	2	0	0	1	0	0	0	0	0	5	57
23:00	1	25	0	0	0	0	0	1	0	0	0	0	0	1	28
Total	77	3873	432	9	80	14	0	8	3	0	0	0	2	566	5064
Percent	1.5%	76.5%	8.5%	0.2%	1.6%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	11.2%	
AM Peak	11:00	11:00	08:00	08:00	06:00	05:00		06:00	00:00				00:00	09:00	
Vol.	11	257	41	3	14	2		1	1				1	47	
PM Peak	16:00	16:00	15:00	12:00	12:00	12:00		12:00						13:00	
Vol.	7	347	53	2	12	1		1						53	
Grand Total	118	7694	814	11	152	26	0	12	5	1	0	0	4	1057	9894
Percent	1.2%	77.8%	8.2%	0.1%	1.5%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	10.7%	

Innovative Data, LLC

Location: Main Street (Route 27)
Location: North of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Start	09-Apr-14	Southbound		Northbound		Combined		10-Apr-	Southbound		Northbound		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		9	138	13	131	22	269		5	156	19	166	24	322
12:15		7	120	3	152	10	272		1	152	4	161	5	313
12:30		3	150	6	158	9	308		2	142	5	173	7	315
12:45		7	94	2	113	9	207		3	136	3	137	6	273
01:00		2	73	3	105	5	178		5	140	3	164	8	304
01:15		2	109	3	117	5	226		4	111	5	184	9	295
01:30		4	143	3	149	7	292		4	128	1	162	5	290
01:45		2	141	0	154	2	295		3	131	6	160	9	291
02:00		1	145	5	172	6	317		1	121	0	164	1	285
02:15		2	151	0	186	2	337		2	146	4	184	6	330
02:30		0	153	2	169	2	322		0	166	3	184	3	350
02:45		0	139	0	212	0	351		2	140	3	194	5	334
03:00		4	136	2	183	6	319		4	167	1	176	5	343
03:15		1	149	3	180	4	329		3	144	2	204	5	348
03:30		3	152	2	186	5	338		2	146	1	181	3	327
03:45		3	150	2	***226***	5	***376***		4	141	1	***189***	5	330
04:00		6	147	1	***215***	7	***362***		6	153	4	***210***	10	***363***
04:15		10	148	3	***193***	13	***341***		4	163	4	***218***	8	***381***
04:30		13	149	7	***203***	20	***352***		11	139	6	***189***	17	***328***
04:45		9	156	14	198	23	354		8	148	6	184	14	***332***
05:00		21	145	14	173	35	318		12	125	12	182	24	307
05:15		30	125	17	197	47	322		24	111	15	160	39	271
05:30		58	***149***	25	201	83	350		56	134	25	177	81	311
05:45		49	***189***	31	211	80	400		64	***156***	35	142	99	298
06:00		62	***141***	58	157	120	298		67	***170***	49	158	116	328
06:15		127	***133***	70	190	197	323		108	***161***	69	183	177	344
06:30		***151***	125	89	157	240	282		163	***138***	98	193	261	331
06:45		***183***	126	120	184	303	310		171	156	118	156	289	312
07:00		***188***	114	129	155	317	269		192	143	135	182	327	325
07:15		***171***	117	87	147	258	264		158	122	112	140	270	262
07:30		149	108	127	112	276	220		143	122	130	122	273	244
07:45		166	81	181	116	347	197		183	101	***201***	143	***384***	244
08:00		158	93	148	116	306	209		***178***	87	***163***	95	***341***	182
08:15		145	92	***181***	73	***326***	165		***170***	67	***193***	99	***363***	166
08:30		140	84	***169***	91	***309***	175		***153***	84	***198***	87	***351***	171
08:45		168	78	***156***	72	***324***	150		***187***	69	165	73	352	142
09:00		180	59	***181***	90	***361***	149		158	73	153	71	311	144
09:15		135	55	170	52	305	107		139	62	180	65	319	127
09:30		136	52	151	48	287	100		125	58	135	50	260	108
09:45		131	47	138	33	269	80		131	56	155	49	286	105
10:00		122	42	113	40	235	82		120	64	142	41	262	105
10:15		116	26	137	38	253	64		125	46	138	33	263	79
10:30		99	14	129	23	228	37		122	34	154	30	276	64
10:45		123	20	134	18	257	38		139	36	128	26	267	62
11:00		119	16	142	16	261	32		127	33	148	20	275	53
11:15		134	17	152	12	286	29		118	31	112	17	230	48
11:30		146	12	128	14	274	26		141	10	127	9	268	19
11:45		133	12	152	8	285	20		126	11	125	18	251	29
Total		3628	5015	3403	6146	7031	11161		3674	5330	3496	6305	7170	11635
Day Total		8643		9549		18192			9004		9801		18805	
% Total		19.9%	27.6%	18.7%	33.8%				19.5%	28.3%	18.6%	33.5%		
Peak		06:30	05:30	08:15	03:45	08:15	03:45		08:00	05:45	07:45	03:45	07:45	04:00
Vol.		693	612	687	837	1320	1431		688	625	755	806	1439	1404
P.H.F.		0.922	0.810	0.949	0.926	0.914	0.951		0.896	0.919	0.939	0.924	0.937	0.921

Innovative Data, LLC

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Location: Main Street (Route 27)
Location: North of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start	11-Apr-14	Southbound		Northbound		Combined		12-Apr-	Southbound		Northbound		Combined	
Time	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		8	137	21	165	29	302		0	*	0	*	0	*
12:15		9	154	8	149	17	303		*	*	*	*	*	*
12:30		6	148	1	170	7	318		*	*	*	*	*	*
12:45		3	120	0	160	3	280		*	*	*	*	*	*
01:00		4	137	3	178	7	315		*	*	*	*	*	*
01:15		2	120	3	168	5	288		*	*	*	*	*	*
01:30		3	136	4	151	7	***287***		*	*	*	*	*	*
01:45		2	160	7	175	9	***335***		*	*	*	*	*	*
02:00		3	133	1	177	4	***310***		*	*	*	*	*	*
02:15		0	161	3	198	3	***359***		*	*	*	*	*	*
02:30		1	140	3	139	4	279		*	*	*	*	*	*
02:45		0	126	4	***188***	4	314		*	*	*	*	*	*
03:00		5	128	2	***168***	7	296		*	*	*	*	*	*
03:15		1	129	2	***207***	3	336		*	*	*	*	*	*
03:30		1	137	4	***183***	5	320		*	*	*	*	*	*
03:45		6	108	2	149	8	257		*	*	*	*	*	*
04:00		4	128	2	194	6	322		*	*	*	*	*	*
04:15		3	149	4	210	7	359		*	*	*	*	*	*
04:30		14	101	8	134	22	235		*	*	*	*	*	*
04:45		11	113	4	140	15	253		*	*	*	*	*	*
05:00		13	148	7	142	20	290		*	*	*	*	*	*
05:15		24	125	18	140	42	265		*	*	*	*	*	*
05:30		36	132	22	136	58	268		*	*	*	*	*	*
05:45		57	133	28	156	85	289		*	*	*	*	*	*
06:00		77	***156***	38	141	115	297		*	*	*	*	*	*
06:15		107	***166***	67	172	174	338		*	*	*	*	*	*
06:30		141	***134***	77	175	218	309		*	*	*	*	*	*
06:45		142	***143***	110	163	252	306		*	*	*	*	*	*
07:00		***200***	119	146	130	346	249		*	*	*	*	*	*
07:15		***151***	96	101	124	252	220		*	*	*	*	*	*
07:30		***164***	116	134	118	298	234		*	*	*	*	*	*
07:45		***169***	87	***170***	98	***339***	185		*	*	*	*	*	*
08:00		167	75	***154***	94	***321***	169		*	*	*	*	*	*
08:15		147	76	***188***	118	***335***	194		*	*	*	*	*	*
08:30		147	60	***184***	96	***331***	156		*	*	*	*	*	*
08:45		153	79	154	69	307	148		*	*	*	*	*	*
09:00		139	56	156	80	295	136		*	*	*	*	*	*
09:15		131	53	172	58	303	111		*	*	*	*	*	*
09:30		120	52	122	68	242	120		*	*	*	*	*	*
09:45		135	36	160	58	295	94		*	*	*	*	*	*
10:00		121	41	133	65	254	106		*	*	*	*	*	*
10:15		115	37	176	64	291	101		*	*	*	*	*	*
10:30		115	35	124	32	239	67		*	*	*	*	*	*
10:45		143	29	148	31	291	60		*	*	*	*	*	*
11:00		128	31	127	43	255	74		*	*	*	*	*	*
11:15		107	28	157	30	264	58		*	*	*	*	*	*
11:30		137	23	142	12	279	35		*	*	*	*	*	*
11:45		152	15	149	18	301	33		*	*	*	*	*	*
Total		3524	4946	3450	6034	6974	10980		0	0	0	0	0	0
Day Total		8470		9484		17954			0		0		0	
% Total		19.6%	27.5%	19.2%	33.6%				0.0%	0.0%	0.0%	0.0%		
Peak		07:00	06:00	07:45	02:45	07:45	01:30							
Vol.		684	599	696	746	1326	1291							
P.H.F.		0.855	0.902	0.926	0.901	0.978	0.899							

ADT	ADT 18,312	AADT 18,312

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Location: Main Street (Route 27)
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	1	10	13	2	0	0	0	0	0	0	0	0	26	26-35	21
01:00	0	0	2	4	3	1	0	0	0	0	0	0	0	0	10	24-33	7
02:00	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	34-43	1
03:00	0	0	3	4	3	0	0	**1**	0	0	0	0	0	0	11	24-33	7
04:00	0	0	7	17	11	1	**2**	0	0	0	0	0	0	0	38	25-34	26
05:00	5	1	24	76	41	11	0	0	0	0	0	0	0	0	158	25-34	107
06:00	25	10	101	**238**	**128**	18	2	1	0	0	0	0	0	0	523	24-33	339
07:00	**237**	**92**	109	170	58	7	1	0	0	0	0	0	0	0	**674**	5-14	280
08:00	137	88	150	157	67	12	0	0	0	0	0	0	0	0	611	21-30	231
09:00	62	84	**161**	168	92	15	0	0	0	0	0	0	0	0	582	21-30	268
10:00	52	29	78	161	120	**20**	0	0	0	0	0	0	0	0	460	25-34	236
11:00	45	65	107	184	117	13	1	0	0	0	0	0	0	0	532	24-33	263
12 PM	112	51	97	160	79	3	0	0	0	0	0	0	0	0	502	23-32	203
13:00	**224**	53	52	88	43	6	0	0	0	0	0	0	0	0	466	5-14	238
14:00	62	57	**158**	**219**	82	10	0	0	0	0	0	0	0	0	588	22-31	311
15:00	154	115	106	148	61	3	0	0	0	0	0	0	0	0	587	7-16	211
16:00	152	113	149	125	56	5	0	0	0	0	0	0	0	0	600	7-16	210
17:00	158	**141**	113	137	51	8	0	0	0	0	0	0	0	0	**608**	8-17	227
18:00	141	90	71	132	78	13	0	0	0	0	0	0	0	0	525	6-15	187
19:00	47	25	64	141	**126**	**16**	1	0	0	0	0	0	0	0	420	25-34	221
20:00	28	8	43	155	97	16	0	0	0	0	0	0	0	0	347	25-34	217
21:00	29	3	18	96	55	11	0	1	0	0	0	0	0	0	213	25-34	124
22:00	5	1	22	39	27	7	1	0	0	0	0	0	0	0	102	24-33	61
23:00	2	1	5	19	14	11	**2**	**2**	**1**	0	0	0	0	0	57	26-35	30
Total	1678	1027	1641	2648	1423	210	10	5	1	0	0	0	0	0	8643		
Percent	19.4%	11.9%	19.0%	30.6%	16.5%	2.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	09:00	06:00	06:00	10:00	04:00	03:00							07:00		
Vol.	237	92	161	238	128	20	2	1							674		
PM Peak	13:00	17:00	14:00	14:00	19:00	19:00	23:00	23:00	23:00						17:00		
Vol.	224	141	158	219	126	16	2	2	1						608		

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Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	1	0	1	6	3	0	0	0	0	0	0	0	0	0	11	24-33	8
01:00	0	1	1	6	5	3	0	0	0	0	0	0	0	0	16	25-34	10
02:00	0	1	0	2	1	1	0	0	0	0	0	0	0	0	5	26-35	3
03:00	0	0	1	9	3	0	0	0	0	0	0	0	0	0	13	25-34	11
04:00	3	0	4	18	4	0	0	0	0	0	0	0	0	0	29	24-33	20
05:00	4	1	31	69	44	6	1	0	0	0	0	0	0	0	156	24-33	105
06:00	18	9	93	**227**	**141**	18	**3**	0	0	0	0	0	0	0	509	24-33	336
07:00	**193**	126	165	160	28	4	0	0	0	0	0	0	0	0	676	6-15	253
08:00	96	**135**	**200**	180	72	5	0	0	0	0	0	0	0	0	**688**	20-29	301
09:00	44	55	120	207	111	13	2	**1**	0	0	0	0	0	0	553	23-32	290
10:00	50	27	115	186	104	**21**	2	1	0	0	0	0	0	0	506	23-32	268
11:00	47	48	114	178	111	14	0	0	0	0	0	0	0	0	512	23-32	260
12 PM	80	67	**177**	165	83	13	1	0	0	0	0	0	0	0	586	21-30	273
13:00	62	51	107	191	92	6	1	0	0	0	0	0	0	0	510	23-32	255
14:00	90	77	134	174	86	9	**2**	**1**	0	0	0	0	0	0	573	22-31	245
15:00	174	115	123	132	49	5	0	0	0	0	0	0	0	0	598	6-15	227
16:00	116	109	176	138	59	5	0	0	0	0	0	0	0	0	603	20-29	243
17:00	**341**	101	33	27	23	1	0	0	0	0	0	0	0	0	526	5-14	328
18:00	131	**126**	166	136	60	5	1	0	0	0	0	0	0	0	**625**	19-28	235
19:00	55	41	70	**209**	**105**	7	1	0	0	0	0	0	0	0	488	24-33	265
20:00	17	8	58	137	80	6	1	0	0	0	0	0	0	0	307	24-33	197
21:00	13	7	48	87	84	10	0	0	0	0	0	0	0	0	249	25-34	151
22:00	4	4	13	72	70	**15**	1	1	0	0	0	0	0	0	180	26-35	125
23:00	4	2	5	20	38	14	2	0	0	0	0	0	0	0	85	27-36	53
Total	1543	1111	1955	2736	1456	181	18	4	0	0	0	0	0	0	9004		
Percent	17.1%	12.3%	21.7%	30.4%	16.2%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	06:00	06:00	10:00	06:00	09:00							08:00		
Vol.	193	135	200	227	141	21	3	1							688		
PM Peak	17:00	18:00	12:00	19:00	19:00	22:00	14:00	14:00							18:00		
Vol.	341	126	177	209	105	15	2	1							625		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	1	0	3	13	7	2	0	0	0	0	0	0	0	0	26	25-34	18
01:00	0	1	3	4	2	1	0	0	0	0	0	0	0	0	11	24-33	6
02:00	1	0	0	1	0	1	1	0	0	0	0	0	0	0	4	39-48	1
03:00	2	0	5	3	2	1	0	0	0	0	0	0	0	0	13	23-32	6
04:00	2	1	2	12	10	5	0	0	0	0	0	0	0	0	32	25-34	19
05:00	1	1	9	60	47	10	**2**	0	0	0	0	0	0	0	130	26-35	95
06:00	22	7	95	200	**122**	**18**	2	0	0	0	0	**1**	0	0	467	24-33	298
07:00	**187**	**93**	135	209	52	8	0	0	0	0	0	0	0	0	**684**	21-30	249
08:00	120	53	**149**	201	84	7	0	0	0	0	0	0	0	0	614	22-31	274
09:00	61	33	111	**217**	94	9	0	0	0	0	0	0	0	0	525	23-32	286
10:00	45	29	95	199	111	14	1	0	0	0	0	0	0	0	494	24-33	275
11:00	59	54	121	188	95	7	0	0	0	0	0	0	0	0	524	23-32	262
12 PM	72	37	119	**222**	**91**	**18**	0	0	0	0	0	0	0	0	559	23-32	290
13:00	82	55	**136**	187	87	6	0	0	0	0	0	0	0	0	553	22-31	262
14:00	175	55	125	137	63	5	0	0	0	0	0	0	0	0	560	5-14	210
15:00	210	104	102	61	20	4	**1**	0	0	0	0	0	0	0	502	6-15	240
16:00	212	68	85	87	38	1	0	0	0	0	0	0	0	0	491	5-14	234
17:00	**444**	82	10	2	0	0	0	0	0	0	0	0	0	0	538	5-14	385
18:00	206	**110**	105	117	54	6	0	0	0	0	0	0	**1**	0	**599**	6-15	251
19:00	45	33	76	174	81	8	1	0	0	0	0	0	0	0	418	24-33	225
20:00	40	14	36	128	64	8	0	0	0	0	0	0	0	0	290	25-34	159
21:00	20	10	35	78	42	12	0	0	0	0	0	0	0	0	197	24-33	106
22:00	11	1	19	42	50	18	1	0	0	0	0	0	0	0	142	26-35	80
23:00	9	6	5	47	22	7	0	**1**	0	0	0	0	0	0	97	25-34	57
Total	2027	847	1581	2589	1238	176	9	1	0	0	0	1	1	0	8470		
Percent	23.9%	10.0%	18.7%	30.6%	14.6%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	09:00	06:00	06:00	05:00					06:00			07:00		
Vol.	187	93	149	217	122	18	2					1			684		
PM Peak	17:00	18:00	13:00	12:00	12:00	12:00	15:00	23:00					18:00		18:00		
Vol.	444	110	136	222	91	18	1	1					1		599		
Total	5248	2985	5177	7973	4117	567	37	10	1	0	0	1	1	0	26117		
Percent	20.1%	11.4%	19.8%	30.5%	15.8%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	8 MPH
50th Percentile :	21 MPH
85th Percentile :	30 MPH
95th Percentile :	33 MPH

Stats

10 MPH Pace Speed :	23-32 MPH
Number in Pace :	10449
Percent in Pace :	40.0%
Number of Vehicles > 40 MPH :	93
Percent of Vehicles > 40 MPH :	0.4%
Mean Speed(Average) :	21 MPH

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	0	2	7	13	2	0	0	0	0	0	0	0	24	32-41	18
01:00	0	0	0	3	4	1	1	0	0	0	0	0	0	0	9	28-37	6
02:00	0	0	0	0	3	4	0	0	0	0	0	0	0	0	7	32-41	6
03:00	0	0	1	1	2	1	2	**1**	**1**	0	0	0	0	0	9	39-48	3
04:00	0	0	0	0	11	9	5	0	0	0	0	0	0	0	25	32-41	18
05:00	3	0	0	10	43	28	3	0	0	0	0	0	0	0	87	30-39	63
06:00	29	9	5	41	124	**117**	**11**	1	0	0	0	0	0	0	337	30-39	202
07:00	**85**	4	24	126	203	78	4	0	0	0	0	0	0	0	524	27-36	274
08:00	80	**15**	51	164	**250**	88	6	0	0	0	0	0	0	0	**654**	27-36	350
09:00	76	15	**52**	**177**	222	88	9	1	0	0	0	0	0	0	640	27-36	335
10:00	54	6	25	135	196	87	9	1	0	0	0	0	0	0	513	27-36	287
11:00	57	8	35	171	219	78	5	1	0	0	0	0	0	0	574	27-36	332
12 PM	64	15	84	163	181	43	4	0	0	0	0	0	0	0	554	26-35	287
13:00	91	27	93	138	140	33	3	0	0	0	0	0	0	0	525	25-34	225
14:00	74	11	52	235	**293**	64	10	0	0	0	0	0	0	0	739	26-35	440
15:00	96	22	83	272	254	41	7	0	0	0	0	0	0	0	775	26-35	429
16:00	**118**	19	**105**	**298**	232	36	1	0	0	0	0	0	0	0	**809**	25-34	433
17:00	112	**30**	79	233	270	55	2	1	0	0	0	0	0	0	782	26-35	405
18:00	92	19	43	169	273	**89**	3	0	0	0	0	0	0	0	688	27-36	369
19:00	62	4	28	150	220	63	3	0	0	0	0	0	0	0	530	27-36	311
20:00	16	7	12	88	159	62	8	0	0	0	0	0	0	0	352	28-37	226
21:00	16	0	8	49	102	40	8	0	0	0	0	0	0	0	223	28-37	139
22:00	3	0	6	19	41	34	**11**	**3**	**2**	0	0	0	0	0	119	30-39	69
23:00	1	0	1	12	15	20	1	0	0	0	0	0	0	0	50	30-39	32
Total	1129	211	787	2656	3464	1172	118	9	3	0	0	0	0	0	9549		
Percent	11.8%	2.2%	8.2%	27.8%	36.3%	12.3%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	09:00	09:00	08:00	06:00	06:00	03:00	03:00						08:00		
Vol.	85	15	52	177	250	117	11	1	1						654		
PM Peak	16:00	17:00	16:00	16:00	14:00	18:00	22:00	22:00	22:00						16:00		
Vol.	118	30	105	298	293	89	11	3	2						809		

Innovative Data, LLC

PO Box 468
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Location: Main Street (Route 27)
Location: North of Private Drive
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Client: GPI / J. Degray

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	0	1	0	3	14	7	5	1	0	0	0	0	0	0	31	31-40	19
01:00	0	1	0	3	5	4	2	0	0	0	0	0	0	0	15	31-40	8
02:00	0	0	1	1	3	5	0	0	0	0	0	0	0	0	10	32-41	7
03:00	0	0	0	0	1	2	1	1	0	0	0	0	0	0	5	34-43	3
04:00	1	0	0	3	4	10	2	0	0	0	0	0	0	0	20	32-41	13
05:00	3	0	1	9	26	39	6	2	**1**	0	0	0	0	0	87	32-41	57
06:00	25	0	5	43	110	122	**23**	**6**	0	0	0	0	0	0	334	31-40	200
07:00	74	7	**64**	157	198	73	5	0	0	0	0	0	0	0	578	27-36	297
08:00	**83**	16	30	148	**285**	**143**	13	1	0	0	0	0	0	0	**719**	28-37	391
09:00	47	**19**	38	**169**	244	92	11	2	1	0	0	0	0	0	623	27-36	359
10:00	56	15	20	121	242	95	11	1	1	0	0	0	0	0	562	28-37	323
11:00	53	4	13	139	219	74	9	1	0	0	0	0	0	0	512	27-36	307
12 PM	96	16	37	171	236	76	4	1	0	0	0	0	0	0	637	27-36	332
13:00	79	16	55	179	255	73	**13**	0	0	0	0	0	0	0	670	27-36	362
14:00	82	12	52	237	255	82	6	0	0	0	0	0	0	0	726	26-35	409
15:00	95	11	75	**267**	221	77	4	0	0	0	0	0	0	0	750	26-35	404
16:00	104	**23**	74	230	**299**	63	7	1	0	0	0	0	0	0	**801**	26-35	431
17:00	**120**	22	**84**	234	180	17	4	0	0	0	0	0	0	0	661	25-34	329
18:00	81	7	42	196	270	**90**	4	0	0	0	0	0	0	0	690	27-36	393
19:00	67	9	35	150	232	84	8	**2**	0	0	0	0	0	0	587	27-36	326
20:00	19	0	18	101	147	63	5	1	0	0	0	0	0	0	354	27-36	224
21:00	20	1	11	36	112	46	8	1	0	0	0	0	0	0	235	29-38	144
22:00	4	0	0	18	59	40	8	1	0	0	0	0	0	0	130	30-39	89
23:00	1	0	0	8	26	23	3	2	**1**	0	0	0	0	0	64	30-39	44
Total	1110	180	655	2623	3643	1400	162	24	4	0	0	0	0	0	9801		
Percent	11.3%	1.8%	6.7%	26.8%	37.2%	14.3%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	07:00	09:00	08:00	08:00	06:00	06:00	05:00						08:00		
Vol.	83	19	64	169	285	143	23	6	1						719		
PM Peak	17:00	16:00	17:00	15:00	16:00	18:00	13:00	19:00	23:00						16:00		
Vol.	120	23	84	267	299	90	13	2	1						801		

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Client: GPI / J. Degray

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	1	0	0	1	18	5	5	0	0	0	0	0	0	0	30	29-38	21
01:00	0	0	2	0	8	5	1	1	0	0	0	0	0	0	17	30-39	12
02:00	0	0	0	0	5	4	2	0	0	0	0	0	0	0	11	32-41	8
03:00	0	0	0	2	3	2	2	1	0	0	0	0	0	0	10	29-38	5
04:00	0	0	0	1	2	11	2	1	0	**1**	0	0	0	0	18	34-43	13
05:00	5	0	1	9	23	25	9	**3**	0	0	0	0	0	0	75	31-40	42
06:00	27	0	2	32	121	**84**	**24**	1	**1**	0	0	0	0	0	292	30-39	176
07:00	81	5	29	130	231	69	5	1	0	0	0	0	0	0	551	27-36	301
08:00	**88**	**17**	**71**	198	231	67	7	1	0	0	0	0	0	0	**680**	26-35	353
09:00	52	6	42	**235**	207	63	4	1	0	0	0	0	0	0	610	26-35	374
10:00	53	7	43	175	216	79	8	0	0	0	0	0	0	0	581	27-36	335
11:00	55	14	40	161	**232**	68	5	0	0	0	0	0	0	0	575	27-36	333
12 PM	78	9	49	187	227	**88**	6	0	0	0	0	0	0	0	644	27-36	347
13:00	76	10	65	222	229	61	**7**	**2**	0	0	0	0	0	0	672	26-35	375
14:00	107	7	73	232	**246**	35	2	0	0	0	0	0	0	0	702	26-35	385
15:00	121	26	129	**248**	152	30	1	0	0	0	0	0	0	0	**707**	24-33	338
16:00	140	27	**134**	238	122	17	0	0	0	0	0	0	0	0	678	23-32	310
17:00	**149**	**53**	118	168	80	4	2	0	0	0	0	0	0	0	574	22-31	217
18:00	98	21	67	219	215	29	2	0	0	0	0	0	0	0	651	26-35	346
19:00	47	9	43	152	175	43	1	0	0	0	0	0	0	0	470	26-35	274
20:00	34	2	20	106	174	34	5	2	0	0	0	0	0	0	377	27-36	239
21:00	26	1	9	62	119	44	3	0	0	0	0	0	0	0	264	28-37	161
22:00	1	0	2	50	95	41	3	0	0	0	0	0	0	0	192	28-37	141
23:00	8	0	1	24	47	17	6	0	0	0	0	0	0	0	103	28-37	64
Total	1247	214	940	2852	3178	925	112	14	1	1	0	0	0	0	9484		
Percent	13.1%	2.3%	9.9%	30.1%	33.5%	9.8%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	09:00	11:00	06:00	06:00	05:00	06:00	04:00					08:00		
Vol.	88	17	71	235	232	84	24	3	1	1					680		
PM Peak	17:00	17:00	16:00	15:00	14:00	12:00	13:00	13:00							15:00		
Vol.	149	53	134	248	246	88	7	2							707		
Total	3486	605	2382	8131	10285	3497	392	47	8	1	0	0	0	0	28834		
Percent	12.1%	2.1%	8.3%	28.2%	35.7%	12.1%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	10 MPH
50th Percentile :	28 MPH
85th Percentile :	34 MPH
95th Percentile :	38 MPH

Stats		
	10 MPH Pace Speed :	27-36 MPH
	Number in Pace :	15343
	Percent in Pace :	53.2%
	Number of Vehicles > 40 MPH :	741
	Percent of Vehicles > 40 MPH :	2.6%
	Mean Speed(Average) :	26 MPH

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Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	1	12	20	15	2	0	0	0	0	0	0	0	50	29-38	34
01:00	0	0	2	7	7	2	1	0	0	0	0	0	0	0	19	25-34	13
02:00	1	0	0	0	4	5	0	0	0	0	0	0	0	0	10	32-41	7
03:00	0	0	4	5	5	1	2	**2**	**1**	0	0	0	0	0	20	24-33	10
04:00	0	0	7	17	22	10	7	0	0	0	0	0	0	0	63	27-36	37
05:00	8	1	24	86	84	39	3	0	0	0	0	0	0	0	245	26-35	153
06:00	54	19	106	279	252	**135**	**13**	2	0	0	0	0	0	0	860	26-35	468
07:00	**322**	96	133	296	261	85	5	0	0	0	0	0	0	0	1198	25-34	413
08:00	217	**103**	201	321	317	100	6	0	0	0	0	0	0	0	**1265**	25-34	510
09:00	138	99	**213**	345	314	103	9	1	0	0	0	0	0	0	1222	25-34	553
10:00	106	35	103	296	316	107	9	1	0	0	0	0	0	0	973	26-35	510
11:00	102	73	142	**355**	**336**	91	6	1	0	0	0	0	0	0	1106	26-35	575
12 PM	176	66	181	323	260	46	4	0	0	0	0	0	0	0	1056	25-34	475
13:00	**315**	80	145	226	183	39	3	0	0	0	0	0	0	0	991	5-14	374
14:00	136	68	210	**454**	**375**	74	10	0	0	0	0	0	0	0	1327	25-34	699
15:00	250	137	189	420	315	44	7	0	0	0	0	0	0	0	1362	25-34	576
16:00	270	132	**254**	423	288	41	1	0	0	0	0	0	0	0	**1409**	24-33	581
17:00	270	**171**	192	370	321	63	2	1	0	0	0	0	0	0	1390	25-34	532
18:00	233	109	114	301	351	**102**	3	0	0	0	0	0	0	0	1213	26-35	500
19:00	109	29	92	291	346	79	4	0	0	0	0	0	0	0	950	26-35	525
20:00	44	15	55	243	256	78	8	0	0	0	0	0	0	0	699	26-35	429
21:00	45	3	26	145	157	51	8	1	0	0	0	0	0	0	436	26-35	253
22:00	8	1	28	58	68	41	**12**	**3**	**2**	0	0	0	0	0	221	27-36	117
23:00	3	1	6	31	29	31	3	2	1	0	0	0	0	0	107	29-38	58
Total	2807	1238	2428	5304	4887	1382	128	14	4	0	0	0	0	0	18192		
Percent	15.4%	6.8%	13.3%	29.2%	26.9%	7.6%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	09:00	11:00	11:00	06:00	06:00	03:00	03:00						08:00		
Vol.	322	103	213	355	336	135	13	2	1						1265		
PM Peak	13:00	17:00	16:00	14:00	14:00	18:00	22:00	22:00	22:00						16:00		
Vol.	315	171	254	454	375	102	12	3	2						1409		

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Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	1	1	1	9	17	7	5	1	0	0	0	0	0	0	42	29-38	24
01:00	0	2	1	9	10	7	2	0	0	0	0	0	0	0	31	27-36	18
02:00	0	1	1	3	4	6	0	0	0	0	0	0	0	0	15	29-38	9
03:00	0	0	1	9	4	2	1	1	0	0	0	0	0	0	18	24-33	12
04:00	4	0	4	21	8	10	2	0	0	0	0	0	0	0	49	24-33	26
05:00	7	1	32	78	70	45	7	2	**1**	0	0	0	0	0	243	26-35	136
06:00	43	9	98	270	251	140	**26**	**6**	0	0	0	0	0	0	843	26-35	466
07:00	**267**	133	229	317	226	77	5	0	0	0	0	0	0	0	1254	23-32	445
08:00	179	**151**	**230**	328	**357**	**148**	13	1	0	0	0	0	0	0	**1407**	26-35	561
09:00	91	74	158	**376**	355	105	13	3	1	0	0	0	0	0	1176	26-35	617
10:00	106	42	135	307	346	116	13	2	1	0	0	0	0	0	1068	26-35	550
11:00	100	52	127	317	330	88	9	1	0	0	0	0	0	0	1024	26-35	539
12 PM	176	83	214	336	319	89	5	1	0	0	0	0	0	0	1223	25-34	540
13:00	141	67	162	370	347	79	**14**	0	0	0	0	0	0	0	1180	25-34	588
14:00	172	89	186	**411**	341	91	8	1	0	0	0	0	0	0	1299	25-34	616
15:00	269	126	198	399	270	82	4	0	0	0	0	0	0	0	1348	24-33	531
16:00	220	132	**250**	368	**358**	68	7	1	0	0	0	0	0	0	**1404**	25-34	587
17:00	**461**	123	117	261	203	18	4	0	0	0	0	0	0	0	1187	5-14	522
18:00	212	**133**	208	332	330	**95**	5	0	0	0	0	0	0	0	1315	25-34	528
19:00	122	50	105	359	337	91	9	**2**	0	0	0	0	0	0	1075	26-35	571
20:00	36	8	76	238	227	69	6	1	0	0	0	0	0	0	661	26-35	406
21:00	33	8	59	123	196	56	8	1	0	0	0	0	0	0	484	27-36	280
22:00	8	4	13	90	129	55	9	2	0	0	0	0	0	0	310	27-36	201
23:00	5	2	5	28	64	37	5	2	**1**	0	0	0	0	0	149	29-38	94
Total	2653	1291	2610	5359	5099	1581	180	28	4	0	0	0	0	0	18805		
Percent	14.1%	6.9%	13.9%	28.5%	27.1%	8.4%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	09:00	08:00	08:00	06:00	06:00	05:00						08:00		
Vol.	267	151	230	376	357	148	26	6	1						1407		
PM Peak	17:00	18:00	16:00	14:00	16:00	18:00	13:00	19:00	23:00						16:00		
Vol.	461	133	250	411	358	95	14	2	1						1404		

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Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/11/14	2	0	3	14	25	7	5	0	0	0	0	0	0	0	56	28-37	35
01:00	0	1	5	4	10	6	1	1	0	0	0	0	0	0	28	28-37	15
02:00	1	0	0	1	5	5	3	0	0	0	0	0	0	0	15	30-39	9
03:00	2	0	5	5	5	3	2	1	0	0	0	0	0	0	23	26-35	9
04:00	2	1	2	13	12	16	2	1	0	**1**	0	0	0	0	50	29-38	26
05:00	6	1	10	69	70	35	11	**3**	0	0	0	0	0	0	205	27-36	125
06:00	49	7	97	232	243	**102**	**26**	1	**1**	0	0	**1**	0	0	759	26-35	418
07:00	**268**	**98**	164	339	283	77	5	1	0	0	0	0	0	0	1235	25-34	480
08:00	208	70	**220**	399	315	74	7	1	0	0	0	0	0	0	**1294**	25-34	587
09:00	113	39	153	**452**	301	72	4	1	0	0	0	0	0	0	1135	25-34	640
10:00	98	36	138	374	**327**	93	9	0	0	0	0	0	0	0	1075	26-35	592
11:00	114	68	161	349	327	75	5	0	0	0	0	0	0	0	1099	25-34	561
12 PM	150	46	168	**409**	**318**	**106**	6	0	0	0	0	0	0	0	1203	25-34	607
13:00	158	65	201	409	316	67	**7**	**2**	0	0	0	0	0	0	1225	25-34	605
14:00	282	62	198	369	309	40	2	0	0	0	0	0	0	0	**1262**	25-34	530
15:00	331	130	**231**	309	172	34	2	0	0	0	0	0	0	0	1209	5-14	415
16:00	352	95	219	325	160	18	0	0	0	0	0	0	0	0	1169	5-14	424
17:00	**593**	**135**	128	170	80	4	2	0	0	0	0	0	0	0	1112	5-14	608
18:00	304	131	172	336	269	35	2	0	0	0	0	0	**1**	0	1250	25-34	457
19:00	92	42	119	326	256	51	2	0	0	0	0	0	0	0	888	25-34	486
20:00	74	16	56	234	238	42	5	2	0	0	0	0	0	0	667	26-35	388
21:00	46	11	44	140	161	56	3	0	0	0	0	0	0	0	461	26-35	254
22:00	12	1	21	92	145	59	4	0	0	0	0	0	0	0	334	27-36	218
23:00	17	6	6	71	69	24	6	1	0	0	0	0	0	0	200	26-35	117
Total	3274	1061	2521	5441	4416	1101	121	15	1	1	0	1	1	0	17954		
Percent	18.2%	5.9%	14.0%	30.3%	24.6%	6.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	09:00	10:00	06:00	06:00	05:00	06:00	04:00		06:00			08:00		
Vol.	268	98	220	452	327	102	26	3	1	1		1			1294		
PM Peak	17:00	17:00	15:00	12:00	12:00	12:00	13:00	13:00					18:00		14:00		
Vol.	593	135	231	409	318	106	7	2					1		1262		
Total	8734	3590	7559	16104	14402	4064	429	57	9	1	0	1	1	0	54951		
Percent	15.9%	6.5%	13.8%	29.3%	26.2%	7.4%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	9 MPH
50th Percentile :	25 MPH
85th Percentile :	33 MPH
95th Percentile :	36 MPH

Stats		
	10 MPH Pace Speed :	25-34 MPH
	Number in Pace :	24471
	Percent in Pace :	44.5%
	Number of Vehicles > 40 MPH :	805
	Percent of Vehicles > 40 MPH :	1.5%
	Mean Speed(Average) :	24 MPH

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Main Street (Route 27)
Location: North of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	23	1	2	0	0	0	0	0	0	0	0	0	0	26
01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
03:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
04:00	0	31	2	0	2	2	0	0	1	0	0	0	0	0	38
05:00	2	124	20	2	3	2	0	1	0	0	0	0	0	4	158
06:00	5	415	62	2	9	3	0	1	1	0	0	0	0	25	523
07:00	17	480	55	3	6	1	0	5	0	2	1	0	1	103	674
08:00	9	451	41	2	14	5	1	5	2	0	0	0	0	81	611
09:00	8	416	68	4	18	9	1	1	2	1	0	0	0	54	582
10:00	7	330	45	8	16	8	1	2	0	0	0	0	0	43	460
11:00	9	412	49	1	7	4	3	3	0	0	0	0	0	44	532
12 PM	12	365	48	1	9	3	0	0	2	1	0	0	0	61	502
13:00	8	311	38	3	18	3	1	1	2	1	0	0	0	80	466
14:00	14	458	45	1	11	3	0	0	0	0	0	0	0	56	588
15:00	14	384	60	1	9	5	0	1	0	0	0	0	0	113	587
16:00	18	433	38	2	2	8	0	1	1	0	0	0	0	97	600
17:00	13	452	29	0	1	2	0	3	0	0	0	0	0	108	608
18:00	14	381	25	1	3	4	0	3	0	0	0	0	0	94	525
19:00	13	335	19	0	3	2	0	2	0	0	0	0	0	46	420
20:00	8	282	25	0	3	1	0	1	0	0	0	0	0	27	347
21:00	7	168	11	0	2	2	0	0	0	0	0	0	0	23	213
22:00	4	86	7	0	0	0	0	1	0	0	0	0	0	4	102
23:00	0	47	6	0	0	0	0	1	1	0	0	0	0	2	57
Total	182	6406	695	33	136	67	7	32	12	5	1	0	1	1066	8643
Percent	2.1%	74.1%	8.0%	0.4%	1.6%	0.8%	0.1%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	12.3%	
AM Peak	07:00	07:00	09:00	10:00	09:00	09:00	11:00	07:00	08:00	07:00	07:00		07:00	07:00	
Vol.	17	480	68	8	18	9	3	5	2	2	1		1	103	
PM Peak	16:00	14:00	15:00	13:00	13:00	16:00	13:00	17:00	12:00	12:00				15:00	
Vol.	18	458	60	3	18	8	1	3	2	1				113	

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Client: GPI / J. Degray

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	9	0	1	0	0	0	0	0	0	0	0	0	1	11
01:00	0	13	1	1	0	0	0	0	1	0	0	0	0	0	16
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
04:00	0	22	2	1	0	0	0	0	1	0	0	0	0	3	29
05:00	1	114	30	2	4	1	0	0	1	0	0	0	0	3	156
06:00	4	406	57	5	12	5	0	1	0	1	0	0	0	18	509
07:00	5	500	59	2	9	6	0	4	0	0	0	0	0	91	676
08:00	7	523	66	5	17	4	0	2	1	0	0	0	0	63	688
09:00	7	437	41	4	15	3	1	1	3	0	0	0	0	41	553
10:00	12	381	50	1	10	2	0	1	1	0	0	0	0	48	506
11:00	3	382	52	5	11	5	1	4	1	0	0	0	0	48	512
12 PM	8	428	47	4	18	8	0	1	0	0	0	0	0	72	586
13:00	11	370	45	2	16	4	0	2	1	0	0	0	0	59	510
14:00	10	432	47	2	10	7	0	3	1	0	0	0	0	61	573
15:00	11	407	41	2	11	4	0	1	1	0	0	1	0	119	598
16:00	18	444	49	0	3	5	0	3	0	0	0	0	0	81	603
17:00	18	315	24	1	1	4	0	2	0	0	2	0	0	159	526
18:00	19	487	30	0	6	1	0	2	0	0	0	0	0	80	625
19:00	15	388	31	0	3	2	0	0	1	0	0	0	0	48	488
20:00	3	262	22	0	2	1	0	1	0	0	0	0	0	16	307
21:00	2	216	13	0	2	3	0	1	0	0	0	0	0	12	249
22:00	1	158	15	0	2	0	0	0	0	0	0	0	0	4	180
23:00	0	74	6	0	1	0	0	0	0	0	0	0	0	4	85
Total	155	6784	730	38	153	65	2	29	13	1	2	1	0	1031	9004
Percent	1.7%	75.3%	8.1%	0.4%	1.7%	0.7%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	11.5%	
AM Peak	10:00	08:00	08:00	06:00	08:00	07:00	09:00	07:00	09:00	06:00				07:00	
Vol.	12	523	66	5	17	6	1	4	3	1				91	
PM Peak	18:00	18:00	16:00	12:00	12:00	12:00		14:00	13:00		17:00	15:00		17:00	
Vol.	19	487	49	4	18	8		3	1		2	1		159	

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Client: GPI / J. Degray

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	0	21	2	1	1	0	0	0	0	0	0	0	0	1	26
01:00	0	8	1	1	0	0	0	1	0	0	0	0	0	0	11
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	1	4
03:00	0	8	2	0	0	0	0	0	1	0	0	0	0	2	13
04:00	0	18	9	0	1	1	0	1	0	0	0	0	0	2	32
05:00	1	105	22	1	1	0	0	0	0	0	0	0	0	0	130
06:00	3	353	56	4	20	8	1	1	1	0	0	0	0	20	467
07:00	7	504	66	3	6	4	0	2	1	1	0	0	0	90	684
08:00	3	469	48	1	10	7	0	3	2	0	0	0	0	71	614
09:00	5	401	39	2	18	4	0	2	2	1	0	0	0	51	525
10:00	3	368	51	3	15	5	0	4	1	0	0	0	0	44	494
11:00	10	413	37	0	8	4	0	0	1	1	0	0	0	50	524
12 PM	12	426	44	3	5	4	1	3	0	0	0	0	0	61	559
13:00	19	400	44	2	15	6	0	0	0	0	0	0	0	67	553
14:00	11	389	47	2	7	1	1	1	2	0	0	0	0	99	560
15:00	9	336	29	2	4	5	0	4	2	0	0	0	0	111	502
16:00	5	336	30	0	5	4	0	1	2	0	0	0	0	108	491
17:00	15	331	23	0	1	8	0	1	0	0	0	0	0	159	538
18:00	11	444	32	1	0	7	1	1	0	0	0	0	0	102	599
19:00	12	347	19	0	2	0	0	1	0	0	0	0	0	37	418
20:00	6	227	16	0	1	1	0	0	0	0	0	0	0	39	290
21:00	5	161	13	0	0	0	0	0	0	0	0	0	0	18	197
22:00	3	123	8	0	0	1	0	0	0	0	0	0	0	7	142
23:00	0	81	3	0	0	0	0	1	1	0	0	0	0	11	97
Total	140	6271	642	26	120	70	4	27	16	3	0	0	0	1151	8470
Percent	1.7%	74.0%	7.6%	0.3%	1.4%	0.8%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	13.6%	
AM Peak	11:00	07:00	07:00	06:00	06:00	06:00	06:00	10:00	08:00	07:00				07:00	
Vol.	10	504	66	4	20	8	1	4	2	1				90	
PM Peak	13:00	18:00	14:00	12:00	13:00	17:00	12:00	15:00	14:00					17:00	
Vol.	19	444	47	3	15	8	1	4	2					159	
Grand Total	477	19461	2067	97	409	202	13	88	41	9	3	1	1	3248	26117
Percent	1.8%	74.5%	7.9%	0.4%	1.6%	0.8%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	12.4%	

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Client: GPI / J. Degray

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	22	1	0	1	0	0	0	0	0	0	0	0	0	24
01:00	0	8	0	1	0	0	0	0	0	0	0	0	0	0	9
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	1	0	1	0	0	1	0	0	0	0	0	0	9
04:00	0	19	4	0	1	0	0	0	1	0	0	0	0	0	25
05:00	1	61	14	2	4	0	0	0	2	0	0	0	0	3	87
06:00	2	220	68	1	15	1	0	0	1	1	0	0	0	28	337
07:00	13	325	83	4	15	3	1	3	2	0	0	0	0	75	524
08:00	9	432	96	5	27	6	1	3	0	0	0	0	0	75	654
09:00	8	411	109	6	34	2	0	2	2	0	0	0	0	66	640
10:00	5	314	104	4	21	5	1	1	4	0	0	0	0	54	513
11:00	5	367	96	5	33	9	0	2	1	0	0	0	0	56	574
12 PM	12	371	85	4	19	5	0	1	1	0	0	0	0	56	554
13:00	17	339	67	2	13	3	0	4	0	0	0	0	0	80	525
14:00	9	497	129	3	22	5	0	2	0	1	0	0	0	71	739
15:00	9	522	121	1	17	7	0	3	2	0	0	0	0	93	775
16:00	21	544	98	3	31	2	0	2	1	0	0	0	0	107	809
17:00	20	567	88	0	8	2	0	1	0	0	0	0	0	96	782
18:00	18	486	86	1	13	1	0	0	0	0	0	0	0	83	688
19:00	9	382	69	0	10	3	0	1	0	0	0	0	0	56	530
20:00	2	283	49	0	3	1	0	1	0	0	0	0	0	13	352
21:00	2	179	25	0	0	1	0	0	0	0	0	0	0	16	223
22:00	0	95	17	0	2	0	0	2	0	0	0	0	0	3	119
23:00	0	42	6	0	1	0	0	0	0	0	0	0	0	1	50
Total	162	6499	1416	42	291	56	3	29	17	2	0	0	0	1032	9549
Percent	1.7%	68.1%	14.8%	0.4%	3.0%	0.6%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	10.8%	
AM Peak	07:00	08:00	09:00	09:00	09:00	11:00	07:00	07:00	10:00	06:00				07:00	
Vol.	13	432	109	6	34	9	1	3	4	1				75	
PM Peak	16:00	17:00	14:00	12:00	16:00	15:00		13:00	15:00	14:00				16:00	
Vol.	21	567	129	4	31	7		4	2	1				107	

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	27	3	0	0	0	0	0	1	0	0	0	0	0	31
01:00	0	12	1	1	0	0	0	0	1	0	0	0	0	0	15
02:00	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	13	3	0	1	0	0	0	2	0	0	0	0	1	20
05:00	1	56	16	1	7	1	0	0	2	0	0	0	0	3	87
06:00	6	215	64	1	24	2	0	0	0	0	0	0	0	22	334
07:00	8	369	85	6	28	5	0	5	2	0	0	0	0	70	578
08:00	16	476	106	14	23	2	0	2	1	0	0	0	0	79	719
09:00	8	393	117	6	47	2	1	5	3	1	0	0	0	40	623
10:00	4	380	99	4	16	6	0	0	1	0	0	0	0	52	562
11:00	7	327	98	4	21	6	0	0	1	0	0	0	0	48	512
12 PM	5	409	99	8	16	3	0	3	3	0	0	0	0	91	637
13:00	9	428	121	3	25	6	0	2	2	0	0	0	0	74	670
14:00	14	471	123	2	27	2	1	5	2	0	0	0	0	79	726
15:00	11	478	130	3	28	3	0	1	3	0	0	0	0	93	750
16:00	16	523	137	2	19	3	0	1	2	0	0	0	0	98	801
17:00	32	429	77	0	15	2	0	3	0	0	0	0	0	103	661
18:00	7	489	97	1	13	3	0	1	0	0	0	0	0	79	690
19:00	14	421	79	0	12	0	0	0	0	0	0	0	0	61	587
20:00	4	276	50	1	5	0	0	1	0	0	0	0	0	17	354
21:00	3	178	27	0	5	1	0	1	0	0	0	0	0	20	235
22:00	0	100	23	0	3	0	0	0	0	0	0	0	0	4	130
23:00	0	48	12	0	3	0	0	0	0	0	0	0	0	1	64
Total	165	6528	1570	57	340	47	2	30	26	1	0	0	0	1035	9801
Percent	1.7%	66.6%	16.0%	0.6%	3.5%	0.5%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	10.6%	
AM Peak	08:00	08:00	09:00	08:00	09:00	10:00	09:00	07:00	09:00	09:00				08:00	
Vol.	16	476	117	14	47	6	1	5	3	1				79	
PM Peak	17:00	16:00	16:00	12:00	15:00	13:00	14:00	14:00	12:00					17:00	
Vol.	32	523	137	8	28	6	1	5	3					103	

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	0	27	2	0	0	0	0	0	0	0	0	0	0	1	30
01:00	1	13	1	1	0	1	0	0	0	0	0	0	0	0	17
02:00	0	4	3	0	2	2	0	0	0	0	0	0	0	0	11
03:00	0	6	1	0	1	0	0	2	0	0	0	0	0	0	10
04:00	0	10	4	2	1	1	0	0	0	0	0	0	0	0	18
05:00	1	52	10	1	6	0	0	1	0	0	0	0	0	4	75
06:00	3	175	66	0	20	1	0	0	0	0	0	0	0	27	292
07:00	8	364	71	4	21	3	1	2	0	0	0	0	0	77	551
08:00	6	454	109	7	19	5	0	3	0	0	0	0	0	77	680
09:00	5	402	108	5	30	6	0	2	3	0	0	0	0	49	610
10:00	9	392	94	6	23	2	0	1	2	0	0	0	0	52	581
11:00	7	399	79	6	26	3	1	3	1	0	0	0	0	50	575
12 PM	10	421	94	6	25	8	0	3	3	0	0	0	0	74	644
13:00	11	463	89	2	23	4	0	7	2	0	0	0	0	71	672
14:00	10	460	99	3	23	3	0	1	1	0	0	0	0	102	702
15:00	15	439	109	3	17	4	0	4	2	0	0	0	0	114	707
16:00	13	468	56	4	8	4	0	2	0	0	0	0	0	123	678
17:00	17	376	42	0	4	4	0	2	0	0	0	0	0	129	574
18:00	19	495	43	0	4	4	0	1	0	0	0	0	0	85	651
19:00	9	357	52	0	7	2	0	0	0	0	0	0	0	43	470
20:00	9	289	43	3	3	1	0	1	0	0	0	0	0	28	377
21:00	5	202	32	0	4	1	0	0	0	0	0	0	0	20	264
22:00	0	166	24	1	0	0	0	0	0	0	0	0	0	1	192
23:00	1	83	10	0	1	0	0	0	0	0	0	0	0	8	103
Total	159	6517	1241	54	268	59	2	35	14	0	0	0	0	1135	9484
Percent	1.7%	68.7%	13.1%	0.6%	2.8%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	12.0%	
AM Peak	10:00	08:00	08:00	08:00	09:00	09:00	07:00	08:00	09:00					07:00	
Vol.	9	454	109	7	30	6	1	3	3					77	
PM Peak	18:00	18:00	15:00	12:00	12:00	12:00		13:00	12:00					17:00	
Vol.	19	495	109	6	25	8		7	3					129	
Grand Total	486	19544	4227	153	899	162	7	94	57	3	0	0	0	3202	28834
Percent	1.7%	67.8%	14.7%	0.5%	3.1%	0.6%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	11.1%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Main Street (Route 27)
Location: North of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	45	2	2	1	0	0	0	0	0	0	0	0	0	50
01:00	0	17	1	1	0	0	0	0	0	0	0	0	0	0	19
02:00	0	9	0	0	0	0	0	0	0	0	0	0	0	1	10
03:00	0	17	1	0	1	0	0	1	0	0	0	0	0	0	20
04:00	0	50	6	0	3	2	0	0	2	0	0	0	0	0	63
05:00	3	185	34	4	7	2	0	1	2	0	0	0	0	7	245
06:00	7	635	130	3	24	4	0	1	2	1	0	0	0	53	860
07:00	30	805	138	7	21	4	1	8	2	2	1	0	1	178	1198
08:00	18	883	137	7	41	11	2	8	2	0	0	0	0	156	1265
09:00	16	827	177	10	52	11	1	3	4	1	0	0	0	120	1222
10:00	12	644	149	12	37	13	2	3	4	0	0	0	0	97	973
11:00	14	779	145	6	40	13	3	5	1	0	0	0	0	100	1106
12 PM	24	736	133	5	28	8	0	1	3	1	0	0	0	117	1056
13:00	25	650	105	5	31	6	1	5	2	1	0	0	0	160	991
14:00	23	955	174	4	33	8	0	2	0	1	0	0	0	127	1327
15:00	23	906	181	2	26	12	0	4	2	0	0	0	0	206	1362
16:00	39	977	136	5	33	10	0	3	2	0	0	0	0	204	1409
17:00	33	1019	117	0	9	4	0	4	0	0	0	0	0	204	1390
18:00	32	867	111	2	16	5	0	3	0	0	0	0	0	177	1213
19:00	22	717	88	0	13	5	0	3	0	0	0	0	0	102	950
20:00	10	565	74	0	6	2	0	2	0	0	0	0	0	40	699
21:00	9	347	36	0	2	3	0	0	0	0	0	0	0	39	436
22:00	4	181	24	0	2	0	0	3	0	0	0	0	0	7	221
23:00	0	89	12	0	1	0	0	1	1	0	0	0	0	3	107
Total	344	12905	2111	75	427	123	10	61	29	7	1	0	1	2098	18192
Percent	1.9%	70.9%	11.6%	0.4%	2.3%	0.7%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	11.5%	
AM Peak	07:00	08:00	09:00	10:00	09:00	10:00	11:00	07:00	09:00	07:00	07:00		07:00	07:00	
Vol.	30	883	177	12	52	13	3	8	4	2	1		1	178	
PM Peak	16:00	17:00	15:00	12:00	14:00	15:00	13:00	13:00	12:00	12:00				15:00	
Vol.	39	1019	181	5	33	12	1	5	3	1				206	

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Location: Main Street (Route 27)
Location: North of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	36	3	1	0	0	0	0	1	0	0	0	0	1	42
01:00	0	25	2	2	0	0	0	0	2	0	0	0	0	0	31
02:00	0	11	2	0	2	0	0	0	0	0	0	0	0	0	15
03:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
04:00	0	35	5	1	1	0	0	0	3	0	0	0	0	4	49
05:00	2	170	46	3	11	2	0	0	3	0	0	0	0	6	243
06:00	10	621	121	6	36	7	0	1	0	1	0	0	0	40	843
07:00	13	869	144	8	37	11	0	9	2	0	0	0	0	161	1254
08:00	23	999	172	19	40	6	0	4	2	0	0	0	0	142	1407
09:00	15	830	158	10	62	5	2	6	6	1	0	0	0	81	1176
10:00	16	761	149	5	26	8	0	1	2	0	0	0	0	100	1068
11:00	10	709	150	9	32	11	1	4	2	0	0	0	0	96	1024
12 PM	13	837	146	12	34	11	0	4	3	0	0	0	0	163	1223
13:00	20	798	166	5	41	10	0	4	3	0	0	0	0	133	1180
14:00	24	903	170	4	37	9	1	8	3	0	0	0	0	140	1299
15:00	22	885	171	5	39	7	0	2	4	0	0	1	0	212	1348
16:00	34	967	186	2	22	8	0	4	2	0	0	0	0	179	1404
17:00	50	744	101	1	16	6	0	5	0	0	2	0	0	262	1187
18:00	26	976	127	1	19	4	0	3	0	0	0	0	0	159	1315
19:00	29	809	110	0	15	2	0	0	1	0	0	0	0	109	1075
20:00	7	538	72	1	7	1	0	2	0	0	0	0	0	33	661
21:00	5	394	40	0	7	4	0	2	0	0	0	0	0	32	484
22:00	1	258	38	0	5	0	0	0	0	0	0	0	0	8	310
23:00	0	122	18	0	4	0	0	0	0	0	0	0	0	5	149
Total	320	13312	2300	95	493	112	4	59	39	2	2	1	0	2066	18805
Percent	1.7%	70.8%	12.2%	0.5%	2.6%	0.6%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	11.0%	
AM Peak	08:00	08:00	08:00	08:00	09:00	07:00	09:00	07:00	09:00	06:00				07:00	
Vol.	23	999	172	19	62	11	2	9	6	1				161	
PM Peak	17:00	18:00	16:00	12:00	13:00	12:00	14:00	14:00	15:00		17:00	15:00		17:00	
Vol.	50	976	186	12	41	11	1	8	4		2	1		262	

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Location: Main Street (Route 27)
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Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/11/14	0	48	4	1	1	0	0	0	0	0	0	0	0	2	56
01:00	1	21	2	2	0	1	0	1	0	0	0	0	0	0	28
02:00	0	6	4	0	2	2	0	0	0	0	0	0	0	1	15
03:00	0	14	3	0	1	0	0	2	1	0	0	0	0	2	23
04:00	0	28	13	2	2	2	0	1	0	0	0	0	0	2	50
05:00	2	157	32	2	7	0	0	1	0	0	0	0	0	4	205
06:00	6	528	122	4	40	9	1	1	1	0	0	0	0	47	759
07:00	15	868	137	7	27	7	1	4	1	1	0	0	0	167	1235
08:00	9	923	157	8	29	12	0	6	2	0	0	0	0	148	1294
09:00	10	803	147	7	48	10	0	4	5	1	0	0	0	100	1135
10:00	12	760	145	9	38	7	0	5	3	0	0	0	0	96	1075
11:00	17	812	116	6	34	7	1	3	2	1	0	0	0	100	1099
12 PM	22	847	138	9	30	12	1	6	3	0	0	0	0	135	1203
13:00	30	863	133	4	38	10	0	7	2	0	0	0	0	138	1225
14:00	21	849	146	5	30	4	1	2	3	0	0	0	0	201	1262
15:00	24	775	138	5	21	9	0	8	4	0	0	0	0	225	1209
16:00	18	804	86	4	13	8	0	3	2	0	0	0	0	231	1169
17:00	32	707	65	0	5	12	0	3	0	0	0	0	0	288	1112
18:00	30	939	75	1	4	11	1	2	0	0	0	0	0	187	1250
19:00	21	704	71	0	9	2	0	1	0	0	0	0	0	80	888
20:00	15	516	59	3	4	2	0	1	0	0	0	0	0	67	667
21:00	10	363	45	0	4	1	0	0	0	0	0	0	0	38	461
22:00	3	289	32	1	0	1	0	0	0	0	0	0	0	8	334
23:00	1	164	13	0	1	0	0	1	1	0	0	0	0	19	200
Total	299	12788	1883	80	388	129	6	62	30	3	0	0	0	2286	17954
Percent	1.7%	71.2%	10.5%	0.4%	2.2%	0.7%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	12.7%	
AM Peak	11:00	08:00	08:00	10:00	09:00	08:00	06:00	08:00	09:00	07:00				07:00	
Vol.	17	923	157	9	48	12	1	6	5	1				167	
PM Peak	17:00	18:00	14:00	12:00	13:00	12:00	12:00	15:00	15:00					17:00	
Vol.	32	939	146	9	38	12	1	8	4					288	
Grand Total	963	39005	6294	250	1308	364	20	182	98	12	3	1	1	6450	54951
Percent	1.8%	71.0%	11.5%	0.5%	2.4%	0.7%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	11.7%	

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PO Box 468
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Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start	09-Apr-14	Southbound		Northbound		Combined		10-Apr-	Southbound		Northbound		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		14	107	8	90	22	197		11	117	14	131	25	248
12:15		4	106	4	111	8	217		1	128	4	116	5	244
12:30		4	114	4	115	8	229		6	129	4	103	10	232
12:45		7	103	0	119	7	222		1	121	4	109	5	230
01:00		0	113	1	101	1	214		5	120	3	122	8	242
01:15		2	85	2	119	4	204		5	112	1	132	6	244
01:30		4	115	2	114	6	229		3	110	2	117	5	227
01:45		2	126	1	109	3	235		1	122	4	97	5	219
02:00		2	116	6	139	8	255		0	106	0	126	0	232
02:15		1	137	0	105	1	242		2	117	2	125	4	242
02:30		2	123	2	121	4	244		0	122	3	127	3	249
02:45		0	106	2	130	2	236		1	129	4	114	5	243
03:00		1	130	1	120	2	250		2	114	1	129	3	243
03:15		0	134	2	122	2	256		2	113	1	102	3	215
03:30		2	111	3	133	5	244		1	107	2	95	3	202
03:45		4	110	0	129	4	239		2	96	1	107	3	203
04:00		4	144	1	114	5	258		3	95	7	122	10	217
04:15		3	102	4	131	7	233		3	105	5	113	8	218
04:30		12	107	11	119	23	226		7	98	6	110	13	208
04:45		7	110	16	104	23	214		9	108	9	123	18	231
05:00		13	132	15	139	28	271		5	126	15	117	20	243
05:15		21	96	16	128	37	224		16	124	26	108	42	232
05:30		57	118	28	124	85	242		46	108	28	134	74	242
05:45		41	***104***	37	118	78	222		48	108	26	134	74	242
06:00		65	***155***	51	115	116	***270***		63	111	48	116	111	227
06:15		107	***135***	72	***144***	179	***279***		113	***135***	62	***151***	175	***286***
06:30		141	***122***	99	***113***	240	***235***		134	***131***	82	***132***	216	***263***
06:45		160	102	123	***135***	283	***237***		162	***150***	100	***134***	262	***284***
07:00		128	114	144	***124***	272	238		139	***113***	151	***120***	290	***233***
07:15		***147***	115	116	103	263	218		137	120	133	92	270	212
07:30		***173***	84	139	76	***312***	160		152	99	129	84	281	183
07:45		***167***	85	***134***	74	***301***	159		144	79	***148***	85	***292***	164
08:00		***137***	79	***141***	78	***278***	157		***180***	80	***144***	64	***324***	144
08:15		138	82	***152***	52	***290***	134		***149***	85	***153***	61	***302***	146
08:30		150	78	***143***	70	293	148		***162***	60	***148***	62	***310***	122
08:45		148	66	131	51	279	117		***156***	81	125	34	281	115
09:00		146	54	139	53	285	107		128	63	132	45	260	108
09:15		133	49	118	36	251	85		133	65	138	43	271	108
09:30		96	52	129	29	225	81		102	43	117	27	219	70
09:45		109	49	89	17	198	66		107	40	111	33	218	73
10:00		109	41	90	24	199	65		104	40	100	26	204	66
10:15		108	22	113	19	221	41		98	30	104	22	202	52
10:30		89	9	112	15	201	24		99	21	109	18	208	39
10:45		103	17	118	14	221	31		108	18	107	14	215	32
11:00		92	19	114	12	206	31		107	19	122	12	229	31
11:15		109	16	99	5	208	21		90	18	106	11	196	29
11:30		128	9	93	12	221	21		109	15	109	8	218	23
11:45		117	16	105	7	222	23		112	9	102	12	214	21
Total		3207	4319	2930	4232	6137	8551		3168	4360	2952	4219	6120	8579
Day Total		7526		7162		14688			7528		7171		14699	
% Total		21.8%	29.4%	19.9%	28.8%				21.6%	29.7%	20.1%	28.7%		
Peak		07:15	05:45	07:45	06:15	07:30	06:00		08:00	06:15	07:45	06:15	07:45	06:15
Vol.		624	516	570	516	1181	1021		647	529	593	537	1228	1066
P.H.F.		0.902	0.832	0.938	0.896	0.946	0.915		0.899	0.882	0.969	0.889	0.948	0.932

ADT	ADT 14,686	AADT 14,686

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Location: Main Street (Route 27)
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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	0	0	16	10	3	0	0	0	0	0	0	0	29	31-40	23
01:00	0	0	0	0	5	0	3	0	0	0	0	0	0	0	8	27-36	5
02:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5	34-43	4
03:00	0	0	0	0	1	4	2	0	0	0	0	0	0	0	7	34-43	6
04:00	0	0	0	0	12	12	2	0	0	0	0	0	0	0	26	32-41	21
05:00	3	0	1	5	62	57	4	0	0	0	0	0	0	0	132	31-40	104
06:00	11	0	2	24	214	190	31	1	0	0	0	0	0	0	473	31-40	356
07:00	37	4	9	40	**292**	**212**	20	1	0	0	0	0	0	0	**615**	30-39	430
08:00	**39**	**16**	10	37	241	188	**39**	**3**	0	0	0	0	0	0	573	31-40	362
09:00	26	9	**13**	41	201	165	27	2	0	0	0	0	0	0	484	31-40	314
10:00	20	3	11	37	169	142	25	2	0	0	0	0	0	0	409	31-40	270
11:00	20	0	4	**61**	198	147	15	1	0	0	0	0	0	0	446	30-39	306
12 PM	35	4	8	58	200	115	9	1	0	0	0	0	0	0	430	30-39	275
13:00	36	1	4	77	189	122	10	0	0	0	0	0	0	0	439	29-38	275
14:00	25	1	10	**103**	209	122	10	**2**	0	0	0	0	0	0	482	29-38	310
15:00	58	**6**	**27**	80	206	95	13	0	0	0	0	0	0	0	485	29-38	268
16:00	**92**	2	16	101	187	63	2	0	0	0	0	0	0	0	463	28-37	235
17:00	74	1	11	84	209	66	5	0	0	0	0	0	0	0	450	28-37	252
18:00	33	0	5	75	**234**	**141**	**24**	2	0	0	0	0	0	0	**514**	30-39	334
19:00	9	0	6	72	173	124	14	0	0	0	0	0	0	0	398	30-39	273
20:00	3	0	5	45	162	84	6	0	0	0	0	0	0	0	305	29-38	229
21:00	5	0	2	33	99	57	7	1	0	0	0	0	0	0	204	29-38	144
22:00	0	0	1	2	43	36	5	1	**1**	0	0	0	0	0	89	31-40	70
23:00	0	0	0	5	22	25	7	0	1	0	0	0	0	0	60	31-40	43
Total	526	47	145	980	3345	2180	284	17	2	0	0	0	0	0	7526		
Percent	7.0%	0.6%	1.9%	13.0%	44.4%	29.0%	3.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	09:00	11:00	07:00	07:00	08:00	08:00							07:00		
Vol.	39	16	13	61	292	212	39	3							615		
PM Peak	16:00	15:00	15:00	14:00	18:00	18:00	18:00	14:00	22:00						18:00		
Vol.	92	6	27	103	234	141	24	2	1						514		

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Client: GPI / J. Degray

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	0	0	0	1	8	7	3	0	0	0	0	0	0	0	19	31-40	14
01:00	0	0	1	0	6	5	2	0	0	0	0	0	0	0	14	30-39	10
02:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	34-43	3
03:00	0	0	0	0	2	5	0	0	0	0	0	0	0	0	7	33-42	6
04:00	0	0	0	5	7	10	0	0	0	0	0	0	0	0	22	30-39	16
05:00	1	0	0	7	65	35	7	0	0	0	0	0	0	0	115	30-39	90
06:00	23	0	1	33	176	209	**27**	**3**	0	0	0	0	0	0	472	31-40	333
07:00	37	**6**	**20**	66	**271**	148	23	0	**1**	0	0	0	0	0	572	30-39	368
08:00	**46**	3	6	**76**	247	**245**	23	1	0	0	0	0	0	0	**647**	31-40	420
09:00	17	2	11	36	192	184	27	1	0	0	0	0	0	0	470	31-40	328
10:00	20	1	7	37	173	158	13	0	0	0	0	0	0	0	409	31-40	286
11:00	24	0	4	53	175	144	15	3	0	0	0	0	0	0	418	30-39	278
12 PM	37	**7**	**24**	87	208	115	17	0	0	0	0	0	0	0	495	29-38	292
13:00	30	0	6	68	204	131	**23**	**1**	0	0	0	0	0	**1**	464	30-39	297
14:00	31	1	14	89	231	97	10	1	0	0	0	0	0	0	474	29-38	308
15:00	**86**	4	15	96	170	57	2	0	0	0	0	0	0	0	430	27-36	215
16:00	69	5	12	73	196	47	3	1	0	0	0	0	0	0	406	28-37	226
17:00	80	2	15	**108**	219	40	1	1	0	0	0	0	0	0	466	27-36	265
18:00	38	0	6	93	**243**	**132**	14	1	0	0	0	0	0	0	**527**	29-38	340
19:00	12	0	2	58	192	128	18	0	**1**	0	0	0	0	0	411	30-39	289
20:00	12	0	2	39	169	71	12	1	0	0	0	0	0	0	306	29-38	220
21:00	5	0	2	25	101	67	10	1	0	0	0	0	0	0	211	30-39	151
22:00	0	0	2	10	52	39	5	1	0	0	0	0	0	0	109	30-39	82
23:00	1	0	0	4	25	23	7	1	0	0	0	0	0	0	61	31-40	43
Total	569	31	150	1064	3332	2099	263	17	2	0	0	0	0	1	7528		
Percent	7.6%	0.4%	2.0%	14.1%	44.3%	27.9%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	07:00	08:00	07:00	08:00	06:00	06:00	07:00						08:00		
Vol.	46	6	20	76	271	245	27	3	1						647		
PM Peak	15:00	12:00	12:00	17:00	18:00	18:00	13:00	13:00	19:00					13:00	18:00		
Vol.	86	7	24	108	243	132	23	1	1					1	527		
Total	1095	78	295	2044	6677	4279	547	34	4	0	0	0	0	1	15054		
Percent	7.3%	0.5%	2.0%	13.6%	44.4%	28.4%	3.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	24 MPH
50th Percentile :	32 MPH
85th Percentile :	37 MPH
95th Percentile :	40 MPH

Stats		
	10 MPH Pace Speed :	30-39 MPH
	Number in Pace :	9591
	Percent in Pace :	63.7%
	Number of Vehicles > 40 MPH :	974
	Percent of Vehicles > 40 MPH :	6.5%
	Mean Speed(Average) :	31 MPH

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	0	0	2	10	4	0	0	0	0	0	0	0	16	35-44	13
01:00	0	0	0	0	2	2	2	0	0	0	0	0	0	0	6	34-43	4
02:00	0	0	0	0	3	4	3	0	0	0	0	0	0	0	10	31-40	7
03:00	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6	34-43	4
04:00	0	0	0	0	5	11	12	**4**	0	0	0	0	0	0	32	37-46	21
05:00	4	0	0	2	29	49	12	0	0	0	0	0	0	0	96	32-41	70
06:00	22	0	5	5	116	**172**	24	1	0	0	0	0	0	0	345	32-41	247
07:00	58	5	32	**94**	**207**	119	18	0	0	0	0	0	0	0	533	29-38	289
08:00	**66**	**8**	**41**	86	192	156	18	0	0	0	0	0	0	0	**567**	30-39	295
09:00	48	3	18	58	179	157	12	0	0	0	0	0	0	0	475	30-39	282
10:00	27	3	5	51	155	152	**40**	0	0	0	0	0	0	0	433	31-40	267
11:00	25	0	5	37	163	158	23	0	0	0	0	0	0	0	411	31-40	276
12 PM	59	12	19	78	149	108	9	1	0	0	0	0	0	0	435	29-38	218
13:00	161	19	19	34	97	91	**21**	1	0	0	0	0	0	0	443	4-13	182
14:00	38	10	**29**	**90**	191	118	17	2	0	0	0	0	0	0	495	29-38	278
15:00	215	**26**	22	45	91	90	15	0	0	0	0	0	0	0	504	4-13	234
16:00	452	14	2	0	0	0	0	0	0	0	0	0	0	0	468	4-13	369
17:00	**462**	26	5	10	3	3	0	0	0	0	0	0	0	0	**509**	4-13	387
18:00	77	0	20	62	**194**	**137**	16	1	0	0	0	0	0	0	507	30-39	273
19:00	8	4	9	46	169	123	17	1	0	0	0	0	0	0	377	30-39	262
20:00	3	0	3	21	121	91	12	0	0	0	0	0	0	0	251	30-39	189
21:00	3	0	7	15	60	43	7	0	0	0	0	0	0	0	135	30-39	93
22:00	2	0	1	3	15	30	17	**3**	**1**	0	0	0	0	0	72	34-43	45
23:00	0	0	0	2	8	19	7	0	0	0	0	0	0	0	36	33-42	27
Total	1730	130	242	739	2152	1845	308	15	1	0	0	0	0	0	7162		
Percent	24.2%	1.8%	3.4%	10.3%	30.0%	25.8%	4.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	07:00	06:00	10:00	04:00							08:00		
Vol.	66	8	41	94	207	172	40	4							567		
PM Peak	17:00	15:00	14:00	14:00	18:00	18:00	13:00	22:00	22:00						17:00		
Vol.	462	26	29	90	194	137	21	3	1						509		

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Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	0	0	0	1	7	16	2	0	0	0	0	0	0	0	26	32-41	21
01:00	0	0	0	1	4	3	2	0	0	0	0	0	0	0	10	31-40	7
02:00	0	0	0	0	3	4	1	1	0	0	0	0	0	0	9	33-42	6
03:00	0	0	0	0	0	3	1	1	0	0	0	0	0	0	5	34-43	4
04:00	0	0	0	0	9	12	5	1	0	0	0	0	0	0	27	32-41	20
05:00	1	0	0	0	27	49	17	1	0	0	0	0	0	0	95	33-42	71
06:00	9	0	2	8	58	166	**47**	2	0	0	0	0	0	0	292	33-42	214
07:00	**82**	**25**	**50**	**125**	152	122	5	0	0	0	0	0	0	0	561	28-37	242
08:00	40	3	36	97	**206**	157	31	0	0	0	0	0	0	0	**570**	30-39	323
09:00	32	7	20	48	174	180	34	**3**	0	0	0	0	0	0	498	31-40	304
10:00	9	1	2	24	148	**185**	47	3	**1**	0	0	0	0	0	420	32-41	297
11:00	31	3	8	52	175	139	31	0	0	0	0	0	0	0	439	30-39	271
12 PM	58	20	33	72	141	109	23	3	0	0	0	0	0	0	459	30-39	211
13:00	54	13	22	**82**	**146**	134	16	1	0	0	0	0	0	0	468	30-39	237
14:00	62	**40**	**58**	72	114	125	21	0	0	0	0	0	0	0	492	30-39	195
15:00	364	21	13	16	13	6	0	0	0	0	0	0	0	0	433	4-13	315
16:00	454	12	1	1	0	0	0	0	0	0	0	0	0	0	468	4-13	370
17:00	**467**	22	4	0	0	0	0	0	0	0	0	0	0	0	493	4-13	384
18:00	183	39	22	51	116	99	22	1	0	0	0	0	0	0	**533**	5-14	212
19:00	14	0	8	41	128	**161**	**29**	0	0	0	0	0	0	0	381	31-40	255
20:00	10	0	6	19	87	75	21	3	0	0	0	0	0	0	221	31-40	142
21:00	6	0	0	18	45	57	17	**5**	0	0	0	0	0	0	148	31-40	91
22:00	1	0	0	3	18	40	18	0	0	0	0	0	0	0	80	34-43	57
23:00	1	0	1	3	13	13	9	2	**1**	0	0	0	0	0	43	32-41	24
Total	1878	206	286	734	1784	1855	399	27	2	0	0	0	0	0	7171		
Percent	26.2%	2.9%	4.0%	10.2%	24.9%	25.9%	5.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00	10:00	06:00	09:00	10:00						08:00		
Vol.	82	25	50	125	206	185	47	3	1						570		
PM Peak	17:00	14:00	14:00	13:00	13:00	19:00	19:00	21:00	23:00						18:00		
Vol.	467	40	58	82	146	161	29	5	1						533		
Total	3608	336	528	1473	3936	3700	707	42	3	0	0	0	0	0	14333		
Percent	25.2%	2.3%	3.7%	10.3%	27.5%	25.8%	4.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	7 MPH
50th Percentile :	28 MPH
85th Percentile :	37 MPH
95th Percentile :	40 MPH

Stats

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	5755
Percent in Pace :	40.2%
Number of Vehicles > 40 MPH :	916
Percent of Vehicles > 40 MPH :	6.4%
Mean Speed(Average) :	24 MPH

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Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/09/14	0	0	0	0	18	20	7	0	0	0	0	0	0	0	45	32-41	35
01:00	0	0	0	0	7	2	5	0	0	0	0	0	0	0	14	31-40	9
02:00	0	0	0	0	4	7	4	0	0	0	0	0	0	0	15	32-41	11
03:00	0	0	0	0	2	6	4	1	0	0	0	0	0	0	13	36-45	9
04:00	0	0	0	0	17	23	14	**4**	0	0	0	0	0	0	58	33-42	39
05:00	7	0	1	7	91	106	16	0	0	0	0	0	0	0	228	31-40	172
06:00	33	0	7	29	330	**362**	55	2	0	0	0	0	0	0	818	31-40	600
07:00	95	9	41	**134**	**499**	331	38	1	0	0	0	0	0	0	**1148**	30-39	714
08:00	**105**	**24**	**51**	123	433	344	57	3	0	0	0	0	0	0	1140	30-39	654
09:00	74	12	31	99	380	322	39	2	0	0	0	0	0	0	959	30-39	594
10:00	47	6	16	88	324	294	**65**	2	0	0	0	0	0	0	842	31-40	536
11:00	45	0	9	98	361	305	38	1	0	0	0	0	0	0	857	30-39	579
12 PM	94	16	27	136	349	223	18	2	0	0	0	0	0	0	865	30-39	491
13:00	197	20	23	111	286	213	31	1	0	0	0	0	0	0	882	30-39	390
14:00	63	11	39	**193**	400	240	27	**4**	0	0	0	0	0	0	977	29-38	588
15:00	273	**32**	**49**	125	297	185	28	0	0	0	0	0	0	0	989	29-38	370
16:00	**544**	16	18	101	187	63	2	0	0	0	0	0	0	0	931	4-13	538
17:00	536	27	16	94	212	69	5	0	0	0	0	0	0	0	959	4-13	537
18:00	110	0	25	137	**428**	**278**	**40**	3	0	0	0	0	0	0	**1021**	30-39	605
19:00	17	4	15	118	342	247	31	1	0	0	0	0	0	0	775	30-39	535
20:00	6	0	8	66	283	175	18	0	0	0	0	0	0	0	556	30-39	418
21:00	8	0	9	48	159	100	14	1	0	0	0	0	0	0	339	30-39	236
22:00	2	0	2	5	58	66	22	4	**2**	0	0	0	0	0	161	32-41	112
23:00	0	0	0	7	30	44	14	0	1	0	0	0	0	0	96	32-41	69
Total	2256	177	387	1719	5497	4025	592	32	3	0	0	0	0	0	14688		
Percent	15.4%	1.2%	2.6%	11.7%	37.4%	27.4%	4.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	07:00	06:00	10:00	04:00							07:00		
Vol.	105	24	51	134	499	362	65	4							1148		
PM Peak	16:00	15:00	15:00	14:00	18:00	18:00	18:00	14:00	22:00						18:00		
Vol.	544	32	49	193	428	278	40	4	2						1021		

Innovative Data, LLC

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Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/10/14	0	0	0	2	15	23	5	0	0	0	0	0	0	0	45	32-41	35
01:00	0	0	1	1	10	8	4	0	0	0	0	0	0	0	24	32-41	16
02:00	0	0	0	0	3	6	2	1	0	0	0	0	0	0	12	32-41	9
03:00	0	0	0	0	2	8	1	1	0	0	0	0	0	0	12	33-42	10
04:00	0	0	0	5	16	22	5	1	0	0	0	0	0	0	49	31-40	35
05:00	2	0	0	7	92	84	24	1	0	0	0	0	0	0	210	31-40	157
06:00	32	0	3	41	234	375	**74**	**5**	0	0	0	0	0	0	764	32-41	539
07:00	**119**	**31**	**70**	**191**	423	270	28	0	**1**	0	0	0	0	0	1133	29-38	603
08:00	86	6	42	173	**453**	**402**	54	1	0	0	0	0	0	0	**1217**	30-39	740
09:00	49	9	31	84	366	364	61	4	0	0	0	0	0	0	968	31-40	631
10:00	29	2	9	61	321	343	60	3	1	0	0	0	0	0	829	31-40	582
11:00	55	3	12	105	350	283	46	3	0	0	0	0	0	0	857	30-39	549
12 PM	95	27	57	159	349	224	40	3	0	0	0	0	0	0	954	29-38	500
13:00	84	13	28	150	350	265	39	2	0	0	0	0	0	**1**	932	30-39	533
14:00	93	**41**	**72**	**161**	345	222	31	1	0	0	0	0	0	0	966	29-38	494
15:00	450	25	28	112	183	63	2	0	0	0	0	0	0	0	863	4-13	461
16:00	523	17	13	74	196	47	3	1	0	0	0	0	0	0	874	4-13	513
17:00	**547**	24	19	108	219	40	1	1	0	0	0	0	0	0	959	4-13	545
18:00	221	39	28	144	**359**	231	36	2	0	0	0	0	0	0	**1060**	30-39	469
19:00	26	0	10	99	320	**289**	**47**	0	**1**	0	0	0	0	0	792	31-40	539
20:00	22	0	8	58	256	146	33	4	0	0	0	0	0	0	527	30-39	360
21:00	11	0	2	43	146	124	27	**6**	0	0	0	0	0	0	359	31-40	240
22:00	1	0	2	13	70	79	23	1	0	0	0	0	0	0	189	31-40	135
23:00	2	0	1	7	38	36	16	3	1	0	0	0	0	0	104	31-40	67
Total	2447	237	436	1798	5116	3954	662	44	4	0	0	0	0	1	14699		
Percent	16.6%	1.6%	3.0%	12.2%	34.8%	26.9%	4.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00	08:00	06:00	06:00	07:00						08:00		
Vol.	119	31	70	191	453	402	74	5	1						1217		
PM Peak	17:00	14:00	14:00	14:00	18:00	19:00	19:00	21:00	19:00					13:00	18:00		
Vol.	547	41	72	161	359	289	47	6	1					1	1060		
Total	4703	414	823	3517	10613	7979	1254	76	7	0	0	0	0	1	29387		
Percent	16.0%	1.4%	2.8%	12.0%	36.1%	27.2%	4.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	8 MPH
50th Percentile :	31 MPH
85th Percentile :	37 MPH
95th Percentile :	40 MPH

Stats		
	10 MPH Pace Speed :	30-39 MPH
	Number in Pace :	15106
	Percent in Pace :	51.4%
	Number of Vehicles > 40 MPH :	1889
	Percent of Vehicles > 40 MPH :	6.4%
	Mean Speed(Average) :	27 MPH

Innovative Data, LLC

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Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	25	1	2	1	0	0	0	0	0	0	0	0	0	29
01:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
02:00	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	20	4	1	1	0	0	0	0	0	0	0	0	0	26
05:00	1	97	25	2	2	1	0	0	1	0	0	0	0	3	132
06:00	1	367	70	1	19	1	0	0	3	0	0	0	0	11	473
07:00	4	465	76	5	19	3	1	4	1	1	0	0	0	36	615
08:00	9	429	70	1	18	3	2	5	1	0	0	0	0	35	573
09:00	2	365	56	5	17	7	1	0	2	3	0	0	0	26	484
10:00	4	283	67	11	15	7	2	2	0	0	0	0	0	18	409
11:00	2	345	63	1	10	4	1	0	0	0	0	0	0	20	446
12 PM	6	323	64	3	5	1	1	1	1	1	0	0	0	24	430
13:00	0	324	62	5	9	2	1	0	0	0	0	0	0	36	439
14:00	2	377	59	1	15	3	0	0	1	0	0	0	0	24	482
15:00	12	339	66	2	12	3	0	1	1	1	0	0	0	48	485
16:00	7	297	60	2	3	1	0	3	1	0	0	0	0	89	463
17:00	8	337	31	0	3	0	0	1	0	0	0	0	0	70	450
18:00	7	435	35	0	2	2	0	0	0	0	0	0	0	33	514
19:00	0	351	31	0	4	1	0	2	0	0	0	0	0	9	398
20:00	4	266	28	1	2	1	0	0	0	0	0	0	0	3	305
21:00	0	182	15	0	2	0	0	0	0	0	0	0	0	5	204
22:00	2	76	10	0	1	0	0	0	0	0	0	0	0	0	89
23:00	0	50	9	0	0	0	0	1	0	0	0	0	0	0	60
Total	71	5769	904	43	161	40	9	21	12	6	0	0	0	490	7526
Percent	0.9%	76.7%	12.0%	0.6%	2.1%	0.5%	0.1%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	6.5%	
AM Peak	08:00	07:00	07:00	10:00	06:00	09:00	08:00	08:00	06:00	09:00				07:00	
Vol.	9	465	76	11	19	7	2	5	3	3				36	
PM Peak	15:00	18:00	15:00	13:00	14:00	14:00	12:00	16:00	12:00	12:00				16:00	
Vol.	12	435	66	5	15	3	1	3	1	1				89	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	17	1	1	0	0	0	0	0	0	0	0	0	0	19
01:00	0	11	1	1	0	0	0	0	1	0	0	0	0	0	14
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	19	2	1	0	0	0	0	0	0	0	0	0	0	22
05:00	1	82	26	0	4	1	0	0	0	0	0	0	0	1	115
06:00	4	353	64	5	19	3	0	0	0	0	0	0	0	24	472
07:00	5	442	69	3	17	1	0	1	0	0	0	0	0	34	572
08:00	3	474	101	5	20	4	1	0	2	0	0	0	0	37	647
09:00	2	375	53	4	17	4	0	1	1	0	0	0	0	13	470
10:00	1	319	49	3	11	3	1	1	2	0	0	0	0	19	409
11:00	0	316	53	6	8	5	2	4	0	0	0	0	0	24	418
12 PM	3	364	61	2	22	2	1	3	0	0	0	0	0	37	495
13:00	4	349	65	3	12	1	0	1	0	0	0	0	0	29	464
14:00	5	363	48	2	17	2	0	4	2	0	0	0	0	31	474
15:00	12	288	31	1	10	3	0	2	2	0	0	0	0	81	430
16:00	5	276	49	1	4	0	0	2	0	0	0	0	0	69	406
17:00	3	335	39	0	9	2	0	0	0	0	0	0	0	78	466
18:00	2	432	44	1	4	5	0	1	0	0	0	0	0	38	527
19:00	5	346	41	0	3	2	0	1	1	0	0	0	0	12	411
20:00	3	265	24	0	2	0	0	0	0	0	0	0	0	12	306
21:00	2	185	16	0	1	1	0	1	0	0	0	0	0	5	211
22:00	0	96	11	0	2	0	0	0	0	0	0	0	0	0	109
23:00	0	51	9	0	0	0	0	0	0	0	0	0	0	1	61
Total	60	5766	859	39	182	39	5	22	11	0	0	0	0	545	7528
Percent	0.8%	76.6%	11.4%	0.5%	2.4%	0.5%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	7.2%	
AM Peak	07:00	08:00	08:00	11:00	08:00	11:00	11:00	11:00	08:00					08:00	
Vol.	5	474	101	6	20	5	2	4	2					37	
PM Peak	15:00	18:00	13:00	13:00	12:00	18:00	12:00	14:00	14:00					15:00	
Vol.	12	432	65	3	22	5	1	4	2					81	
Grand Total	131	11535	1763	82	343	79	14	43	23	6	0	0	0	1035	15054
Percent	0.9%	76.6%	11.7%	0.5%	2.3%	0.5%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	6.9%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
01:00	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
03:00	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
04:00	0	25	5	0	1	0	0	0	1	0	0	0	0	0	32
05:00	0	70	16	2	2	1	0	0	1	0	0	0	0	4	96
06:00	1	248	67	1	3	2	0	0	1	0	0	0	0	22	345
07:00	4	398	55	1	24	5	2	1	0	0	0	0	0	43	533
08:00	2	432	48	2	14	3	1	3	1	0	0	0	0	61	567
09:00	1	358	51	2	12	4	0	1	1	0	0	0	0	45	475
10:00	1	324	55	4	13	7	1	2	1	0	0	0	0	25	433
11:00	1	311	51	2	13	5	0	2	2	0	0	0	0	24	411
12 PM	3	307	67	4	9	2	0	1	0	0	0	0	0	42	435
13:00	4	316	44	1	6	1	1	2	1	0	0	0	0	67	443
14:00	1	372	74	0	12	3	0	1	0	1	0	0	0	31	495
15:00	4	337	59	2	13	3	1	2	1	0	1	0	0	81	504
16:00	10	249	34	0	13	4	1	2	0	0	0	0	0	155	468
17:00	7	330	25	1	2	0	2	1	1	0	0	0	0	140	509
18:00	0	413	41	0	8	2	0	0	1	0	0	0	0	42	507
19:00	3	329	28	0	8	0	0	0	0	0	0	0	0	9	377
20:00	0	228	20	0	0	0	0	0	0	0	0	0	0	3	251
21:00	2	121	7	0	0	1	0	0	1	0	0	0	0	3	135
22:00	0	64	6	0	0	0	0	0	0	0	0	0	0	2	72
23:00	0	32	4	0	0	0	0	0	0	0	0	0	0	0	36
Total	44	5294	762	23	154	43	9	19	13	1	1	0	0	799	7162
Percent	0.6%	73.9%	10.6%	0.3%	2.2%	0.6%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	11.2%	
AM Peak	07:00	08:00	06:00	10:00	07:00	10:00	07:00	08:00	11:00					08:00	
Vol.	4	432	67	4	24	7	2	3	2					61	
PM Peak	16:00	18:00	14:00	12:00	15:00	16:00	17:00	13:00	13:00	14:00	15:00			16:00	
Vol.	10	413	74	4	13	4	2	2	1	1	1			155	

Innovative Data, LLC

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Belchertown, Massachusetts
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Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	26	0	0	0	0	0	0	0	0	0	0	0	0	26
01:00	0	7	1	1	0	0	0	0	1	0	0	0	0	0	10
02:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	21	4	0	0	0	0	0	2	0	0	0	0	0	27
05:00	0	68	22	0	2	1	0	0	1	0	0	0	0	1	95
06:00	4	205	64	0	6	4	0	0	0	0	0	0	0	9	292
07:00	4	416	51	1	25	3	0	3	1	0	0	0	0	57	561
08:00	4	454	51	3	13	1	0	0	3	0	0	0	0	41	570
09:00	0	381	62	2	15	1	1	4	3	0	0	0	0	29	498
10:00	0	335	60	5	9	1	0	1	0	0	0	0	0	9	420
11:00	0	329	53	3	16	5	0	2	2	0	0	0	0	29	439
12 PM	1	326	69	4	12	1	0	7	1	0	0	0	0	38	459
13:00	4	336	63	2	18	2	0	1	1	0	1	0	0	40	468
14:00	4	369	59	0	14	3	0	2	2	0	0	0	0	39	492
15:00	7	206	42	3	6	6	0	7	0	0	0	0	0	156	433
16:00	5	282	36	0	3	3	0	4	0	0	0	0	0	135	468
17:00	5	308	28	0	14	3	0	3	0	0	1	0	0	131	493
18:00	2	409	35	0	6	4	0	1	1	0	0	0	0	75	533
19:00	2	324	36	0	4	0	0	0	0	0	0	0	0	15	381
20:00	2	185	19	0	5	0	0	0	0	0	0	0	0	10	221
21:00	0	124	13	0	2	1	0	1	1	0	0	0	0	6	148
22:00	0	68	11	0	0	0	0	0	0	0	0	0	0	1	80
23:00	1	36	4	0	1	0	0	0	0	0	0	0	0	1	43
Total	45	5224	787	24	172	39	1	36	19	0	2	0	0	822	7171
Percent	0.6%	72.8%	11.0%	0.3%	2.4%	0.5%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	11.5%	
AM Peak	06:00	08:00	06:00	10:00	07:00	11:00	09:00	09:00	08:00					07:00	
Vol.	4	454	64	5	25	5	1	4	3					57	
PM Peak	15:00	18:00	12:00	12:00	13:00	15:00		12:00	14:00		13:00			15:00	
Vol.	7	409	69	4	18	6		7	2		1			156	
Grand Total	89	10518	1549	47	326	82	10	55	32	1	3	0	0	1621	14333
Percent	0.6%	73.4%	10.8%	0.3%	2.3%	0.6%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	11.3%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/09/14	0	40	2	2	1	0	0	0	0	0	0	0	0	0	45
01:00	0	10	2	1	1	0	0	0	0	0	0	0	0	0	14
02:00	0	12	1	0	1	0	0	1	0	0	0	0	0	0	15
03:00	0	9	3	0	0	0	0	1	0	0	0	0	0	0	13
04:00	0	45	9	1	2	0	0	0	1	0	0	0	0	0	58
05:00	1	167	41	4	4	2	0	0	2	0	0	0	0	7	228
06:00	2	615	137	2	22	3	0	0	4	0	0	0	0	33	818
07:00	8	863	131	6	43	8	3	5	1	1	0	0	0	79	1148
08:00	11	861	118	3	32	6	3	8	2	0	0	0	0	96	1140
09:00	3	723	107	7	29	11	1	1	3	3	0	0	0	71	959
10:00	5	607	122	15	28	14	3	4	1	0	0	0	0	43	842
11:00	3	656	114	3	23	9	1	2	2	0	0	0	0	44	857
12 PM	9	630	131	7	14	3	1	2	1	1	0	0	0	66	865
13:00	4	640	106	6	15	3	2	2	1	0	0	0	0	103	882
14:00	3	749	133	1	27	6	0	1	1	1	0	0	0	55	977
15:00	16	676	125	4	25	6	1	3	2	1	1	0	0	129	989
16:00	17	546	94	2	16	5	1	5	1	0	0	0	0	244	931
17:00	15	667	56	1	5	0	2	2	1	0	0	0	0	210	959
18:00	7	848	76	0	10	4	0	0	1	0	0	0	0	75	1021
19:00	3	680	59	0	12	1	0	2	0	0	0	0	0	18	775
20:00	4	494	48	1	2	1	0	0	0	0	0	0	0	6	556
21:00	2	303	22	0	2	1	0	0	1	0	0	0	0	8	339
22:00	2	140	16	0	1	0	0	0	0	0	0	0	0	2	161
23:00	0	82	13	0	0	0	0	1	0	0	0	0	0	0	96
Total	115	11063	1666	66	315	83	18	40	25	7	1	0	0	1289	14688
Percent	0.8%	75.3%	11.3%	0.4%	2.1%	0.6%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	8.8%	
AM Peak	08:00	07:00	06:00	10:00	07:00	10:00	07:00	08:00	06:00	09:00				08:00	
Vol.	11	863	137	15	43	14	3	8	4	3				96	
PM Peak	16:00	18:00	14:00	12:00	14:00	14:00	13:00	16:00	15:00	12:00	15:00			16:00	
Vol.	17	848	133	7	27	6	2	5	2	1	1			244	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/10/14	0	43	1	1	0	0	0	0	0	0	0	0	0	0	45
01:00	0	18	2	2	0	0	0	0	2	0	0	0	0	0	24
02:00	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
03:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	40	6	1	0	0	0	0	2	0	0	0	0	0	49
05:00	1	150	48	0	6	2	0	0	1	0	0	0	0	2	210
06:00	8	558	128	5	25	7	0	0	0	0	0	0	0	33	764
07:00	9	858	120	4	42	4	0	4	1	0	0	0	0	91	1133
08:00	7	928	152	8	33	5	1	0	5	0	0	0	0	78	1217
09:00	2	756	115	6	32	5	1	5	4	0	0	0	0	42	968
10:00	1	654	109	8	20	4	1	2	2	0	0	0	0	28	829
11:00	0	645	106	9	24	10	2	6	2	0	0	0	0	53	857
12 PM	4	690	130	6	34	3	1	10	1	0	0	0	0	75	954
13:00	8	685	128	5	30	3	0	2	1	0	1	0	0	69	932
14:00	9	732	107	2	31	5	0	6	4	0	0	0	0	70	966
15:00	19	494	73	4	16	9	0	9	2	0	0	0	0	237	863
16:00	10	558	85	1	7	3	0	6	0	0	0	0	0	204	874
17:00	8	643	67	0	23	5	0	3	0	0	1	0	0	209	959
18:00	4	841	79	1	10	9	0	2	1	0	0	0	0	113	1060
19:00	7	670	77	0	7	2	0	1	1	0	0	0	0	27	792
20:00	5	450	43	0	7	0	0	0	0	0	0	0	0	22	527
21:00	2	309	29	0	3	2	0	2	1	0	0	0	0	11	359
22:00	0	164	22	0	2	0	0	0	0	0	0	0	0	1	189
23:00	1	87	13	0	1	0	0	0	0	0	0	0	0	2	104
Total	105	10990	1646	63	354	78	6	58	30	0	2	0	0	1367	14699
Percent	0.7%	74.8%	11.2%	0.4%	2.4%	0.5%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	9.3%	
AM Peak	07:00	08:00	08:00	11:00	07:00	11:00	11:00	11:00	08:00					07:00	
Vol.	9	928	152	9	42	10	2	6	5					91	
PM Peak	15:00	18:00	12:00	12:00	12:00	15:00	12:00	12:00	14:00		13:00			15:00	
Vol.	19	841	130	6	34	9	1	10	4		1			237	
Grand Total	220	22053	3312	129	669	161	24	98	55	7	3	0	0	2656	29387
Percent	0.7%	75.0%	11.3%	0.4%	2.3%	0.5%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	9.0%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start	02-May-14	Southbound		Northbound		Combined		03-May-	Southbound		Northbound		Combined	
Time	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		2	57	1	49	3	106		1	62	0	55	1	117
12:15		0	58	1	60	1	118		1	49	0	39	1	88
12:30		0	58	3	52	3	110		1	***74***	3	47	4	121
12:45		2	61	2	34	4	95		0	***58***	0	56	0	114
01:00		3	70	2	50	5	120		1	***59***	3	52	4	111
01:15		0	53	0	61	0	114		0	***60***	0	47	0	107
01:30		0	48	1	39	1	87		1	67	1	45	2	112
01:45		0	***65***	0	46	0	111		1	60	0	54	1	114
02:00		0	***60***	0	45	0	105		0	54	1	36	1	90
02:15		0	***73***	0	***51***	0	***124***		0	46	2	48	2	94
02:30		0	***54***	1	***49***	1	***103***		0	45	0	43	0	88
02:45		1	59	0	***55***	1	***114***		1	44	2	50	3	94
03:00		0	48	2	***69***	2	***117***		0	60	0	39	0	99
03:15		0	57	0	48	0	105		2	47	0	***46***	2	***93***
03:30		0	38	0	46	0	84		0	51	0	***71***	0	***122***
03:45		2	72	0	48	2	120		1	52	0	***98***	1	***150***
04:00		3	53	0	56	3	109		1	55	0	***53***	1	***108***
04:15		4	45	1	51	5	96		2	59	0	30	2	89
04:30		3	45	1	52	4	97		2	63	2	59	4	122
04:45		7	54	0	49	7	103		3	46	0	38	3	84
05:00		1	44	0	48	1	92		1	45	0	56	1	101
05:15		4	66	3	43	7	109		2	35	1	48	3	83
05:30		7	60	5	45	12	105		4	46	2	40	6	86
05:45		16	57	6	46	22	103		6	35	2	39	8	74
06:00		12	50	7	60	19	110		2	40	5	45	7	85
06:15		26	50	13	47	39	97		17	38	5	31	22	69
06:30		24	51	7	55	31	106		9	37	9	33	18	70
06:45		27	38	14	40	41	78		13	34	7	32	20	66
07:00		32	26	24	47	56	73		13	26	12	24	25	50
07:15		35	42	16	31	51	73		24	23	12	33	36	56
07:30		46	30	19	32	65	62		19	18	10	32	29	50
07:45		48	28	30	25	78	53		23	19	19	22	42	41
08:00		44	21	20	23	64	44		34	18	21	13	55	31
08:15		46	21	25	17	71	38		31	16	23	17	54	33
08:30		35	19	31	23	66	42		27	14	24	22	51	36
08:45		36	9	29	12	65	21		40	17	25	19	65	36
09:00		47	15	23	23	70	38		44	14	34	17	78	31
09:15		29	18	28	16	57	34		57	14	40	13	97	27
09:30		36	9	29	17	65	26		53	10	33	5	86	15
09:45		42	7	***31***	15	73	22		65	3	36	10	101	13
10:00		41	7	***31***	12	72	19		74	4	40	6	114	10
10:15		***57***	11	***42***	9	***99***	20		51	7	29	12	80	19
10:30		***49***	4	***37***	2	***86***	6		39	3	***46***	4	85	7
10:45		***42***	5	31	8	***73***	13		57	3	***62***	4	119	7
11:00		***49***	2	30	6	***79***	8		***66***	2	***38***	3	***104***	5
11:15		46	3	23	8	69	11		***56***	7	***48***	4	***104***	11
11:30		47	2	31	1	78	3		***59***	2	45	2	***104***	4
11:45		42	5	51	8	93	13		***69***	1	51	3	***120***	4
Total		993	1828	651	1729	1644	3557		973	1642	693	1595	1666	3237
Day Total		2821		2380		5201			2615		2288		4903	
% Total		19.1%	35.1%	12.5%	33.2%				19.8%	33.5%	14.1%	32.5%		
Peak		10:15	01:45	09:45	02:15	10:15	02:15		11:00	00:30	10:30	03:15	11:00	03:15
Vol.		197	252	141	224	337	458		250	251	194	268	432	473
P.H.F.		0.864	0.863	0.839	0.812	0.851	0.923		0.845	0.848	0.782	0.684	0.900	0.788

ADT	ADT 5,051	AADT 5,051

Innovative Data, LLC

PO Box 468
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Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4	18-27	2
01:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	20-29	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	19-28	1
04:00	4	8	2	3	0	0	0	0	0	0	0	0	0	0	17	12-21	9
05:00	5	7	9	7	0	0	0	0	0	0	0	0	0	0	28	17-26	13
06:00	15	23	31	19	**1**	0	0	0	0	0	0	0	0	0	89	17-26	42
07:00	33	47	**55**	**26**	0	0	0	0	0	0	0	0	0	0	161	16-25	75
08:00	44	49	51	16	1	0	0	0	0	0	0	0	0	0	161	14-23	72
09:00	48	62	31	13	0	0	0	0	0	0	0	0	0	0	154	10-19	78
10:00	78	67	29	14	1	0	0	0	0	0	0	0	0	0	**189**	7-16	97
11:00	**82**	**71**	30	1	0	0	0	0	0	0	0	0	0	0	184	8-17	99
12 PM	**102**	81	47	4	0	0	0	0	0	0	0	0	0	0	234	7-16	122
13:00	83	**96**	46	**10**	1	0	0	0	0	0	0	0	0	0	236	10-19	122
14:00	99	96	43	6	1	**1**	0	0	0	0	0	0	0	0	**246**	8-17	129
15:00	86	91	31	6	1	0	0	0	0	0	0	0	0	0	215	9-18	116
16:00	75	69	46	6	1	0	0	0	0	0	0	0	0	0	197	8-17	98
17:00	81	88	**50**	8	0	0	0	0	0	0	0	0	0	0	227	9-18	115
18:00	42	91	48	7	1	0	0	0	0	0	0	0	0	0	189	12-21	107
19:00	39	50	27	8	**2**	0	0	0	0	0	0	0	0	0	126	10-19	63
20:00	15	40	13	2	0	0	0	0	0	0	0	0	0	0	70	12-21	43
21:00	20	18	9	1	1	0	0	0	0	0	0	0	0	0	49	9-18	25
22:00	6	12	7	1	1	0	0	0	0	0	0	0	0	0	27	14-23	14
23:00	1	9	1	1	0	0	0	0	0	0	0	0	0	0	12	11-20	9
Total	958	1080	608	162	12	1	0	0	0	0	0	0	0	0	2821		
Percent	34.0%	38.3%	21.6%	5.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	07:00	07:00	06:00										10:00		
Vol.	82	71	55	26	1										189		
PM Peak	12:00	13:00	17:00	13:00	19:00	14:00									14:00		
Vol.	102	96	50	10	2	1									246		

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16-25	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	19-28	2
04:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	8	17-26	4
05:00	1	6	6	0	0	0	0	0	0	0	0	0	0	0	13	14-23	9
06:00	11	18	10	1	**1**	0	0	0	0	0	0	0	0	0	41	11-20	22
07:00	18	32	21	8	0	0	0	0	0	0	0	0	0	0	79	13-22	40
08:00	32	49	35	**15**	1	0	0	0	0	0	0	0	0	0	132	13-22	63
09:00	85	80	41	12	1	0	0	0	0	0	0	0	0	0	219	8-17	111
10:00	**93**	69	49	9	1	0	0	0	0	0	0	0	0	0	221	7-16	111
11:00	91	**102**	**50**	6	1	0	0	0	0	0	0	0	0	0	**250**	9-18	130
12 PM	**105**	83	41	**14**	0	0	0	0	0	0	0	0	0	0	243	7-16	126
13:00	86	**101**	**46**	12	**1**	0	0	0	0	0	0	0	0	0	**246**	10-19	127
14:00	67	66	45	10	1	0	0	0	0	0	0	0	0	0	189	9-18	91
15:00	101	75	27	7	0	0	0	0	0	0	0	0	0	0	210	7-16	116
16:00	88	98	31	6	0	0	0	0	0	0	0	0	0	0	223	9-18	122
17:00	63	76	19	3	0	0	0	0	0	0	0	0	0	0	161	9-18	91
18:00	48	67	30	4	0	0	0	0	0	0	0	0	0	0	149	11-20	80
19:00	32	33	19	2	0	0	0	0	0	0	0	0	0	0	86	8-17	44
20:00	27	26	10	2	0	0	0	0	0	0	0	0	0	0	65	8-17	35
21:00	20	18	3	0	0	0	0	0	0	0	0	0	0	0	41	7-16	24
22:00	4	11	2	0	0	0	0	0	0	0	0	0	0	0	17	12-21	11
23:00	2	7	1	2	0	0	0	0	0	0	0	0	0	0	12	13-22	7
Total	976	1026	493	113	7	0	0	0	0	0	0	0	0	0	2615		
Percent	37.3%	39.2%	18.9%	4.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	08:00	06:00										11:00		
Vol.	93	102	50	15	1										250		
PM Peak	12:00	13:00	13:00	12:00	13:00										13:00		
Vol.	105	101	46	14	1										246		
Total	1934	2106	1101	275	19	1	0	0	0	0	0	0	0	0	5436		
Percent	35.6%	38.7%	20.3%	5.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	6 MPH
50th Percentile :	13 MPH
85th Percentile :	21 MPH
95th Percentile :	24 MPH

Stats		
	10 MPH Pace Speed :	9-18 MPH
	Number in Pace :	2744
	Percent in Pace :	50.5%
	Number of Vehicles > 40 MPH :	0
	Percent of Vehicles > 40 MPH :	0.0%
	Mean Speed(Average) :	14 MPH

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	1	2	4	0	0	0	0	0	0	0	0	0	0	0	7	18-27	4
01:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	18-27	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8-17	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	5-14	1
05:00	8	0	2	4	0	0	0	0	0	0	0	0	0	0	14	3-12	8
06:00	11	9	14	6	0	**1**	0	0	0	0	0	0	0	0	41	15-24	17
07:00	24	20	26	**17**	2	0	0	0	0	0	0	0	0	0	89	16-25	34
08:00	30	34	26	14	1	0	0	0	0	0	0	0	0	0	105	10-19	47
09:00	33	39	29	10	0	0	0	0	0	0	0	0	0	0	111	10-19	52
10:00	**46**	37	**47**	9	2	0	0	0	0	0	0	0	0	0	**141**	7-16	61
11:00	29	**52**	32	17	**4**	1	0	0	0	0	0	0	0	0	135	12-21	66
12 PM	66	81	38	9	1	0	0	0	0	0	0	0	0	0	195	10-19	101
13:00	68	82	39	6	1	0	0	0	0	0	0	0	0	0	196	10-19	102
14:00	74	83	30	12	1	0	0	0	0	0	0	0	0	0	200	9-18	105
15:00	76	75	**42**	16	2	0	0	0	0	0	0	0	0	0	**211**	8-17	103
16:00	**78**	69	40	17	**4**	0	0	0	0	0	0	0	0	0	208	7-16	101
17:00	51	79	32	17	3	0	0	0	0	0	0	0	0	0	182	11-20	95
18:00	51	**91**	38	**21**	1	0	0	0	0	0	0	0	0	0	202	11-20	107
19:00	49	54	19	12	1	0	0	0	0	0	0	0	0	0	135	10-19	69
20:00	19	34	16	6	0	0	0	0	0	0	0	0	0	0	75	12-21	40
21:00	26	30	10	4	0	**1**	0	0	0	0	0	0	0	0	71	10-19	37
22:00	6	15	7	3	0	0	0	0	0	0	0	0	0	0	31	13-22	17
23:00	10	9	4	0	0	0	0	0	0	0	0	0	0	0	23	9-18	12
Total	758	899	497	200	23	3	0	0	0	0	0	0	0	0	2380		
Percent	31.8%	37.8%	20.9%	8.4%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	10:00	07:00	11:00	06:00									10:00		
Vol.	46	52	47	17	4	1									141		
PM Peak	16:00	18:00	15:00	18:00	16:00	21:00									15:00		
Vol.	78	91	42	21	4	1									211		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
01:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6-15	3
02:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	4-13	4
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	0	2	10-19	2
05:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5	6-15	3
06:00	10	5	10	1	0	0	0	0	0	0	0	0	0	0	26	5-14	12
07:00	15	22	9	7	0	0	0	0	0	0	0	0	0	0	53	10-19	27
08:00	35	23	30	5	0	0	0	0	0	0	0	0	0	0	93	6-15	43
09:00	**62**	51	17	12	1	0	0	0	0	0	0	0	0	0	143	7-16	75
10:00	55	**71**	33	15	**3**	0	0	0	0	0	0	0	0	0	177	10-19	89
11:00	56	67	**40**	**16**	2	**1**	0	0	0	0	0	0	0	0	**182**	11-20	87
12 PM	63	92	30	11	1	0	0	0	0	0	0	0	0	0	197	10-19	108
13:00	78	69	34	14	**3**	0	0	0	0	0	0	0	0	0	198	8-17	99
14:00	61	66	37	10	3	0	0	0	0	0	0	0	0	0	177	10-19	87
15:00	**90**	**93**	**45**	**24**	2	0	0	0	0	0	0	0	0	0	**254**	8-17	125
16:00	63	81	27	8	1	0	0	0	0	0	0	0	0	0	180	10-19	98
17:00	68	77	24	13	1	0	0	0	0	0	0	0	0	0	183	9-18	97
18:00	49	51	34	6	1	0	0	0	0	0	0	0	0	0	141	9-18	69
19:00	35	44	23	9	0	0	0	0	0	0	0	0	0	0	111	10-19	56
20:00	25	33	9	4	0	0	0	0	0	0	0	0	0	0	71	10-19	39
21:00	14	24	5	2	0	0	0	0	0	0	0	0	0	0	45	11-20	26
22:00	11	12	0	3	0	0	0	0	0	0	0	0	0	0	26	8-17	15
23:00	4	6	1	1	0	0	0	0	0	0	0	0	0	0	12	9-18	7
Total	804	895	409	161	18	1	0	0	0	0	0	0	0	0	2288		
Percent	35.1%	39.1%	17.9%	7.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	11:00	11:00	10:00	11:00									11:00		
Vol.	62	71	40	16	3	1									182		
PM Peak	15:00	15:00	15:00	15:00	13:00										15:00		
Vol.	90	93	45	24	3										254		
Total	1562	1794	906	361	41	4	0	0	0	0	0	0	0	0	4668		
Percent	33.5%	38.4%	19.4%	7.7%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	6 MPH
50th Percentile :	14 MPH
85th Percentile :	21 MPH
95th Percentile :	26 MPH

Stats

10 MPH Pace Speed :	10-19 MPH
Number in Pace :	2319
Percent in Pace :	49.7%
Number of Vehicles > 40 MPH :	0
Percent of Vehicles > 40 MPH :	0.0%
Mean Speed(Average) :	15 MPH

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Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	1	4	5	1	0	0	0	0	0	0	0	0	0	0	11	15-24	7
01:00	1	2	1	2	0	0	0	0	0	0	0	0	0	0	6	11-20	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	14-23	3
04:00	5	8	3	3	0	0	0	0	0	0	0	0	0	0	19	10-19	10
05:00	13	7	11	11	0	0	0	0	0	0	0	0	0	0	42	7-16	16
06:00	26	32	45	25	1	**1**	0	0	0	0	0	0	0	0	130	17-26	58
07:00	57	67	**81**	**43**	2	0	0	0	0	0	0	0	0	0	250	16-25	109
08:00	74	83	77	30	2	0	0	0	0	0	0	0	0	0	266	12-21	117
09:00	81	101	60	23	0	0	0	0	0	0	0	0	0	0	265	10-19	130
10:00	**124**	104	76	23	3	0	0	0	0	0	0	0	0	0	**330**	7-16	158
11:00	111	**123**	62	18	**4**	1	0	0	0	0	0	0	0	0	319	9-18	160
12 PM	168	162	85	13	1	0	0	0	0	0	0	0	0	0	429	8-17	220
13:00	151	178	85	16	2	0	0	0	0	0	0	0	0	0	432	10-19	224
14:00	**173**	179	73	18	2	**1**	0	0	0	0	0	0	0	0	**446**	9-18	233
15:00	162	166	73	22	3	0	0	0	0	0	0	0	0	0	426	9-18	219
16:00	153	138	**86**	23	**5**	0	0	0	0	0	0	0	0	0	405	8-17	199
17:00	132	167	82	25	3	0	0	0	0	0	0	0	0	0	409	10-19	209
18:00	93	**182**	86	**28**	2	0	0	0	0	0	0	0	0	0	391	12-21	213
19:00	88	104	46	20	3	0	0	0	0	0	0	0	0	0	261	10-19	132
20:00	34	74	29	8	0	0	0	0	0	0	0	0	0	0	145	12-21	83
21:00	46	48	19	5	1	1	0	0	0	0	0	0	0	0	120	9-18	63
22:00	12	27	14	4	1	0	0	0	0	0	0	0	0	0	58	12-21	32
23:00	11	18	5	1	0	0	0	0	0	0	0	0	0	0	35	11-20	20
Total	1716	1979	1105	362	35	4	0	0	0	0	0	0	0	0	5201		
Percent	33.0%	38.1%	21.2%	7.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	07:00	07:00	11:00	06:00									10:00		
Vol.	124	123	81	43	4	1									330		
PM Peak	14:00	18:00	16:00	18:00	16:00	14:00									14:00		
Vol.	173	182	86	28	5	1									446		

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	13-22	5
01:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	7	7-16	4
02:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	3-12	4
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	19-28	2
04:00	2	4	4	0	0	0	0	0	0	0	0	0	0	0	10	14-23	6
05:00	3	8	7	0	0	0	0	0	0	0	0	0	0	0	18	14-23	11
06:00	21	23	20	2	1	0	0	0	0	0	0	0	0	0	67	13-22	31
07:00	33	54	30	15	0	0	0	0	0	0	0	0	0	0	132	12-21	67
08:00	67	72	65	20	1	0	0	0	0	0	0	0	0	0	225	12-21	100
09:00	147	131	58	**24**	2	0	0	0	0	0	0	0	0	0	362	8-17	186
10:00	**148**	140	82	24	**4**	0	0	0	0	0	0	0	0	0	398	8-17	196
11:00	147	**169**	**90**	22	3	**1**	0	0	0	0	0	0	0	0	**432**	10-19	217
12 PM	168	175	71	25	1	0	0	0	0	0	0	0	0	0	440	9-18	228
13:00	164	170	80	26	**4**	0	0	0	0	0	0	0	0	0	444	9-18	225
14:00	128	132	**82**	20	4	0	0	0	0	0	0	0	0	0	366	9-18	178
15:00	**191**	168	72	**31**	2	0	0	0	0	0	0	0	0	0	**464**	8-17	239
16:00	151	**179**	58	14	1	0	0	0	0	0	0	0	0	0	403	9-18	219
17:00	131	153	43	16	1	0	0	0	0	0	0	0	0	0	344	10-19	187
18:00	97	118	64	10	1	0	0	0	0	0	0	0	0	0	290	10-19	149
19:00	67	77	42	11	0	0	0	0	0	0	0	0	0	0	197	10-19	99
20:00	52	59	19	6	0	0	0	0	0	0	0	0	0	0	136	10-19	73
21:00	34	42	8	2	0	0	0	0	0	0	0	0	0	0	86	10-19	49
22:00	15	23	2	3	0	0	0	0	0	0	0	0	0	0	43	11-20	25
23:00	6	13	2	3	0	0	0	0	0	0	0	0	0	0	24	11-20	14
Total	1780	1921	902	274	25	1	0	0	0	0	0	0	0	0	4903		
Percent	36.3%	39.2%	18.4%	5.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	09:00	10:00	11:00									11:00		
Vol.	148	169	90	24	4	1									432		
PM Peak	15:00	16:00	14:00	15:00	13:00										15:00		
Vol.	191	179	82	31	4										464		
Total	3496	3900	2007	636	60	5	0	0	0	0	0	0	0	0	10104		
Percent	34.6%	38.6%	19.9%	6.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	6 MPH
50th Percentile :	13 MPH
85th Percentile :	21 MPH
95th Percentile :	25 MPH

Stats

10 MPH Pace Speed :	9-18 MPH
Number in Pace :	5059
Percent in Pace :	50.1%
Number of Vehicles > 40 MPH :	0
Percent of Vehicles > 40 MPH :	0.0%
Mean Speed(Average) :	15 MPH

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Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	1	12	2	0	0	1	0	0	0	0	0	0	0	1	17
05:00	1	18	6	0	0	0	0	0	0	0	0	0	0	3	28
06:00	1	59	10	2	9	1	0	0	0	0	0	0	0	7	89
07:00	0	125	14	0	4	0	0	0	1	0	0	0	0	17	161
08:00	2	118	12	0	0	2	0	0	0	0	0	0	0	27	161
09:00	1	121	10	0	4	0	0	1	0	0	0	0	0	17	154
10:00	4	146	7	0	3	1	0	0	0	0	0	0	0	28	189
11:00	0	148	10	0	1	1	0	2	0	0	0	0	0	22	184
12 PM	3	186	13	0	5	0	0	1	0	0	0	0	0	26	234
13:00	1	191	11	0	0	0	0	1	0	0	0	0	0	32	236
14:00	5	186	16	0	4	1	0	0	0	0	0	0	0	34	246
15:00	4	168	8	1	1	4	0	0	0	0	0	0	0	29	215
16:00	0	160	13	0	1	0	0	0	0	0	0	0	0	23	197
17:00	0	189	12	0	1	0	0	0	0	0	0	0	0	25	227
18:00	2	160	8	0	0	2	0	0	0	0	0	0	0	17	189
19:00	4	97	9	0	0	0	0	0	0	0	0	0	0	16	126
20:00	1	64	3	0	0	1	0	0	0	0	0	0	0	1	70
21:00	0	39	3	0	0	0	0	1	0	0	0	0	0	6	49
22:00	0	23	1	0	0	0	0	0	0	0	0	0	0	3	27
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	1	12
Total	30	2229	169	3	34	14	0	6	1	0	0	0	0	335	2821
Percent	1.1%	79.0%	6.0%	0.1%	1.2%	0.5%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	11.9%	
AM Peak	10:00	11:00	07:00	06:00	06:00	08:00		11:00	07:00					10:00	
Vol.	4	148	14	2	9	2		2	1					28	
PM Peak	14:00	13:00	14:00	15:00	12:00	15:00		12:00						14:00	
Vol.	5	191	16	1	5	4		1						34	

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	1	0	1	2	0	0	0	0	0	0	0	1	8
05:00	1	12	0	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	36	1	0	2	0	0	0	0	0	0	0	0	2	41
07:00	1	62	6	0	0	0	0	0	0	0	0	0	0	10	79
08:00	0	105	8	0	0	0	0	0	0	0	0	0	0	19	132
09:00	2	162	12	0	5	0	0	1	0	0	0	0	0	37	219
10:00	2	164	20	1	4	2	0	0	0	0	0	0	0	28	221
11:00	3	186	24	0	1	0	0	0	0	0	0	0	0	36	250
12 PM	1	200	15	0	3	1	0	0	0	0	0	0	0	23	243
13:00	0	204	11	0	1	1	0	0	0	0	0	0	0	29	246
14:00	1	157	10	0	0	1	0	0	1	0	0	0	0	19	189
15:00	3	167	6	0	0	0	0	1	0	0	0	0	0	33	210
16:00	1	187	9	0	0	0	0	0	0	0	0	0	0	26	223
17:00	4	134	7	0	2	1	0	0	0	0	0	0	0	13	161
18:00	0	128	12	0	1	0	0	0	0	0	0	0	0	8	149
19:00	2	68	3	0	0	0	0	0	0	0	0	0	0	13	86
20:00	1	52	1	0	0	1	0	0	0	0	0	0	0	10	65
21:00	1	32	2	0	0	0	0	0	0	0	0	0	0	6	41
22:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	10	0	0	1	0	0	0	0	0	0	0	0	1	12
Total	23	2094	149	1	21	9	0	2	1	0	0	0	0	315	2615
Percent	0.9%	80.1%	5.7%	0.0%	0.8%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	
AM Peak	11:00	11:00	11:00	10:00	09:00	04:00		09:00						09:00	
Vol.	3	186	24	1	5	2		1						37	
PM Peak	17:00	13:00	12:00		12:00	12:00		15:00	14:00					15:00	
Vol.	4	204	15		3	1		1	1					33	
Grand Total	53	4323	318	4	55	23	0	8	2	0	0	0	0	650	5436
Percent	1.0%	79.5%	5.8%	0.1%	1.0%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	

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Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
05:00	1	5	1	2	1	0	0	0	0	0	0	0	0	4	14
06:00	0	21	7	1	5	0	0	0	0	0	0	0	0	7	41
07:00	0	64	7	1	4	0	0	2	0	0	0	0	0	11	89
08:00	2	59	20	0	2	0	0	0	0	0	0	0	0	22	105
09:00	2	82	10	0	6	0	0	0	0	0	0	0	0	11	111
10:00	2	91	27	0	3	1	0	0	0	0	0	0	0	17	141
11:00	1	95	22	0	5	0	0	1	0	0	0	0	0	11	135
12 PM	1	144	28	0	1	0	0	1	0	0	0	0	0	20	195
13:00	2	130	32	0	6	0	0	1	0	0	0	0	0	25	196
14:00	7	133	31	0	7	1	0	0	0	0	0	0	0	21	200
15:00	5	138	37	1	5	1	0	0	0	0	0	0	0	24	211
16:00	2	143	34	0	2	0	0	0	0	0	0	0	0	27	208
17:00	2	132	27	0	4	0	0	0	0	0	0	0	0	17	182
18:00	2	165	20	0	5	0	0	0	0	0	0	0	0	10	202
19:00	0	103	20	0	1	1	0	0	0	0	0	0	0	10	135
20:00	0	62	10	0	2	0	0	0	0	0	0	0	0	1	75
21:00	0	58	6	0	0	0	0	0	0	0	0	0	0	7	71
22:00	0	27	3	0	1	0	0	0	0	0	0	0	0	0	31
23:00	0	19	1	0	0	0	0	1	0	0	0	0	0	2	23
Total	29	1681	346	5	61	5	0	6	0	0	0	0	0	247	2380
Percent	1.2%	70.6%	14.5%	0.2%	2.6%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	10.4%	
AM Peak	08:00	11:00	10:00	05:00	09:00	04:00		07:00						08:00	
Vol.	2	95	27	2	6	1		2						22	
PM Peak	14:00	18:00	15:00	15:00	14:00	14:00		12:00						16:00	
Vol.	7	165	37	1	7	1		1						27	

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	1	4
02:00	0	5	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	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	17	2	0	5	0	0	0	0	0	0	0	0	2	26
07:00	0	39	6	0	1	0	0	0	0	0	0	0	0	7	53
08:00	0	62	19	1	1	0	0	0	0	0	0	0	0	10	93
09:00	1	99	17	0	3	0	0	0	0	0	0	0	0	23	143
10:00	2	103	47	1	4	0	0	0	0	0	0	0	0	20	177
11:00	3	123	34	0	1	1	0	0	0	0	0	0	0	20	182
12 PM	0	154	25	0	2	0	0	0	0	0	0	0	0	16	197
13:00	3	142	26	0	4	0	0	0	0	0	0	0	0	23	198
14:00	4	128	26	0	4	0	0	0	0	0	0	0	0	15	177
15:00	2	189	30	0	4	0	0	0	0	0	0	0	0	29	254
16:00	1	136	27	0	3	0	0	1	0	0	0	0	0	12	180
17:00	2	140	21	0	4	0	0	1	0	0	0	0	0	15	183
18:00	1	110	19	0	2	0	0	0	0	0	0	0	0	9	141
19:00	2	84	16	0	1	0	0	0	0	0	0	0	0	8	111
20:00	2	58	7	0	0	0	0	0	0	0	0	0	0	4	71
21:00	1	35	6	0	1	0	0	0	0	0	0	0	0	2	45
22:00	0	19	5	0	0	0	1	0	0	0	0	0	0	1	26
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
Total	26	1662	337	2	40	1	1	2	0	0	0	0	0	217	2288
Percent	1.1%	72.6%	14.7%	0.1%	1.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.5%	
AM Peak	11:00	11:00	10:00	08:00	06:00	11:00								09:00	
Vol.	3	123	47	1	5	1								23	
PM Peak	14:00	15:00	15:00		13:00		22:00	16:00						15:00	
Vol.	4	189	30		4		1	1						29	
Grand Total	55	3343	683	7	101	6	1	8	0	0	0	0	0	464	4668
Percent	1.2%	71.6%	14.6%	0.1%	2.2%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	9.9%	

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Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
04:00	1	12	3	0	0	2	0	0	0	0	0	0	0	1	19
05:00	2	23	7	2	1	0	0	0	0	0	0	0	0	7	42
06:00	1	80	17	3	14	1	0	0	0	0	0	0	0	14	130
07:00	0	189	21	1	8	0	0	2	1	0	0	0	0	28	250
08:00	4	177	32	0	2	2	0	0	0	0	0	0	0	49	266
09:00	3	203	20	0	10	0	0	1	0	0	0	0	0	28	265
10:00	6	237	34	0	6	2	0	0	0	0	0	0	0	45	330
11:00	1	243	32	0	6	1	0	3	0	0	0	0	0	33	319
12 PM	4	330	41	0	6	0	0	2	0	0	0	0	0	46	429
13:00	3	321	43	0	6	0	0	2	0	0	0	0	0	57	432
14:00	12	319	47	0	11	2	0	0	0	0	0	0	0	55	446
15:00	9	306	45	2	6	5	0	0	0	0	0	0	0	53	426
16:00	2	303	47	0	3	0	0	0	0	0	0	0	0	50	405
17:00	2	321	39	0	5	0	0	0	0	0	0	0	0	42	409
18:00	4	325	28	0	5	2	0	0	0	0	0	0	0	27	391
19:00	4	200	29	0	1	1	0	0	0	0	0	0	0	26	261
20:00	1	126	13	0	2	1	0	0	0	0	0	0	0	2	145
21:00	0	97	9	0	0	0	0	1	0	0	0	0	0	13	120
22:00	0	50	4	0	1	0	0	0	0	0	0	0	0	3	58
23:00	0	29	2	0	0	0	0	1	0	0	0	0	0	3	35
Total	59	3910	515	8	95	19	0	12	1	0	0	0	0	582	5201
Percent	1.1%	75.2%	9.9%	0.2%	1.8%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	11.2%	
AM Peak	10:00	11:00	10:00	06:00	06:00	04:00		11:00	07:00					08:00	
Vol.	6	243	34	3	14	2		3	1					49	
PM Peak	14:00	12:00	14:00	15:00	14:00	15:00		12:00						13:00	
Vol.	12	330	47	2	11	5		2						57	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Private Drive
Location: between plazas
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	2	3	0	0	0	0	0	0	0	0	0	0	0	2	7
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	2	0	1	2	0	0	0	0	0	0	0	1	10
05:00	1	15	2	0	0	0	0	0	0	0	0	0	0	0	18
06:00	0	53	3	0	7	0	0	0	0	0	0	0	0	4	67
07:00	1	101	12	0	1	0	0	0	0	0	0	0	0	17	132
08:00	0	167	27	1	1	0	0	0	0	0	0	0	0	29	225
09:00	3	261	29	0	8	0	0	1	0	0	0	0	0	60	362
10:00	4	267	67	2	8	2	0	0	0	0	0	0	0	48	398
11:00	6	309	58	0	2	1	0	0	0	0	0	0	0	56	432
12 PM	1	354	40	0	5	1	0	0	0	0	0	0	0	39	440
13:00	3	346	37	0	5	1	0	0	0	0	0	0	0	52	444
14:00	5	285	36	0	4	1	0	0	1	0	0	0	0	34	366
15:00	5	356	36	0	4	0	0	1	0	0	0	0	0	62	464
16:00	2	323	36	0	3	0	0	1	0	0	0	0	0	38	403
17:00	6	274	28	0	6	1	0	1	0	0	0	0	0	28	344
18:00	1	238	31	0	3	0	0	0	0	0	0	0	0	17	290
19:00	4	152	19	0	1	0	0	0	0	0	0	0	0	21	197
20:00	3	110	8	0	0	1	0	0	0	0	0	0	0	14	136
21:00	2	67	8	0	1	0	0	0	0	0	0	0	0	8	86
22:00	0	35	6	0	0	0	1	0	0	0	0	0	0	1	43
23:00	0	21	1	0	1	0	0	0	0	0	0	0	0	1	24
Total	49	3756	486	3	61	10	1	4	1	0	0	0	0	532	4903
Percent	1.0%	76.6%	9.9%	0.1%	1.2%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	10.9%	
AM Peak	11:00	11:00	10:00	10:00	09:00	04:00		09:00						09:00	
Vol.	6	309	67	2	8	2		1						60	
PM Peak	17:00	15:00	12:00		17:00	12:00	22:00	15:00	14:00					15:00	
Vol.	6	356	40		6	1	1	1	1					62	
Grand Total	108	7666	1001	11	156	29	1	16	2	0	0	0	0	1114	10104
Percent	1.1%	75.9%	9.9%	0.1%	1.5%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Main Street (Route 27)
Location: North of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start Time	02-May-14 Fri	Southbound A.M.	Southbound P.M.	Northbound A.M.	Northbound P.M.	Combined A.M.	Combined P.M.	03-May- Sat	Southbound A.M.	Southbound P.M.	Northbound A.M.	Northbound P.M.	Combined A.M.	Combined P.M.
12:00		8	***163***	15	160	23	323		8	144	28	156	36	300
12:15		4	***156***	7	165	11	321		16	129	8	110	24	239
12:30		9	***133***	5	169	14	302		4	149	4	117	8	266
12:45		9	***148***	5	162	14	310		6	143	6	172	12	315
01:00		6	137	16	177	22	314		7	155	6	132	13	287
01:15		3	118	6	194	9	312		3	151	3	129	6	280
01:30		1	140	6	186	7	326		1	160	4	178	5	338
01:45		2	158	1	168	3	326		6	160	3	162	9	322
02:00		1	140	2	160	3	300		6	161	5	140	11	301
02:15		2	131	3	175	5	306		5	170	2	146	7	316
02:30		0	150	0	115	0	265		4	158	1	171	5	329
02:45		2	136	2	146	4	282		2	117	1	197	3	314
03:00		2	121	3	***229***	5	***350***		4	148	5	***210***	9	***358***
03:15		1	136	4	***194***	5	***330***		2	141	3	***172***	5	***313***
03:30		7	137	4	***211***	11	***348***		5	131	0	***229***	5	***360***
03:45		7	141	1	***166***	8	***307***		4	127	4	***222***	8	***349***
04:00		3	142	5	168	8	310		1	153	1	197	2	350
04:15		7	146	5	181	12	327		2	160	8	104	10	264
04:30		10	132	8	157	18	289		8	***159***	3	171	11	330
04:45		11	125	4	118	15	243		7	***155***	8	192	15	347
05:00		13	113	11	156	24	269		9	***178***	2	159	11	337
05:15		34	126	15	136	49	262		8	***174***	9	171	17	345
05:30		48	141	22	161	70	302		20	153	16	151	36	304
05:45		71	132	36	139	107	271		20	147	25	164	45	311
06:00		73	132	53	109	126	241		15	143	20	144	35	287
06:15		127	105	69	142	196	247		41	123	25	126	66	249
06:30		134	137	117	194	251	331		35	110	42	119	77	229
06:45		***175***	136	117	190	292	326		52	102	39	116	91	218
07:00		***193***	111	124	140	317	251		48	90	61	116	109	206
07:15		***146***	110	97	152	243	262		53	103	49	113	102	216
07:30		***151***	139	96	134	247	273		78	91	84	122	162	213
07:45		154	111	171	122	***325***	233		104	74	91	92	195	166
08:00		171	94	150	118	***321***	212		79	73	81	71	160	144
08:15		161	79	166	99	***327***	178		99	66	119	70	218	136
08:30		148	78	***205***	95	***353***	173		112	64	144	97	256	161
08:45		154	69	***166***	111	320	180		126	59	181	70	307	129
09:00		154	70	***148***	114	302	184		93	57	136	72	229	129
09:15		125	71	***177***	89	302	160		131	64	147	60	278	124
09:30		133	62	176	58	309	120		149	55	151	56	300	111
09:45		136	49	155	43	291	92		148	52	183	70	331	122
10:00		123	51	145	59	268	110		148	45	193	50	341	95
10:15		120	44	135	60	255	104		161	42	176	48	337	90
10:30		130	41	155	41	285	82		***159***	39	***184***	43	***343***	82
10:45		112	26	172	30	284	56		***169***	37	***212***	33	***381***	70
11:00		128	23	162	29	290	52		***146***	23	***184***	36	***330***	59
11:15		156	27	152	34	308	61		***167***	32	***208***	27	***375***	59
11:30		135	30	158	18	293	48		131	18	145	21	276	39
11:45		136	12	184	25	320	37		120	22	125	22	245	44
Total		3636	5109	3636	6199	7272	11308		2722	5207	3135	5746	5857	10953
Day Total		8745		9835		18580			7929		8881		16810	
% Total		19.6%	27.5%	19.6%	33.4%				16.2%	31.0%	18.6%	34.2%		
Peak		06:45	12:00	08:30	03:00	07:45	03:00		10:30	04:30	10:30	03:00	10:30	03:00
Vol.		665	600	696	800	1326	1335		641	666	788	833	1429	1380
P.H.F.		0.861	0.920	0.849	0.873	0.939	0.954		0.948	0.935	0.929	0.909	0.938	0.958

ADT	ADT 17,685	AADT 17,685

Innovative Data, LLC

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Location: Main Street (Route 27)
Location: North of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	0	1	2	13	6	8	0	0	0	0	0	0	0	0	30	25-34	18
01:00	1	0	0	3	8	0	0	0	0	0	0	0	0	0	12	28-37	9
02:00	0	0	0	0	3	1	1	0	0	0	0	0	0	0	5	29-38	4
03:00	0	0	0	6	6	3	1	**1**	0	0	0	0	0	0	17	27-36	11
04:00	0	0	2	15	10	4	0	0	0	0	0	0	0	0	31	25-34	23
05:00	2	2	6	45	93	17	1	0	0	0	0	0	0	0	166	27-36	126
06:00	25	28	69	174	**173**	**33**	**7**	0	0	0	0	0	0	0	509	26-35	298
07:00	**325**	68	101	94	51	5	0	0	0	0	0	0	0	0	**644**	5-14	339
08:00	90	**85**	**158**	**196**	91	11	3	0	0	0	0	0	0	0	634	22-31	282
09:00	100	49	100	167	108	22	1	1	0	0	0	0	0	0	548	24-33	228
10:00	40	38	88	162	134	20	3	0	0	0	0	0	0	0	485	25-34	253
11:00	68	48	145	166	100	26	2	0	0	0	0	0	0	0	555	22-31	259
12 PM	87	63	**135**	**183**	115	17	0	0	0	0	0	0	0	0	**600**	23-32	265
13:00	58	70	122	170	100	**32**	1	0	0	0	0	0	0	0	553	23-32	247
14:00	252	**104**	95	56	41	7	2	0	0	0	0	0	0	0	557	5-14	278
15:00	153	95	97	115	57	17	1	0	0	0	0	0	0	0	535	6-15	199
16:00	300	81	85	65	12	2	0	0	0	0	0	0	0	0	545	5-14	306
17:00	**330**	101	61	15	5	0	0	0	0	0	0	0	0	0	512	5-14	319
18:00	242	83	66	58	49	11	1	0	0	0	0	0	0	0	510	5-14	261
19:00	42	41	69	136	**147**	32	4	0	0	0	0	0	0	0	471	26-35	234
20:00	14	26	34	118	98	29	1	0	0	0	0	0	0	0	320	26-35	184
21:00	15	9	23	83	97	21	4	0	0	0	0	0	0	0	252	26-35	154
22:00	9	7	20	32	66	23	**5**	0	0	0	0	0	0	0	162	28-37	89
23:00	3	2	2	20	45	16	3	**1**	0	0	0	0	0	0	92	28-37	61
Total	2156	1001	1480	2092	1615	357	41	3	0	0	0	0	0	0	8745		
Percent	24.7%	11.4%	16.9%	23.9%	18.5%	4.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	08:00	06:00	06:00	06:00	03:00							07:00		
Vol.	325	85	158	196	173	33	7	1							644		
PM Peak	17:00	14:00	12:00	12:00	19:00	13:00	22:00	23:00							12:00		
Vol.	330	104	135	183	147	32	5	1							600		

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Location: Main Street (Route 27)
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Client: GPI / J. Degray

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	0	0	2	10	9	11	2	0	0	0	0	0	0	0	34	29-38	20
01:00	0	0	1	3	10	1	2	0	0	0	0	0	0	0	17	28-37	12
02:00	0	0	1	4	5	7	0	0	0	0	0	0	0	0	17	31-40	11
03:00	1	1	0	3	6	4	0	0	0	0	0	0	0	0	15	28-37	9
04:00	0	1	0	4	10	2	0	1	0	0	0	0	0	0	18	27-36	13
05:00	1	0	2	17	22	10	4	1	0	0	0	0	0	0	57	27-36	36
06:00	3	2	4	31	69	29	3	**2**	0	0	0	0	0	0	143	28-37	97
07:00	12	8	21	88	104	**40**	**9**	1	0	0	0	0	0	0	283	27-36	169
08:00	28	25	50	132	**148**	29	4	0	0	0	0	0	0	0	416	26-35	236
09:00	56	67	103	**156**	111	27	1	0	0	0	0	0	0	0	521	24-33	229
10:00	116	99	**170**	155	85	10	2	0	0	0	0	0	0	0	**637**	20-29	252
11:00	**231**	**109**	104	77	41	2	0	0	0	0	0	0	0	0	564	6-15	264
12 PM	**417**	78	33	18	13	6	0	0	0	0	0	0	0	0	565	5-14	379
13:00	335	**103**	101	71	14	2	0	0	0	0	0	0	0	0	626	5-14	346
14:00	281	99	88	96	38	4	0	0	0	0	0	0	0	0	606	5-14	305
15:00	93	100	113	159	77	5	0	0	0	0	0	0	0	0	547	22-31	213
16:00	213	73	96	163	69	13	0	0	0	0	0	0	0	0	627	5-14	252
17:00	66	69	**177**	**193**	123	22	2	0	0	0	0	0	0	0	**652**	22-31	311
18:00	29	35	87	127	**160**	34	5	**1**	0	0	0	0	0	0	478	26-35	246
19:00	19	22	52	99	124	**35**	**6**	1	0	0	0	0	0	0	358	26-35	193
20:00	10	16	40	80	96	19	1	0	0	0	0	0	0	0	262	26-35	153
21:00	8	8	16	64	103	26	3	0	0	0	0	0	0	0	228	27-36	148
22:00	4	5	7	37	77	32	1	0	0	0	0	0	0	0	163	28-37	108
23:00	2	2	4	20	51	12	2	1	**1**	0	0	0	0	0	95	28-37	66
Total	1925	922	1272	1807	1565	382	47	8	1	0	0	0	0	0	7929		
Percent	24.3%	11.6%	16.0%	22.8%	19.7%	4.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	09:00	08:00	07:00	07:00	06:00							10:00		
Vol.	231	109	170	156	148	40	9	2							637		
PM Peak	12:00	13:00	17:00	17:00	18:00	19:00	19:00	18:00	23:00						17:00		
Vol.	417	103	177	193	160	35	6	1	1						652		
Total	4081	1923	2752	3899	3180	739	88	11	1	0	0	0	0	0	16674		
Percent	24.5%	11.5%	16.5%	23.4%	19.1%	4.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	7 MPH
50th Percentile :	20 MPH
85th Percentile :	31 MPH
95th Percentile :	35 MPH

Stats		
	10 MPH Pace Speed :	24-33 MPH
	Number in Pace :	5511
	Percent in Pace :	33.1%
	Number of Vehicles > 40 MPH :	142
	Percent of Vehicles > 40 MPH :	0.9%
	Mean Speed(Average) :	20 MPH

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Location: Main Street (Route 27)
Location: North of Private Drive
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Client: GPI / J. Degray

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	0	0	1	5	19	5	2	0	0	0	0	0	0	0	32	29-38	24
01:00	1	0	0	7	15	5	1	0	0	0	0	0	0	0	29	28-37	21
02:00	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7	33-42	5
03:00	0	0	0	3	5	3	0	**1**	0	0	0	0	0	0	12	28-37	8
04:00	0	1	0	2	8	9	2	0	0	0	0	0	0	0	22	31-40	15
05:00	2	0	0	7	41	29	**5**	0	0	0	0	0	0	0	84	30-39	62
06:00	29	4	6	70	177	65	4	1	0	0	0	0	0	0	356	28-37	229
07:00	79	12	37	183	150	26	1	0	0	0	0	0	0	0	488	26-35	263
08:00	79	**23**	85	**282**	185	32	1	0	0	0	0	0	0	0	**687**	25-34	391
09:00	68	14	77	230	**222**	42	3	0	0	0	0	0	0	0	656	26-35	377
10:00	50	13	**87**	225	191	37	3	1	0	0	0	0	0	0	607	25-34	356
11:00	**84**	20	49	205	222	**75**	1	0	0	0	0	0	0	0	656	26-35	350
12 PM	83	26	85	189	**228**	**44**	1	0	0	0	0	0	0	0	656	26-35	341
13:00	78	37	110	278	192	29	1	0	0	0	0	0	0	0	725	25-34	396
14:00	89	31	109	241	117	9	0	0	0	0	0	0	0	0	596	24-33	310
15:00	108	42	**181**	**284**	167	18	0	0	0	0	0	0	0	0	**800**	23-32	405
16:00	124	38	104	206	127	25	0	0	0	0	0	0	0	0	624	24-33	272
17:00	**143**	37	95	200	113	4	0	0	0	0	0	0	0	0	592	24-33	250
18:00	129	**47**	133	186	125	13	2	0	0	0	0	0	0	0	635	23-32	263
19:00	41	26	67	185	186	43	0	0	0	0	0	0	0	0	548	26-35	313
20:00	36	15	28	152	150	39	2	0	0	**1**	0	0	0	0	423	26-35	252
21:00	16	4	19	89	136	38	2	0	0	0	0	0	0	0	304	27-36	198
22:00	6	1	13	40	91	33	**5**	**1**	0	0	0	0	0	0	190	28-37	125
23:00	3	0	3	19	53	23	5	0	0	0	0	0	0	0	106	29-38	73
Total	1248	391	1289	3288	2923	649	42	4	0	1	0	0	0	0	9835		
Percent	12.7%	4.0%	13.1%	33.4%	29.7%	6.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	10:00	08:00	09:00	11:00	05:00	03:00							08:00		
Vol.	84	23	87	282	222	75	5	1							687		
PM Peak	17:00	18:00	15:00	15:00	12:00	12:00	22:00	22:00		20:00					15:00		
Vol.	143	47	181	284	228	44	5	1		1					800		

Innovative Data, LLC

PO Box 468
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Location: Main Street (Route 27)
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Client: GPI / J. Degray

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	2	0	2	3	16	18	5	0	0	0	0	0	0	0	46	31-40	30
01:00	0	0	1	0	7	7	1	0	0	0	0	0	0	0	16	32-41	12
02:00	0	0	1	1	3	3	1	0	0	0	0	0	0	0	9	31-40	6
03:00	0	1	0	3	3	4	0	1	0	0	0	0	0	0	12	31-40	6
04:00	0	0	2	2	6	4	5	1	0	0	0	0	0	0	20	31-40	10
05:00	2	3	1	3	17	16	8	2	0	0	0	0	0	0	52	31-40	29
06:00	6	1	3	7	48	48	9	**4**	0	0	0	0	0	0	126	31-40	83
07:00	11	1	6	62	117	71	**14**	2	**1**	0	0	0	0	0	285	29-38	179
08:00	40	3	13	145	227	**91**	6	0	0	0	0	0	0	0	525	28-37	329
09:00	63	13	41	201	**234**	60	3	2	0	0	0	0	0	0	617	26-35	362
10:00	82	24	**115**	**284**	212	43	5	0	0	0	0	0	0	0	**765**	25-34	420
11:00	**125**	**39**	108	236	135	17	1	1	0	0	0	0	0	0	662	24-33	305
12 PM	**111**	31	117	197	95	4	0	0	0	0	0	0	0	0	555	23-32	257
13:00	99	31	121	190	153	7	0	0	0	0	0	0	0	0	601	24-33	285
14:00	93	33	102	253	152	19	2	0	0	0	0	0	0	0	654	24-33	338
15:00	109	**49**	**205**	**308**	153	9	0	0	0	0	0	0	0	0	**833**	23-32	434
16:00	108	16	98	269	156	17	0	0	0	0	0	0	0	0	664	24-33	352
17:00	66	23	72	202	**240**	42	0	0	0	0	0	0	0	0	645	26-35	366
18:00	42	15	20	147	210	**67**	**4**	0	0	0	0	0	0	0	505	27-36	305
19:00	40	19	26	126	196	35	1	0	0	0	0	0	0	0	443	27-36	268
20:00	15	8	25	94	122	43	1	0	0	0	0	0	0	0	308	27-36	190
21:00	15	9	8	70	122	33	1	0	0	0	0	0	0	0	258	27-36	168
22:00	3	1	6	38	92	33	1	0	0	0	0	0	0	0	174	28-37	126
23:00	2	1	3	13	44	39	3	**1**	0	0	0	0	0	0	106	30-39	74
Total	1034	321	1096	2854	2760	730	71	14	1	0	0	0	0	0	8881		
Percent	11.6%	3.6%	12.3%	32.1%	31.1%	8.2%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	10:00	09:00	08:00	07:00	06:00	07:00						10:00		
Vol.	125	39	115	284	234	91	14	4	1						765		
PM Peak	12:00	15:00	15:00	15:00	17:00	18:00	18:00	23:00							15:00		
Vol.	111	49	205	308	240	67	4	1							833		
Total	2282	712	2385	6142	5683	1379	113	18	1	1	0	0	0	0	18716		
Percent	12.2%	3.8%	12.7%	32.8%	30.4%	7.4%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	10 MPH
50th Percentile :	27 MPH
85th Percentile :	33 MPH
95th Percentile :	36 MPH

Stats		
	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	9724
	Percent in Pace :	52.0%
	Number of Vehicles > 40 MPH :	255
	Percent of Vehicles > 40 MPH :	1.4%
	Mean Speed(Average) :	25 MPH

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Location: Main Street (Route 27)
Location: North of Private Drive
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Client: GPI / J. Degray

Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	0	1	3	18	25	13	2	0	0	0	0	0	0	0	62	27-36	41
01:00	2	0	0	10	23	5	1	0	0	0	0	0	0	0	41	27-36	30
02:00	0	0	0	0	6	4	2	0	0	0	0	0	0	0	12	31-40	9
03:00	0	0	0	9	11	6	1	**2**	0	0	0	0	0	0	29	27-36	19
04:00	0	1	2	17	18	13	2	0	0	0	0	0	0	0	53	28-37	33
05:00	4	2	6	52	134	46	6	0	0	0	0	0	0	0	250	28-37	181
06:00	54	32	75	244	**350**	98	**11**	1	0	0	0	0	0	0	865	27-36	513
07:00	**404**	80	138	277	201	31	1	0	0	0	0	0	0	0	1132	5-14	463
08:00	169	**108**	**243**	**478**	276	43	4	0	0	0	0	0	0	0	**1321**	24-33	648
09:00	168	63	177	397	330	64	4	1	0	0	0	0	0	0	1204	25-34	595
10:00	90	51	175	387	325	57	6	1	0	0	0	0	0	0	1092	25-34	608
11:00	152	68	194	371	322	**101**	3	0	0	0	0	0	0	0	1211	25-34	577
12 PM	170	89	220	372	**343**	61	1	0	0	0	0	0	0	0	1256	25-34	588
13:00	136	107	232	**448**	292	61	2	0	0	0	0	0	0	0	1278	24-33	635
14:00	341	135	204	297	158	16	2	0	0	0	0	0	0	0	1153	5-14	420
15:00	261	137	**278**	399	224	35	1	0	0	0	0	0	0	0	**1335**	23-32	543
16:00	424	119	189	271	139	27	0	0	0	0	0	0	0	0	1169	5-14	489
17:00	**473**	**138**	156	215	118	4	0	0	0	0	0	0	0	0	1104	5-14	523
18:00	371	130	199	244	174	24	3	0	0	0	0	0	0	0	1145	5-14	445
19:00	83	67	136	321	333	**75**	4	0	0	0	0	0	0	0	1019	26-35	547
20:00	50	41	62	270	248	68	3	0	0	**1**	0	0	0	0	743	26-35	436
21:00	31	13	42	172	233	59	6	0	0	0	0	0	0	0	556	27-36	351
22:00	15	8	33	72	157	56	**10**	**1**	0	0	0	0	0	0	352	28-37	213
23:00	6	2	5	39	98	39	8	1	0	0	0	0	0	0	198	29-38	133
Total	3404	1392	2769	5380	4538	1006	83	7	0	1	0	0	0	0	18580		
Percent	18.3%	7.5%	14.9%	29.0%	24.4%	5.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	08:00	06:00	11:00	06:00	03:00							08:00		
Vol.	404	108	243	478	350	101	11	2							1321		
PM Peak	17:00	17:00	15:00	13:00	12:00	19:00	22:00	22:00		20:00					15:00		
Vol.	473	138	278	448	343	75	10	1		1					1335		

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Client: GPI / J. Degray

Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	2	0	4	13	25	29	7	0	0	0	0	0	0	0	80	31-40	49
01:00	0	0	2	3	17	8	3	0	0	0	0	0	0	0	33	30-39	23
02:00	0	0	2	5	8	10	1	0	0	0	0	0	0	0	26	30-39	17
03:00	1	2	0	6	9	8	0	1	0	0	0	0	0	0	27	30-39	15
04:00	0	1	2	6	16	6	5	2	0	0	0	0	0	0	38	28-37	22
05:00	3	3	3	20	39	26	12	3	0	0	0	0	0	0	109	30-39	60
06:00	9	3	7	38	117	77	12	**6**	0	0	0	0	0	0	269	30-39	175
07:00	23	9	27	150	221	111	**23**	3	**1**	0	0	0	0	0	568	28-37	342
08:00	68	28	63	277	**375**	**120**	10	0	0	0	0	0	0	0	941	27-36	561
09:00	119	80	144	357	345	87	4	2	0	0	0	0	0	0	1138	26-35	577
10:00	198	123	**285**	**439**	297	53	7	0	0	0	0	0	0	0	**1402**	24-33	632
11:00	**356**	**148**	212	313	176	19	1	1	0	0	0	0	0	0	1226	5-14	442
12 PM	**528**	109	150	215	108	10	0	0	0	0	0	0	0	0	1120	5-14	562
13:00	434	134	222	261	167	9	0	0	0	0	0	0	0	0	1227	5-14	506
14:00	374	132	190	349	190	23	2	0	0	0	0	0	0	0	1260	5-14	458
15:00	202	**149**	**318**	**467**	230	14	0	0	0	0	0	0	0	0	**1380**	22-31	641
16:00	321	89	194	432	225	30	0	0	0	0	0	0	0	0	1291	24-33	523
17:00	132	92	249	395	363	64	2	0	0	0	0	0	0	0	1297	25-34	642
18:00	71	50	107	274	**370**	**101**	**9**	1	0	0	0	0	0	0	983	27-36	546
19:00	59	41	78	225	320	70	7	1	0	0	0	0	0	0	801	27-36	459
20:00	25	24	65	174	218	62	2	0	0	0	0	0	0	0	570	26-35	341
21:00	23	17	24	134	225	59	4	0	0	0	0	0	0	0	486	27-36	315
22:00	7	6	13	75	169	65	2	0	0	0	0	0	0	0	337	28-37	234
23:00	4	3	7	33	95	51	5	**2**	**1**	0	0	0	0	0	201	29-38	136
Total	2959	1243	2368	4661	4325	1112	118	22	2	0	0	0	0	0	16810		
Percent	17.6%	7.4%	14.1%	27.7%	25.7%	6.6%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	10:00	08:00	08:00	07:00	06:00	07:00						10:00		
Vol.	356	148	285	439	375	120	23	6	1						1402		
PM Peak	12:00	15:00	15:00	15:00	18:00	18:00	18:00	23:00	23:00						15:00		
Vol.	528	149	318	467	370	101	9	2	1						1380		
Total	6363	2635	5137	10041	8863	2118	201	29	2	1	0	0	0	0	35390		
Percent	18.0%	7.4%	14.5%	28.4%	25.0%	6.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	8 MPH
50th Percentile :	24 MPH
85th Percentile :	32 MPH
95th Percentile :	36 MPH

Stats		
	10 MPH Pace Speed :	25-34 MPH
	Number in Pace :	14980
	Percent in Pace :	42.3%
	Number of Vehicles > 40 MPH :	392
	Percent of Vehicles > 40 MPH :	1.1%
	Mean Speed(Average) :	23 MPH

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Location: Main Street (Route 27)
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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	27	1	2	0	0	0	0	0	0	0	0	0	0	30
01:00	0	9	1	0	1	0	0	0	0	0	0	0	0	1	12
02:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
03:00	0	13	1	0	3	0	0	0	0	0	0	0	0	0	17
04:00	0	26	3	0	1	0	0	0	1	0	0	0	0	0	31
05:00	0	123	31	1	8	1	0	0	0	0	0	0	0	2	166
06:00	3	382	74	4	20	2	0	2	2	0	0	0	0	20	509
07:00	14	422	59	2	11	6	2	5	1	0	0	0	0	122	644
08:00	9	476	58	6	13	6	0	3	0	0	0	1	0	62	634
09:00	5	385	59	5	18	5	1	1	2	0	0	0	0	67	548
10:00	9	352	61	3	13	4	1	4	0	0	0	0	0	38	485
11:00	9	411	57	2	14	7	0	2	2	0	0	0	0	51	555
12 PM	8	429	57	3	19	5	0	3	2	0	0	0	0	74	600
13:00	6	418	52	2	18	6	1	1	0	0	0	0	0	49	553
14:00	15	357	45	2	8	6	0	1	0	0	0	0	0	123	557
15:00	16	355	51	2	13	6	0	1	0	0	0	0	0	91	535
16:00	11	321	40	1	4	6	0	0	0	0	0	0	1	161	545
17:00	17	317	22	2	1	8	0	3	0	0	0	0	0	142	512
18:00	11	341	24	1	3	6	0	1	1	0	0	0	0	122	510
19:00	1	388	29	2	7	4	0	1	0	0	0	0	0	39	471
20:00	3	270	29	0	3	2	0	0	0	0	0	0	0	13	320
21:00	2	213	17	1	3	0	0	1	1	0	0	0	0	14	252
22:00	5	142	7	0	0	0	0	0	0	0	0	0	0	8	162
23:00	0	83	6	0	0	0	0	0	0	0	0	0	0	3	92
Total	144	6263	785	41	182	80	5	29	12	0	0	1	1	1202	8745
Percent	1.6%	71.6%	9.0%	0.5%	2.1%	0.9%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	13.7%	
AM Peak	07:00	08:00	06:00	08:00	06:00	11:00	07:00	07:00	06:00			08:00		07:00	
Vol.	14	476	74	6	20	7	2	5	2			1		122	
PM Peak	17:00	12:00	12:00	12:00	12:00	17:00	13:00	12:00	12:00				16:00	16:00	
Vol.	17	429	57	3	19	8	1	3	2				1	161	

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Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	1	28	2	2	0	1	0	0	0	0	0	0	0	0	34
01:00	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
02:00	1	13	3	0	0	0	0	0	0	0	0	0	0	0	17
03:00	0	12	1	1	0	0	0	0	0	0	0	0	0	1	15
04:00	0	15	2	0	0	0	0	0	0	0	0	0	0	1	18
05:00	1	41	9	2	2	0	0	1	0	0	0	0	0	1	57
06:00	3	101	25	0	9	1	0	1	0	0	0	0	0	3	143
07:00	1	208	42	1	10	2	1	5	0	0	0	1	0	12	283
08:00	7	318	49	0	10	4	0	2	1	0	0	0	0	25	416
09:00	7	396	53	1	9	5	0	1	0	0	0	0	0	49	521
10:00	15	471	53	0	7	9	4	2	0	0	0	0	0	76	637
11:00	13	363	38	0	3	6	1	1	2	0	0	0	0	137	564
12 PM	21	358	19	2	6	10	3	4	0	0	0	0	0	142	565
13:00	22	406	27	3	6	5	5	1	0	0	0	0	0	151	626
14:00	22	439	21	0	6	3	0	2	1	0	0	0	0	112	606
15:00	12	407	39	0	4	8	1	3	0	0	0	0	0	73	547
16:00	13	469	38	0	2	13	0	4	0	0	0	0	0	88	627
17:00	8	530	44	0	3	4	0	1	0	0	1	0	0	61	652
18:00	3	401	35	1	7	2	0	1	0	0	0	0	0	28	478
19:00	1	309	29	0	0	1	0	0	0	0	0	0	0	18	358
20:00	3	233	18	0	0	0	0	0	1	0	0	0	0	7	262
21:00	2	202	16	0	1	0	0	0	0	0	0	0	0	7	228
22:00	0	152	10	0	0	0	0	0	0	0	0	0	0	1	163
23:00	0	85	7	0	0	0	0	0	0	0	0	0	0	3	95
Total	156	5971	582	13	86	74	15	29	5	0	1	1	0	996	7929
Percent	2.0%	75.3%	7.3%	0.2%	1.1%	0.9%	0.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	12.6%	
AM Peak	10:00	10:00	09:00	00:00	07:00	10:00	10:00	07:00	11:00			07:00		11:00	
Vol.	15	471	53	2	10	9	4	5	2			1		137	
PM Peak	13:00	17:00	17:00	13:00	18:00	16:00	13:00	12:00	14:00		17:00			13:00	
Vol.	22	530	44	3	7	13	5	4	1		1			151	
Grand Total	300	12234	1367	54	268	154	20	58	17	0	1	2	1	2198	16674
Percent	1.8%	73.4%	8.2%	0.3%	1.6%	0.9%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	13.2%	

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Client: GPI / J. Degray

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	29	2	0	0	0	0	0	1	0	0	0	0	0	32
01:00	0	25	3	1	0	0	0	0	0	0	0	0	0	0	29
02:00	0	5	0	0	0	1	0	1	0	0	0	0	0	0	7
03:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	16	3	0	1	1	0	0	1	0	0	0	0	0	22
05:00	1	51	24	0	4	1	0	0	1	0	0	0	0	2	84
06:00	3	255	58	1	9	2	0	1	0	0	0	0	1	26	356
07:00	13	317	55	1	14	5	0	7	1	0	0	0	0	75	488
08:00	8	495	77	0	18	8	0	5	1	0	0	0	0	75	687
09:00	12	441	93	4	35	2	0	2	3	1	0	1	0	62	656
10:00	5	460	64	5	17	11	0	3	2	0	0	0	0	40	607
11:00	6	449	84	1	28	9	0	2	5	0	1	0	0	71	656
12 PM	8	469	83	3	19	4	1	3	1	0	0	0	0	65	656
13:00	6	532	91	3	15	5	1	5	0	0	0	0	0	67	725
14:00	12	417	59	1	12	11	0	3	3	0	0	0	0	78	596
15:00	10	582	75	2	21	8	1	4	2	1	0	0	0	94	800
16:00	15	454	43	1	11	4	0	1	1	0	0	0	0	94	624
17:00	15	433	28	1	5	4	0	2	0	0	0	0	0	104	592
18:00	12	484	35	2	6	2	0	2	0	0	0	0	0	92	635
19:00	5	470	39	0	4	1	0	0	0	0	0	0	0	29	548
20:00	5	339	46	1	2	1	0	0	1	0	0	0	0	28	423
21:00	1	264	24	0	4	1	0	0	0	0	0	0	0	10	304
22:00	0	169	12	0	1	2	0	0	0	0	0	0	0	6	190
23:00	0	93	8	0	1	0	0	0	1	0	0	0	0	3	106
Total	137	7259	1008	27	227	83	3	41	24	2	1	1	1	1021	9835
Percent	1.4%	73.8%	10.2%	0.3%	2.3%	0.8%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	10.4%	
AM Peak	07:00	08:00	09:00	10:00	09:00	10:00		07:00	11:00	09:00	11:00	09:00	06:00	07:00	
Vol.	13	495	93	5	35	11		7	5	1	1	1	1	75	
PM Peak	16:00	15:00	13:00	12:00	15:00	14:00	12:00	13:00	14:00	15:00				17:00	
Vol.	15	582	91	3	21	11	1	5	3	1				104	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Main Street (Route 27)
Location: North of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	1	37	5	0	0	1	0	0	0	0	0	0	0	2	46
01:00	0	12	2	1	0	0	0	0	1	0	0	0	0	0	16
02:00	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
03:00	0	9	1	0	0	0	1	0	1	0	0	0	0	0	12
04:00	0	12	6	0	1	0	0	0	1	0	0	0	0	0	20
05:00	1	39	8	0	1	0	1	1	0	0	0	0	0	1	52
06:00	2	87	26	0	4	1	0	0	0	0	0	0	0	6	126
07:00	2	199	59	1	14	1	0	0	0	0	0	0	0	9	285
08:00	7	371	89	3	11	2	0	5	0	0	0	0	0	37	525
09:00	7	467	71	0	10	5	0	1	2	0	0	0	0	54	617
10:00	16	599	61	0	9	8	0	2	1	0	0	0	0	69	765
11:00	20	465	56	1	10	1	0	2	1	0	0	0	0	106	662
12 PM	22	395	30	0	6	4	0	2	0	0	1	0	0	95	555
13:00	16	449	35	0	5	6	0	4	0	0	0	0	0	86	601
14:00	23	489	45	1	9	3	0	2	0	0	0	0	0	82	654
15:00	11	663	66	2	5	2	0	1	1	0	0	0	0	82	833
16:00	11	511	40	0	7	3	0	2	0	0	0	0	0	90	664
17:00	10	530	44	0	4	2	0	3	0	0	0	0	0	52	645
18:00	7	419	41	0	5	1	0	1	0	0	0	0	0	31	505
19:00	4	376	36	1	1	1	0	0	0	0	0	0	0	24	443
20:00	1	269	23	0	1	2	0	0	0	0	0	0	0	12	308
21:00	2	221	23	0	1	2	0	1	0	0	0	0	0	8	258
22:00	0	151	17	0	2	0	0	0	1	0	0	0	0	3	174
23:00	1	94	7	0	2	0	0	0	0	0	0	0	0	2	106
Total	164	6872	791	10	109	45	2	27	9	0	1	0	0	851	8881
Percent	1.8%	77.4%	8.9%	0.1%	1.2%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	9.6%	
AM Peak	11:00	10:00	08:00	08:00	07:00	10:00	03:00	08:00	09:00					11:00	
Vol.	20	599	89	3	14	8	1	5	2					106	
PM Peak	14:00	15:00	15:00	15:00	14:00	13:00		13:00	15:00		12:00			12:00	
Vol.	23	663	66	2	9	6		4	1		1			95	
Grand Total	301	14131	1799	37	336	128	5	68	33	2	2	1	1	1872	18716
Percent	1.6%	75.5%	9.6%	0.2%	1.8%	0.7%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	10.0%	

Innovative Data, LLC

PO Box 468
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Location: Main Street (Route 27)
Location: North of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	56	3	2	0	0	0	0	1	0	0	0	0	0	62
01:00	0	34	4	1	1	0	0	0	0	0	0	0	0	1	41
02:00	0	8	1	0	1	1	0	1	0	0	0	0	0	0	12
03:00	0	23	3	0	3	0	0	0	0	0	0	0	0	0	29
04:00	0	42	6	0	2	1	0	0	2	0	0	0	0	0	53
05:00	1	174	55	1	12	2	0	0	1	0	0	0	0	4	250
06:00	6	637	132	5	29	4	0	3	2	0	0	0	1	46	865
07:00	27	739	114	3	25	11	2	12	2	0	0	0	0	197	1132
08:00	17	971	135	6	31	14	0	8	1	0	0	1	0	137	1321
09:00	17	826	152	9	53	7	1	3	5	1	0	1	0	129	1204
10:00	14	812	125	8	30	15	1	7	2	0	0	0	0	78	1092
11:00	15	860	141	3	42	16	0	4	7	0	1	0	0	122	1211
12 PM	16	898	140	6	38	9	1	6	3	0	0	0	0	139	1256
13:00	12	950	143	5	33	11	2	6	0	0	0	0	0	116	1278
14:00	27	774	104	3	20	17	0	4	3	0	0	0	0	201	1153
15:00	26	937	126	4	34	14	1	5	2	1	0	0	0	185	1335
16:00	26	775	83	2	15	10	0	1	1	0	0	0	1	255	1169
17:00	32	750	50	3	6	12	0	5	0	0	0	0	0	246	1104
18:00	23	825	59	3	9	8	0	3	1	0	0	0	0	214	1145
19:00	6	858	68	2	11	5	0	1	0	0	0	0	0	68	1019
20:00	8	609	75	1	5	3	0	0	1	0	0	0	0	41	743
21:00	3	477	41	1	7	1	0	1	1	0	0	0	0	24	556
22:00	5	311	19	0	1	2	0	0	0	0	0	0	0	14	352
23:00	0	176	14	0	1	0	0	0	1	0	0	0	0	6	198
Total	281	13522	1793	68	409	163	8	70	36	2	1	2	2	2223	18580
Percent	1.5%	72.8%	9.7%	0.4%	2.2%	0.9%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	12.0%	
AM Peak	07:00	08:00	09:00	09:00	09:00	11:00	07:00	07:00	11:00	09:00	11:00	08:00	06:00	07:00	
Vol.	27	971	152	9	53	16	2	12	7	1	1	1	1	197	
PM Peak	17:00	13:00	13:00	12:00	12:00	14:00	13:00	12:00	12:00	15:00			16:00	16:00	
Vol.	32	950	143	6	38	17	2	6	3	1			1	255	

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Location: Main Street (Route 27)
Location: North of Private Drive
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	2	65	7	2	0	2	0	0	0	0	0	0	0	2	80
01:00	0	26	4	1	1	0	0	0	1	0	0	0	0	0	33
02:00	1	21	3	0	1	0	0	0	0	0	0	0	0	0	26
03:00	0	21	2	1	0	0	1	0	1	0	0	0	0	1	27
04:00	0	27	8	0	1	0	0	0	1	0	0	0	0	1	38
05:00	2	80	17	2	3	0	1	2	0	0	0	0	0	2	109
06:00	5	188	51	0	13	2	0	1	0	0	0	0	0	9	269
07:00	3	407	101	2	24	3	1	5	0	0	0	1	0	21	568
08:00	14	689	138	3	21	6	0	7	1	0	0	0	0	62	941
09:00	14	863	124	1	19	10	0	2	2	0	0	0	0	103	1138
10:00	31	1070	114	0	16	17	4	4	1	0	0	0	0	145	1402
11:00	33	828	94	1	13	7	1	3	3	0	0	0	0	243	1226
12 PM	43	753	49	2	12	14	3	6	0	0	1	0	0	237	1120
13:00	38	855	62	3	11	11	5	5	0	0	0	0	0	237	1227
14:00	45	928	66	1	15	6	0	4	1	0	0	0	0	194	1260
15:00	23	1070	105	2	9	10	1	4	1	0	0	0	0	155	1380
16:00	24	980	78	0	9	16	0	6	0	0	0	0	0	178	1291
17:00	18	1060	88	0	7	6	0	4	0	0	1	0	0	113	1297
18:00	10	820	76	1	12	3	0	2	0	0	0	0	0	59	983
19:00	5	685	65	1	1	2	0	0	0	0	0	0	0	42	801
20:00	4	502	41	0	1	2	0	0	1	0	0	0	0	19	570
21:00	4	423	39	0	2	2	0	1	0	0	0	0	0	15	486
22:00	0	303	27	0	2	0	0	0	1	0	0	0	0	4	337
23:00	1	179	14	0	2	0	0	0	0	0	0	0	0	5	201
Total	320	12843	1373	23	195	119	17	56	14	0	2	1	0	1847	16810
Percent	1.9%	76.4%	8.2%	0.1%	1.2%	0.7%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	11.0%	
AM Peak	11:00	10:00	08:00	08:00	07:00	10:00	10:00	08:00	11:00			07:00		11:00	
Vol.	33	1070	138	3	24	17	4	7	3			1		243	
PM Peak	14:00	15:00	15:00	13:00	14:00	16:00	13:00	12:00	14:00		12:00			12:00	
Vol.	45	1070	105	3	15	16	5	6	1		1			237	
Grand Total	601	26365	3166	91	604	282	25	126	50	2	3	3	2	4070	35390
Percent	1.7%	74.5%	8.9%	0.3%	1.7%	0.8%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	11.5%	

Innovative Data, LLC

PO Box 468
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Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start	02-May-14	Southbound		Northbound		Combined		03-May-	Southbound		Northbound		Combined	
Time	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		16	140	15	133	31	273		13	104	20	136	33	240
12:15		6	117	6	133	12	250		18	130	5	107	23	237
12:30		7	99	3	127	10	226		10	128	4	136	14	264
12:45		4	109	2	138	6	247		7	136	5	***144***	12	280
01:00		3	124	14	124	17	248		7	155	5	***132***	12	287
01:15		2	117	6	144	8	261		4	154	3	***138***	7	292
01:30		2	91	3	160	5	251		1	108	2	***149***	3	257
01:45		2	***141***	0	116	2	257		6	158	5	138	11	296
02:00		2	***126***	1	117	3	243		6	143	5	128	11	271
02:15		3	***123***	1	140	4	263		6	136	2	139	8	275
02:30		1	***129***	2	118	3	247		5	113	1	123	6	236
02:45		0	112	2	133	2	245		2	108	3	140	5	248
03:00		4	102	2	119	6	221		3	115	5	146	8	261
03:15		2	102	3	128	5	230		1	141	0	123	1	264
03:30		6	85	4	117	10	202		2	125	1	131	3	256
03:45		3	103	1	144	4	247		2	125	3	129	5	254
04:00		1	93	8	123	9	216		1	136	0	144	1	***280***
04:15		5	115	6	***150***	11	***265***		3	***164***	8	121	11	***285***
04:30		8	92	11	***146***	19	***238***		6	***152***	5	136	11	***288***
04:45		7	115	6	***132***	13	***247***		5	***133***	6	147	11	***280***
05:00		9	139	13	***150***	22	***289***		7	***138***	5	122	12	260
05:15		35	99	14	144	49	243		6	125	8	147	14	272
05:30		39	109	30	125	69	234		16	129	20	126	36	255
05:45		67	93	43	134	110	227		16	122	28	101	44	223
06:00		66	113	51	135	117	248		13	129	17	92	30	221
06:15		109	118	58	132	167	250		30	87	26	95	56	182
06:30		128	103	110	136	238	239		33	93	41	91	74	184
06:45		128	120	100	119	228	239		39	93	44	81	83	174
07:00		136	97	***144***	110	280	207		49	94	50	89	99	183
07:15		128	111	***132***	119	260	230		39	87	59	81	98	168
07:30		***175***	105	***141***	107	***316***	212		86	79	65	89	151	168
07:45		***149***	98	***164***	83	***313***	181		98	84	78	82	176	166
08:00		***153***	94	125	95	***278***	189		79	63	80	55	159	118
08:15		***165***	81	138	77	***303***	158		84	57	93	60	177	117
08:30		149	81	151	80	300	161		97	68	110	58	207	126
08:45		137	75	133	66	270	141		98	41	124	43	222	84
09:00		139	72	124	48	263	120		84	65	104	47	188	112
09:15		119	52	114	42	233	94		113	60	119	43	232	103
09:30		99	66	139	35	238	101		118	48	143	46	261	94
09:45		111	46	127	30	238	76		104	50	129	50	233	100
10:00		93	46	110	36	203	82		102	47	123	38	225	85
10:15		91	39	106	45	197	84		140	36	131	31	***271***	67
10:30		124	40	112	36	236	76		137	42	***146***	21	***283***	63
10:45		119	31	122	22	241	53		121	28	***147***	21	***268***	49
11:00		91	27	128	28	219	55		***119***	29	***131***	29	***250***	58
11:15		142	34	125	15	267	49		***116***	27	***140***	17	256	44
11:30		106	27	127	17	233	44		***154***	19	140	21	294	40
11:45		116	11	136	16	252	27		***143***	23	127	13	270	36
Total		3207	4362	3113	4824	6320	9186		2349	4627	2516	4476	4865	9103
Day Total		7569		7937		15506			6976		6992		13968	
% Total		20.7%	28.1%	20.1%	31.1%				16.8%	33.1%	18.0%	32.0%		
Peak		07:30	01:45	07:00	04:15	07:30	04:15		11:00	04:15	10:30	00:45	10:15	04:00
Vol.		642	519	581	578	1210	1039		532	587	564	563	1072	1133
P.H.F.		0.917	0.920	0.886	0.903	0.957	0.899		0.864	0.895	0.959	0.945	0.947	0.957

ADT	ADT 14,728	AADT 14,728

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Location: Main Street (Route 27)
Location: South of Beverly
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Client: GPI / J. Degray

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	0	0	0	5	16	10	1	**1**	0	0	0	0	0	0	33	30-39	24
01:00	0	0	0	2	5	2	0	0	0	0	0	0	0	0	9	27-36	7
02:00	0	0	0	2	1	3	0	0	0	0	0	0	0	0	6	29-38	4
03:00	0	0	0	0	8	5	2	0	0	0	0	0	0	0	15	30-39	12
04:00	0	0	1	2	11	6	1	0	0	0	0	0	0	0	21	30-39	16
05:00	3	0	1	5	80	52	9	0	0	0	0	0	0	0	150	30-39	116
06:00	14	0	1	24	225	145	**22**	0	0	0	0	0	0	0	431	30-39	324
07:00	**34**	8	15	**115**	**306**	106	4	0	0	0	0	0	0	0	588	28-37	396
08:00	34	**12**	11	71	297	**161**	17	1	0	0	0	0	0	0	**604**	30-39	403
09:00	30	0	**17**	79	236	98	7	1	0	0	0	0	0	0	468	29-38	310
10:00	14	1	5	65	235	96	10	0	**1**	0	0	0	0	0	427	29-38	310
11:00	17	2	9	70	233	116	8	0	0	0	0	0	0	0	455	29-38	320
12 PM	48	3	6	111	**224**	67	6	0	0	0	0	0	0	0	465	28-37	292
13:00	43	1	11	102	213	**91**	**12**	0	0	0	0	0	0	0	473	28-37	289
14:00	50	2	**22**	126	211	72	6	0	**1**	0	0	0	0	0	**490**	27-36	292
15:00	**98**	**7**	20	104	132	28	3	0	0	0	0	0	0	0	392	26-35	177
16:00	73	2	18	86	195	37	4	0	0	0	0	0	0	0	415	27-36	229
17:00	90	4	15	103	194	31	3	0	0	0	0	0	0	0	440	27-36	233
18:00	73	1	13	**141**	188	35	3	0	0	0	0	0	0	0	454	27-36	263
19:00	14	1	7	90	202	84	12	0	1	0	0	0	0	0	411	28-37	282
20:00	7	1	7	52	182	77	5	0	0	0	0	0	0	0	331	29-38	244
21:00	1	0	1	41	132	56	5	0	0	0	0	0	0	0	236	29-38	181
22:00	1	0	1	21	71	54	6	**2**	0	0	0	0	0	0	156	30-39	114
23:00	0	0	0	5	54	36	4	0	0	0	0	0	0	0	99	30-39	81
Total	644	45	181	1422	3651	1468	150	5	3	0	0	0	0	0	7569		
Percent	8.5%	0.6%	2.4%	18.8%	48.2%	19.4%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	09:00	07:00	07:00	08:00	06:00	00:00	10:00						08:00		
Vol.	34	12	17	115	306	161	22	1	1						604		
PM Peak	15:00	15:00	14:00	18:00	12:00	13:00	13:00	22:00	14:00						14:00		
Vol.	98	7	22	141	224	91	12	2	1						490		

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	1	0	0	3	23	19	2	0	0	0	0	0	0	0	48	30-39	37
01:00	0	0	2	3	6	6	1	0	0	0	0	0	0	0	18	31-40	11
02:00	0	0	1	4	5	6	3	0	0	0	0	0	0	0	19	31-40	11
03:00	0	0	0	0	5	3	0	0	0	0	0	0	0	0	8	31-40	7
04:00	0	0	0	1	7	6	1	0	0	0	0	0	0	0	15	30-39	12
05:00	0	0	0	2	15	20	8	0	0	0	0	0	0	0	45	32-41	33
06:00	0	0	0	6	41	54	14	0	0	0	0	0	0	0	115	32-41	87
07:00	5	0	2	15	116	114	**18**	**2**	0	0	0	0	0	0	272	31-40	203
08:00	10	0	3	21	178	**130**	13	1	**2**	0	0	0	0	0	358	31-40	269
09:00	24	**3**	10	64	204	103	11	0	0	0	0	0	0	0	419	29-38	278
10:00	**52**	1	10	99	230	99	9	0	0	0	0	0	0	0	500	29-38	303
11:00	46	1	**14**	**141**	**259**	63	8	0	0	0	0	0	0	0	**532**	27-36	347
12 PM	**83**	0	20	**150**	211	31	2	0	**1**	0	0	0	0	0	498	27-36	287
13:00	30	0	17	126	282	109	10	1	0	0	0	0	0	0	575	28-37	385
14:00	59	**3**	19	94	225	87	11	2	0	0	0	0	0	0	500	28-37	288
15:00	23	0	4	103	263	102	10	0	0	0	0	0	0	**1**	506	28-37	353
16:00	23	1	6	108	**310**	130	6	1	0	0	0	0	0	0	**585**	29-38	418
17:00	26	0	10	71	242	**151**	13	1	0	0	0	0	0	0	514	30-39	350
18:00	10	2	6	52	189	127	**14**	1	1	0	0	0	0	0	402	30-39	285
19:00	10	3	**29**	72	136	78	12	**4**	0	0	0	0	0	0	344	29-38	206
20:00	3	0	8	48	120	46	4	0	0	0	0	0	0	0	229	29-38	165
21:00	6	0	4	27	110	71	5	0	0	0	0	0	0	0	223	30-39	163
22:00	3	1	1	17	57	65	9	0	0	0	0	0	0	0	153	31-40	108
23:00	2	0	1	5	37	43	9	1	0	0	0	0	0	0	98	31-40	71
Total	416	15	167	1232	3271	1663	193	14	4	0	0	0	0	1	6976		
Percent	6.0%	0.2%	2.4%	17.7%	46.9%	23.8%	2.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	11:00	11:00	11:00	08:00	07:00	07:00	08:00						11:00		
Vol.	52	3	14	141	259	130	18	2	2						532		
PM Peak	12:00	14:00	19:00	12:00	16:00	17:00	18:00	19:00	12:00					15:00	16:00		
Vol.	83	3	29	150	310	151	14	4	1					1	585		
Total	1060	60	348	2654	6922	3131	343	19	7	0	0	0	0	1	14545		
Percent	7.3%	0.4%	2.4%	18.2%	47.6%	21.5%	2.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	23 MPH
50th Percentile :	31 MPH
85th Percentile :	36 MPH
95th Percentile :	39 MPH

Stats

10 MPH Pace Speed :	29-38 MPH
Number in Pace :	9301
Percent in Pace :	64.0%
Number of Vehicles > 40 MPH :	664
Percent of Vehicles > 40 MPH :	4.6%
Mean Speed(Average) :	30 MPH

Innovative Data, LLC

PO Box 468
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Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	0	0	0	1	3	13	6	3	0	0	0	0	0	0	26	34-43	18
01:00	0	0	0	1	3	16	3	0	0	0	0	0	0	0	23	33-42	19
02:00	0	0	0	0	1	1	3	1	0	0	0	0	0	0	6	39-48	4
03:00	0	0	0	0	3	4	2	1	0	0	0	0	0	0	10	32-41	7
04:00	0	0	0	2	2	13	9	4	**1**	0	0	0	0	0	31	36-45	20
05:00	5	0	0	2	12	53	25	3	0	0	0	0	0	0	100	35-44	70
06:00	17	0	1	12	80	**164**	39	**5**	1	0	0	0	0	0	319	32-41	219
07:00	**85**	**54**	**50**	**110**	154	114	14	0	0	0	0	0	0	0	**581**	29-38	229
08:00	59	2	18	98	**195**	144	31	0	0	0	0	0	0	0	547	30-39	295
09:00	44	7	38	64	193	132	22	4	0	0	0	0	0	0	504	30-39	280
10:00	31	2	12	53	153	150	**46**	3	0	0	0	0	0	0	450	31-40	263
11:00	36	5	18	78	195	154	28	2	0	0	0	0	0	0	516	30-39	306
12 PM	222	38	18	56	107	76	13	1	0	0	0	0	0	0	531	5-14	243
13:00	154	40	**60**	**123**	114	46	7	0	0	0	0	0	0	0	544	5-14	188
14:00	203	15	43	80	98	62	7	0	0	0	0	0	0	0	508	4-13	224
15:00	**478**	22	6	0	2	0	0	0	0	0	0	0	0	0	508	4-13	394
16:00	399	46	30	27	42	6	1	0	0	0	0	0	0	0	551	4-13	365
17:00	416	**62**	16	39	15	4	1	0	0	0	0	0	0	0	**553**	4-13	375
18:00	361	16	20	27	56	36	6	0	0	0	0	0	0	0	522	4-13	337
19:00	34	10	16	53	**167**	**120**	15	4	0	0	0	0	0	0	419	30-39	246
20:00	13	0	4	47	127	117	9	0	0	**1**	0	0	0	0	318	30-39	215
21:00	8	0	1	8	52	60	21	**5**	0	0	0	0	0	0	155	32-41	98
22:00	5	0	1	11	38	59	23	2	0	0	0	0	0	0	139	32-41	89
23:00	0	0	0	1	12	36	**24**	3	0	0	0	0	0	0	76	35-44	56
Total	2570	319	352	893	1824	1580	355	41	2	1	0	0	0	0	7937		
Percent	32.4%	4.0%	4.4%	11.3%	23.0%	19.9%	4.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00	06:00	10:00	06:00	04:00						07:00		
Vol.	85	54	50	110	195	164	46	5	1						581		
PM Peak	15:00	17:00	13:00	13:00	19:00	19:00	23:00	21:00		20:00					17:00		
Vol.	478	62	60	123	167	120	24	5		1					553		

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Location: Main Street (Route 27)
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Client: GPI / J. Degray

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	1	0	0	0	3	14	12	3	1	0	0	0	0	0	34	36-45	23
01:00	0	0	0	0	4	8	3	0	0	0	0	0	0	0	15	33-42	12
02:00	1	0	0	0	5	3	1	1	0	0	0	0	0	0	11	30-39	7
03:00	0	0	0	0	3	4	2	0	0	0	0	0	0	0	9	32-41	7
04:00	0	0	0	0	4	6	8	1	0	0	0	0	0	0	19	35-44	13
05:00	0	0	1	0	13	30	13	3	1	0	0	0	0	0	61	33-42	43
06:00	2	0	0	0	20	58	33	**14**	1	0	0	0	0	0	128	35-44	85
07:00	8	0	0	6	71	109	48	6	**4**	0	0	0	0	0	252	33-42	167
08:00	15	0	0	31	122	**190**	**49**	0	0	0	0	0	0	0	407	32-41	280
09:00	85	15	21	51	106	172	39	5	1	0	0	0	0	0	495	32-41	223
10:00	**200**	**39**	40	82	106	65	14	1	0	0	0	0	0	0	**547**	5-14	228
11:00	149	22	**50**	**95**	**152**	66	4	0	0	0	0	0	0	0	538	27-36	190
12 PM	**386**	31	17	36	42	7	4	0	0	0	0	0	0	0	523	4-13	351
13:00	89	27	**67**	**123**	176	71	3	1	0	0	0	0	0	0	**557**	27-36	245
14:00	224	**41**	42	91	81	48	2	1	0	0	0	0	0	0	530	5-14	245
15:00	82	40	38	92	147	112	18	0	0	0	0	0	0	0	529	29-38	216
16:00	48	19	23	91	**229**	127	11	0	0	0	0	0	0	0	548	29-38	314
17:00	53	3	3	58	189	**165**	21	**4**	0	0	0	0	0	0	496	30-39	295
18:00	20	3	10	26	115	135	**47**	3	0	0	0	0	0	0	359	32-41	219
19:00	19	13	35	50	102	97	22	2	**1**	0	0	0	0	0	341	30-39	173
20:00	5	0	2	25	82	81	19	2	0	0	0	0	0	0	216	31-40	146
21:00	7	0	1	15	80	70	13	0	0	0	0	0	0	0	186	31-40	131
22:00	5	0	2	2	27	58	14	3	0	0	0	0	0	0	111	33-42	77
23:00	1	0	0	2	17	40	18	1	1	0	0	0	0	0	80	34-43	57
Total	1400	253	352	876	1896	1736	418	51	10	0	0	0	0	0	6992		
Percent	20.0%	3.6%	5.0%	12.5%	27.1%	24.8%	6.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	11:00	11:00	08:00	08:00	06:00	07:00						10:00		
Vol.	200	39	50	95	152	190	49	14	4						547		
PM Peak	12:00	14:00	13:00	13:00	16:00	17:00	18:00	17:00	19:00						13:00		
Vol.	386	41	67	123	229	165	47	4	1						557		
Total	3970	572	704	1769	3720	3316	773	92	12	1	0	0	0	0	14929		
Percent	26.6%	3.8%	4.7%	11.8%	24.9%	22.2%	5.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	6 MPH
50th Percentile :	26 MPH
85th Percentile :	37 MPH
95th Percentile :	40 MPH

Stats

10 MPH Pace Speed :	30-39 MPH
Number in Pace :	5314
Percent in Pace :	35.6%
Number of Vehicles > 40 MPH :	960
Percent of Vehicles > 40 MPH :	6.4%
Mean Speed(Average) :	23 MPH

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Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	0	0	0	6	19	23	7	4	0	0	0	0	0	0	59	31-40	39
01:00	0	0	0	3	8	18	3	0	0	0	0	0	0	0	32	32-41	24
02:00	0	0	0	2	2	4	3	1	0	0	0	0	0	0	12	34-43	7
03:00	0	0	0	0	11	9	4	1	0	0	0	0	0	0	25	31-40	18
04:00	0	0	1	4	13	19	10	4	**1**	0	0	0	0	0	52	32-41	31
05:00	8	0	1	7	92	105	34	3	0	0	0	0	0	0	250	32-41	175
06:00	31	0	2	36	305	**309**	**61**	**5**	1	0	0	0	0	0	750	31-40	534
07:00	**119**	**62**	**65**	**225**	460	220	18	0	0	0	0	0	0	0	**1169**	28-37	616
08:00	93	14	29	169	**492**	305	48	1	0	0	0	0	0	0	1151	30-39	697
09:00	74	7	55	143	429	230	29	5	0	0	0	0	0	0	972	29-38	586
10:00	45	3	17	118	388	246	56	3	1	0	0	0	0	0	877	30-39	566
11:00	53	7	27	148	428	270	36	2	0	0	0	0	0	0	971	30-39	624
12 PM	270	41	24	167	331	143	19	1	0	0	0	0	0	0	996	28-37	395
13:00	197	41	**71**	**225**	327	137	19	0	0	0	0	0	0	0	**1017**	27-36	443
14:00	253	17	65	206	309	134	13	0	**1**	0	0	0	0	0	998	27-36	403
15:00	**576**	29	26	104	134	28	3	0	0	0	0	0	0	0	900	4-13	552
16:00	472	48	48	113	237	43	5	0	0	0	0	0	0	0	966	4-13	494
17:00	506	**66**	31	142	209	35	4	0	0	0	0	0	0	0	993	4-13	523
18:00	434	17	33	168	244	71	9	0	0	0	0	0	0	0	976	4-13	465
19:00	48	11	23	143	**369**	**204**	27	4	1	0	0	0	0	0	830	29-38	521
20:00	20	1	11	99	309	194	14	0	0	**1**	0	0	0	0	649	30-39	457
21:00	9	0	2	49	184	116	26	**5**	0	0	0	0	0	0	391	30-39	273
22:00	6	0	2	32	109	113	**29**	4	0	0	0	0	0	0	295	31-40	199
23:00	0	0	0	6	66	72	28	3	0	0	0	0	0	0	175	32-41	126
Total	3214	364	533	2315	5475	3048	505	46	5	1	0	0	0	0	15506		
Percent	20.7%	2.3%	3.4%	14.9%	35.3%	19.7%	3.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	08:00	06:00	06:00	06:00	04:00						07:00		
Vol.	119	62	65	225	492	309	61	5	1						1169		
PM Peak	15:00	17:00	13:00	13:00	19:00	19:00	22:00	21:00	14:00	20:00					13:00		
Vol.	576	66	71	225	369	204	29	5	1	1					1017		

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Southbound, Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	2	0	0	3	26	33	14	3	1	0	0	0	0	0	82	32-41	54
01:00	0	0	2	3	10	14	4	0	0	0	0	0	0	0	33	32-41	22
02:00	1	0	1	4	10	9	4	1	0	0	0	0	0	0	30	31-40	17
03:00	0	0	0	0	8	7	2	0	0	0	0	0	0	0	17	32-41	13
04:00	0	0	0	1	11	12	9	1	0	0	0	0	0	0	34	33-42	22
05:00	0	0	1	2	28	50	21	3	1	0	0	0	0	0	106	33-42	75
06:00	2	0	0	6	61	112	47	**14**	1	0	0	0	0	0	243	33-42	166
07:00	13	0	2	21	187	223	**66**	8	**4**	0	0	0	0	0	524	32-41	366
08:00	25	0	3	52	300	**320**	62	1	2	0	0	0	0	0	765	31-40	545
09:00	109	18	31	115	310	275	50	5	1	0	0	0	0	0	914	30-39	485
10:00	**252**	**40**	50	181	336	164	23	1	0	0	0	0	0	0	1047	28-37	421
11:00	195	23	**64**	**236**	**411**	129	12	0	0	0	0	0	0	0	**1070**	27-36	525
12 PM	**469**	31	37	186	253	38	6	0	**1**	0	0	0	0	0	1021	4-13	499
13:00	119	27	**84**	**249**	458	180	13	2	0	0	0	0	0	0	1132	28-37	620
14:00	283	**44**	61	185	306	135	13	3	0	0	0	0	0	0	1030	28-37	379
15:00	105	40	42	195	410	214	28	0	0	0	0	0	0	**1**	1035	29-38	560
16:00	71	20	29	199	**539**	257	17	1	0	0	0	0	0	0	**1133**	29-38	730
17:00	79	3	13	129	431	**316**	34	5	0	0	0	0	0	0	1010	30-39	645
18:00	30	5	16	78	304	262	**61**	4	1	0	0	0	0	0	761	31-40	497
19:00	29	16	64	122	238	175	34	**6**	1	0	0	0	0	0	685	30-39	375
20:00	8	0	10	73	202	127	23	2	0	0	0	0	0	0	445	30-39	305
21:00	13	0	5	42	190	141	18	0	0	0	0	0	0	0	409	30-39	293
22:00	8	1	3	19	84	123	23	3	0	0	0	0	0	0	264	32-41	183
23:00	3	0	1	7	54	83	27	2	1	0	0	0	0	0	178	32-41	126
Total	1816	268	519	2108	5167	3399	611	65	14	0	0	0	0	1	13968		
Percent	13.0%	1.9%	3.7%	15.1%	37.0%	24.3%	4.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	11:00	11:00	08:00	07:00	06:00	07:00						11:00		
Vol.	252	40	64	236	411	320	66	14	4						1070		
PM Peak	12:00	14:00	13:00	13:00	16:00	17:00	18:00	19:00	12:00					15:00	16:00		
Vol.	469	44	84	249	539	316	61	6	1					1	1133		
Total	5030	632	1052	4423	10642	6447	1116	111	19	1	0	0	0	1	29474		
Percent	17.1%	2.1%	3.6%	15.0%	36.1%	21.9%	3.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	8 MPH
50th Percentile :	30 MPH
85th Percentile :	37 MPH
95th Percentile :	40 MPH

Stats		
	10 MPH Pace Speed :	29-38 MPH
	Number in Pace :	14190
	Percent in Pace :	48.1%
	Number of Vehicles > 40 MPH :	1645
	Percent of Vehicles > 40 MPH :	5.6%
	Mean Speed(Average) :	26 MPH

Innovative Data, LLC

PO Box 468
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Location: Main Street (Route 27)
Location: South of Beverly
Location: Acton, Massachusetts
Client: GPI / J. Degray

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	30	1	2	0	0	0	0	0	0	0	0	0	0	33
01:00	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
02:00	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
03:00	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
04:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
05:00	0	114	24	1	7	1	0	0	0	0	0	0	0	3	150
06:00	2	333	60	4	15	1	0	1	1	0	0	0	0	14	431
07:00	5	443	78	4	14	4	2	2	2	1	0	0	0	33	588
08:00	0	471	68	5	21	5	1	2	1	0	0	0	0	30	604
09:00	2	335	64	6	22	6	1	2	1	1	0	0	0	28	468
10:00	1	333	53	4	15	4	1	2	0	0	0	0	0	14	427
11:00	2	355	61	1	14	2	0	0	2	0	0	0	0	18	455
12 PM	2	333	54	3	17	4	0	2	2	0	0	0	0	48	465
13:00	5	354	52	3	10	5	1	1	0	0	0	0	0	42	473
14:00	2	369	47	3	9	5	2	1	1	0	0	0	0	51	490
15:00	7	246	37	1	8	2	0	0	0	0	0	0	0	91	392
16:00	4	299	30	1	3	4	0	1	0	0	0	0	0	73	415
17:00	2	311	31	0	4	3	0	0	0	0	0	0	0	89	440
18:00	4	348	26	0	5	0	0	0	0	0	0	0	0	71	454
19:00	1	354	31	2	5	3	0	1	0	0	0	0	0	14	411
20:00	6	288	26	0	5	0	0	0	0	0	0	0	0	6	331
21:00	3	216	10	0	4	0	0	1	1	0	0	0	0	1	236
22:00	1	151	3	0	0	0	0	0	0	0	0	0	0	1	156
23:00	0	91	6	0	2	0	0	0	0	0	0	0	0	0	99
Total	49	5816	768	40	182	49	8	17	11	2	0	0	0	627	7569
Percent	0.6%	76.8%	10.1%	0.5%	2.4%	0.6%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	8.3%	
AM Peak	07:00	08:00	07:00	09:00	09:00	09:00	07:00	07:00	07:00	07:00				07:00	
Vol.	5	471	78	6	22	6	2	2	2	1				33	
PM Peak	15:00	14:00	12:00	12:00	12:00	13:00	14:00	12:00	12:00					15:00	
Vol.	7	369	54	3	17	5	2	2	2					91	

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Client: GPI / J. Degray

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	1	40	4	2	0	0	0	0	0	0	0	0	0	1	48
01:00	0	14	2	0	1	0	0	0	1	0	0	0	0	0	18
02:00	1	17	1	0	0	0	0	0	0	0	0	0	0	0	19
03:00	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
04:00	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
05:00	0	32	9	1	2	0	0	1	0	0	0	0	0	0	45
06:00	2	84	20	0	7	1	0	1	0	0	0	0	0	0	115
07:00	1	203	46	0	11	1	0	4	1	0	0	0	0	5	272
08:00	3	292	42	0	5	2	0	1	2	0	0	0	0	11	358
09:00	7	326	51	0	4	3	0	2	3	1	0	0	0	22	419
10:00	5	398	35	0	8	0	0	0	0	0	0	0	0	54	500
11:00	10	417	47	0	6	3	0	2	0	0	0	0	0	47	532
12 PM	4	368	32	0	7	3	0	2	0	0	0	0	0	82	498
13:00	5	481	46	0	4	3	0	4	1	0	1	0	0	30	575
14:00	6	385	38	0	6	2	0	2	1	0	0	0	0	60	500
15:00	4	424	48	0	6	1	0	0	0	0	0	0	0	23	506
16:00	6	505	45	0	6	2	0	0	0	0	0	0	0	21	585
17:00	4	438	44	0	2	1	0	0	0	0	0	0	0	25	514
18:00	3	355	31	1	2	0	0	0	0	0	0	0	0	10	402
19:00	1	305	22	1	2	1	0	1	0	0	1	0	0	10	344
20:00	0	203	21	0	0	2	0	0	0	0	0	0	0	3	229
21:00	1	205	11	0	0	0	0	0	0	0	0	0	0	6	223
22:00	0	139	9	0	1	1	0	0	0	0	0	0	0	3	153
23:00	0	87	8	0	1	0	0	0	0	0	0	0	0	2	98
Total	64	5737	614	5	82	26	0	20	10	1	2	0	0	415	6976
Percent	0.9%	82.2%	8.8%	0.1%	1.2%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	5.9%	
AM Peak	11:00	11:00	09:00	00:00	07:00	09:00		07:00	09:00	09:00				10:00	
Vol.	10	417	51	2	11	3		4	3	1				54	
PM Peak	14:00	16:00	15:00	18:00	12:00	12:00		13:00	13:00		13:00			12:00	
Vol.	6	505	48	1	7	3		4	1		1			82	
Grand Total	113	11553	1382	45	264	75	8	37	21	3	2	0	0	1042	14545
Percent	0.8%	79.4%	9.5%	0.3%	1.8%	0.5%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	7.2%	

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Location: Main Street (Route 27)
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Client: GPI / J. Degray

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	23	2	0	0	0	0	0	1	0	0	0	0	0	26
01:00	0	19	3	1	0	0	0	0	0	0	0	0	0	0	23
02:00	0	4	0	0	1	0	0	1	0	0	0	0	0	0	6
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	21	7	0	2	0	0	0	1	0	0	0	0	0	31
05:00	1	64	24	0	5	0	0	0	1	0	0	0	0	5	100
06:00	2	237	52	1	6	1	0	0	1	0	0	0	1	18	319
07:00	5	402	63	2	22	3	0	7	0	0	0	0	0	77	581
08:00	2	425	48	0	12	3	0	1	0	0	0	0	0	56	547
09:00	2	362	60	5	20	6	0	4	1	1	0	0	0	43	504
10:00	8	343	41	4	15	1	2	1	3	0	0	0	0	32	450
11:00	0	374	77	1	20	4	0	1	3	0	0	0	0	36	516
12 PM	12	335	53	2	7	4	0	4	2	0	0	0	0	112	531
13:00	21	368	54	2	9	4	2	1	1	0	0	0	1	81	544
14:00	10	325	41	1	7	2	2	5	0	0	0	0	0	115	508
15:00	36	219	21	1	1	5	0	3	2	0	0	0	0	220	508
16:00	21	293	25	0	5	4	0	2	0	0	1	0	0	200	551
17:00	18	322	21	3	3	1	0	0	0	0	0	0	0	185	553
18:00	26	309	17	2	3	1	1	0	0	0	0	0	0	163	522
19:00	1	348	31	1	3	1	0	0	0	0	0	0	0	34	419
20:00	2	263	35	1	2	1	0	0	1	0	0	0	0	13	318
21:00	0	137	10	0	0	0	0	0	0	0	0	0	0	8	155
22:00	0	125	7	0	2	0	0	0	0	0	0	0	0	5	139
23:00	0	64	9	0	3	0	0	0	0	0	0	0	0	0	76
Total	167	5391	702	27	148	41	7	30	17	1	1	0	2	1403	7937
Percent	2.1%	67.9%	8.8%	0.3%	1.9%	0.5%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	17.7%	
AM Peak	10:00	08:00	11:00	09:00	07:00	09:00	10:00	07:00	10:00	09:00			06:00	07:00	
Vol.	8	425	77	5	22	6	2	7	3	1			1	77	
PM Peak	15:00	13:00	13:00	17:00	13:00	15:00	13:00	14:00	12:00		16:00		13:00	15:00	
Vol.	36	368	54	3	9	5	2	5	2		1		1	220	

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Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	0	29	3	0	0	0	0	0	1	0	0	0	0	1	34
01:00	0	13	1	1	0	0	0	0	0	0	0	0	0	0	15
02:00	1	8	0	0	1	0	0	0	0	0	0	0	0	1	11
03:00	0	7	1	0	0	0	0	0	1	0	0	0	0	0	9
04:00	0	13	5	0	0	0	0	0	1	0	0	0	0	0	19
05:00	2	46	11	0	0	0	0	2	0	0	0	0	0	0	61
06:00	1	98	26	0	1	0	0	0	0	0	0	0	0	2	128
07:00	2	173	57	1	10	0	0	1	0	0	0	0	0	8	252
08:00	2	317	60	1	6	0	1	4	1	0	0	0	0	15	407
09:00	5	373	44	0	5	2	0	2	1	1	0	0	0	62	495
10:00	6	385	44	1	5	2	0	2	0	0	0	0	0	102	547
11:00	12	384	42	0	7	0	0	3	0	0	0	0	0	90	538
12 PM	22	280	24	1	3	2	0	3	1	0	0	0	0	187	523
13:00	5	449	35	0	4	1	0	0	0	0	0	0	0	63	557
14:00	7	369	44	1	4	2	0	2	0	1	1	0	0	99	530
15:00	10	418	40	1	3	3	1	2	0	0	0	0	0	51	529
16:00	3	457	40	0	5	1	0	1	0	0	0	0	0	41	548
17:00	3	401	38	0	6	0	0	1	0	0	0	0	0	47	496
18:00	3	296	39	0	3	0	0	1	0	0	0	0	0	17	359
19:00	1	300	22	0	1	0	0	0	0	0	0	0	0	17	341
20:00	0	190	19	0	2	0	0	0	0	0	0	0	0	5	216
21:00	0	161	18	0	0	0	0	0	0	0	0	0	0	7	186
22:00	0	89	17	0	0	0	0	0	0	0	0	0	0	5	111
23:00	0	73	4	0	2	0	0	0	0	0	0	0	0	1	80
Total	85	5329	634	7	68	13	2	24	6	2	1	0	0	821	6992
Percent	1.2%	76.2%	9.1%	0.1%	1.0%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	11.7%	
AM Peak	11:00	10:00	08:00	01:00	07:00	09:00	08:00	08:00	00:00	09:00				10:00	
Vol.	12	385	60	1	10	2	1	4	1	1				102	
PM Peak	12:00	16:00	14:00	12:00	17:00	15:00	15:00	12:00	12:00	14:00	14:00			12:00	
Vol.	22	457	44	1	6	3	1	3	1	1	1			187	
Grand Total	252	10720	1336	34	216	54	9	54	23	3	2	0	2	2224	14929
Percent	1.7%	71.8%	8.9%	0.2%	1.4%	0.4%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	14.9%	

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Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	53	3	2	0	0	0	0	1	0	0	0	0	0	59
01:00	0	27	3	1	1	0	0	0	0	0	0	0	0	0	32
02:00	0	8	1	0	1	0	0	2	0	0	0	0	0	0	12
03:00	0	21	3	0	1	0	0	0	0	0	0	0	0	0	25
04:00	0	39	10	0	2	0	0	0	1	0	0	0	0	0	52
05:00	1	178	48	1	12	1	0	0	1	0	0	0	0	8	250
06:00	4	570	112	5	21	2	0	1	2	0	0	0	1	32	750
07:00	10	845	141	6	36	7	2	9	2	1	0	0	0	110	1169
08:00	2	896	116	5	33	8	1	3	1	0	0	0	0	86	1151
09:00	4	697	124	11	42	12	1	6	2	2	0	0	0	71	972
10:00	9	676	94	8	30	5	3	3	3	0	0	0	0	46	877
11:00	2	729	138	2	34	6	0	1	5	0	0	0	0	54	971
12 PM	14	668	107	5	24	8	0	6	4	0	0	0	0	160	996
13:00	26	722	106	5	19	9	3	2	1	0	0	0	1	123	1017
14:00	12	694	88	4	16	7	4	6	1	0	0	0	0	166	998
15:00	43	465	58	2	9	7	0	3	2	0	0	0	0	311	900
16:00	25	592	55	1	8	8	0	3	0	0	1	0	0	273	966
17:00	20	633	52	3	7	4	0	0	0	0	0	0	0	274	993
18:00	30	657	43	2	8	1	1	0	0	0	0	0	0	234	976
19:00	2	702	62	3	8	4	0	1	0	0	0	0	0	48	830
20:00	8	551	61	1	7	1	0	0	1	0	0	0	0	19	649
21:00	3	353	20	0	4	0	0	1	1	0	0	0	0	9	391
22:00	1	276	10	0	2	0	0	0	0	0	0	0	0	6	295
23:00	0	155	15	0	5	0	0	0	0	0	0	0	0	0	175
Total	216	11207	1470	67	330	90	15	47	28	3	1	0	2	2030	15506
Percent	1.4%	72.3%	9.5%	0.4%	2.1%	0.6%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	13.1%	
AM Peak	07:00	08:00	07:00	09:00	09:00	09:00	10:00	07:00	11:00	09:00			06:00	07:00	
Vol.	10	896	141	11	42	12	3	9	5	2			1	110	
PM Peak	15:00	13:00	12:00	12:00	12:00	13:00	14:00	12:00	12:00		16:00		13:00	15:00	
Vol.	43	722	107	5	24	9	4	6	4		1		1	311	

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Southbound, Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	1	69	7	2	0	0	0	0	1	0	0	0	0	2	82
01:00	0	27	3	1	1	0	0	0	1	0	0	0	0	0	33
02:00	2	25	1	0	1	0	0	0	0	0	0	0	0	1	30
03:00	0	14	1	0	0	0	0	0	2	0	0	0	0	0	17
04:00	0	25	7	0	1	0	0	0	1	0	0	0	0	0	34
05:00	2	78	20	1	2	0	0	3	0	0	0	0	0	0	106
06:00	3	182	46	0	8	1	0	1	0	0	0	0	0	2	243
07:00	3	376	103	1	21	1	0	5	1	0	0	0	0	13	524
08:00	5	609	102	1	11	2	1	5	3	0	0	0	0	26	765
09:00	12	699	95	0	9	5	0	4	4	2	0	0	0	84	914
10:00	11	783	79	1	13	2	0	2	0	0	0	0	0	156	1047
11:00	22	801	89	0	13	3	0	5	0	0	0	0	0	137	1070
12 PM	26	648	56	1	10	5	0	5	1	0	0	0	0	269	1021
13:00	10	930	81	0	8	4	0	4	1	0	1	0	0	93	1132
14:00	13	754	82	1	10	4	0	4	1	1	1	0	0	159	1030
15:00	14	842	88	1	9	4	1	2	0	0	0	0	0	74	1035
16:00	9	962	85	0	11	3	0	1	0	0	0	0	0	62	1133
17:00	7	839	82	0	8	1	0	1	0	0	0	0	0	72	1010
18:00	6	651	70	1	5	0	0	1	0	0	0	0	0	27	761
19:00	2	605	44	1	3	1	0	1	0	0	1	0	0	27	685
20:00	0	393	40	0	2	2	0	0	0	0	0	0	0	8	445
21:00	1	366	29	0	0	0	0	0	0	0	0	0	0	13	409
22:00	0	228	26	0	1	1	0	0	0	0	0	0	0	8	264
23:00	0	160	12	0	3	0	0	0	0	0	0	0	0	3	178
Total	149	11066	1248	12	150	39	2	44	16	3	3	0	0	1236	13968
Percent	1.1%	79.2%	8.9%	0.1%	1.1%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	8.8%	
AM Peak	11:00	11:00	07:00	00:00	07:00	09:00	08:00	07:00	09:00	09:00				10:00	
Vol.	22	801	103	2	21	5	1	5	4	2				156	
PM Peak	12:00	16:00	15:00	12:00	16:00	12:00	15:00	12:00	12:00	14:00	13:00			12:00	
Vol.	26	962	88	1	11	5	1	5	1	1	1			269	
Grand Total	365	22273	2718	79	480	129	17	91	44	6	4	0	2	3266	29474
Percent	1.2%	75.6%	9.2%	0.3%	1.6%	0.4%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	11.1%	

Innovative Data, LLC

Location: Route 2 Eastbound
Location: East of Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Start	30-Apr-14	Eastbound		Westbound		Combined		01-May-	Eastbound		Westbound		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		7	187	68	206	75	393		18	209	37	178	55	387
12:15		17	160	31	196	48	356		13	208	31	188	44	396
12:30		3	200	40	182	43	382		14	213	34	174	48	387
12:45		9	211	24	188	33	399		8	188	23	220	31	408
01:00		10	168	30	196	40	364		8	208	23	226	31	434
01:15		8	168	21	218	29	386		10	200	26	203	36	403
01:30		12	186	16	220	28	406		12	200	20	232	32	432
01:45		8	194	16	178	24	372		2	202	12	228	14	430
02:00		10	178	16	238	26	416		5	204	8	258	13	462
02:15		10	224	10	268	20	492		5	230	10	237	15	467
02:30		7	198	10	298	17	496		14	220	4	320	18	540
02:45		4	244	4	333	8	577		16	211	9	293	25	504
03:00		8	240	8	399	16	639		9	218	10	390	19	608
03:15		16	199	6	426	22	625		18	250	5	412	23	662
03:30		20	244	7	390	27	634		12	225	16	412	28	637
03:45		22	254	10	***430***	32	684		20	242	9	421	29	663
04:00		28	231	12	***459***	40	690		38	268	6	463	44	731
04:15		48	216	14	***486***	62	702		38	292	8	***477***	46	769
04:30		68	248	6	***454***	74	702		60	256	15	***512***	75	***768***
04:45		76	256	14	418	90	674		80	246	16	***448***	96	***694***
05:00		144	252	14	462	158	714		149	***320***	23	***476***	172	***796***
05:15		226	***299***	36	443	262	***742***		193	***315***	34	462	227	***777***
05:30		305	***277***	41	442	346	***719***		304	***316***	40	439	344	755
05:45		450	***257***	44	450	494	***707***		424	***270***	48	430	472	700
06:00		***543***	***255***	71	464	614	***719***		***562***	244	69	405	631	649
06:15		***616***	217	101	434	717	651		***552***	242	96	374	648	616
06:30		***457***	178	144	350	601	528		***430***	194	130	374	560	568
06:45		***460***	160	187	365	647	525		***480***	169	182	312	662	481
07:00		452	152	201	287	***653***	439		459	186	210	252	***669***	438
07:15		498	142	228	248	***726***	390		459	135	216	244	***675***	379
07:30		454	100	230	210	***684***	310		453	112	***223***	192	***676***	304
07:45		436	96	***240***	184	***676***	280		454	120	***253***	214	***707***	334
08:00		392	73	***213***	194	605	267		418	108	***227***	162	645	270
08:15		342	62	***218***	144	560	206		456	79	***242***	170	698	249
08:30		288	71	***264***	136	552	207		442	70	215	172	657	242
08:45		332	67	192	133	524	200		420	59	202	162	622	221
09:00		518	100	198	128	716	228		325	81	210	125	535	206
09:15		345	59	201	132	546	191		308	46	163	134	471	180
09:30		327	42	202	109	529	151		270	69	208	115	478	184
09:45		296	55	164	106	460	161		290	46	184	81	474	127
10:00		270	52	140	103	410	155		235	39	173	104	408	143
10:15		236	52	149	90	385	142		248	72	148	68	396	140
10:30		212	66	185	84	397	150		224	43	183	92	407	135
10:45		209	41	164	94	373	135		226	32	165	120	391	152
11:00		179	34	198	79	377	113		198	23	168	106	366	129
11:15		228	22	178	66	406	88		222	26	158	80	380	106
11:30		196	21	174	60	370	81		245	24	130	92	375	116
11:45		214	17	170	49	384	66		221	10	176	62	397	72
Total		10016	7425	4910	12229	14926	19654		10067	7940	4798	12311	14865	20251
Day Total		17441		17139		34580			18007		17109		35116	
% Total		29.0%	21.5%	14.2%	35.4%				28.7%	22.6%	13.7%	35.1%		
Peak		06:00	05:15	07:45	03:45	07:00	05:15		06:00	05:00	07:30	04:15	07:00	04:30
Vol.		2076	1088	935	1829	2739	2887		2024	1221	945	1913	2727	3035
P.H.F.		0.843	0.910	0.885	0.941	0.943	0.973		0.900	0.954	0.934	0.934	0.964	0.953

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Route 2 Eastbound
Location: East of Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start Time	02-May-14 Fri	Eastbound A.M.	Eastbound P.M.	Westbound A.M.	Westbound P.M.	Combined A.M.	Combined P.M.	03-May- Sat	Eastbound A.M.	Eastbound P.M.	Westbound A.M.	Westbound P.M.	Combined A.M.	Combined P.M.
12:00		18	218	76	164	94	382		28	224	78	258	106	482
12:15		14	214	95	237	109	451		19	278	70	230	89	508
12:30		10	220	90	199	100	419		16	258	60	240	76	498
12:45		16	202	72	224	88	426		12	248	32	232	44	480
01:00		8	194	27	192	35	386		11	258	37	218	48	476
01:15		8	194	32	246	40	440		12	218	21	228	33	446
01:30		4	198	22	228	26	426		10	208	20	238	30	446
01:45		7	210	11	225	18	435		9	228	27	249	36	477
02:00		9	193	11	256	20	449		10	204	20	210	30	414
02:15		4	262	14	288	18	550		10	***216***	19	208	29	***424***
02:30		10	232	9	364	19	596		20	***275***	17	242	37	***517***
02:45		12	233	8	368	20	601		18	***304***	10	224	28	***528***
03:00		8	207	10	410	18	617		8	***296***	14	233	22	***529***
03:15		25	196	6	395	31	591		12	186	10	***238***	22	424
03:30		14	235	6	444	20	679		10	240	12	***252***	22	492
03:45		14	268	20	***450***	34	718		9	289	10	***219***	19	508
04:00		38	248	10	***454***	48	702		16	266	7	***252***	23	518
04:15		36	271	10	***474***	46	745		37	230	16	218	53	448
04:30		62	268	14	***476***	76	***744***		28	203	12	256	40	459
04:45		76	254	19	441	95	***695***		27	256	18	220	45	476
05:00		138	***282***	16	448	154	***730***		50	209	18	238	68	447
05:15		196	***305***	28	482	224	***787***		66	230	24	216	90	446
05:30		282	***314***	51	410	333	724		72	237	30	228	102	465
05:45		432	***262***	65	434	497	696		78	198	44	208	122	406
06:00		406	245	68	378	474	623		104	206	60	222	164	428
06:15		***576***	234	104	408	680	642		136	165	61	161	197	326
06:30		***458***	236	120	314	578	550		166	164	104	200	270	364
06:45		***449***	172	182	263	631	435		149	165	136	148	285	313
07:00		***426***	144	194	270	620	414		143	164	92	146	235	310
07:15		440	144	***239***	248	***679***	392		160	137	111	142	271	279
07:30		466	128	***222***	204	***688***	332		178	136	139	159	317	295
07:45		428	88	***221***	184	***649***	272		149	130	144	153	293	283
08:00		445	94	***216***	137	***661***	231		173	108	122	130	295	238
08:15		424	94	224	160	648	254		183	87	156	124	339	211
08:30		339	92	232	155	571	247		175	122	181	106	356	228
08:45		356	84	198	110	554	194		191	93	200	132	391	225
09:00		306	74	204	118	510	192		192	110	174	97	366	207
09:15		286	92	240	124	526	216		250	90	186	95	436	185
09:30		282	70	180	102	462	172		206	92	192	109	398	201
09:45		242	68	170	96	412	164		230	76	188	101	418	177
10:00		237	75	192	85	429	160		208	72	196	92	404	164
10:15		229	89	163	88	392	177		***267***	71	***233***	84	***500***	155
10:30		245	70	172	115	417	185		***240***	77	***230***	89	***470***	166
10:45		195	44	159	119	354	163		***254***	77	***224***	120	***478***	197
11:00		191	44	182	95	373	139		***242***	46	***210***	94	***452***	140
11:15		206	34	182	110	388	144		224	48	208	82	432	130
11:30		200	27	200	102	400	129		234	22	206	82	440	104
11:45		221	25	198	80	419	105		258	37	249	68	507	105
Total		9494	8147	5184	12374	14678	20521		5300	8254	4628	8491	9928	16745
Day Total		17641		17558		35199			13554		13119		26673	
% Total		27.0%	23.1%	14.7%	35.2%				19.9%	30.9%	17.4%	31.8%		
Peak		06:15	05:00	07:15	03:45	07:15	04:30		10:15	02:15	10:15	03:15	10:15	02:15
Vol.		1909	1163	898	1854	2677	2956		1003	1091	897	961	1900	1998
P.H.F.		0.829	0.926	0.939	0.974	0.973	0.939		0.939	0.897	0.962	0.953	0.950	0.944

ADT	ADT 32,876	AADT 32,876

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Route 2 Eastbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start	Wed	30-Apr-14	Thu	01-May-1	Fri	02-May-1	Daily Average	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	10	59	4	63	6	67	7	63
12:15	5	64	1	54	5	68	4	62
12:30	3	61	4	66	5	65	4	64
12:45	2	66	3	67	6	66	4	66
01:00	4	42	1	77	4	67	3	62
01:15	1	58	2	59	1	53	1	57
01:30	2	66	2	67	0	53	1	62
01:45	2	64	1	59	1	63	1	62
02:00	1	64	0	55	1	42	1	54
02:15	1	64	0	66	0	83	0	71
02:30	0	81	0	74	0	73	0	76
02:45	1	83	1	56	0	56	1	65
03:00	2	74	2	57	2	60	2	64
03:15	1	61	2	75	2	61	2	66
03:30	0	76	3	65	6	68	3	70
03:45	3	65	4	83	3	98	3	82
04:00	6	77	4	75	2	71	4	74
04:15	4	73	3	72	5	79	4	75
04:30	12	78	10	72	11	98	11	83
04:45	12	80	14	87	10	77	12	81
05:00	18	82	12	**102**	10	**93**	13	**92**
05:15	33	**102**	30	**84**	36	**100**	33	**95**
05:30	44	**92**	45	**106**	41	**102**	43	**100**
05:45	89	**109**	71	**106**	89	**91**	83	**102**
06:00	93	**94**	102	86	93	89	96	90
06:15	114	60	124	67	121	89	120	72
06:30	144	77	134	61	129	67	136	68
06:45	159	59	164	66	163	61	162	62
07:00	137	53	140	55	143	46	140	51
07:15	121	54	122	51	124	50	122	52
07:30	146	30	134	38	**146**	55	**142**	41
07:45	165	29	**159**	48	**149**	42	**158**	40
08:00	127	35	**145**	31	**165**	28	**146**	31
08:15	**131**	33	**142**	33	**134**	34	**136**	33
08:30	**151**	19	**135**	36	122	31	136	29
08:45	**148**	30	122	35	116	24	129	30
09:00	**148**	24	115	24	102	30	122	26
09:15	102	19	100	24	93	31	98	25
09:30	99	16	94	19	87	29	93	21
09:45	81	14	77	16	82	24	80	18
10:00	81	26	77	15	52	22	70	21
10:15	68	19	76	19	57	19	67	19
10:30	62	16	62	17	67	17	64	17
10:45	67	9	75	11	53	20	65	13
11:00	73	3	61	12	58	11	64	9
11:15	62	8	59	9	63	21	61	13
11:30	64	3	59	7	53	15	59	8
11:45	61	6	74	5	63	7	66	6
Total	2860	2477	2771	2532	2681	2616	2772	2543
Combined Total	5337		5303		5297		5315	
Peak	08:15	05:15	07:45	05:00	07:30	05:00	07:30	05:00
Vol.	578	397	581	398	594	386	582	389
P.H.F.	0.957	0.911	0.914	0.939	0.900	0.946	0.921	0.953

Innovative Data, LLC

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Location: Route 2 Eastbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start Time	Sat A.M.	03-May-1 P.M.	Sun A.M.	04-May-1 P.M.	Mon A.M.	05-May-1 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	5	69	0	*	*	*	2	69
12:15	9	85	*	*	*	*	9	85
12:30	2	60	*	*	*	*	2	60
12:45	7	67	*	*	*	*	7	67
01:00	6	**81**	*	*	*	*	6	**81**
01:15	2	**111**	*	*	*	*	2	**111**
01:30	3	**96**	*	*	*	*	3	**96**
01:45	7	**109**	*	*	*	*	7	**109**
02:00	2	73	*	*	*	*	2	73
02:15	1	106	*	*	*	*	1	106
02:30	5	43	*	*	*	*	5	43
02:45	3	1	*	*	*	*	3	1
03:00	2	5	*	*	*	*	2	5
03:15	3	50	*	*	*	*	3	50
03:30	2	76	*	*	*	*	2	76
03:45	2	65	*	*	*	*	2	65
04:00	3	59	*	*	*	*	3	59
04:15	3	66	*	*	*	*	3	66
04:30	4	66	*	*	*	*	4	66
04:45	5	71	*	*	*	*	5	71
05:00	7	73	*	*	*	*	7	73
05:15	5	71	*	*	*	*	5	71
05:30	18	54	*	*	*	*	18	54
05:45	26	55	*	*	*	*	26	55
06:00	15	55	*	*	*	*	15	55
06:15	32	62	*	*	*	*	32	62
06:30	38	48	*	*	*	*	38	48
06:45	65	41	*	*	*	*	65	41
07:00	23	51	*	*	*	*	23	51
07:15	37	41	*	*	*	*	37	41
07:30	53	52	*	*	*	*	53	52
07:45	69	55	*	*	*	*	69	55
08:00	56	27	*	*	*	*	56	27
08:15	71	30	*	*	*	*	71	30
08:30	64	29	*	*	*	*	64	29
08:45	71	25	*	*	*	*	71	25
09:00	52	24	*	*	*	*	52	24
09:15	**84**	25	*	*	*	*	**84**	25
09:30	**92**	24	*	*	*	*	**92**	24
09:45	**77**	30	*	*	*	*	**77**	30
10:00	**58**	25	*	*	*	*	**58**	25
10:15	69	22	*	*	*	*	69	22
10:30	70	21	*	*	*	*	70	21
10:45	80	15	*	*	*	*	80	15
11:00	61	21	*	*	*	*	61	21
11:15	76	15	*	*	*	*	76	15
11:30	69	12	*	*	*	*	69	12
11:45	73	14	*	*	*	*	73	14
Total	1587	2376	0	0	0	0	1584	2376
Combined Total	3963		0		0		3960	
Peak	09:15	01:00					09:15	01:00
Vol.	311	397					311	397
P.H.F.	0.845	0.894					0.845	0.894
ADT		ADT 4,974	AADT 4,974					

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Location: Route 2 Eastbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/14	1	1	4	6	8	0	0	0	0	0	0	0	0	0	20	26-35	12
01:00	1	1	3	2	1	1	0	0	0	0	0	0	0	0	9	21-30	4
02:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
03:00	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6	21-30	5
04:00	0	0	4	16	11	3	0	0	0	0	0	0	0	0	34	25-34	25
05:00	3	4	7	92	69	8	**1**	0	0	0	0	0	0	0	184	26-35	140
06:00	43	25	80	**207**	**148**	6	1	0	0	0	0	0	0	0	510	25-34	303
07:00	**233**	49	87	139	57	3	1	0	0	0	0	0	0	0	**569**	5-14	258
08:00	179	**63**	**134**	148	33	0	0	0	0	0	0	0	0	0	557	5-14	215
09:00	133	28	71	130	61	6	1	0	0	0	0	0	0	0	430	5-14	158
10:00	6	7	38	140	77	10	0	0	0	0	0	0	0	0	278	25-34	197
11:00	6	4	38	113	84	**15**	0	0	0	0	0	0	0	0	260	25-34	177
12 PM	3	7	38	108	88	6	0	0	0	0	0	0	0	0	250	25-34	176
13:00	8	11	34	105	63	8	**1**	0	0	0	0	0	0	0	230	25-34	149
14:00	4	15	60	130	76	6	1	0	0	0	0	0	0	0	292	24-33	193
15:00	2	6	36	133	86	**13**	0	0	0	0	0	0	0	0	276	25-34	199
16:00	4	10	49	149	**89**	7	0	0	0	0	0	0	0	0	308	25-34	217
17:00	**30**	**31**	**68**	**163**	83	10	0	0	0	0	0	0	0	0	**385**	24-33	218
18:00	2	19	56	129	75	9	0	0	0	0	0	0	0	0	290	24-33	189
19:00	2	1	14	87	50	11	1	0	0	0	0	0	0	0	166	25-34	124
20:00	3	2	38	53	19	2	0	0	0	0	0	0	0	0	117	22-31	82
21:00	0	4	20	32	14	3	0	0	0	0	0	0	0	0	73	23-32	48
22:00	0	2	17	29	20	2	0	0	0	0	0	0	0	0	70	24-33	47
23:00	0	1	6	9	4	0	0	0	0	0	0	0	0	0	20	22-31	14
Total	663	291	904	2126	1217	129	7	0	0	0	0	0	0	0	5337		
Percent	12.4%	5.5%	16.9%	39.8%	22.8%	2.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	06:00	06:00	11:00	05:00								07:00		
Vol.	233	63	134	207	148	15	1								569		
PM Peak	17:00	17:00	17:00	17:00	16:00	15:00	13:00								17:00		
Vol.	30	31	68	163	89	13	1								385		

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Route 2 Eastbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/01/14	1	1	2	4	3	1	0	0	0	0	0	0	0	0	12	22-31	6
01:00	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6	26-35	5
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	1	2	5	3	0	0	0	0	0	0	0	0	0	11	25-34	7
04:00	0	1	7	10	12	1	0	0	0	0	0	0	0	0	31	25-34	20
05:00	2	10	22	75	44	5	0	0	0	0	0	0	0	0	158	25-34	106
06:00	26	27	81	234	**143**	13	0	0	0	0	0	0	0	0	524	25-34	332
07:00	**100**	**37**	95	217	97	9	0	0	0	0	0	0	0	0	**555**	23-32	266
08:00	43	29	**96**	**249**	120	7	0	0	0	0	0	0	0	0	544	24-33	330
09:00	26	16	75	167	91	11	0	0	0	0	0	0	0	0	386	24-33	234
10:00	8	14	39	133	81	**14**	**1**	0	0	0	0	0	0	0	290	25-34	190
11:00	6	11	35	112	81	8	0	0	0	0	0	0	0	0	253	25-34	171
12 PM	10	12	27	112	80	9	0	0	0	0	0	0	0	0	250	25-34	166
13:00	2	9	35	120	88	8	0	0	0	0	0	0	0	0	262	25-34	186
14:00	**12**	7	34	93	90	15	0	0	0	0	0	0	0	0	251	26-35	159
15:00	1	2	28	127	114	8	0	0	0	0	0	0	0	0	280	26-35	215
16:00	4	10	30	120	**118**	**23**	**1**	0	0	0	0	0	0	0	306	26-35	210
17:00	7	11	**58**	**192**	116	14	0	0	0	0	0	0	0	0	**398**	25-34	279
18:00	11	**13**	40	92	109	15	0	0	0	0	0	0	0	0	280	26-35	174
19:00	1	3	20	85	74	9	0	0	0	0	0	0	0	0	192	26-35	142
20:00	0	2	17	75	36	4	1	0	0	0	0	0	0	0	135	24-33	103
21:00	0	1	15	43	23	1	0	0	0	0	0	0	0	0	83	25-34	62
22:00	1	2	14	28	15	2	0	0	0	0	0	0	0	0	62	24-33	41
23:00	0	0	7	15	10	1	0	0	0	0	0	0	0	0	33	24-33	24
Total	261	219	780	2312	1550	178	3	0	0	0	0	0	0	0	5303		
Percent	4.9%	4.1%	14.7%	43.6%	29.2%	3.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	06:00	10:00	10:00								07:00		
Vol.	100	37	96	249	143	14	1								555		
PM Peak	14:00	18:00	17:00	17:00	16:00	16:00	16:00								17:00		
Vol.	12	13	58	192	118	23	1								398		

Innovative Data, LLC

PO Box 468
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Location: Route 2 Eastbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	0	0	4	7	10	1	0	0	0	0	0	0	0	0	22	26-35	16
01:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6	21-30	5
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	1	4	6	2	0	0	0	0	0	0	0	0	13	28-37	9
04:00	0	1	1	14	10	2	0	0	0	0	0	0	0	0	28	26-35	21
05:00	0	0	6	76	86	7	**1**	0	0	0	0	0	0	0	176	26-35	144
06:00	9	17	51	**240**	**176**	13	0	0	0	0	0	0	0	0	506	25-34	366
07:00	**106**	**45**	95	226	83	7	0	0	0	0	0	0	0	0	**562**	23-32	266
08:00	83	42	**115**	183	103	10	1	0	0	0	0	0	0	0	537	23-32	252
09:00	28	23	62	139	97	**15**	0	0	0	0	0	0	0	0	364	25-34	204
10:00	1	6	28	117	71	6	0	0	0	0	0	0	0	0	229	25-34	170
11:00	5	7	39	108	72	6	0	0	0	0	0	0	0	0	237	25-34	163
12 PM	4	10	30	125	83	14	0	0	0	0	0	0	0	0	266	25-34	185
13:00	2	4	41	113	65	11	0	0	0	0	0	0	0	0	236	24-33	166
14:00	22	16	47	108	54	7	0	0	0	0	0	0	0	0	254	24-33	145
15:00	8	18	63	128	59	10	1	0	0	0	0	0	0	0	287	23-32	180
16:00	11	16	49	123	**111**	**15**	0	0	0	0	0	0	0	0	325	25-34	204
17:00	**29**	**21**	**75**	**175**	78	7	1	0	0	0	0	0	0	0	**386**	24-33	232
18:00	4	11	56	138	87	9	1	0	0	0	0	0	0	0	306	24-33	207
19:00	1	3	18	93	67	9	**2**	0	0	0	0	0	0	0	193	25-34	143
20:00	0	0	6	60	44	7	0	0	0	0	0	0	0	0	117	26-35	93
21:00	1	2	14	62	28	6	1	0	0	0	0	0	0	0	114	25-34	83
22:00	0	0	9	38	26	4	1	0	0	0	0	0	0	0	78	25-34	59
23:00	0	1	5	27	17	4	0	0	0	0	0	0	0	0	54	25-34	40
Total	314	243	817	2307	1435	172	9	0	0	0	0	0	0	0	5297		
Percent	5.9%	4.6%	15.4%	43.6%	27.1%	3.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	06:00	06:00	09:00	05:00								07:00		
Vol.	106	45	115	240	176	15	1								562		
PM Peak	17:00	17:00	17:00	17:00	16:00	16:00	19:00								17:00		
Vol.	29	21	75	175	111	15	2								386		

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Location: Route 2 Eastbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	0	0	4	10	7	2	0	0	0	0	0	0	0	0	23	24-33	16
01:00	0	0	6	6	4	2	0	0	0	0	0	0	0	0	18	23-32	11
02:00	0	0	0	8	2	1	0	0	0	0	0	0	0	0	11	25-34	9
03:00	2	0	1	3	3	0	0	0	0	0	0	0	0	0	9	25-34	5
04:00	0	0	1	4	8	2	0	0	0	0	0	0	0	0	15	28-37	11
05:00	1	0	5	17	26	6	1	0	0	0	0	0	0	0	56	26-35	39
06:00	**8**	3	9	41	65	**21**	**3**	0	0	0	0	0	0	0	150	27-36	94
07:00	1	3	8	73	85	11	1	0	0	0	0	0	0	0	182	26-35	140
08:00	1	2	29	112	106	12	0	0	0	0	0	0	0	0	262	26-35	195
09:00	5	9	28	**150**	**108**	5	0	0	0	0	0	0	0	0	**305**	25-34	227
10:00	6	**14**	36	134	83	4	0	0	0	0	0	0	0	0	277	25-34	192
11:00	2	10	**55**	134	71	7	0	0	0	0	0	0	0	0	279	24-33	194
12 PM	35	35	60	109	42	0	0	0	0	0	0	0	0	0	281	23-32	139
13:00	43	**44**	**106**	**147**	51	5	**1**	0	0	0	0	0	0	0	**397**	22-31	206
14:00	**54**	25	45	60	36	3	0	0	0	0	0	0	0	0	223	23-32	81
15:00	8	23	51	77	37	0	0	0	0	0	0	0	0	0	196	23-32	112
16:00	1	4	48	141	63	5	0	0	0	0	0	0	0	0	262	24-33	196
17:00	0	1	30	124	**84**	**12**	1	**1**	0	0	0	0	0	0	253	25-34	190
18:00	1	1	17	116	67	4	0	0	0	0	0	0	0	0	206	25-34	165
19:00	2	2	32	89	69	5	0	0	0	0	0	0	0	0	199	25-34	144
20:00	1	1	18	55	32	4	0	0	0	0	0	0	0	0	111	25-34	81
21:00	0	0	16	54	30	3	0	0	0	0	0	0	0	0	103	25-34	79
22:00	0	0	19	38	23	3	0	0	0	0	0	0	0	0	83	24-33	59
23:00	1	0	5	31	22	3	0	0	0	0	0	0	0	0	62	25-34	47
Total	172	177	629	1733	1124	120	7	1	0	0	0	0	0	0	3963		
Percent	4.3%	4.5%	15.9%	43.7%	28.4%	3.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	10:00	11:00	09:00	09:00	06:00	06:00								09:00		
Vol.	8	14	55	150	108	21	3								305		
PM Peak	14:00	13:00	13:00	13:00	17:00	17:00	13:00	17:00							13:00		
Vol.	54	44	106	147	84	12	1	1							397		
Total	1410	930	3130	8478	5326	599	26	1	0	0	0	0	0	0	19900		
Percent	7.1%	4.7%	15.7%	42.6%	26.8%	3.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	16 MPH
50th Percentile :	27 MPH
85th Percentile :	32 MPH
95th Percentile :	35 MPH

Stats

10 MPH Pace Speed :	25-34 MPH
Number in Pace :	12001
Percent in Pace :	60.3%
Number of Vehicles > 40 MPH :	89
Percent of Vehicles > 40 MPH :	0.4%
Mean Speed(Average) :	26 MPH

Innovative Data, LLC

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Location: Route 2 Eastbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/30/14	2	15	1	1	0	0	0	0	0	0	0	0	0	1	20
01:00	1	4	0	1	2	0	0	0	0	0	0	0	0	1	9
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
04:00	1	26	4	0	2	1	0	0	0	0	0	0	0	0	34
05:00	3	126	39	1	6	1	0	3	0	1	0	0	0	4	184
06:00	9	361	72	11	25	4	4	5	2	0	1	1	0	15	510
07:00	18	319	78	2	22	4	0	2	1	0	0	0	0	123	569
08:00	13	356	58	3	12	8	0	2	4	2	0	0	1	98	557
09:00	11	260	57	1	16	8	1	7	2	1	0	0	1	65	430
10:00	3	190	56	3	15	2	4	0	0	1	0	0	1	3	278
11:00	3	194	35	5	12	0	1	3	1	0	0	0	0	6	260
12 PM	4	176	37	6	8	2	3	5	1	4	0	0	0	4	250
13:00	3	150	41	2	6	9	6	2	0	1	0	0	1	9	230
14:00	4	208	49	1	12	5	3	2	2	1	0	0	0	5	292
15:00	4	203	48	3	9	4	1	1	0	0	0	0	0	3	276
16:00	3	239	44	2	11	1	1	1	0	0	0	0	0	6	308
17:00	9	306	42	1	8	1	0	3	0	1	0	0	0	14	385
18:00	5	229	44	2	2	1	1	2	0	1	0	0	0	3	290
19:00	5	131	25	0	2	1	0	0	1	0	0	0	0	1	166
20:00	2	89	17	0	4	2	0	0	0	0	0	0	0	3	117
21:00	1	51	17	0	3	0	0	0	0	0	0	0	1	0	73
22:00	2	49	10	0	2	2	2	0	0	0	0	0	0	3	70
23:00	0	15	1	0	0	3	0	0	0	0	0	0	1	0	20
Total	106	3703	777	46	179	59	27	38	14	13	1	1	6	367	5337
Percent	2.0%	69.4%	14.6%	0.9%	3.4%	1.1%	0.5%	0.7%	0.3%	0.2%	0.0%	0.0%	0.1%	6.9%	
AM Peak	07:00	06:00	07:00	06:00	06:00	08:00	06:00	09:00	08:00	08:00	06:00	06:00	08:00	07:00	
Vol.	18	361	78	11	25	8	4	7	4	2	1	1	1	123	
PM Peak	17:00	17:00	14:00	12:00	14:00	13:00	13:00	12:00	14:00	12:00			13:00	17:00	
Vol.	9	306	49	6	12	9	6	5	2	4			1	14	

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Location: Route 2 Eastbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/01/14	0	10	0	1	0	0	0	0	0	0	0	0	0	1	12
01:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	8	1	1	1	0	0	0	0	0	0	0	0	0	11
04:00	1	17	7	0	2	2	0	0	0	0	0	0	0	2	31
05:00	8	91	35	1	6	4	1	1	0	1	0	0	1	9	158
06:00	9	374	75	5	28	4	3	4	0	2	0	0	2	18	524
07:00	10	356	86	7	26	3	1	4	0	2	0	0	0	60	555
08:00	12	389	74	4	18	6	4	7	1	2	0	0	1	26	544
09:00	5	261	59	1	24	7	2	3	2	1	0	0	1	20	386
10:00	7	192	50	1	16	3	1	7	0	0	0	0	2	11	290
11:00	4	169	54	0	8	4	2	0	3	1	0	0	0	8	253
12 PM	5	162	57	4	9	3	0	2	1	2	0	0	0	5	250
13:00	2	195	40	5	9	1	2	2	2	1	0	0	0	3	262
14:00	5	173	50	2	5	1	1	4	2	0	0	0	0	8	251
15:00	1	208	60	2	4	1	1	3	0	0	0	0	0	0	280
16:00	4	248	39	5	3	1	0	3	0	1	0	0	0	2	306
17:00	1	335	50	1	2	1	0	2	1	2	0	0	0	3	398
18:00	2	225	31	3	3	1	0	5	2	0	0	0	1	7	280
19:00	1	150	31	0	8	0	0	1	0	0	0	0	0	1	192
20:00	0	117	15	0	1	1	0	1	0	0	0	0	0	0	135
21:00	3	61	14	0	4	0	0	0	1	0	0	0	0	0	83
22:00	2	46	9	0	1	2	0	0	0	0	0	0	0	2	62
23:00	1	28	3	0	1	0	0	0	0	0	0	0	0	0	33
Total	83	3820	841	43	180	45	18	49	15	15	0	0	8	186	5303
Percent	1.6%	72.0%	15.9%	0.8%	3.4%	0.8%	0.3%	0.9%	0.3%	0.3%	0.0%	0.0%	0.2%	3.5%	
AM Peak	08:00	08:00	07:00	07:00	06:00	09:00	08:00	08:00	11:00	06:00			06:00	07:00	
Vol.	12	389	86	7	28	7	4	7	3	2			2	60	
PM Peak	12:00	17:00	15:00	13:00	12:00	12:00	13:00	18:00	13:00	12:00			18:00	14:00	
Vol.	5	335	60	5	9	3	2	5	2	2			1	8	

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Location: Route 2 Eastbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	1	17	2	2	0	0	0	0	0	0	0	0	0	0	22
01:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	6
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	11	1	1	0	0	0	0	0	0	0	0	0	0	13
04:00	0	21	4	0	1	1	0	0	0	0	0	0	0	1	28
05:00	5	115	40	1	12	1	0	1	0	0	0	0	0	1	176
06:00	4	361	76	7	36	6	1	4	1	4	0	1	0	5	506
07:00	8	368	86	4	22	2	2	9	3	1	0	0	1	56	562
08:00	9	387	66	9	14	2	3	11	1	1	0	0	1	33	537
09:00	5	248	62	6	16	1	3	3	8	0	0	0	0	12	364
10:00	4	155	44	2	13	5	0	4	1	0	0	0	0	1	229
11:00	2	164	44	3	9	3	1	1	2	1	0	0	1	6	237
12 PM	3	186	45	4	13	6	3	0	0	0	0	0	0	6	266
13:00	2	175	45	2	9	1	1	0	0	1	0	0	0	0	236
14:00	2	186	41	1	3	4	2	1	1	0	1	0	0	12	254
15:00	2	225	37	2	7	2	3	3	0	1	0	0	0	5	287
16:00	4	254	45	1	2	2	1	4	1	3	0	0	0	8	325
17:00	8	304	48	2	5	1	0	1	0	0	0	0	0	17	386
18:00	4	250	41	1	5	2	0	1	0	0	0	0	0	2	306
19:00	2	154	29	2	4	2	0	0	0	0	0	0	0	0	193
20:00	0	90	21	0	5	0	0	0	0	0	0	0	0	1	117
21:00	0	95	12	1	3	1	0	0	1	0	0	0	0	1	114
22:00	2	63	13	0	0	0	0	0	0	0	0	0	0	0	78
23:00	1	44	8	0	1	0	0	0	0	0	0	0	0	0	54
Total	68	3877	810	51	183	42	20	43	19	12	1	1	3	167	5297
Percent	1.3%	73.2%	15.3%	1.0%	3.5%	0.8%	0.4%	0.8%	0.4%	0.2%	0.0%	0.0%	0.1%	3.2%	
AM Peak	08:00	08:00	07:00	08:00	06:00	06:00	08:00	08:00	09:00	06:00		06:00	07:00	07:00	
Vol.	9	387	86	9	36	6	3	11	8	4		1	1	56	
PM Peak	17:00	17:00	17:00	12:00	12:00	12:00	12:00	16:00	14:00	16:00	14:00			17:00	
Vol.	8	304	48	4	13	6	3	4	1	3	1			17	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Route 2 Eastbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	0	18	2	2	0	0	0	0	0	0	0	0	0	1	23
01:00	0	15	1	0	1	1	0	0	0	0	0	0	0	0	18
02:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
03:00	1	4	0	1	0	0	0	0	0	0	0	0	0	3	9
04:00	0	11	2	0	0	2	0	0	0	0	0	0	0	0	15
05:00	0	36	10	1	6	0	0	1	0	0	0	0	0	2	56
06:00	3	94	26	1	14	5	0	1	1	0	0	0	0	5	150
07:00	4	131	30	2	11	0	1	1	0	0	0	0	0	2	182
08:00	3	200	42	0	10	4	1	1	0	0	0	0	0	1	262
09:00	4	227	55	0	8	3	1	1	1	2	0	0	0	3	305
10:00	2	230	33	1	3	1	3	1	0	1	0	0	0	2	277
11:00	1	225	39	0	4	3	4	1	0	0	0	0	0	2	279
12 PM	6	206	38	0	4	1	3	4	0	1	0	0	0	18	281
13:00	3	296	52	1	5	4	5	7	2	2	0	0	1	19	397
14:00	2	168	27	1	8	0	2	3	0	0	0	0	0	12	223
15:00	1	157	23	0	1	2	2	3	1	0	0	0	0	6	196
16:00	0	202	48	3	5	0	0	1	0	0	0	0	0	3	262
17:00	1	208	34	0	7	0	0	2	0	1	0	0	0	0	253
18:00	0	159	40	1	3	0	0	1	0	0	0	0	0	2	206
19:00	1	154	36	1	5	0	0	0	0	0	0	0	0	2	199
20:00	3	94	12	0	1	0	0	0	0	0	0	0	0	1	111
21:00	2	81	15	0	3	1	0	0	0	0	0	0	0	1	103
22:00	3	68	10	0	2	0	0	0	0	0	0	0	0	0	83
23:00	1	50	8	0	2	0	0	0	0	0	0	0	0	1	62
Total	41	3041	586	15	104	27	22	28	5	7	0	0	1	86	3963
Percent	1.0%	76.7%	14.8%	0.4%	2.6%	0.7%	0.6%	0.7%	0.1%	0.2%	0.0%	0.0%	0.0%	2.2%	
AM Peak	07:00	10:00	09:00	00:00	06:00	06:00	11:00	05:00	06:00	09:00				06:00	
Vol.	4	230	55	2	14	5	4	1	1	2				5	
PM Peak	12:00	13:00	13:00	16:00	14:00	13:00	13:00	13:00	13:00	13:00			13:00	13:00	
Vol.	6	296	52	3	8	4	5	7	2	2			1	19	
Grand Total	298	14441	3014	155	646	173	87	158	53	47	2	2	18	806	19900
Percent	1.5%	72.6%	15.1%	0.8%	3.2%	0.9%	0.4%	0.8%	0.3%	0.2%	0.0%	0.0%	0.1%	4.1%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Route 2 Eastbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start Time	Wed A.M.	30-Apr-14 P.M.	Thu A.M.	01-May-1 P.M.	Fri A.M.	02-May-1 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	0	9	1	12	0	22	0	14
12:15	1	8	1	22	1	17	1	16
12:30	0	11	1	20	1	12	1	14
12:45	1	27	1	22	1	19	1	23
01:00	0	21	0	19	1	15	0	18
01:15	0	11	0	16	0	18	0	15
01:30	0	14	0	18	0	15	0	16
01:45	0	17	0	16	0	15	0	16
02:00	0	6	0	20	1	19	0	15
02:15	0	27	0	21	0	24	0	24
02:30	0	19	0	24	0	33	0	25
02:45	0	18	1	17	0	21	0	19
03:00	0	31	1	30	0	22	0	28
03:15	0	10	0	18	0	15	0	14
03:30	0	21	0	17	0	17	0	18
03:45	1	20	0	20	0	20	0	20
04:00	3	21	1	19	0	25	1	22
04:15	1	19	3	**32**	0	20	1	24
04:30	1	29	1	**23**	0	22	1	25
04:45	0	20	3	**21**	1	24	1	22
05:00	3	**31**	5	**23**	3	31	4	**28**
05:15	6	**30**	8	31	7	21	7	**27**
05:30	5	**21**	6	22	2	27	4	**23**
05:45	6	**31**	10	22	9	**28**	8	**27**
06:00	5	29	9	17	7	**27**	7	24
06:15	15	29	10	18	7	**28**	11	25
06:30	7	23	11	16	9	**30**	9	23
06:45	11	15	11	13	13	20	12	16
07:00	24	10	**24**	13	**17**	13	**22**	12
07:15	**39**	18	**32**	13	**34**	15	**35**	15
07:30	**21**	9	**22**	13	**21**	8	**21**	10
07:45	**19**	8	**17**	11	**15**	6	**17**	8
08:00	**25**	6	16	10	8	6	16	7
08:15	13	6	13	4	16	8	14	6
08:30	15	2	7	1	20	4	14	2
08:45	11	11	24	2	16	10	17	8
09:00	18	33	10	13	20	9	16	18
09:15	21	5	14	8	18	27	18	13
09:30	16	3	18	17	23	6	19	9
09:45	17	4	19	0	17	4	18	3
10:00	21	4	15	6	10	5	15	5
10:15	11	4	19	3	10	3	13	3
10:30	14	4	16	4	14	3	15	4
10:45	15	1	13	3	14	2	14	2
11:00	8	2	21	0	10	3	13	2
11:15	26	4	19	1	20	0	22	2
11:30	15	1	16	1	14	2	15	1
11:45	17	1	16	1	15	0	16	1
Total	432	704	435	693	395	741	419	712
Combined Total	1136		1128		1136		1131	
Peak	07:15	05:00	07:00	04:15	07:00	05:45	07:00	05:00
Vol.	104	113	95	99	87	113	95	105
P.H.F.	0.667	0.911	0.742	0.773	0.640	0.942	0.679	0.938

Innovative Data, LLC

Location: Route 2 Eastbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

PO Box 468
Belchertown, Massachusetts
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Start Time	Sat A.M.	03-May-1 P.M.	Sun A.M.	04-May-1 P.M.	Mon A.M.	05-May-1 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	1	32	0	*	*	*	0	32
12:15	1	33	*	*	*	*	1	33
12:30	0	27	*	*	*	*	0	27
12:45	1	37	*	*	*	*	1	37
01:00	0	24	*	*	*	*	0	24
01:15	0	18	*	*	*	*	0	18
01:30	0	21	*	*	*	*	0	21
01:45	0	16	*	*	*	*	0	16
02:00	0	20	*	*	*	*	0	20
02:15	0	11	*	*	*	*	0	11
02:30	0	35	*	*	*	*	0	35
02:45	1	20	*	*	*	*	1	20
03:00	0	12	*	*	*	*	0	12
03:15	0	0	*	*	*	*	0	0
03:30	1	**38**	*	*	*	*	1	**38**
03:45	0	**73**	*	*	*	*	0	**73**
04:00	0	**38**	*	*	*	*	0	**38**
04:15	1	**25**	*	*	*	*	1	**25**
04:30	2	16	*	*	*	*	2	16
04:45	0	16	*	*	*	*	0	16
05:00	3	17	*	*	*	*	3	17
05:15	3	15	*	*	*	*	3	15
05:30	2	24	*	*	*	*	2	24
05:45	3	9	*	*	*	*	3	9
06:00	5	18	*	*	*	*	5	18
06:15	5	10	*	*	*	*	5	10
06:30	10	12	*	*	*	*	10	12
06:45	6	14	*	*	*	*	6	14
07:00	10	19	*	*	*	*	10	19
07:15	10	9	*	*	*	*	10	9
07:30	11	10	*	*	*	*	11	10
07:45	15	7	*	*	*	*	15	7
08:00	8	7	*	*	*	*	8	7
08:15	10	5	*	*	*	*	10	5
08:30	14	5	*	*	*	*	14	5
08:45	19	9	*	*	*	*	19	9
09:00	17	19	*	*	*	*	17	19
09:15	15	6	*	*	*	*	15	6
09:30	7	8	*	*	*	*	7	8
09:45	23	4	*	*	*	*	23	4
10:00	10	5	*	*	*	*	10	5
10:15	**23**	6	*	*	*	*	**23**	6
10:30	**19**	4	*	*	*	*	**19**	4
10:45	**28**	2	*	*	*	*	**28**	2
11:00	**16**	6	*	*	*	*	**16**	6
11:15	17	2	*	*	*	*	17	2
11:30	18	1	*	*	*	*	18	1
11:45	32	2	*	*	*	*	32	2
Total	367	767	0	0	0	0	366	767
Combined Total	1134		0		0		1133	
Peak	10:15	03:30					10:15	03:30
Vol.	86	174					86	174
P.H.F.	0.768	0.596					0.768	0.596
ADT		ADT 1,133	AADT 1,133					

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Location: Route 2 Eastbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	12-21	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	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	1	0	1	3	0	0	0	0	0	0	0	0	0	0	5	23-32	3
05:00	7	0	4	6	3	0	0	0	0	0	0	0	0	0	20	3-12	8
06:00	16	1	4	14	3	0	0	0	0	0	0	0	0	0	38	5-14	17
07:00	**51**	1	**14**	31	6	0	0	0	0	0	0	0	0	0	**103**	4-13	53
08:00	31	0	5	22	5	**1**	0	0	0	0	0	0	0	0	64	4-13	32
09:00	18	**2**	11	**37**	4	0	0	0	0	0	0	0	0	0	72	23-32	37
10:00	14	0	5	32	**10**	0	0	0	0	0	0	0	0	0	61	24-33	34
11:00	12	2	10	32	10	0	0	0	0	0	0	0	0	0	66	24-33	36
12 PM	11	1	5	30	8	0	0	0	0	0	0	0	0	0	55	24-33	31
13:00	7	**2**	15	28	11	0	0	0	0	0	0	0	0	0	63	23-32	37
14:00	5	0	11	47	7	0	0	0	0	0	0	0	0	0	70	23-32	53
15:00	**14**	1	11	47	8	**1**	0	0	0	0	0	0	0	0	82	23-32	50
16:00	10	0	22	45	**12**	0	0	0	0	0	0	0	0	0	89	22-31	58
17:00	9	0	**27**	**65**	11	1	0	0	0	0	0	0	0	0	**113**	23-32	80
18:00	13	1	11	59	12	0	0	0	0	0	0	0	0	0	96	24-33	63
19:00	6	0	10	23	6	0	0	0	0	0	0	0	0	0	45	23-32	28
20:00	1	1	8	15	0	0	0	0	0	0	0	0	0	0	25	22-31	20
21:00	6	0	10	23	5	1	0	0	0	0	0	0	0	0	45	23-32	28
22:00	6	1	3	2	1	0	0	0	0	0	0	0	0	0	13	6-15	6
23:00	3	0	3	2	0	0	0	0	0	0	0	0	0	0	8	22-31	3
Total	242	14	190	564	122	4	0	0	0	0	0	0	0	0	1136		
Percent	21.3%	1.2%	16.7%	49.6%	10.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	07:00	09:00	10:00	08:00									07:00		
Vol.	51	2	14	37	10	1									103		
PM Peak	15:00	13:00	17:00	17:00	16:00	15:00									17:00		
Vol.	14	2	27	65	12	1									113		

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Location: Route 2 Eastbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/01/14	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4	5-14	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	5	0	0	2	1	0	0	0	0	0	0	0	0	0	8	2-11	5
05:00	11	**1**	6	11	0	0	0	0	0	0	0	0	0	0	29	5-14	12
06:00	17	0	10	11	3	0	0	0	0	0	0	0	0	0	41	4-13	19
07:00	**33**	0	11	**41**	**10**	0	0	0	0	0	0	0	0	0	**95**	24-33	40
08:00	22	0	4	28	6	0	0	0	0	0	0	0	0	0	60	24-33	26
09:00	11	0	12	29	9	0	0	0	0	0	0	0	0	0	61	23-32	35
10:00	5	0	10	41	7	0	0	0	0	0	0	0	0	0	63	23-32	47
11:00	8	0	**17**	39	8	0	0	0	0	0	0	0	0	0	72	23-32	48
12 PM	8	**1**	10	45	12	0	0	0	0	0	0	0	0	0	76	24-33	52
13:00	9	0	17	35	7	**1**	0	0	0	0	0	0	0	0	69	22-31	44
14:00	**11**	0	15	50	6	0	0	0	0	0	0	0	0	0	82	23-32	55
15:00	5	0	19	47	14	0	0	0	0	0	0	0	0	0	85	23-32	61
16:00	4	0	**23**	51	**17**	0	0	0	0	0	0	0	0	0	95	23-32	69
17:00	6	0	14	**67**	11	0	0	0	0	0	0	0	0	0	**98**	23-32	76
18:00	5	0	8	45	6	0	0	0	0	0	0	0	0	0	64	23-32	49
19:00	7	1	5	33	3	1	0	0	0	0	0	0	0	0	50	23-32	33
20:00	2	1	6	8	0	0	0	0	0	0	0	0	0	0	17	21-30	11
21:00	4	1	12	20	1	0	0	0	0	0	0	0	0	0	38	22-31	26
22:00	4	0	5	6	1	0	0	0	0	0	0	0	0	0	16	22-31	8
23:00	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3	6-15	1
Total	180	5	206	612	123	2	0	0	0	0	0	0	0	0	1128		
Percent	16.0%	0.4%	18.3%	54.3%	10.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	05:00	11:00	07:00	07:00										07:00		
Vol.	33	1	17	41	10										95		
PM Peak	14:00	12:00	16:00	17:00	16:00	13:00									17:00		
Vol.	11	1	23	67	17	1									98		

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Location: Route 2 Eastbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	1-10	2
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
02:00	1	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	10	**1**	1	8	1	0	0	0	0	0	0	0	0	0	21	4-13	11
06:00	13	0	6	16	1	0	0	0	0	0	0	0	0	0	36	22-31	16
07:00	**26**	0	**16**	37	8	0	0	0	0	0	0	0	0	0	**87**	23-32	40
08:00	13	0	8	30	9	0	0	0	0	0	0	0	0	0	60	23-32	33
09:00	12	0	16	**45**	4	**1**	0	0	0	0	0	0	0	0	78	23-32	50
10:00	2	0	6	30	10	0	0	0	0	0	0	0	0	0	48	24-33	37
11:00	6	0	10	31	**11**	1	0	0	0	0	0	0	0	0	59	24-33	38
12 PM	7	0	17	39	7	0	0	0	0	0	0	0	0	0	70	23-32	48
13:00	5	**2**	22	28	6	0	0	0	0	0	0	0	0	0	63	21-30	42
14:00	**8**	0	**25**	51	13	0	0	0	0	0	0	0	0	0	97	22-31	67
15:00	2	1	17	46	8	0	0	0	0	0	0	0	0	0	74	23-32	58
16:00	3	0	20	51	**17**	0	0	0	0	0	0	0	0	0	91	23-32	68
17:00	7	2	16	**67**	14	1	0	0	0	0	0	0	0	0	**107**	24-33	77
18:00	6	1	25	63	8	**2**	0	0	0	0	0	0	0	0	105	22-31	78
19:00	3	0	9	24	6	0	0	0	0	0	0	0	0	0	42	23-32	30
20:00	3	0	10	15	0	0	0	0	0	0	0	0	0	0	28	22-31	20
21:00	5	0	12	26	3	0	0	0	0	0	0	0	0	0	46	22-31	32
22:00	1	0	4	8	0	0	0	0	0	0	0	0	0	0	13	22-31	10
23:00	1	0	0	2	2	0	0	0	0	0	0	0	0	0	5	26-35	3
Total	138	7	240	618	128	5	0	0	0	0	0	0	0	0	1136		
Percent	12.1%	0.6%	21.1%	54.4%	11.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	05:00	07:00	09:00	11:00	09:00									07:00		
Vol.	26	1	16	45	11	1									87		
PM Peak	14:00	13:00	14:00	17:00	16:00	18:00									17:00		
Vol.	8	2	25	67	17	2									107		

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Route 2 Eastbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	17-26	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
04:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1-10	2
05:00	1	0	3	6	1	0	0	0	0	0	0	0	0	0	11	22-31	8
06:00	4	0	3	17	2	0	0	0	0	0	0	0	0	0	26	24-33	17
07:00	**10**	1	5	25	5	0	0	0	0	0	0	0	0	0	46	24-33	25
08:00	6	0	12	27	6	0	0	0	0	0	0	0	0	0	51	23-32	33
09:00	3	0	**19**	32	7	**1**	0	0	0	0	0	0	0	0	62	22-31	45
10:00	5	**2**	17	46	**10**	0	0	0	0	0	0	0	0	0	80	23-32	57
11:00	2	0	16	**57**	8	0	0	0	0	0	0	0	0	0	**83**	23-32	68
12 PM	6	3	**37**	72	11	0	0	0	0	0	0	0	0	0	**129**	22-31	95
13:00	5	2	15	45	11	**1**	0	0	0	0	0	0	0	0	79	23-32	55
14:00	4	**4**	30	43	5	0	0	0	0	0	0	0	0	0	86	21-30	62
15:00	**10**	1	19	**75**	**17**	1	0	0	0	0	0	0	0	0	123	23-32	87
16:00	7	2	29	42	15	0	0	0	0	0	0	0	0	0	95	22-31	62
17:00	3	0	17	42	3	0	0	0	0	0	0	0	0	0	65	22-31	52
18:00	3	0	18	29	4	0	0	0	0	0	0	0	0	0	54	22-31	41
19:00	3	0	12	29	1	0	0	0	0	0	0	0	0	0	45	22-31	35
20:00	3	0	5	16	2	0	0	0	0	0	0	0	0	0	26	23-32	18
21:00	2	0	9	22	4	0	0	0	0	0	0	0	0	0	37	22-31	28
22:00	2	1	4	9	1	0	0	0	0	0	0	0	0	0	17	22-31	11
23:00	2	0	3	6	0	0	0	0	0	0	0	0	0	0	11	22-31	7
Total	85	16	276	641	113	3	0	0	0	0	0	0	0	0	1134		
Percent	7.5%	1.4%	24.3%	56.5%	10.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	10:00	09:00	11:00	10:00	09:00									11:00		
Vol.	10	2	19	57	10	1									83		
PM Peak	15:00	14:00	12:00	15:00	15:00	13:00									12:00		
Vol.	10	4	37	75	17	1									129		
Total	645	42	912	2435	486	14	0	0	0	0	0	0	0	0	4534		
Percent	14.2%	0.9%	20.1%	53.7%	10.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	9 MPH
50th Percentile :	25 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH

Stats

10 MPH Pace Speed :	23-32 MPH
Number in Pace :	2840
Percent in Pace :	62.6%
Number of Vehicles > 40 MPH :	2
Percent of Vehicles > 40 MPH :	0.0%
Mean Speed(Average) :	23 MPH

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
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Location: Route 2 Eastbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/30/14	0	0	1	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5
05:00	0	11	1	0	0	0	0	0	0	0	0	0	0	8	20
06:00	0	18	2	0	1	0	0	0	1	0	0	0	0	16	38
07:00	0	44	6	1	0	0	0	0	0	1	0	0	0	51	103
08:00	0	29	3	1	0	0	0	0	0	0	0	0	0	31	64
09:00	0	47	5	0	1	0	0	1	0	0	0	0	0	18	72
10:00	0	41	4	0	1	0	1	0	0	0	0	0	0	14	61
11:00	0	45	6	2	0	0	0	0	1	0	0	0	0	12	66
12 PM	0	38	1	0	3	1	0	0	1	0	0	0	0	11	55
13:00	0	48	4	0	2	0	0	2	0	0	0	0	0	7	63
14:00	0	61	3	0	1	0	0	0	0	0	0	0	0	5	70
15:00	0	59	7	1	1	0	0	0	0	0	0	0	0	14	82
16:00	0	73	5	0	1	0	0	0	0	0	0	0	0	10	89
17:00	0	90	9	4	1	0	0	0	0	0	0	0	0	9	113
18:00	1	78	3	0	1	0	0	0	0	0	0	0	0	13	96
19:00	0	35	3	0	1	0	0	0	0	0	0	0	0	6	45
20:00	0	23	1	0	0	0	0	0	0	0	0	0	0	1	25
21:00	0	36	3	0	0	0	0	0	0	0	0	0	0	6	45
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	6	13
23:00	0	4	0	0	1	0	0	0	0	0	0	0	0	3	8
Total	1	792	67	9	15	1	1	3	3	1	0	0	0	243	1136
Percent	0.1%	69.7%	5.9%	0.8%	1.3%	0.1%	0.1%	0.3%	0.3%	0.1%	0.0%	0.0%	0.0%	21.4%	
AM Peak		09:00	07:00	11:00	06:00		10:00	09:00	06:00	07:00				07:00	
Vol.		47	6	2	1		1	1	1	1				51	
PM Peak	18:00	17:00	17:00	17:00	12:00	12:00		13:00	12:00					15:00	
Vol.	1	90	9	4	3	1		2	1					14	

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Location: Route 2 Eastbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/01/14	0	1	1	0	0	0	0	0	0	0	0	0	0	2	4
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	5	8
05:00	0	15	2	0	0	1	0	0	0	0	0	0	0	11	29
06:00	0	21	2	0	0	1	0	0	0	0	0	0	0	17	41
07:00	0	56	5	0	0	0	0	1	0	0	0	0	0	33	95
08:00	0	36	0	0	1	1	0	0	0	0	0	0	0	22	60
09:00	0	43	6	0	1	0	0	0	0	0	0	0	0	11	61
10:00	0	45	8	0	5	0	0	0	0	0	0	0	0	5	63
11:00	0	56	6	0	2	0	0	0	0	0	0	0	0	8	72
12 PM	0	58	9	0	0	1	0	0	0	0	0	0	0	8	76
13:00	0	52	7	0	0	0	0	0	1	0	0	0	0	9	69
14:00	0	59	9	0	3	0	0	0	0	0	0	0	0	11	82
15:00	0	68	10	1	1	0	0	0	0	0	0	0	0	5	85
16:00	0	81	7	1	2	0	0	0	0	0	0	0	0	4	95
17:00	0	83	6	0	1	1	0	1	0	0	0	0	0	6	98
18:00	0	55	4	0	0	0	0	0	0	0	0	0	0	5	64
19:00	0	42	1	0	0	0	0	0	0	0	0	0	0	7	50
20:00	0	14	0	0	1	0	0	0	0	0	0	0	0	2	17
21:00	1	31	1	0	0	1	0	0	0	0	0	0	0	4	38
22:00	0	11	0	0	1	0	0	0	0	0	0	0	0	4	16
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
Total	1	833	85	2	18	6	0	2	1	0	0	0	0	180	1128
Percent	0.1%	73.8%	7.5%	0.2%	1.6%	0.5%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	16.0%	
AM Peak		07:00	10:00		10:00	05:00		07:00						07:00	
Vol.		56	8		5	1		1						33	
PM Peak	21:00	17:00	15:00	15:00	14:00	12:00		17:00	13:00					14:00	
Vol.	1	83	10	1	3	1		1	1					11	

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Location: Route 2 Eastbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
02:00	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00	0	10	0	0	0	1	0	0	0	0	0	0	0	10	21
06:00	0	19	3	0	1	0	0	0	0	0	0	0	0	13	36
07:00	0	56	5	0	0	0	0	0	0	0	0	0	0	26	87
08:00	0	38	7	0	2	0	0	0	0	0	0	0	0	13	60
09:00	0	58	5	1	2	0	0	0	0	0	0	0	0	12	78
10:00	0	38	5	0	2	0	0	0	1	0	0	0	0	2	48
11:00	0	42	8	1	2	0	0	0	0	0	0	0	0	6	59
12 PM	0	53	5	1	3	0	0	1	0	0	0	0	0	7	70
13:00	0	49	7	0	2	0	0	0	0	0	0	0	0	5	63
14:00	0	70	12	0	5	1	0	1	0	0	0	0	0	8	97
15:00	0	64	3	0	4	0	0	1	0	0	0	0	0	2	74
16:00	1	81	4	0	2	0	0	0	0	0	0	0	0	3	91
17:00	0	96	3	0	1	0	0	0	0	0	0	0	0	7	107
18:00	0	90	7	1	0	0	0	1	0	0	0	0	0	6	105
19:00	0	37	2	0	0	0	0	0	0	0	0	0	0	3	42
20:00	0	24	1	0	0	0	0	0	0	0	0	0	0	3	28
21:00	1	38	2	0	0	0	0	0	0	0	0	0	0	5	46
22:00	0	12	0	0	0	0	0	0	0	0	0	0	0	1	13
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5
Total	2	880	79	4	26	2	0	4	1	0	0	0	0	138	1136
Percent	0.2%	77.5%	7.0%	0.4%	2.3%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	12.1%	
AM Peak		09:00	11:00	09:00	08:00	05:00			10:00					07:00	
Vol.		58	8	1	2	1			1					26	
PM Peak	16:00	17:00	14:00	12:00	14:00	14:00		12:00						14:00	
Vol.	1	96	12	1	5	1		1						8	

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Location: Route 2 Eastbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
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	1	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
05:00	0	7	3	0	0	0	0	0	0	0	0	0	0	1	11
06:00	0	22	0	0	0	0	0	0	0	0	0	0	0	4	26
07:00	0	31	5	0	0	0	0	0	0	0	0	0	0	10	46
08:00	0	38	5	0	1	0	0	0	1	0	0	0	0	6	51
09:00	0	57	1	0	0	0	0	0	1	0	0	0	0	3	62
10:00	1	65	6	0	2	1	0	0	0	0	0	0	0	5	80
11:00	1	74	5	0	0	0	0	1	0	0	0	0	0	2	83
12 PM	0	108	12	0	0	1	0	1	0	0	0	0	0	7	129
13:00	0	68	6	0	0	0	0	0	0	0	0	0	0	5	79
14:00	0	78	4	0	0	0	0	0	0	0	0	0	0	4	86
15:00	1	101	10	0	0	0	0	0	0	1	0	0	0	10	123
16:00	0	83	2	0	2	1	0	0	0	0	0	0	0	7	95
17:00	0	59	3	0	0	0	0	0	0	0	0	0	0	3	65
18:00	1	44	5	0	1	0	0	0	0	0	0	0	0	3	54
19:00	0	39	2	0	1	0	0	0	0	0	0	0	0	3	45
20:00	0	23	0	0	0	0	0	0	0	0	0	0	0	3	26
21:00	1	33	1	0	0	0	0	0	0	0	0	0	0	2	37
22:00	0	15	0	0	0	0	0	0	0	0	0	0	0	2	17
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	2	11
Total	5	958	70	0	7	3	0	2	2	1	0	0	0	86	1134
Percent	0.4%	84.5%	6.2%	0.0%	0.6%	0.3%	0.0%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	7.6%	
AM Peak	10:00	11:00	10:00		10:00	10:00		11:00	08:00					07:00	
Vol.	1	74	6		2	1		1	1					10	
PM Peak	15:00	12:00	12:00		16:00	12:00		12:00		15:00				15:00	
Vol.	1	108	12		2	1		1		1				10	
Grand Total	9	3463	301	15	66	12	1	11	7	2	0	0	0	647	4534
Percent	0.2%	76.4%	6.6%	0.3%	1.5%	0.3%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	14.3%	

Innovative Data, LLC

PO Box 468
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Location: Route 2 Westbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start Time	Wed A.M.	30-Apr-14 P.M.	Thu A.M.	01-May-1 P.M.	Fri A.M.	02-May-1 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	2	6	1	7	2	9	2	7
12:15	0	7	0	8	4	8	1	8
12:30	2	6	1	16	2	13	2	12
12:45	0	16	5	16	3	16	3	16
01:00	0	14	1	13	1	13	1	13
01:15	1	10	0	14	1	21	1	15
01:30	1	16	0	12	0	14	0	14
01:45	0	13	0	17	1	19	0	16
02:00	0	17	0	14	0	15	0	15
02:15	0	16	0	14	0	25	0	18
02:30	0	12	0	13	0	21	0	15
02:45	0	19	0	20	1	19	0	19
03:00	0	13	0	16	0	14	0	14
03:15	0	25	0	16	0	14	0	18
03:30	0	21	0	14	0	14	0	16
03:45	0	23	0	21	1	17	0	20
04:00	0	15	0	19	0	18	0	17
04:15	0	12	0	16	0	18	0	15
04:30	0	15	0	17	0	14	0	15
04:45	0	15	0	12	0	13	0	13
05:00	0	22	0	15	0	13	0	17
05:15	1	17	0	16	0	19	0	17
05:30	0	29	1	**24**	0	14	0	22
05:45	1	13	1	**25**	0	**15**	1	18
06:00	0	26	2	**16**	2	**19**	1	**20**
06:15	1	**20**	0	**23**	4	**29**	2	**24**
06:30	6	**18**	4	23	5	**33**	5	**25**
06:45	8	**22**	**12**	24	8	13	**9**	**20**
07:00	25	**33**	**26**	16	**26**	11	**26**	20
07:15	10	20	**12**	15	**17**	16	**13**	17
07:30	7	14	**6**	20	**10**	5	**8**	13
07:45	7	13	7	12	**14**	10	9	12
08:00	11	14	6	9	7	4	8	9
08:15	13	10	12	10	13	3	13	8
08:30	15	6	11	8	12	6	13	7
08:45	13	8	6	7	12	7	10	7
09:00	8	7	16	5	12	7	12	6
09:15	8	7	5	18	12	8	8	11
09:30	9	11	12	12	6	4	9	9
09:45	8	4	10	5	6	3	8	4
10:00	12	4	9	2	14	5	12	4
10:15	7	2	11	3	11	5	10	3
10:30	11	6	13	7	12	6	12	6
10:45	7	0	7	4	7	4	7	3
11:00	**14**	2	14	4	9	6	12	4
11:15	**22**	1	15	2	8	3	15	2
11:30	**9**	3	5	3	15	2	10	3
11:45	**12**	2	9	3	15	7	12	4
Total	251	625	240	626	273	592	255	611
Combined Total	876		866		865		866	
Peak	11:00	06:15	06:45	05:30	07:00	05:45	06:45	06:00
Vol.	57	93	56	88	67	96	56	89
P.H.F.	0.648	0.705	0.538	0.880	0.644	0.727	0.538	0.890

Innovative Data, LLC

Location: Route 2 Westbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Start Time	Sat A.M.	03-May-1 P.M.	Sun A.M.	04-May-1 P.M.	Mon A.M.	05-May-1 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	1	20	0	*	*	*	0	20
12:15	0	18	*	*	*	*	0	18
12:30	0	22	*	*	*	*	0	22
12:45	1	16	*	*	*	*	1	16
01:00	1	11	*	*	*	*	1	11
01:15	1	17	*	*	*	*	1	17
01:30	0	14	*	*	*	*	0	14
01:45	0	20	*	*	*	*	0	20
02:00	2	24	*	*	*	*	2	24
02:15	0	18	*	*	*	*	0	18
02:30	0	**26**	*	*	*	*	0	**26**
02:45	0	**33**	*	*	*	*	0	**33**
03:00	0	**38**	*	*	*	*	0	**38**
03:15	0	**21**	*	*	*	*	0	**21**
03:30	1	22	*	*	*	*	1	22
03:45	0	24	*	*	*	*	0	24
04:00	0	25	*	*	*	*	0	25
04:15	0	26	*	*	*	*	0	26
04:30	0	17	*	*	*	*	0	17
04:45	0	15	*	*	*	*	0	15
05:00	0	19	*	*	*	*	0	19
05:15	0	16	*	*	*	*	0	16
05:30	0	16	*	*	*	*	0	16
05:45	0	9	*	*	*	*	0	9
06:00	0	12	*	*	*	*	0	12
06:15	0	14	*	*	*	*	0	14
06:30	4	8	*	*	*	*	4	8
06:45	1	9	*	*	*	*	1	9
07:00	2	8	*	*	*	*	2	8
07:15	3	7	*	*	*	*	3	7
07:30	3	5	*	*	*	*	3	5
07:45	6	7	*	*	*	*	6	7
08:00	6	4	*	*	*	*	6	4
08:15	6	3	*	*	*	*	6	3
08:30	7	6	*	*	*	*	7	6
08:45	15	5	*	*	*	*	15	5
09:00	14	12	*	*	*	*	14	12
09:15	14	3	*	*	*	*	14	3
09:30	16	10	*	*	*	*	16	10
09:45	18	3	*	*	*	*	18	3
10:00	19	2	*	*	*	*	19	2
10:15	**23**	2	*	*	*	*	**23**	2
10:30	**20**	3	*	*	*	*	**20**	3
10:45	**19**	4	*	*	*	*	**19**	4
11:00	**29**	3	*	*	*	*	**29**	3
11:15	0	4	*	*	*	*	0	4
11:30	0	3	*	*	*	*	0	3
11:45	10	2	*	*	*	*	10	2
Total	242	626	0	0	0	0	241	626
Combined Total	868		0		0		867	
Peak	10:15	02:30					10:15	02:30
Vol.	91	118					91	118
P.H.F.	0.784	0.776					0.784	0.776
ADT		ADT 868	AADT 868					

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Location: Route 2 Westbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/14	0	**1**	0	1	2	0	0	0	0	0	0	0	0	0	4	29-38	2
01:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	32-41	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
06:00	0	0	0	8	6	1	0	0	0	0	0	0	0	0	15	27-36	12
07:00	0	0	0	15	**28**	5	**1**	0	0	0	0	0	0	0	49	28-37	39
08:00	0	0	**5**	13	26	**8**	0	0	0	0	0	0	0	0	52	27-36	37
09:00	0	0	0	17	11	4	1	0	0	0	0	0	0	0	33	26-35	25
10:00	0	0	3	12	16	6	0	0	0	0	0	0	0	0	37	27-36	26
11:00	0	1	5	**18**	25	8	0	0	0	0	0	0	0	0	**57**	27-36	39
12 PM	0	0	0	13	20	2	0	0	0	0	0	0	0	0	35	27-36	30
13:00	0	**1**	3	15	26	7	1	0	0	0	0	0	0	0	53	27-36	38
14:00	0	0	0	22	34	8	0	0	0	0	0	0	0	0	64	27-36	51
15:00	0	0	3	21	39	**17**	**2**	0	0	0	0	0	0	0	82	28-37	58
16:00	0	0	3	9	34	10	1	0	0	0	0	0	0	0	57	29-38	44
17:00	0	1	2	21	**48**	9	0	0	0	0	0	0	0	0	81	27-36	64
18:00	0	0	**8**	22	43	12	1	0	0	0	0	0	0	0	**86**	27-36	61
19:00	0	0	2	**24**	47	7	0	0	0	0	0	0	0	0	80	27-36	65
20:00	0	0	2	18	16	2	0	0	0	0	0	0	0	0	38	26-35	30
21:00	0	0	1	13	8	5	2	0	0	0	0	0	0	0	29	26-35	19
22:00	0	0	1	4	7	0	0	0	0	0	0	0	0	0	12	26-35	10
23:00	0	1	1	3	3	0	0	0	0	0	0	0	0	0	8	26-35	5
Total	0	5	39	271	440	112	9	0	0	0	0	0	0	0	876		
Percent	0.0%	0.6%	4.5%	30.9%	50.2%	12.8%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		00:00	08:00	11:00	07:00	08:00	07:00								11:00		
Vol.		1	5	18	28	8	1								57		
PM Peak		13:00	18:00	19:00	17:00	15:00	15:00								18:00		
Vol.		1	8	24	48	17	2								86		

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Location: Route 2 Westbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/01/14	**3**	0	0	4	0	0	0	0	0	0	0	0	0	0	7	6-15	3
01:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	34-43	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
06:00	0	**2**	3	3	10	0	0	0	0	0	0	0	0	0	18	28-37	11
07:00	0	0	0	19	**25**	**7**	0	0	0	0	0	0	0	0	**51**	27-36	40
08:00	0	2	1	15	14	2	1	0	0	0	0	0	0	0	35	26-35	25
09:00	0	0	0	**20**	19	4	0	0	0	0	0	0	0	0	43	26-35	35
10:00	0	0	**5**	17	13	5	0	0	0	0	0	0	0	0	40	25-34	28
11:00	0	0	0	15	21	7	0	0	0	0	0	0	0	0	43	27-36	33
12 PM	0	0	**4**	15	23	4	1	0	0	0	0	0	0	0	47	27-36	35
13:00	0	0	1	9	36	10	0	0	0	0	0	0	0	0	56	29-38	46
14:00	0	0	1	15	31	14	0	0	0	0	0	0	0	0	61	28-37	46
15:00	0	0	1	5	45	15	1	0	0	0	0	0	0	0	67	29-38	56
16:00	**1**	0	0	**20**	34	9	0	0	0	0	0	0	0	0	64	27-36	49
17:00	0	0	0	12	40	**27**	1	0	0	0	0	0	0	0	80	30-39	62
18:00	0	0	2	9	**48**	25	2	0	0	0	0	0	0	0	**86**	30-39	67
19:00	0	0	1	16	34	12	0	0	0	0	0	0	0	0	63	28-37	48
20:00	0	0	1	6	20	4	**3**	0	0	0	0	0	0	0	34	28-37	25
21:00	0	**2**	4	16	16	1	1	0	0	0	0	0	0	0	40	26-35	28
22:00	0	1	0	4	7	4	0	0	0	0	0	0	0	0	16	28-37	11
23:00	0	0	0	4	7	1	0	0	0	0	0	0	0	0	12	27-36	10
Total	4	7	24	225	444	151	11	0	0	0	0	0	0	0	866		
Percent	0.5%	0.8%	2.8%	26.0%	51.3%	17.4%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	06:00	10:00	09:00	07:00	07:00	01:00								07:00		
Vol.	3	2	5	20	25	7	1								51		
PM Peak	16:00	21:00	12:00	16:00	18:00	17:00	20:00								18:00		
Vol.	1	2	4	20	48	27	3								86		

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Location: Route 2 Westbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	0	0	0	3	8	0	0	0	0	0	0	0	0	0	11	26-35	10
01:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	29-38	3
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	1	6	11	0	**1**	0	0	0	0	0	0	0	19	27-36	15
07:00	0	0	**5**	**17**	**33**	**12**	0	0	0	0	0	0	0	0	**67**	28-37	48
08:00	0	0	3	15	23	3	0	0	0	0	0	0	0	0	44	27-36	34
09:00	0	0	0	17	15	4	0	0	0	0	0	0	0	0	36	26-35	29
10:00	0	0	2	15	20	7	0	0	0	0	0	0	0	0	44	27-36	32
11:00	0	0	3	15	24	5	0	0	0	0	0	0	0	0	47	27-36	36
12 PM	0	0	1	13	23	9	0	0	0	0	0	0	0	0	46	28-37	34
13:00	**1**	**1**	2	19	39	5	0	0	0	0	0	0	0	0	67	27-36	52
14:00	0	0	**7**	**22**	39	11	1	0	0	0	0	0	0	0	80	27-36	57
15:00	0	0	1	11	35	11	1	0	0	0	0	0	0	0	59	29-38	46
16:00	0	0	0	12	36	13	**2**	0	0	0	0	0	0	0	63	29-38	49
17:00	0	0	1	10	37	12	1	0	0	0	0	0	0	0	61	29-38	48
18:00	1	0	3	19	**45**	**25**	1	0	0	0	0	0	0	0	**94**	29-38	67
19:00	0	0	1	7	25	9	0	0	0	0	0	0	0	0	42	29-38	33
20:00	0	0	1	9	6	4	0	0	0	0	0	0	0	0	20	25-34	14
21:00	0	0	0	11	10	1	0	0	0	0	0	0	0	0	22	26-35	19
22:00	0	0	0	5	10	5	0	0	0	0	0	0	0	0	20	27-36	15
23:00	0	1	1	7	7	2	0	0	0	0	0	0	0	0	18	27-36	12
Total	2	2	32	234	450	138	7	0	0	0	0	0	0	0	865		
Percent	0.2%	0.2%	3.7%	27.1%	52.0%	16.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			07:00	07:00	07:00	07:00	06:00								07:00		
Vol.			5	17	33	12	1								67		
PM Peak	13:00	13:00	14:00	14:00	18:00	18:00	16:00								18:00		
Vol.	1	1	7	22	45	25	2								94		

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Location: Route 2 Westbound
Location: Off Ramp to Route 27
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Client: GPI / J. Degray

Off Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	27-36	1
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	29-38	4
07:00	0	0	0	3	5	6	0	0	0	0	0	0	0	0	14	31-40	10
08:00	0	0	1	7	17	7	**2**	0	0	0	0	0	0	0	34	28-37	24
09:00	0	0	3	14	35	10	0	0	0	0	0	0	0	0	62	28-37	47
10:00	3	2	5	**24**	**36**	**11**	0	0	0	0	0	0	0	0	**81**	27-36	53
11:00	**5**	**4**	**6**	15	9	0	0	0	0	0	0	0	0	0	39	24-33	20
12 PM	0	0	3	31	32	10	0	0	0	0	0	0	0	0	76	26-35	57
13:00	0	0	0	18	33	10	1	0	0	0	0	0	0	0	62	27-36	48
14:00	0	0	**4**	37	**45**	14	1	0	0	0	0	0	0	0	101	27-36	75
15:00	0	0	2	**44**	44	12	**3**	0	0	0	0	0	0	0	**105**	26-35	79
16:00	0	**1**	2	21	41	**17**	1	0	0	0	0	0	0	0	83	28-37	60
17:00	0	0	2	23	25	9	1	0	0	0	0	0	0	0	60	26-35	44
18:00	0	0	0	11	22	10	0	0	0	0	0	0	0	0	43	28-37	33
19:00	0	0	1	6	17	3	0	0	0	0	0	0	0	0	27	27-36	22
20:00	0	0	1	7	9	1	0	0	0	0	0	0	0	0	18	27-36	14
21:00	0	0	1	11	13	3	0	0	0	0	0	0	0	0	28	26-35	22
22:00	0	0	1	4	4	2	0	0	0	0	0	0	0	0	11	28-37	7
23:00	0	0	0	5	4	2	1	0	0	0	0	0	0	0	12	27-36	8
Total	8	7	33	284	397	129	10	0	0	0	0	0	0	0	868		
Percent	0.9%	0.8%	3.8%	32.7%	45.7%	14.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	10:00	10:00	10:00	08:00								10:00		
Vol.	5	4	6	24	36	11	2								81		
PM Peak		16:00	14:00	15:00	14:00	16:00	15:00								15:00		
Vol.		1	4	44	45	17	3								105		
Total	14	21	128	1014	1731	530	37	0	0	0	0	0	0	0	3475		
Percent	0.4%	0.6%	3.7%	29.2%	49.8%	15.3%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	26 MPH
50th Percentile :	31 MPH
85th Percentile :	35 MPH
95th Percentile :	38 MPH

Stats

10 MPH Pace Speed :	27-36 MPH
Number in Pace :	2549
Percent in Pace :	73.4%
Number of Vehicles > 40 MPH :	96
Percent of Vehicles > 40 MPH :	2.8%
Mean Speed(Average) :	32 MPH

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Off Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/30/14	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	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	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
07:00	0	40	5	2	1	1	0	0	0	0	0	0	0	0	49
08:00	0	41	7	1	2	0	1	0	0	0	0	0	0	0	52
09:00	0	28	3	0	2	0	0	0	0	0	0	0	0	0	33
10:00	0	26	10	0	0	0	0	0	1	0	0	0	0	0	37
11:00	0	45	6	3	1	1	0	0	1	0	0	0	0	0	57
12 PM	0	31	2	0	1	0	0	0	1	0	0	0	0	0	35
13:00	0	41	10	0	1	0	0	1	0	0	0	0	0	0	53
14:00	0	54	6	1	1	0	0	1	1	0	0	0	0	0	64
15:00	0	70	7	1	3	0	0	1	0	0	0	0	0	0	82
16:00	0	53	3	0	1	0	0	0	0	0	0	0	0	0	57
17:00	0	73	6	0	2	0	0	0	0	0	0	0	0	0	81
18:00	0	78	8	0	0	0	0	0	0	0	0	0	0	0	86
19:00	0	73	4	0	2	0	0	1	0	0	0	0	0	0	80
20:00	0	35	3	0	0	0	0	0	0	0	0	0	0	0	38
21:00	0	27	2	0	0	0	0	0	0	0	0	0	0	0	29
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
Total	0	753	86	8	18	2	1	4	4	0	0	0	0	0	876
Percent	0.0%	86.0%	9.8%	0.9%	2.1%	0.2%	0.1%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	10:00	11:00	08:00	07:00	08:00		10:00						
Vol.		45	10	3	2	1	1		1						
PM Peak		18:00	13:00	14:00	15:00			13:00	12:00						
Vol.		78	10	1	3			1	1						

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Route 2 Westbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/01/14	0	3	2	0	0	0	0	0	0	0	0	0	0	2	7
01:00	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
07:00	0	45	5	0	0	0	0	1	0	0	0	0	0	0	51
08:00	0	26	6	0	2	1	0	0	0	0	0	0	0	0	35
09:00	0	37	5	0	1	0	0	0	0	0	0	0	0	0	43
10:00	0	30	7	0	2	0	0	0	0	1	0	0	0	0	40
11:00	0	36	6	0	1	0	0	0	0	0	0	0	0	0	43
12 PM	0	37	6	0	2	0	0	0	2	0	0	0	0	0	47
13:00	0	42	9	0	5	0	0	0	0	0	0	0	0	0	56
14:00	0	55	2	1	2	0	0	0	1	0	0	0	0	0	61
15:00	0	62	4	0	1	0	0	0	0	0	0	0	0	0	67
16:00	0	62	1	0	1	0	0	0	0	0	0	0	0	0	64
17:00	0	72	7	0	0	0	0	1	0	0	0	0	0	0	80
18:00	0	84	2	0	0	0	0	0	0	0	0	0	0	0	86
19:00	0	58	5	0	0	0	0	0	0	0	0	0	0	0	63
20:00	0	34	0	0	0	0	0	0	0	0	0	0	0	0	34
21:00	0	38	1	0	1	0	0	0	0	0	0	0	0	0	40
22:00	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
23:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
Total	0	765	73	1	18	1	0	2	3	1	0	0	0	2	866
Percent	0.0%	88.3%	8.4%	0.1%	2.1%	0.1%	0.0%	0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.2%	
AM Peak		07:00	10:00		08:00	08:00		07:00		10:00				00:00	
Vol.		45	7		2	1		1		1				2	
PM Peak		18:00	13:00	14:00	13:00			17:00	12:00						
Vol.		84	9	1	5			1	2						

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Location: Route 2 Westbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	14	3	0	2	0	0	0	0	0	0	0	0	0	19
07:00	0	63	4	0	0	0	0	0	0	0	0	0	0	0	67
08:00	0	34	7	1	2	0	0	0	0	0	0	0	0	0	44
09:00	0	28	3	0	4	0	0	0	1	0	0	0	0	0	36
10:00	0	34	8	0	2	0	0	0	0	0	0	0	0	0	44
11:00	0	41	5	0	1	0	0	0	0	0	0	0	0	0	47
12 PM	0	39	7	0	0	0	0	0	0	0	0	0	0	0	46
13:00	1	54	7	0	4	0	0	0	0	0	0	0	0	1	67
14:00	0	71	9	0	0	0	0	0	0	0	0	0	0	0	80
15:00	0	49	7	0	3	0	0	0	0	0	0	0	0	0	59
16:00	0	59	4	0	0	0	0	0	0	0	0	0	0	0	63
17:00	0	55	5	0	1	0	0	0	0	0	0	0	0	0	61
18:00	0	85	4	1	1	0	0	1	0	0	0	0	0	2	94
19:00	0	39	2	0	1	0	0	0	0	0	0	0	0	0	42
20:00	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
21:00	1	21	0	0	0	0	0	0	0	0	0	0	0	0	22
22:00	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
23:00	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	2	757	77	2	22	0	0	1	1	0	0	0	0	3	865
Percent	0.2%	87.5%	8.9%	0.2%	2.5%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	
AM Peak		07:00	10:00	08:00	09:00				09:00						
Vol.		63	8	1	4				1						
PM Peak	13:00	18:00	14:00	18:00	13:00			18:00						18:00	
Vol.	1	85	9	1	4			1						2	

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Location: Route 2 Westbound
Location: Off Ramp to Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Off Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	0	2	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	0	0	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
07:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
08:00	0	27	6	0	0	0	0	0	1	0	0	0	0	0	34
09:00	0	53	7	0	2	0	0	0	0	0	0	0	0	0	62
10:00	0	66	9	0	3	0	0	0	0	0	0	0	0	3	81
11:00	1	30	3	0	1	1	0	1	0	0	0	0	0	2	39
12 PM	0	69	6	0	1	0	0	0	0	0	0	0	0	0	76
13:00	0	56	6	0	0	0	0	0	0	0	0	0	0	0	62
14:00	0	87	11	0	3	0	0	0	0	0	0	0	0	0	101
15:00	0	94	11	0	0	0	0	0	0	0	0	0	0	0	105
16:00	0	77	6	0	0	0	0	0	0	0	0	0	0	0	83
17:00	0	56	4	0	0	0	0	0	0	0	0	0	0	0	60
18:00	0	41	2	0	0	0	0	0	0	0	0	0	0	0	43
19:00	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
20:00	0	17	0	0	0	0	0	0	1	0	0	0	0	0	18
21:00	0	27	1	0	0	0	0	0	0	0	0	0	0	0	28
22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	1	768	79	0	11	1	0	1	2	0	0	0	0	5	868
Percent	0.1%	88.5%	9.1%	0.0%	1.3%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak	11:00	10:00	10:00		10:00	11:00		11:00	08:00					10:00	
Vol.	1	66	9		3	1		1	1					3	
PM Peak		15:00	14:00		14:00				20:00						
Vol.		94	11		3				1						
Grand Total	3	3043	315	11	69	4	1	8	10	1	0	0	0	10	3475
Percent	0.1%	87.6%	9.1%	0.3%	2.0%	0.1%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%	

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Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start	Wed	30-Apr-14	Thu	01-May-1	Fri	02-May-1	Daily Average	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	9	66	8	60	14	83	10	70
12:15	3	43	6	57	8	67	6	56
12:30	7	79	4	64	7	69	6	71
12:45	3	73	4	70	2	76	3	73
01:00	1	76	3	65	13	92	6	78
01:15	1	78	1	66	9	85	4	76
01:30	3	70	1	66	4	79	3	72
01:45	8	76	6	65	1	79	5	73
02:00	2	77	2	83	2	77	2	79
02:15	1	96	0	88	2	97	1	94
02:30	2	94	0	111	0	90	1	98
02:45	1	103	2	95	2	89	2	96
03:00	2	134	1	106	6	131	3	124
03:15	0	123	2	125	1	115	1	121
03:30	3	139	4	125	4	123	4	129
03:45	3	127	1	143	2	123	2	131
04:00	2	124	1	141	3	124	2	130
04:15	1	133	1	134	5	120	2	129
04:30	6	**141**	1	**147**	3	**116**	3	**135**
04:45	6	**149**	5	**125**	4	**133**	5	**136**
05:00	4	**145**	5	**153**	5	**143**	5	**147**
05:15	7	**136**	9	**146**	6	**137**	7	**140**
05:30	10	127	12	123	16	110	13	120
05:45	23	117	15	124	16	102	18	114
06:00	30	100	23	134	30	125	28	120
06:15	58	133	57	125	55	139	57	132
06:30	65	94	57	118	71	109	64	107
06:45	55	70	68	68	66	81	63	73
07:00	86	62	76	68	73	95	78	75
07:15	87	60	97	78	74	74	86	71
07:30	80	58	71	60	83	54	78	57
07:45	**88**	38	**105**	48	**84**	53	**92**	46
08:00	**88**	41	**95**	71	**99**	58	**94**	57
08:15	**85**	41	**99**	42	**103**	39	**96**	41
08:30	**91**	39	**82**	40	**96**	51	**90**	43
08:45	68	45	61	35	67	48	65	43
09:00	77	63	67	40	68	52	71	52
09:15	57	22	66	43	69	59	64	41
09:30	74	29	61	36	53	33	63	33
09:45	42	21	57	30	52	27	50	26
10:00	61	25	45	33	51	30	52	29
10:15	46	22	52	21	42	31	47	25
10:30	47	23	52	18	62	24	54	22
10:45	68	14	48	14	61	13	59	14
11:00	50	13	52	11	67	18	56	14
11:15	46	8	59	7	60	17	55	11
11:30	60	9	50	15	57	9	56	11
11:45	54	6	74	12	76	17	68	12
Total	1671	3562	1668	3649	1754	3716	1700	3647
Combined Total	5233		5317		5470		5347	
Peak	07:45	04:30	07:45	04:30	07:45	04:30	07:45	04:30
Vol.	352	571	381	571	382	529	372	558
P.H.F.	0.967	0.958	0.907	0.933	0.927	0.925	0.969	0.949

Innovative Data, LLC

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Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

Start Time	Sat A.M.	03-May-1 P.M.	Sun A.M.	04-May-1 P.M.	Mon A.M.	05-May-1 P.M.	Daily Average A.M.	Daily Average P.M.
12:00	18	1	0	*	*	*	9	1
12:15	4	38	*	*	*	*	4	38
12:30	5	75	*	*	*	*	5	75
12:45	2	79	*	*	*	*	2	79
01:00	5	78	*	*	*	*	5	78
01:15	2	83	*	*	*	*	2	83
01:30	3	70	*	*	*	*	3	70
01:45	3	82	*	*	*	*	3	82
02:00	1	64	*	*	*	*	1	64
02:15	4	92	*	*	*	*	4	92
02:30	1	85	*	*	*	*	1	85
02:45	0	51	*	*	*	*	0	51
03:00	3	89	*	*	*	*	3	89
03:15	1	73	*	*	*	*	1	73
03:30	5	76	*	*	*	*	5	76
03:45	1	71	*	*	*	*	1	71
04:00	1	**84**	*	*	*	*	1	**84**
04:15	6	**78**	*	*	*	*	6	**78**
04:30	1	**81**	*	*	*	*	1	**81**
04:45	8	**97**	*	*	*	*	8	**97**
05:00	5	78	*	*	*	*	5	78
05:15	8	79	*	*	*	*	8	79
05:30	11	82	*	*	*	*	11	82
05:45	12	87	*	*	*	*	12	87
06:00	21	61	*	*	*	*	21	61
06:15	23	65	*	*	*	*	23	65
06:30	27	47	*	*	*	*	27	47
06:45	20	49	*	*	*	*	20	49
07:00	30	59	*	*	*	*	30	59
07:15	36	50	*	*	*	*	36	50
07:30	29	50	*	*	*	*	29	50
07:45	35	31	*	*	*	*	35	31
08:00	35	44	*	*	*	*	35	44
08:15	47	23	*	*	*	*	47	23
08:30	48	45	*	*	*	*	48	45
08:45	54	28	*	*	*	*	54	28
09:00	49	59	*	*	*	*	49	59
09:15	49	42	*	*	*	*	49	42
09:30	58	31	*	*	*	*	58	31
09:45	57	25	*	*	*	*	57	25
10:00	53	20	*	*	*	*	53	20
10:15	67	21	*	*	*	*	67	21
10:30	**80**	26	*	*	*	*	**80**	26
10:45	**74**	19	*	*	*	*	**74**	19
11:00	**65**	16	*	*	*	*	**65**	16
11:15	**80**	8	*	*	*	*	**80**	8
11:30	78	17	*	*	*	*	78	17
11:45	20	11	*	*	*	*	20	11
Total	1245	2620	0	0	0	0	1236	2620
Combined Total	3865		0		0		3856	
Peak	10:30	04:00					10:30	04:00
Vol.	299	340					299	340
P.H.F.	0.934	0.876					0.934	0.876

ADT ADT 4,969 AADT 4,969

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Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/30/14	0	0	0	9	12	1	0	0	0	0	0	0	0	0	22	26-35	19
01:00	0	0	0	6	6	1	0	0	0	0	0	0	0	0	13	26-35	11
02:00	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6	26-35	5
03:00	0	0	0	5	2	0	**1**	0	0	0	0	0	0	0	8	26-35	6
04:00	0	0	2	1	12	0	0	0	0	0	0	0	0	0	15	28-37	13
05:00	0	0	3	21	20	0	0	0	0	0	0	0	0	0	44	26-35	36
06:00	0	1	13	88	102	4	0	0	0	0	0	0	0	0	208	26-35	169
07:00	0	5	16	**137**	**168**	**15**	0	0	0	0	0	0	0	0	**341**	26-35	270
08:00	**1**	**7**	**44**	124	143	13	0	0	0	0	0	0	0	0	332	26-35	239
09:00	0	2	13	123	102	10	0	0	0	0	0	0	0	0	250	26-35	200
10:00	0	3	8	117	90	3	1	0	0	0	0	0	0	0	222	26-35	182
11:00	0	0	20	100	82	8	0	0	0	0	0	0	0	0	210	26-35	164
12 PM	0	0	21	113	115	12	0	0	0	0	0	0	0	0	261	26-35	205
13:00	0	1	23	157	110	9	0	0	0	0	0	0	0	0	300	25-34	240
14:00	1	1	21	175	158	14	0	0	0	0	0	0	0	0	370	26-35	296
15:00	0	3	**33**	254	217	**16**	0	0	0	0	0	0	0	0	523	26-35	419
16:00	**5**	6	27	**277**	219	13	0	0	0	0	0	0	0	0	**547**	26-35	436
17:00	0	**9**	26	248	**226**	16	0	0	0	0	0	0	0	0	525	26-35	419
18:00	0	1	20	194	174	8	0	0	0	0	0	0	0	0	397	26-35	327
19:00	0	0	7	112	90	8	**1**	0	0	0	0	0	0	0	218	26-35	180
20:00	0	0	12	100	51	3	0	0	0	0	0	0	0	0	166	25-34	138
21:00	0	1	22	56	52	4	0	0	0	0	0	0	0	0	135	25-34	98
22:00	0	1	6	52	22	3	0	0	0	0	0	0	0	0	84	25-34	68
23:00	0	1	3	25	6	1	0	0	0	0	0	0	0	0	36	24-33	29
Total	7	42	340	2497	2181	163	3	0	0	0	0	0	0	0	5233		
Percent	0.1%	0.8%	6.5%	47.7%	41.7%	3.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	07:00	07:00	03:00								07:00		
Vol.	1	7	44	137	168	15	1								341		
PM Peak	16:00	17:00	15:00	16:00	17:00	15:00	19:00								16:00		
Vol.	5	9	33	277	226	16	1								547		

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/01/14	**3**	0	1	9	7	2	0	0	0	0	0	0	0	0	22	26-35	13
01:00	0	0	2	4	5	0	0	0	0	0	0	0	0	0	11	26-35	8
02:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	24-33	4
03:00	0	0	1	3	4	0	0	0	0	0	0	0	0	0	8	27-36	6
04:00	0	0	2	1	5	0	0	0	0	0	0	0	0	0	8	26-35	6
05:00	0	1	5	19	15	1	0	0	0	0	0	0	0	0	41	25-34	31
06:00	0	1	7	100	92	5	0	0	0	0	0	0	0	0	205	26-35	170
07:00	1	**3**	**27**	**147**	154	**16**	**1**	0	0	0	0	0	0	0	**349**	26-35	268
08:00	0	1	23	143	**162**	8	0	0	0	0	0	0	0	0	337	26-35	272
09:00	0	1	13	121	107	9	0	0	0	0	0	0	0	0	251	26-35	203
10:00	0	0	11	93	83	9	1	0	0	0	0	0	0	0	197	26-35	157
11:00	2	1	9	124	92	7	0	0	0	0	0	0	0	0	235	26-35	190
12 PM	0	1	17	107	115	11	0	0	0	0	0	0	0	0	251	26-35	198
13:00	1	1	16	107	123	14	0	0	0	0	0	0	0	0	262	26-35	205
14:00	0	3	13	163	180	18	0	0	0	0	0	0	0	0	377	26-35	304
15:00	0	1	**24**	192	265	16	1	0	0	0	0	0	0	0	499	26-35	407
16:00	0	**4**	21	**227**	275	19	1	0	0	0	0	0	0	0	**547**	26-35	445
17:00	0	0	24	208	**281**	**32**	1	0	0	0	0	0	0	0	546	26-35	437
18:00	**3**	3	12	191	212	20	**3**	**1**	0	0	0	0	0	0	445	26-35	355
19:00	0	0	3	116	128	6	1	0	0	0	0	0	0	0	254	26-35	216
20:00	0	0	9	82	87	9	0	1	0	0	0	0	0	0	188	26-35	151
21:00	0	0	15	69	56	8	1	0	0	0	0	0	0	0	149	25-34	113
22:00	0	0	7	48	26	5	0	0	0	0	0	0	0	0	86	25-34	68
23:00	0	1	2	17	23	2	0	0	0	0	0	0	0	0	45	27-36	35
Total	10	22	264	2294	2498	217	10	2	0	0	0	0	0	0	5317		
Percent	0.2%	0.4%	5.0%	43.1%	47.0%	4.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	07:00	07:00	07:00	08:00	07:00	07:00								07:00		
Vol.	3	3	27	147	162	16	1								349		
PM Peak	18:00	16:00	15:00	16:00	17:00	17:00	18:00	18:00							16:00		
Vol.	3	4	24	227	281	32	3	1							547		

Innovative Data, LLC

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Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/02/14	0	0	1	14	15	1	0	0	0	0	0	0	0	0	31	26-35	26
01:00	0	0	0	8	15	4	0	0	0	0	0	0	0	0	27	28-37	21
02:00	0	0	0	3	1	2	0	0	0	0	0	0	0	0	6	24-33	4
03:00	0	1	0	6	6	0	0	0	0	0	0	0	0	0	13	26-35	10
04:00	0	1	3	2	7	2	0	0	0	0	0	0	0	0	15	27-36	9
05:00	0	0	2	18	23	0	0	0	0	0	0	0	0	0	43	26-35	36
06:00	0	0	18	86	113	5	0	0	0	0	0	0	0	0	222	26-35	178
07:00	**4**	**4**	7	129	156	13	**1**	0	0	0	0	0	0	0	314	26-35	249
08:00	0	0	**30**	**150**	**170**	15	0	0	0	0	0	0	0	0	**365**	26-35	287
09:00	0	2	22	113	98	7	0	0	0	0	0	0	0	0	242	26-35	188
10:00	0	3	12	99	96	5	1	0	0	0	0	0	0	0	216	26-35	172
11:00	0	1	13	128	100	**18**	0	0	0	0	0	0	0	0	260	26-35	204
12 PM	**1**	**2**	15	136	128	12	1	0	0	0	0	0	0	0	295	26-35	234
13:00	1	1	15	178	128	12	0	0	0	0	0	0	0	0	335	26-35	271
14:00	1	1	15	157	159	18	**2**	0	0	0	0	0	0	0	353	26-35	281
15:00	0	2	20	214	234	20	2	0	0	0	0	0	0	0	492	26-35	398
16:00	0	1	18	201	239	**34**	0	0	0	0	0	0	0	0	**493**	26-35	393
17:00	1	0	**23**	187	**254**	25	2	0	0	0	0	0	0	0	492	26-35	393
18:00	0	2	22	**229**	178	21	2	0	0	0	0	0	0	0	454	26-35	363
19:00	0	0	12	148	101	14	1	0	0	0	0	0	0	0	276	26-35	222
20:00	0	0	14	79	97	6	0	0	0	0	0	0	0	0	196	26-35	157
21:00	0	0	8	66	87	10	0	0	0	0	0	0	0	0	171	26-35	137
22:00	0	0	3	45	43	6	1	0	0	0	0	0	0	0	98	26-35	79
23:00	0	0	1	33	25	2	0	0	0	0	0	0	0	0	61	26-35	51
Total	8	21	274	2429	2473	252	13	0	0	0	0	0	0	0	5470		
Percent	0.1%	0.4%	5.0%	44.4%	45.2%	4.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	08:00	11:00	07:00								08:00		
Vol.	4	4	30	150	170	18	1								365		
PM Peak	12:00	12:00	17:00	18:00	17:00	16:00	14:00								16:00		
Vol.	1	2	23	229	254	34	2								493		

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Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/03/14	0	0	1	9	17	2	0	0	0	0	0	0	0	0	29	27-36	24
01:00	0	1	1	5	4	2	0	0	0	0	0	0	0	0	13	24-33	8
02:00	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6	26-35	5
03:00	0	0	3	4	3	0	0	0	0	0	0	0	0	0	10	21-30	7
04:00	0	0	4	7	4	1	0	0	0	0	0	0	0	0	16	22-31	11
05:00	0	0	1	17	17	1	0	0	0	0	0	0	0	0	36	26-35	30
06:00	0	0	4	34	45	8	0	0	0	0	0	0	0	0	91	27-36	71
07:00	0	0	15	54	52	9	0	0	0	0	0	0	0	0	130	26-35	96
08:00	0	0	9	87	77	**11**	0	0	0	0	0	0	0	0	184	26-35	147
09:00	0	0	10	103	92	8	0	0	0	0	0	0	0	0	213	26-35	174
10:00	**3**	**2**	17	**131**	**118**	3	0	0	0	0	0	0	0	0	**274**	26-35	219
11:00	2	0	**28**	130	82	1	0	0	0	0	0	0	0	0	243	25-34	193
12 PM	**2**	1	12	81	88	9	0	0	0	0	0	0	0	0	193	26-35	150
13:00	0	2	12	121	164	**13**	**1**	0	0	0	0	0	0	0	313	26-35	253
14:00	0	1	**14**	136	130	11	0	0	0	0	0	0	0	0	292	26-35	237
15:00	0	0	10	144	148	6	1	0	0	0	0	0	0	0	309	26-35	259
16:00	1	0	12	**167**	148	12	0	0	0	0	0	0	0	0	**340**	26-35	279
17:00	0	0	7	134	**174**	11	0	0	0	0	0	0	0	0	326	26-35	273
18:00	0	**3**	8	102	103	6	0	0	0	0	0	0	0	0	222	26-35	181
19:00	0	0	2	100	82	6	0	0	0	0	0	0	0	0	190	26-35	161
20:00	0	0	4	69	62	5	0	0	0	0	0	0	0	0	140	26-35	116
21:00	0	0	6	75	71	5	0	0	0	0	0	0	0	0	157	26-35	130
22:00	0	0	5	37	41	2	1	0	0	0	0	0	0	0	86	26-35	69
23:00	0	0	2	26	20	4	0	0	0	0	0	0	0	0	52	26-35	41
Total	8	10	187	1776	1744	137	3	0	0	0	0	0	0	0	3865		
Percent	0.2%	0.3%	4.8%	46.0%	45.1%	3.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	10:00	10:00	08:00									10:00		
Vol.	3	2	28	131	118	11									274		
PM Peak	12:00	18:00	14:00	16:00	17:00	13:00	13:00								16:00		
Vol.	2	3	14	167	174	13	1								340		
Total	33	95	1065	8996	8896	769	29	2	0	0	0	0	0	0	19885		
Percent	0.2%	0.5%	5.4%	45.2%	44.7%	3.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	25 MPH
50th Percentile :	29 MPH
85th Percentile :	33 MPH
95th Percentile :	35 MPH

Stats

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	15906
Percent in Pace :	80.0%
Number of Vehicles > 40 MPH :	119
Percent of Vehicles > 40 MPH :	0.6%
Mean Speed(Average) :	30 MPH

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Location: Route 2 Westbound
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Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/30/14	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
01:00	0	12	0	1	0	0	0	0	0	0	0	0	0	0	13
02:00	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
03:00	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	11	3	0	0	0	0	0	1	0	0	0	0	0	15
05:00	0	34	6	1	2	0	0	0	1	0	0	0	0	0	44
06:00	0	171	31	1	3	2	0	0	0	0	0	0	0	0	208
07:00	0	284	43	2	3	2	1	1	4	1	0	0	0	0	341
08:00	0	259	55	3	3	0	0	0	8	0	0	0	2	2	332
09:00	0	178	52	6	10	1	0	2	1	0	0	0	0	0	250
10:00	0	162	36	4	11	0	0	4	4	0	0	0	1	0	222
11:00	0	146	36	2	13	6	0	2	4	1	0	0	0	0	210
12 PM	0	185	43	8	12	5	0	2	5	1	0	0	0	0	261
13:00	1	238	41	6	6	2	0	1	5	0	0	0	0	0	300
14:00	0	289	52	2	14	4	0	4	2	1	0	0	0	2	370
15:00	0	390	107	4	15	2	0	2	3	0	0	0	0	0	523
16:00	0	441	79	1	16	0	0	7	1	1	0	0	1	0	547
17:00	0	434	64	1	14	3	0	7	2	0	0	0	0	0	525
18:00	0	335	52	2	3	0	0	3	1	1	0	0	0	0	397
19:00	0	176	32	1	7	0	0	1	1	0	0	0	0	0	218
20:00	0	142	23	0	1	0	0	0	0	0	0	0	0	0	166
21:00	0	111	21	0	1	0	0	1	1	0	0	0	0	0	135
22:00	0	71	11	0	2	0	0	0	0	0	0	0	0	0	84
23:00	0	30	3	0	2	0	0	0	1	0	0	0	0	0	36
Total	1	4129	794	46	138	27	1	38	45	6	0	0	4	4	5233
Percent	0.0%	78.9%	15.2%	0.9%	2.6%	0.5%	0.0%	0.7%	0.9%	0.1%	0.0%	0.0%	0.1%	0.1%	
AM Peak		07:00	08:00	09:00	11:00	11:00	07:00	10:00	08:00	07:00			08:00	08:00	
Vol.		284	55	6	13	6	1	4	8	1			2	2	
PM Peak	13:00	16:00	15:00	12:00	16:00	12:00		16:00	12:00	12:00			16:00	14:00	
Vol.	1	441	107	8	16	5		7	5	1			1	2	

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Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/01/14	0	19	0	0	1	0	0	0	0	0	0	0	0	2	22
01:00	0	8	1	1	1	0	0	0	0	0	0	0	0	0	11
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	4	3	0	0	0	0	0	1	0	0	0	0	0	8
05:00	0	34	4	1	0	0	0	0	2	0	0	0	0	0	41
06:00	0	165	31	0	6	2	0	1	0	0	0	0	0	0	205
07:00	0	276	49	4	7	5	0	4	3	0	0	0	0	1	349
08:00	0	264	56	5	4	0	0	0	8	0	0	0	0	0	337
09:00	0	185	46	6	6	1	0	2	4	1	0	0	0	0	251
10:00	0	143	36	5	7	1	0	2	3	0	0	0	0	0	197
11:00	0	171	42	3	8	1	0	1	3	1	0	0	1	4	235
12 PM	0	183	50	1	6	3	0	3	2	3	0	0	0	0	251
13:00	1	191	45	4	13	1	0	2	4	0	0	0	0	1	262
14:00	0	291	61	5	8	2	0	7	2	1	0	0	0	0	377
15:00	1	366	102	8	15	0	0	5	2	0	0	0	0	0	499
16:00	0	429	101	2	8	0	0	4	3	0	0	0	0	0	547
17:00	0	466	64	1	9	0	0	6	0	0	0	0	0	0	546
18:00	0	387	44	3	7	0	0	3	0	0	1	0	0	0	445
19:00	0	219	28	0	6	0	0	1	0	0	0	0	0	0	254
20:00	0	164	23	0	0	0	0	0	1	0	0	0	0	0	188
21:00	0	137	8	1	2	0	0	1	0	0	0	0	0	0	149
22:00	0	72	13	1	0	0	0	0	0	0	0	0	0	0	86
23:00	0	32	10	0	2	0	0	0	1	0	0	0	0	0	45
Total	2	4215	819	52	116	16	0	42	39	6	1	0	1	8	5317
Percent	0.0%	79.3%	15.4%	1.0%	2.2%	0.3%	0.0%	0.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.2%	
AM Peak		07:00	08:00	09:00	11:00	07:00		07:00	08:00	09:00			11:00	11:00	
Vol.		276	56	6	8	5		4	8	1			1	4	
PM Peak	13:00	17:00	15:00	15:00	15:00	12:00		14:00	13:00	12:00	18:00			13:00	
Vol.	1	466	102	8	15	3		7	4	3	1			1	

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Location: Route 2 Westbound
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Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	26	3	0	1	0	0	0	1	0	0	0	0	0	31
01:00	0	23	3	1	0	0	0	0	0	0	0	0	0	0	27
02:00	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
03:00	0	10	2	1	0	0	0	0	0	0	0	0	0	0	13
04:00	0	8	4	0	1	1	0	0	1	0	0	0	0	0	15
05:00	0	30	7	2	4	0	0	0	0	0	0	0	0	0	43
06:00	0	180	30	1	5	3	0	0	2	0	0	0	1	0	222
07:00	0	265	39	4	1	0	0	3	1	0	0	0	0	1	314
08:00	1	298	45	2	5	5	0	4	3	2	0	0	0	0	365
09:00	0	172	44	8	6	5	0	3	2	1	0	0	1	0	242
10:00	0	157	42	4	5	3	0	1	3	1	0	0	0	0	216
11:00	1	198	44	1	10	3	0	1	2	0	0	0	0	0	260
12 PM	0	232	45	3	6	2	1	1	3	1	0	0	0	1	295
13:00	1	254	54	5	9	8	0	1	1	0	0	0	0	2	335
14:00	0	274	57	4	9	2	0	2	3	0	0	0	0	2	353
15:00	0	381	80	2	14	3	1	6	3	1	0	0	0	1	492
16:00	0	396	77	0	12	3	0	3	0	2	0	0	0	0	493
17:00	2	419	50	0	11	1	0	4	3	0	0	0	0	2	492
18:00	1	399	37	4	6	1	0	5	1	0	0	0	0	0	454
19:00	2	235	30	0	7	0	0	1	1	0	0	0	0	0	276
20:00	0	159	34	1	1	0	0	0	1	0	0	0	0	0	196
21:00	1	150	20	0	0	0	0	0	0	0	0	0	0	0	171
22:00	0	88	9	0	1	0	0	0	0	0	0	0	0	0	98
23:00	0	51	8	0	1	0	0	0	1	0	0	0	0	0	61
Total	9	4410	764	43	115	40	2	36	32	8	0	0	2	9	5470
Percent	0.2%	80.6%	14.0%	0.8%	2.1%	0.7%	0.0%	0.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.2%	
AM Peak	08:00	08:00	08:00	09:00	11:00	08:00		08:00	08:00	08:00			06:00	07:00	
Vol.	1	298	45	8	10	5		4	3	2			1	1	
PM Peak	17:00	17:00	15:00	13:00	15:00	13:00	12:00	15:00	12:00	16:00				13:00	
Vol.	2	419	80	5	14	8	1	6	3	2				2	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	0	27	2	0	0	0	0	0	0	0	0	0	0	0	29
01:00	0	10	1	1	0	0	0	0	1	0	0	0	0	0	13
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	6	0	2	0	0	0	0	2	0	0	0	0	0	10
04:00	0	8	5	1	0	1	0	0	1	0	0	0	0	0	16
05:00	0	31	5	0	0	0	0	0	0	0	0	0	0	0	36
06:00	0	73	13	0	3	1	0	1	0	0	0	0	0	0	91
07:00	1	94	27	1	4	0	0	1	1	1	0	0	0	0	130
08:00	2	146	27	3	3	3	0	0	0	0	0	0	0	0	184
09:00	1	171	28	0	6	5	0	1	1	0	0	0	0	0	213
10:00	1	221	39	0	7	4	0	1	0	1	0	0	0	0	274
11:00	0	199	34	0	3	4	0	0	1	0	1	0	0	1	243
12 PM	0	148	28	0	6	5	0	2	0	2	0	0	0	2	193
13:00	3	256	39	0	8	3	0	1	1	0	0	0	0	2	313
14:00	0	239	34	2	4	7	0	4	0	2	0	0	0	0	292
15:00	0	253	44	2	5	4	0	0	0	1	0	0	0	0	309
16:00	0	291	39	1	6	1	0	0	0	0	0	0	0	2	340
17:00	0	284	36	0	3	1	0	2	0	0	0	0	0	0	326
18:00	0	188	29	0	4	0	0	1	0	0	0	0	0	0	222
19:00	0	169	20	1	0	0	0	0	0	0	0	0	0	0	190
20:00	1	122	16	0	1	0	0	0	0	0	0	0	0	0	140
21:00	0	130	23	0	4	0	0	0	0	0	0	0	0	0	157
22:00	1	73	11	0	0	0	0	0	1	0	0	0	0	0	86
23:00	0	45	5	0	2	0	0	0	0	0	0	0	0	0	52
Total	10	3190	505	14	69	39	0	14	9	7	1	0	0	7	3865
Percent	0.3%	82.5%	13.1%	0.4%	1.8%	1.0%	0.0%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.2%	
AM Peak	08:00	10:00	10:00	08:00	10:00	09:00		06:00	03:00	07:00	11:00			11:00	
Vol.	2	221	39	3	7	5		1	2	1	1			1	
PM Peak	13:00	16:00	15:00	14:00	13:00	14:00		14:00	13:00	12:00				12:00	
Vol.	3	291	44	2	8	7		4	1	2				2	
Grand Total	22	15944	2882	155	438	122	3	130	125	27	2	0	7	28	19885
Percent	0.1%	80.2%	14.5%	0.8%	2.2%	0.6%	0.0%	0.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.1%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/30/14	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
01:00	0	12	0	1	0	0	0	0	0	0	0	0	0	0	13
02:00	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
03:00	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	11	3	0	0	0	0	0	1	0	0	0	0	0	15
05:00	0	34	6	1	2	0	0	0	1	0	0	0	0	0	44
06:00	0	171	31	1	3	2	0	0	0	0	0	0	0	0	208
07:00	0	284	43	2	3	2	1	1	4	1	0	0	0	0	341
08:00	0	259	55	3	3	0	0	0	8	0	0	0	2	2	332
09:00	0	178	52	6	10	1	0	2	1	0	0	0	0	0	250
10:00	0	162	36	4	11	0	0	4	4	0	0	0	1	0	222
11:00	0	146	36	2	13	6	0	2	4	1	0	0	0	0	210
12 PM	0	185	43	8	12	5	0	2	5	1	0	0	0	0	261
13:00	1	238	41	6	6	2	0	1	5	0	0	0	0	0	300
14:00	0	289	52	2	14	4	0	4	2	1	0	0	0	2	370
15:00	0	390	107	4	15	2	0	2	3	0	0	0	0	0	523
16:00	0	441	79	1	16	0	0	7	1	1	0	0	1	0	547
17:00	0	434	64	1	14	3	0	7	2	0	0	0	0	0	525
18:00	0	335	52	2	3	0	0	3	1	1	0	0	0	0	397
19:00	0	176	32	1	7	0	0	1	1	0	0	0	0	0	218
20:00	0	142	23	0	1	0	0	0	0	0	0	0	0	0	166
21:00	0	111	21	0	1	0	0	1	1	0	0	0	0	0	135
22:00	0	71	11	0	2	0	0	0	0	0	0	0	0	0	84
23:00	0	30	3	0	2	0	0	0	1	0	0	0	0	0	36
Total	1	4129	794	46	138	27	1	38	45	6	0	0	4	4	5233
Percent	0.0%	78.9%	15.2%	0.9%	2.6%	0.5%	0.0%	0.7%	0.9%	0.1%	0.0%	0.0%	0.1%	0.1%	
AM Peak		07:00	08:00	09:00	11:00	11:00	07:00	10:00	08:00	07:00			08:00	08:00	
Vol.		284	55	6	13	6	1	4	8	1			2	2	
PM Peak	13:00	16:00	15:00	12:00	16:00	12:00		16:00	12:00	12:00			16:00	14:00	
Vol.	1	441	107	8	16	5		7	5	1			1	2	

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Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/01/14	0	19	0	0	1	0	0	0	0	0	0	0	0	2	22
01:00	0	8	1	1	1	0	0	0	0	0	0	0	0	0	11
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	4	3	0	0	0	0	0	1	0	0	0	0	0	8
05:00	0	34	4	1	0	0	0	0	2	0	0	0	0	0	41
06:00	0	165	31	0	6	2	0	1	0	0	0	0	0	0	205
07:00	0	276	49	4	7	5	0	4	3	0	0	0	0	1	349
08:00	0	264	56	5	4	0	0	0	8	0	0	0	0	0	337
09:00	0	185	46	6	6	1	0	2	4	1	0	0	0	0	251
10:00	0	143	36	5	7	1	0	2	3	0	0	0	0	0	197
11:00	0	171	42	3	8	1	0	1	3	1	0	0	1	4	235
12 PM	0	183	50	1	6	3	0	3	2	3	0	0	0	0	251
13:00	1	191	45	4	13	1	0	2	4	0	0	0	0	1	262
14:00	0	291	61	5	8	2	0	7	2	1	0	0	0	0	377
15:00	1	366	102	8	15	0	0	5	2	0	0	0	0	0	499
16:00	0	429	101	2	8	0	0	4	3	0	0	0	0	0	547
17:00	0	466	64	1	9	0	0	6	0	0	0	0	0	0	546
18:00	0	387	44	3	7	0	0	3	0	0	1	0	0	0	445
19:00	0	219	28	0	6	0	0	1	0	0	0	0	0	0	254
20:00	0	164	23	0	0	0	0	0	1	0	0	0	0	0	188
21:00	0	137	8	1	2	0	0	1	0	0	0	0	0	0	149
22:00	0	72	13	1	0	0	0	0	0	0	0	0	0	0	86
23:00	0	32	10	0	2	0	0	0	1	0	0	0	0	0	45
Total	2	4215	819	52	116	16	0	42	39	6	1	0	1	8	5317
Percent	0.0%	79.3%	15.4%	1.0%	2.2%	0.3%	0.0%	0.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.2%	
AM Peak		07:00	08:00	09:00	11:00	07:00		07:00	08:00	09:00			11:00	11:00	
Vol.		276	56	6	8	5		4	8	1			1	4	
PM Peak	13:00	17:00	15:00	15:00	15:00	12:00		14:00	13:00	12:00	18:00			13:00	
Vol.	1	466	102	8	15	3		7	4	3	1			1	

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Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/14	0	26	3	0	1	0	0	0	1	0	0	0	0	0	31
01:00	0	23	3	1	0	0	0	0	0	0	0	0	0	0	27
02:00	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
03:00	0	10	2	1	0	0	0	0	0	0	0	0	0	0	13
04:00	0	8	4	0	1	1	0	0	1	0	0	0	0	0	15
05:00	0	30	7	2	4	0	0	0	0	0	0	0	0	0	43
06:00	0	180	30	1	5	3	0	0	2	0	0	0	1	0	222
07:00	0	265	39	4	1	0	0	3	1	0	0	0	0	1	314
08:00	1	298	45	2	5	5	0	4	3	2	0	0	0	0	365
09:00	0	172	44	8	6	5	0	3	2	1	0	0	1	0	242
10:00	0	157	42	4	5	3	0	1	3	1	0	0	0	0	216
11:00	1	198	44	1	10	3	0	1	2	0	0	0	0	0	260
12 PM	0	232	45	3	6	2	1	1	3	1	0	0	0	1	295
13:00	1	254	54	5	9	8	0	1	1	0	0	0	0	2	335
14:00	0	274	57	4	9	2	0	2	3	0	0	0	0	2	353
15:00	0	381	80	2	14	3	1	6	3	1	0	0	0	1	492
16:00	0	396	77	0	12	3	0	3	0	2	0	0	0	0	493
17:00	2	419	50	0	11	1	0	4	3	0	0	0	0	2	492
18:00	1	399	37	4	6	1	0	5	1	0	0	0	0	0	454
19:00	2	235	30	0	7	0	0	1	1	0	0	0	0	0	276
20:00	0	159	34	1	1	0	0	0	1	0	0	0	0	0	196
21:00	1	150	20	0	0	0	0	0	0	0	0	0	0	0	171
22:00	0	88	9	0	1	0	0	0	0	0	0	0	0	0	98
23:00	0	51	8	0	1	0	0	0	1	0	0	0	0	0	61
Total	9	4410	764	43	115	40	2	36	32	8	0	0	2	9	5470
Percent	0.2%	80.6%	14.0%	0.8%	2.1%	0.7%	0.0%	0.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.2%	
AM Peak	08:00	08:00	08:00	09:00	11:00	08:00		08:00	08:00	08:00			06:00	07:00	
Vol.	1	298	45	8	10	5		4	3	2			1	1	
PM Peak	17:00	17:00	15:00	13:00	15:00	13:00	12:00	15:00	12:00	16:00				13:00	
Vol.	2	419	80	5	14	8	1	6	3	2				2	

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Location: Route 2 Westbound
Location: On Ramp from Route 27
Location: Acton, Massachusetts
Client: GPI / J. Degray

On Ramp

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/14	0	27	2	0	0	0	0	0	0	0	0	0	0	0	29
01:00	0	10	1	1	0	0	0	0	1	0	0	0	0	0	13
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	6	0	2	0	0	0	0	2	0	0	0	0	0	10
04:00	0	8	5	1	0	1	0	0	1	0	0	0	0	0	16
05:00	0	31	5	0	0	0	0	0	0	0	0	0	0	0	36
06:00	0	73	13	0	3	1	0	1	0	0	0	0	0	0	91
07:00	1	94	27	1	4	0	0	1	1	1	0	0	0	0	130
08:00	2	146	27	3	3	3	0	0	0	0	0	0	0	0	184
09:00	1	171	28	0	6	5	0	1	1	0	0	0	0	0	213
10:00	1	221	39	0	7	4	0	1	0	1	0	0	0	0	274
11:00	0	199	34	0	3	4	0	0	1	0	1	0	0	1	243
12 PM	0	148	28	0	6	5	0	2	0	2	0	0	0	2	193
13:00	3	256	39	0	8	3	0	1	1	0	0	0	0	2	313
14:00	0	239	34	2	4	7	0	4	0	2	0	0	0	0	292
15:00	0	253	44	2	5	4	0	0	0	1	0	0	0	0	309
16:00	0	291	39	1	6	1	0	0	0	0	0	0	0	2	340
17:00	0	284	36	0	3	1	0	2	0	0	0	0	0	0	326
18:00	0	188	29	0	4	0	0	1	0	0	0	0	0	0	222
19:00	0	169	20	1	0	0	0	0	0	0	0	0	0	0	190
20:00	1	122	16	0	1	0	0	0	0	0	0	0	0	0	140
21:00	0	130	23	0	4	0	0	0	0	0	0	0	0	0	157
22:00	1	73	11	0	0	0	0	0	1	0	0	0	0	0	86
23:00	0	45	5	0	2	0	0	0	0	0	0	0	0	0	52
Total	10	3190	505	14	69	39	0	14	9	7	1	0	0	7	3865
Percent	0.3%	82.5%	13.1%	0.4%	1.8%	1.0%	0.0%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.2%	
AM Peak	08:00	10:00	10:00	08:00	10:00	09:00		06:00	03:00	07:00	11:00			11:00	
Vol.	2	221	39	3	7	5		1	2	1	1			1	
PM Peak	13:00	16:00	15:00	14:00	13:00	14:00		14:00	13:00	12:00				12:00	
Vol.	3	291	44	2	8	7		4	1	2				2	
Grand Total	22	15944	2882	155	438	122	3	130	125	27	2	0	7	28	19885
Percent	0.1%	80.2%	14.5%	0.8%	2.2%	0.6%	0.0%	0.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.1%	

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
www.innovativedatallc.com or 1.413.668.5094

N / S: Main Street (Route 27)
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : AM Peak - Route 27 @ Route 111
Site Code : A
Start Date : 4/10/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	17	116	1	0	134	2	25	17	0	44	18	69	3	0	90	4	43	22	1	70	338
06:45 AM	24	139	0	0	163	0	48	18	0	66	13	77	10	0	100	6	49	41	2	98	427
Total	41	255	1	0	297	2	73	35	0	110	31	146	13	0	190	10	92	63	3	168	765
07:00 AM	49	130	2	1	182	2	84	15	0	101	12	102	24	3	141	8	37	37	3	85	509
07:15 AM	63	110	0	3	176	2	57	21	0	80	11	96	22	0	129	15	81	56	0	152	537
07:30 AM	18	127	2	4	151	1	38	19	0	58	14	108	3	0	125	6	71	54	0	131	465
07:45 AM	33	152	0	2	187	4	46	15	0	65	19	145	13	0	177	8	65	73	0	146	575
Total	163	519	4	10	696	9	225	70	0	304	56	451	62	3	572	37	254	220	3	514	2086
08:00 AM	37	138	0	0	175	4	69	22	0	95	19	107	11	0	137	11	79	62	0	152	559
08:15 AM	28	110	4	0	142	4	63	26	0	93	17	115	9	0	141	11	86	71	0	168	544
08:30 AM	30	125	2	0	157	7	46	27	0	80	17	140	11	0	168	13	76	56	0	145	550
08:45 AM	31	116	2	0	149	1	89	37	0	127	16	106	7	0	129	6	75	72	0	153	558
Total	126	489	8	0	623	16	267	112	0	395	69	468	38	0	575	41	316	261	0	618	2211
09:00 AM	35	109	0	1	145	2	59	26	0	87	20	102	6	0	128	7	56	49	1	113	473
09:15 AM	17	91	1	1	110	4	50	33	0	87	28	111	5	0	144	11	82	48	1	142	483
Grand Total	382	1463	14	12	1871	33	674	276	0	983	204	1278	124	3	1609	106	800	641	8	1555	6018
Apprch %	20.4	78.2	0.7	0.6		3.4	68.6	28.1	0		12.7	79.4	7.7	0.2		6.8	51.4	41.2	0.5		
Total %	6.3	24.3	0.2	0.2	31.1	0.5	11.2	4.6	0	16.3	3.4	21.2	2.1	0	26.7	1.8	13.3	10.7	0.1	25.8	
PCs and Peds		1436										1246									
% PCs and Peds	95.8	98.2	100	91.7	97.6	90.9	95.8	96.7	0	95.9	96.6	97.5	96.8	33.3	97.2	97.2	98.5	95.3	75	97	97.1
Heavy Vehicles																					
% Heavy Vehicles	4.2	1.8	0	0	2.3	9.1	4.2	3.3	0	4.1	3.4	2.5	3.2	0	2.7	2.8	1.5	4.7	0	2.9	2.8
Bicycles	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	5
% Bicycles	0	0	0	8.3	0.1	0	0	0	0	0	0	0	0	66.7	0.1	0	0	0	25	0.1	0.1

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	33	**152**	0	**2**	**187**	4	46	15	0	65	**19**	**145**	**13**	0	**177**	8	65	**73**	0	146	**575**
08:00 AM	**37**	138	0	0	175	4	**69**	22	0	**95**	19	107	11	0	137	11	79	62	0	152	559
08:15 AM	28	110	**4**	0	142	4	63	26	0	93	17	115	9	0	141	11	**86**	71	0	**168**	544
08:30 AM	30	125	2	0	157	**7**	46	**27**	0	80	17	140	11	0	168	**13**	76	56	0	145	550
Total Volume	128	525	6	2	661	19	224	90	0	333	72	507	44	0	623	43	306	262	0	611	2228
% App. Total	19.4	79.4	0.9	0.3		5.7	67.3	27	0		11.6	81.4	7.1	0		7	50.1	42.9	0		
PHF	.865	.863	.375	.250	.884	.679	.812	.833	.000	.876	.947	.874	.846	.000	.880	.827	.890	.897	.000	.909	.969

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Belchertown, Massachusetts
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N / S: Main Street (Route 27)
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : AM Peak - Route 27 @ Route 111
Site Code : A
Start Date : 4/10/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	1	5	0	0	6	0	3	2	0	5	4	3	0	0	7	0	0	1	0	1	19
06:45 AM	2	3	0	0	5	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	8
Total	3	8	0	0	11	0	4	4	0	8	4	3	0	0	7	0	0	1	0	1	27
07:00 AM	0	2	0	0	2	0	2	0	0	2	0	5	0	0	5	1	2	1	0	4	13
07:15 AM	2	0	0	0	2	0	2	1	0	3	0	7	1	0	8	0	1	2	0	3	16
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	5	0	0	7	1	0	0	0	1	1	3	0	0	4	0	2	5	0	7	19
Total	4	7	0	0	11	1	4	1	0	6	1	15	1	0	17	1	5	8	0	14	48
08:00 AM	4	0	0	0	4	0	2	0	0	2	1	3	0	0	4	0	0	3	0	3	13
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	3	0	0	5	1	2	1	0	4	0	5	2	0	7	0	2	1	0	3	19
08:45 AM	2	6	0	0	8	0	13	0	0	13	0	4	1	0	5	0	1	13	0	14	40
Total	8	9	0	0	17	1	17	1	0	19	1	12	3	0	16	0	3	17	0	20	72
09:00 AM	1	1	0	0	2	1	3	3	0	7	0	1	0	0	1	0	0	2	0	2	12
09:15 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	2	4	2	0	8	12
Grand Total	16	27	0	0	43	3	28	9	0	40	7	32	4	0	43	3	12	30	0	45	171
Apprch %	37.2	62.8	0	0		7.5	70	22.5	0		16.3	74.4	9.3	0		6.7	26.7	66.7	0		
Total %	9.4	15.8	0	0	25.1	1.8	16.4	5.3	0	23.4	4.1	18.7	2.3	0	25.1	1.8	7	17.5	0	26.3	

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	**2**	3	0	0	5	**1**	2	1	0	4	0	**5**	**2**	0	**7**	0	2	1	0	3	19
08:45 AM	2	**6**	0	0	**8**	0	**13**	0	0	**13**	0	4	1	0	5	0	1	**13**	0	**14**	**40**
09:00 AM	1	1	0	0	2	1	3	**3**	0	7	0	1	0	0	1	0	0	2	0	2	12
09:15 AM	0	2	0	0	2	0	0	0	0	0	**1**	1	0	0	2	**2**	**4**	2	0	8	12
Total Volume	5	12	0	0	17	2	18	4	0	24	1	11	3	0	15	2	7	18	0	27	83
% App. Total	29.4	70.6	0	0		8.3	75	16.7	0		6.7	73.3	20	0		7.4	25.9	66.7	0		
PHF	.625	.500	.000	.000	.531	.500	.346	.333	.000	.462	.250	.550	.375	.000	.536	.250	.438	.346	.000	.482	.519

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N / S: Private Drive / Bank
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : AM Peak - Mass Ave @ Private Drive
Site Code : C
Start Date : 4/10/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Private Drive From North					Mass Ave From East					Bank From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	7	0	6	0	13	9	30	0	0	39	0	1	0	0	1	0	47	7	0	54	107
06:45 AM	11	0	11	0	22	10	52	0	0	62	0	0	0	0	0	0	37	9	0	46	130
Total	18	0	17	0	35	19	82	0	0	101	0	1	0	0	1	0	84	16	0	100	237
07:00 AM	14	2	6	0	22	7	78	0	0	85	0	0	0	3	3	0	38	7	0	45	155
07:15 AM	21	0	14	0	35	15	73	0	0	88	0	0	1	0	1	0	66	15	0	81	205
07:30 AM	13	0	20	0	33	10	36	0	0	46	0	1	0	0	1	9	61	11	0	81	161
07:45 AM	17	0	18	0	35	17	62	0	0	79	0	0	0	0	0	0	58	11	0	69	183
Total	65	2	58	0	125	49	249	0	0	298	0	1	1	3	5	9	223	44	0	276	704
08:00 AM	17	0	29	0	46	28	78	0	0	106	0	0	0	0	0	0	79	9	0	88	240
08:15 AM	18	1	25	0	44	27	82	0	0	109	0	1	1	0	2	0	93	18	0	111	266
08:30 AM	17	0	13	0	30	12	73	1	0	86	1	0	0	0	1	0	78	12	0	90	207
08:45 AM	18	0	13	0	31	9	89	0	0	98	0	2	0	0	2	0	75	20	0	95	226
Total	70	1	80	0	151	76	322	1	0	399	1	3	1	0	5	0	325	59	0	384	939
09:00 AM	17	0	15	0	32	14	71	1	0	86	1	1	1	0	3	1	59	13	0	73	194
09:15 AM	24	0	15	0	39	18	71	0	0	89	1	0	0	0	1	0	86	30	0	116	245
Grand Total	194	3	185	0	382	176	795	2	0	973	3	6	3	3	15	10	777	162	0	949	2319
Apprch %	50.8	0.8	48.4	0		18.1	81.7	0.2	0		20	40	20	20		1.1	81.9	17.1	0		
Total %	8.4	0.1	8	0	16.5	7.6	34.3	0.1	0	42	0.1	0.3	0.1	0.1	0.6	0.4	33.5	7	0	40.9	
PCs and Peds % PCs and Peds	97.4	100	98.9	0	98.2	94.9	95.6	100	0	95.5	100	83.3	66.7	100	86.7	100	98.2	98.8	0	98.3	97
Heavy Vehicles % Heavy Vehicles	2.6	0	1.1	0	1.8	5.1	4.4	0	0	4.5	0	16.7	33.3	0	13.3	0	1.7	1.2	0	1.6	2.9
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0

	Private Drive From North					Mass Ave From East					Bank From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	17	0	**29**	0	**46**	**28**	78	0	0	106	0	0	0	0	0	0	79	9	0	88	240
08:15 AM	**18**	**1**	25	0	44	27	82	0	0	**109**	0	1	**1**	0	**2**	0	**93**	18	0	**111**	**266**
08:30 AM	17	0	13	0	30	12	73	**1**	0	86	**1**	0	0	0	1	0	78	12	0	90	207
08:45 AM	18	0	13	0	31	9	**89**	0	0	98	0	**2**	0	0	2	0	75	**20**	0	95	226
Total Volume	70	1	80	0	151	76	322	1	0	399	1	3	1	0	5	0	325	59	0	384	939
% App. Total	46.4	0.7	53	0		19	80.7	0.3	0		20	60	20	0		0	84.6	15.4	0		
PHF	.972	.250	.690	.000	.821	.679	.904	.250	.000	.915	.250	.375	.250	.000	.625	.000	.874	.738	.000	.865	.883

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File Name : AM Peak - Mass Ave @ Private Drive
Site Code : C
Start Date : 4/10/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Private Drive From North					Mass Ave From East					Bank From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	1	0	1	0	2	2	3	0	0	5	0	0	0	0	0	0	4	0	0	4	11
06:45 AM	1	0	0	0	1	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	6
Total	2	0	1	0	3	5	5	0	0	10	0	0	0	0	0	0	4	0	0	4	17
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
07:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	5
07:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	1	0	1	2	8	0	0	10	0	0	0	0	0	0	3	1	0	4	15
08:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:15 AM	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	14
08:30 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
Total	2	0	0	0	2	1	18	0	0	19	0	0	0	0	0	0	4	1	0	5	26
09:00 AM	1	0	0	0	1	1	3	0	0	4	0	1	1	0	2	0	2	0	0	2	9
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	5	0	2	0	7	9	35	0	0	44	0	1	1	0	2	0	13	2	0	15	68
Apprch %	71.4	0	28.6	0		20.5	79.5	0	0		0	50	50	0		0	86.7	13.3	0		
Total %	7.4	0	2.9	0	10.3	13.2	51.5	0	0	64.7	0	1.5	1.5	0	2.9	0	19.1	2.9	0	22.1	

	Private Drive From North					Mass Ave From East					Bank From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	**1**	0	0	0	**1**	0	**13**	0	0	**13**	0	0	0	0	0	0	0	0	0	0	**14**
08:30 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**1**	0	**4**	4
09:00 AM	1	0	0	0	1	**1**	3	0	0	4	0	**1**	**1**	0	**2**	0	2	0	0	2	9
Total Volume	3	0	0	0	3	1	20	0	0	21	0	1	1	0	2	0	5	1	0	6	32
% App. Total	100	0	0	0		4.8	95.2	0	0		0	50	50	0		0	83.3	16.7	0		
PHF	.750	.000	.000	.000	.750	.250	.385	.000	.000	.404	.000	.250	.250	.000	.250	.000	.417	.250	.000	.375	.571

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File Name : AM Peak - Route 27 @ Private Drive
Site Code : B
Start Date : 4/10/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	From North					Route 27 From East					Private Drive From South					Route 27 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	148	20	0	168	8	0	5	0	13	7	91	0	0	98	279
06:45 AM	0	0	0	0	0	0	158	9	0	167	13	0	6	0	19	12	113	0	1	126	312
Total	0	0	0	0	0	0	306	29	0	335	21	0	11	0	32	19	204	0	1	224	591
07:00 AM	0	0	0	0	0	0	190	16	0	206	13	0	5	0	18	11	131	0	3	145	369
07:15 AM	0	0	0	0	0	0	192	22	0	214	27	0	1	0	28	16	153	0	0	169	411
07:30 AM	0	0	0	0	0	0	156	16	0	172	12	0	3	0	15	19	170	0	0	189	376
07:45 AM	0	0	0	0	0	0	179	24	0	203	19	0	6	0	25	19	211	0	1	231	459
Total	0	0	0	0	0	0	717	78	0	795	71	0	15	0	86	65	665	0	4	734	1615
08:00 AM	0	0	0	0	0	0	169	24	2	195	14	0	4	0	18	15	154	0	1	170	383
08:15 AM	0	0	0	0	0	0	150	27	0	177	28	0	5	0	33	26	164	0	0	190	400
08:30 AM	0	0	0	0	0	0	142	15	0	157	21	0	1	0	22	13	190	0	0	203	382
08:45 AM	0	0	0	0	0	0	159	33	0	192	24	0	8	0	32	19	156	0	0	175	399
Total	0	0	0	0	0	0	620	99	2	721	87	0	18	0	105	73	664	0	1	738	1564
09:00 AM	0	0	0	0	0	0	145	31	0	176	17	0	4	1	22	13	148	0	1	162	360
09:15 AM	0	0	0	0	0	0	92	29	0	121	24	0	3	0	27	10	126	0	0	136	284
Grand Total	0	0	0	0	0	0	1880	266	2	2148	220	0	51	1	272	180	1807	0	7	1994	4414
Apprch %	0	0	0	0		0	87.5	12.4	0.1		80.9	0	18.8	0.4		9	90.6	0	0.4		
Total %	0	0	0	0	0	0	42.6	6	0	48.7	5	0	1.2	0	6.2	4.1	40.9	0	0.2	45.2	
PCs and Peds							1851										1777				
% PCs and Peds	0	0	0	0	0	0	98.5	100	100	98.6	98.2	0	96.1	100	97.8	98.3	98.3	0	71.4	98.2	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.5	0	0	1.3	1.8	0	3.9	0	2.2	1.7	1.7	0	0	1.7	1.5
Bicycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	3
% Bicycles	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	28.6	0.1	0.1

	From North					Route 27 From East					Private Drive From South					Route 27 From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	**192**	22	0	**214**	**27**	0	1	0	**28**	16	153	0	0	169	411
07:30 AM	0	0	0	0	0	0	156	16	0	172	12	0	3	0	15	**19**	170	0	0	189	376
07:45 AM	0	0	0	0	0	0	179	**24**	0	203	19	0	**6**	0	25	19	**211**	0	**1**	**231**	**459**
08:00 AM	0	0	0	0	0	0	169	24	**2**	195	14	0	4	0	18	15	154	0	1	170	383
Total Volume	0	0	0	0	0	0	696	86	2	784	72	0	14	0	86	69	688	0	2	759	1629
% App. Total	0	0	0	0		0	88.8	11	0.3		83.7	0	16.3	0		9.1	90.6	0	0.3		
PHF	.000	.000	.000	.000	.000	.000	.906	.896	.250	.916	.667	.000	.583	.000	.768	.908	.815	.000	.500	.821	.887

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Groups Printed- Heavy Vehicles

	From North					Route 27 From East					Private Drive From South					Route 27 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	1	1	0	0	2	11
06:45 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	0	0	0	0	8
Total	0	0	0	0	0	0	13	0	0	13	3	0	1	0	4	1	1	0	0	2	19
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	9	0	0	10	14
07:30 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	1	8	0	0	9	15
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	7	0	0	7	12
Total	0	0	0	0	0	0	15	0	0	15	1	0	1	0	2	2	29	0	0	31	48
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	28	0	0	28	4	0	2	0	6	3	30	0	0	33	67
Apprch %	0	0	0	0		0	100	0	0		66.7	0	33.3	0		9.1	90.9	0	0		
Total %	0	0	0	0	0	0	41.8	0	0	41.8	6	0	3	0	9	4.5	44.8	0	0	49.3	

	From North					Route 27 From East					Private Drive From South					Route 27 From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	**1**	**9**	0	0	**10**	14
07:30 AM	0	0	0	0	0	0	**5**	0	0	**5**	**1**	0	0	0	**1**	1	8	0	0	9	**15**
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	**1**	0	1	0	7	0	0	7	12
Total Volume	0	0	0	0	0	0	15	0	0	15	1	0	1	0	2	2	29	0	0	31	48
% App. Total	0	0	0	0		0	100	0	0		50	0	50	0		6.5	93.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.250	.000	.250	.000	.500	.500	.806	.000	.000	.775	.800

Innovative Data, LLC

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N / S: Western School Complex
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : AM Peak - Mass Ave @ Western School Drive
Site Code : E
Start Date : 4/10/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	School From North					Mass Ave From East					From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	2	0	1	0	3	3	29	0	1	33	0	0	0	0	0	0	73	18	0	91	127
06:45 AM	10	1	3	1	15	4	29	0	3	36	0	0	0	0	0	0	118	33	0	151	202
Total	12	1	4	1	18	7	58	0	4	69	0	0	0	0	0	0	191	51	0	242	329
07:00 AM	27	0	5	1	33	6	57	0	17	80	0	0	0	0	0	0	135	19	0	154	267
07:15 AM	76	0	8	3	87	12	50	0	10	72	0	0	0	0	0	0	95	50	0	145	304
07:30 AM	25	0	4	0	29	0	50	0	1	51	0	0	0	0	0	0	124	12	0	136	216
07:45 AM	0	0	2	0	2	2	61	0	0	63	0	0	0	0	0	0	156	4	0	160	225
Total	128	0	19	4	151	20	218	0	28	266	0	0	0	0	0	0	510	85	0	595	1012
08:00 AM	5	0	1	0	6	0	69	1	0	70	0	0	0	0	0	0	156	19	0	175	251
08:15 AM	33	0	4	0	37	0	65	0	0	65	0	0	0	0	0	0	150	29	0	179	281
08:30 AM	12	1	3	0	16	1	79	0	0	80	0	0	0	0	0	0	151	4	0	155	251
08:45 AM	6	0	0	0	6	0	100	0	0	100	0	0	0	0	0	0	129	2	0	131	237
Total	56	1	8	0	65	1	313	1	0	315	0	0	0	0	0	0	586	54	0	640	1020
09:00 AM	2	0	2	1	5	0	108	0	1	109	0	0	0	0	0	0	131	3	0	134	248
09:15 AM	5	0	2	0	7	1	76	0	0	77	0	0	0	0	0	0	134	7	0	141	225
Grand Total	203	2	35	6	246	29	773	1	33	836	0	0	0	0	0	0	1552	200	0	1752	2834
Apprch %	82.5	0.8	14.2	2.4		3.5	92.5	0.1	3.9		0	0	0	0		0	88.6	11.4	0		
Total %	7.2	0.1	1.2	0.2	8.7	1	27.3	0	1.2	29.5	0	0	0	0	0	0	54.8	7.1	0	61.8	
PCs and Peds																	1492				
% PCs and Peds	79.3	0	88.6	100	80.5	100	94.8	100	93.9	95	0	0	0	0	0	0	96.1	96	0	96.1	94.4
Heavy Vehicles																					
% Heavy Vehicles	20.7	50	11.4	0	19.1	0	4.9	0	0	4.5	0	0	0	0	0	0	3.3	4	0	3.4	5.1
Bicycles	0	1	0	0	1	0	2	0	2	4	0	0	0	0	0	0	9	0	0	9	14
% Bicycles	0	50	0	0	0.4	0	0.3	0	6.1	0.5	0	0	0	0	0	0	0.6	0	0	0.5	0.5

	School From North					Mass Ave From East					From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	5	0	1	0	6	0	69	**1**	0	70	0	0	0	0	0	0	**156**	19	0	175	251
08:15 AM	**33**	0	**4**	0	**37**	0	65	0	0	65	0	0	0	0	0	0	150	**29**	0	**179**	**281**
08:30 AM	12	**1**	3	0	16	**1**	79	0	0	80	0	0	0	0	0	0	151	4	0	155	251
08:45 AM	6	0	0	0	6	0	**100**	0	0	**100**	0	0	0	0	0	0	129	2	0	131	237
Total Volume	56	1	8	0	65	1	313	1	0	315	0	0	0	0	0	0	586	54	0	640	1020
% App. Total	86.2	1.5	12.3	0		0.3	99.4	0.3	0		0	0	0	0		0	91.6	8.4	0		
PHF	.424	.250	.500	.000	.439	.250	.783	.250	.000	.788	.000	.000	.000	.000	.000	.000	.939	.466	.000	.894	.907

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File Name : AM Peak - Mass Ave @ Western School Drive
Site Code : E
Start Date : 4/10/2014
Page No : 1

Groups Printed- Heavy Vehicles

	School From North					Mass Ave From East					From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
06:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	8
07:00 AM	22	0	0	0	22	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	27
07:15 AM	12	0	0	0	12	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	18
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	11
07:45 AM	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	7
Total	34	0	2	0	36	0	12	0	0	12	0	0	0	0	0	0	14	1	0	15	63
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	5	0	7	9
08:15 AM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	9
08:30 AM	3	1	2	0	6	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	10
08:45 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	9
Total	8	1	2	0	11	0	7	0	0	7	0	0	0	0	0	0	13	6	0	19	37
09:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	12	0	0	12	18
09:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	1	0	12	18
Grand Total	42	1	4	0	47	0	38	0	0	38	0	0	0	0	0	0	51	8	0	59	144
Apprch %	89.4	2.1	8.5	0		0	100	0	0		0	0	0	0		0	86.4	13.6	0		
Total %	29.2	0.7	2.8	0	32.6	0	26.4	0	0	26.4	0	0	0	0	0	0	35.4	5.6	0	41	

	School From North					Mass Ave From East					From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**22**	0	0	0	**22**	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	**27**
07:15 AM	12	0	0	0	12	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	18
07:30 AM	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	0	0	**6**	**1**	0	**7**	11
07:45 AM	0	0	**2**	0	2	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	7
Total Volume	34	0	2	0	36	0	12	0	0	12	0	0	0	0	0	0	14	1	0	15	63
% App. Total	94.4	0	5.6	0		0	100	0	0		0	0	0	0		0	93.3	6.7	0		
PHF	.386	.000	.250	.000	.409	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.583	.250	.000	.536	.583

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N / S: Charter & Kmart Plaza
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : AM Peak - Mass Ave @ Charter
Site Code : G
Start Date : 4/9/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Charter Road From North					Mass Ave From East					Kmart Plaza From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	38	3	23	2	66	77	40	4	0	121	2	3	2	0	7	11	50	50	33	144	338
07:15 AM	26	1	59	4	90	112	39	3	2	156	1	6	2	0	9	1	84	24	14	123	378
07:30 AM	10	0	29	4	43	37	50	1	0	88	1	1	3	0	5	1	88	20	0	109	245
07:45 AM	8	1	14	0	23	49	54	1	0	104	0	1	1	0	2	1	118	23	3	145	274
Total	82	5	125	10	222	275	183	9	2	469	4	11	8	0	23	14	340	117	50	521	1235
08:00 AM	17	0	23	7	47	31	40	2	0	73	0	2	1	0	3	2	119	34	10	165	288
08:15 AM	20	2	44	9	75	72	51	3	0	126	1	3	0	0	4	1	117	31	5	154	359
08:30 AM	10	1	21	0	32	33	75	0	0	108	1	3	4	0	8	0	114	21	1	136	284
08:45 AM	10	0	30	0	40	19	88	1	0	108	0	0	1	0	1	2	111	17	2	132	281
Total	57	3	118	16	194	155	254	6	0	415	2	8	6	0	16	5	461	103	18	587	1212
Grand Total	139	8	243	26	416	430	437	15	2	884	6	19	14	0	39	19	801	220	68	1108	2447
Apprch %	33.4	1.9	58.4	6.2		48.6	49.4	1.7	0.2		15.4	48.7	35.9	0		1.7	72.3	19.9	6.1		
Total %	5.7	0.3	9.9	1.1	17	17.6	17.9	0.6	0.1	36.1	0.2	0.8	0.6	0	1.6	0.8	32.7	9	2.8	45.3	
PCs and Peds																					
% PCs and Peds	100	100	93.8	76.9	95	95.3	97.3	100	100	96.4	100	94.7	64.3	0	84.6	100	97.4	99.1	91.2	97.4	96.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	6.2	0	3.6	4.7	2.7	0	0	3.6	0	5.3	35.7	0	15.4	0	2.6	0.9	0	2.1	3.1
Bicycles	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	12
% Bicycles	0	0	0	23.1	1.4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	0.5	0.5

*Please note "From West Ped Data" refers to the midblock crosswalk west of the intersection

	Charter Road From North					Mass Ave From East					Kmart Plaza From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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 07:00 AM																					
07:00 AM	**38**	**3**	23	2	66	77	40	**4**	0	121	**2**	3	2	0	7	**11**	50	**50**	**33**	144	338
07:15 AM	26	1	**59**	**4**	**90**	**112**	39	3	**2**	**156**	1	**6**	2	0	**9**	1	84	24	14	123	**378**
07:30 AM	10	0	29	4	43	37	50	1	0	88	1	1	**3**	0	5	1	88	20	0	109	245
07:45 AM	8	1	14	0	23	49	**54**	1	0	104	0	1	1	0	2	1	**118**	23	3	**145**	274
Total Volume	82	5	125	10	222	275	183	9	2	469	4	11	8	0	23	14	340	117	50	521	1235
% App. Total	36.9	2.3	56.3	4.5		58.6	39	1.9	0.4		17.4	47.8	34.8	0		2.7	65.3	22.5	9.6		
PHF	.539	.417	.530	.625	.617	.614	.847	.563	.250	.752	.500	.458	.667	.000	.639	.318	.720	.585	.379	.898	.817

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Groups Printed- Heavy Vehicles

	Charter Road From North					Mass Ave From East					Kmart Plaza From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	5
07:30 AM	0	0	0	0	0	1	3	0	0	4	0	1	3	0	4	0	7	0	0	7	15
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Total	0	0	0	0	0	1	7	0	0	8	0	1	5	0	6	0	15	0	0	15	29
08:00 AM	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	6
08:15 AM	0	0	13	0	13	13	0	0	0	13	0	0	0	0	0	0	1	1	0	2	28
08:30 AM	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	0	3	1	0	4	9
08:45 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	15	0	15	19	5	0	0	24	0	0	0	0	0	0	6	2	0	8	47
Grand Total	0	0	15	0	15	20	12	0	0	32	0	1	5	0	6	0	21	2	0	23	76
Apprch %	0	0	100	0		62.5	37.5	0	0		0	16.7	83.3	0		0	91.3	8.7	0		
Total %	0	0	19.7	0	19.7	26.3	15.8	0	0	42.1	0	1.3	6.6	0	7.9	0	27.6	2.6	0	30.3	

*Please note "From West Ped Data" refers to the midblock crosswalk west of the intersection

	Charter Road From North					Mass Ave From East					Kmart Plaza From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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 07:30 AM																					
07:30 AM	0	0	0	0	0	1	**3**	0	0	4	0	**1**	**3**	0	**4**	0	**7**	0	0	**7**	15
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
08:00 AM	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	6
08:15 AM	0	0	**13**	0	**13**	**13**	0	0	0	**13**	0	0	0	0	0	0	1	**1**	0	2	**28**
Total Volume	0	0	13	0	13	17	7	0	0	24	0	1	3	0	4	0	14	1	0	15	56
% App. Total	0	0	100	0		70.8	29.2	0	0		0	25	75	0		0	93.3	6.7	0		
PHF	.000	.000	.250	.000	.250	.327	.583	.000	.000	.462	.000	.250	.250	.000	.250	.000	.500	.250	.000	.536	.500

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location A & M: Main & Mass @ Law Firm / Apts / Sunoco

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 6:30 am to 9:30 am

Int Start Time	Law Firm along Mass Ave				Law Firm along Main St.				Apartment Dr. along Main St.			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	1	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	1	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	1	0	0
7:45	0	0	0	0	0	0	0	1	0	0	2	0
8:00	0	1	0	0	0	0	0	0	0	0	1	0
8:15	1	0	0	0	0	1	0	0	0	0	0	0
8:30	0	0	0	1	0	0	0	0	0	0	1	0
8:45	0	2	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	1	0	0	0	0

Int Start Time	Sunoco – South Driveway along Main Street				Sunoco – North Driveway along Main Street			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
7:00	1	1	0	1	4	0	0	3
7:15	1	2	0	0	0	0	0	5
7:30	0	4	0	0	1	0	0	4
7:45	0	2	0	0	1	0	0	2
8:00	1	3	0	0	1	0	0	4
8:15	0	0	0	0	2	0	0	3
8:30	1	2	0	2	0	0	0	2
8:45	0	0	0	0	2	0	0	4

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location C: Mass Ave @ Banks & Starbucks Plaza

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 6:30 am to 9:30 am

Int Start Time	TD Bank – West Driveway				Starbucks Plaza along Mass Ave				Northern Bank & Trust			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
6:30	0	1	1	0	13	0	1	8	0	0	0	0
6:45	0	0	0	0	15	1	0	7	0	0	0	0
7:00	0	0	0	0	9	0	0	8	0	0	0	0
7:15	1	2	0	0	13	0	0	5	2	0	0	1
7:30	2	0	1	0	7	0	0	2	0	1	1	1
7:45	0	0	0	0	13	0	0	8	0	0	0	0
8:00	0	0	0	0	16	0	0	6	2	1	0	0
8:15	2	1	0	1	14	0	1	8	0	2	0	0
8:30	1	3	0	2	10	1	0	9	0	0	0	0
8:45	0	2	1	0	7	1	0	7	1	0	0	1
9:00	0	2	1	0	5	0	0	4	2	0	1	1
9:15	0	0	0	0	5	0	0	4	1	0	1	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location H: Mass Ave @ Roche Bros & 2 Driveways

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 7 am to 9 am

Int Start Time	Roche Bros. Plaza				Goodyear – West Driveway				East Driveway (not named)			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
7:00	0	5	0	1	0	0	0	0	0	0	0	0
7:15	0	3	0	1	1	0	0	1	0	0	1	0
7:30	0	2	0	1	0	0	0	0	0	0	0	0
7:45	0	7	0	4	0	0	0	0	0	0	0	0
8:00	0	7	0	1	0	0	0	0	0	0	0	0
8:15	0	4	0	1	0	0	0	0	0	0	0	0
8:30	0	2	0	2	0	0	0	0	0	1	0	0
8:45	0	5	0	3	1	0	0	1	0	0	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location F: Main Street @ Kmart / Beverly / Orange Leaf / Subway

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 7 am to 9 am

Int Start Time	Beverly Road					Kmart - South Driveway				
	In		Out			In		Out		
	L	R	L	T	R	L	R	L	T	R
7:00	2	0	0	0	10	20	1	0	0	0
7:15	1	0	0	0	3	7	0	2	1	2
7:30	0	0	0	0	2	0	0	2	0	2
7:45	0	0	0	0	5	2	1	0	0	0
8:00	0	0	0	0	1	9	1	2	0	2
8:15	0	0	0	0	2	5	1	2	0	2
8:30	1	0	0	0	5	2	0	4	0	4
8:45	0	1	1	0	2	5	1	4	0	4

Int Start Time	Kmart – North Driveway				Orange Leaf / Subway / Pizza				Crosswalk	
	In		Out		In		Out			
	L	R	L	R	L	R	L	R	EB	WB
7:00	4	2	0	0	0	0	0	0	0	3
7:15	1	2	0	0	0	0	0	0	0	2
7:30	1	2	2	1	0	1	0	0	0	1
7:45	1	1	1	0	1	0	1	0	0	1
8:00	0	1	0	0	1	0	0	1	0	0
8:15	2	5	0	0	0	0	0	0	0	1
8:30	0	5	0	0	1	0	1	0	0	0
8:45	1	4	0	0	0	2	0	0	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity –
Location L: Main Street @
Gas Station & Condos

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 7 am to 9 am

Int Start Time	Gas Station – North Driveway				Gas Station – South Driveway				Condo Complex Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
7:00	3	0	0	1	0	0	0	2	0	0	0	0
7:15	10	0	0	7	0	4	1	0	0	0	1	2
7:30	2	0	0	2	0	3	2	3	0	0	0	0
7:45	4	0	0	7	1	2	1	0	0	0	1	0
8:00	4	0	0	4	0	2	1	1	0	0	0	1
8:15	1	0	0	0	0	2	1	0	0	0	0	0
8:30	2	0	0	3	1	1	2	3	0	0	0	1
8:45	3	1	0	1	3	2	0	7	0	0	1	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location P: Mass Ave Eastern Driveways

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 7 am to 9 am

Int Start Time	Real Estate – Overflow (West)				Real Estate (East) / Condos			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	1	0	1	3
7:45	0	0	0	0	0	0	0	1
8:00	0	0	0	0	0	1	1	1
8:15	0	0	0	1	1	0	1	0
8:30	1	0	0	1	0	0	1	1
8:45	0	0	0	0	0	0	0	2

Int Start Time	Plaza – West Driveway				Plaza – East Driveway.			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
7:00	0	1	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	4	0	0	0	0	0	1
7:45	1	6	0	0	0	0	0	2
8:00	2	7	2	0	0	0	0	0
8:15	6	23	12	0	0	0	0	6
8:30	6	11	4	1	0	0	0	4
8:45	1	8	1	0	0	0	0	1

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location N: Mass Ave @ Sunoco / ATM / Dental / Bueno

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 7 am to 9 am

Int Start Time	Sunoco – West Driveway				Sunoco – East Driveway			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
7:00	1	4	1	1	0	0	0	1
7:15	0	7	0	0	0	0	0	3
7:30	1	4	4	0	0	0	1	5
7:45	0	3	2	0	0	1	0	3
8:00	0	2	1	0	0	0	0	0
8:15	1	2	3	0	0	1	0	1
8:30	1	4	1	1	0	0	1	4
8:45	0	2	2	0	1	0	0	1

Int Start Time	Bueno y Sano				ATM Driveways				Dental Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
7:00	0	0	0	0	0	3	1	0	0	0	0	0
7:15	0	0	0	0	0	2	0	3	1	1	0	0
7:30	0	0	0	0	0	0	0	0	2	2	0	0
7:45	1	0	0	0	0	0	0	0	3	0	1	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	1	1	0	0	1
8:30	0	0	0	0	0	1	0	0	2	2	1	0
8:45	1	0	0	0	1	1	1	0	1	2	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location J: Main @ Northern Retail / Medical

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 7 am to 9 am

Int Start Time	Northern Retail Driveway				Cleaners / Plaza			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
7:00	9	2	2	12	0	0	0	1
7:15	27	0	1	13	1	2	0	0
7:30	9	1	1	16	0	0	0	2
7:45	10	2	1	15	1	0	0	0
8:00	25	0	0	17	0	0	0	0
8:15	9	1	1	13	0	0	0	0
8:30	13	1	0	13	0	1	0	1
8:45	5	2	2	7	0	1	0	0

Int Start Time	Medical Facility Driveway				
	In			Out	
	L	T	R	L	R
7:00	0	1	1	0	0
7:15	6	2	0	0	1
7:30	7	3	8	0	1
7:45	6	11	6	2	3
8:00	7	8	6	2	0
8:15	13	5	5	1	2
8:30	3	14	6	1	5
8:45	8	12	10	1	1

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location K: Private Drive @ Retail Driveways (North)

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 7 am to 9 am

Int Start Time	Bank (West Side) – North Driveway				Bank (West Side) – South Driveway			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
7:00	0	1	0	0	0	0	0	1
7:15	1	1	0	1	0	0	1	0
7:30	2	1	0	0	2	3	3	1
7:45	0	2	0	0	2	2	3	1
8:00	0	0	0	0	2	3	0	0
8:15	0	0	0	0	2	2	0	0
8:30	1	0	0	0	1	5	2	1
8:45	1	0	0	0	1	3	0	1

Int Start Time	Bank (East Side) – South Driveway (Exit)				Bank (East Side) – North Driveway (Entrance)				Plaza Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
7:00	0	0	0	1	1	0	0	0	13	5	7	5
7:15	0	0	1	0	2	1	0	0	12	6	18	1
7:30	0	0	0	1	2	0	0	0	12	11	10	1
7:45	0	0	0	1	1	0	0	0	15	5	11	3
8:00	0	0	2	1	5	1	0	0	15	5	14	4
8:15	0	0	0	1	2	0	0	0	17	7	5	5
8:30	0	0	0	0	3	0	0	0	18	13	5	10
8:45	0	0	2	2	4	0	0	0	16	9	8	8

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location I: Private Drive @ Roche Bros. / Starbucks Plaza

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 7 am to 9 am

Int Start Time	Starbucks Plaza – North Driveway				Starbucks Plaza – South Driveway				Roche Bros Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
7:00	1	0	3	1	5	9	4	6	7	4	4	7
7:15	0	0	4	3	5	11	7	4	10	8	10	5
7:30	0	0	2	2	5	5	6	6	15	8	11	5
7:45	0	0	5	3	5	8	1	8	9	10	15	6
8:00	0	0	2	3	6	8	4	9	9	8	17	10
8:15	0	0	3	1	5	11	4	11	9	12	5	6
8:30	0	0	4	7	6	7	6	6	14	15	14	11
8:45	0	0	1	2	6	17	3	8	12	15	20	6

Int Start Time	Crosswalk North of Roche Bros. Drive	
	EB	WB
7:00	0	1
7:15	0	0
7:30	0	3
7:45	0	1
8:00	0	1
8:15	0	0
8:30	0	0
8:45	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location O: Main Street @ Bowladrom / Bueno /

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 7 am to 9 am

Int Start Time	Telephone Company				Bueno y Sano			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
7:00	0	0	0	0	0	0	0	0
7:15	1	2	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	1
8:15	0	1	0	0	0	0	0	0
8:30	0	0	2	0	0	0	0	0
8:45	1	0	0	0	0	0	0	0

Int Start Time	Bowladrom – South Driveway				Bowladrom – North Driveway			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	1	0	1	1	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	1	1	0	0	1
8:15	0	0	0	0	0	0	0	0
8:30	2	1	0	1	2	1	0	0
8:45	1	4	0	0	1	0	0	0

0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity –
Location G: Mass Ave @
Oil Company Driveway

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 6:30 am to 9:30 am

Int Start Time	Oil Company along Mass Ave			
	In		Out	
	L	R	L	R
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	1	0
7:45	0	1	0	0
8:00	0	1	0	0
8:15	0	0	0	0
8:30	0	0	0	0
8:45	0	0	0	1

PM Peak Period – Wednesday 4/9/14 from 4:00 pm to 6:00 pm

Int Start Time	Oil Company along Mass Ave			
	In		Out	
	L	R	L	R
4:00	0	0	2	0
4:15	0	0	0	0
4:30	0	0	0	0
4:45	0	0	0	0
5:00	0	0	0	0
5:15	0	0	0	0
5:30	0	0	0	0
5:45	0	0	0	0

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
www.innovativedatallc.com or 1.413.668.5094

N / S: Main Street (Route 27)
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : AM Peak - Route 27 @ Route 111
Site Code : A
Start Date : 4/10/2014
Page No : 1

Groups Printed- Bicycles

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	5
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
Total %	0	0	0	20	20	0	0	0	0	0	0	0	0	40	40	0	0	0	40	40	

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	**1**	**1**	**4**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	4
% App. Total	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.250

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
www.innovativedatallc.com or 1.413.668.5094

N / S: Private Drive / Bank
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : PM Peak - Mass Ave @ Private Drive
Site Code : C
Start Date : 4/10/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Private Drive From North					Mass Ave From East					Bank From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	31	0	23	0	54	15	97	0	0	112	1	2	0	0	3	0	57	23	0	80	249
02:15 PM	26	0	21	0	47	15	75	0	0	90	0	0	1	1	2	0	55	24	0	79	218
02:30 PM	24	0	23	1	48	29	100	1	0	130	1	0	1	0	2	0	71	33	0	104	284
02:45 PM	31	0	19	0	50	21	139	2	0	162	0	0	0	0	0	0	64	49	0	113	325
Total	112	0	86	1	199	80	411	3	0	494	2	2	2	1	7	0	247	129	0	376	1076
03:00 PM	42	0	26	0	68	28	152	1	0	181	1	0	1	0	2	0	63	36	0	99	350
03:15 PM	40	0	26	0	66	15	106	0	0	121	0	2	1	0	3	0	54	33	0	87	277
03:30 PM	53	0	15	0	68	15	128	0	0	143	0	0	0	1	1	0	60	30	0	90	302
03:45 PM	31	1	26	1	59	18	103	0	0	121	2	2	1	0	5	0	48	40	0	88	273
Total	166	1	93	1	261	76	489	1	0	566	3	4	3	1	11	0	225	139	0	364	1202
04:00 PM	40	0	27	0	67	27	103	0	0	130	3	1	0	0	4	0	57	36	0	93	294
04:15 PM	27	0	15	0	42	19	98	2	0	119	0	0	1	0	1	0	63	37	0	100	262
04:30 PM	42	0	21	0	63	17	112	1	0	130	1	1	0	0	2	0	42	47	0	89	284
04:45 PM	45	0	17	0	62	25	140	1	0	166	1	0	1	0	2	0	58	40	0	98	328
Total	154	0	80	0	234	88	453	4	0	545	5	2	2	0	9	0	220	160	0	380	1168
05:00 PM	48	0	18	0	66	13	158	1	0	172	0	1	1	0	2	0	63	41	0	104	344
05:15 PM	35	0	23	0	58	17	134	0	0	151	1	0	0	0	1	0	45	33	0	78	288
05:30 PM	33	1	21	0	55	15	141	1	0	157	0	1	0	0	1	5	52	42	0	99	312
05:45 PM	31	0	14	0	45	16	161	0	0	177	0	0	2	0	2	0	88	38	0	126	350
Total	147	1	76	0	224	61	594	2	0	657	1	2	3	0	6	5	248	154	0	407	1294
Grand Total	579	2	335	2	918	305	1947	10	0	2262	11	10	10	2	33	5	940	582	0	1527	4740
Apprch %	63.1	0.2	36.5	0.2		13.5	86.1	0.4	0		33.3	30.3	30.3	6.1		0.3	61.6	38.1	0		
Total %	12.2	0	7.1	0	19.4	6.4	41.1	0.2	0	47.7	0.2	0.2	0.2	0	0.7	0.1	19.8	12.3	0	32.2	
PCs and Peds							1936														
% PCs and Peds	99.8	100	99.4	100	99.7	99.7	99.4	100	0	99.5	100	100	90	100	97	100	98.4	100	0	99	99.3
Heavy Vehicles																					
% Heavy Vehicles	0.2	0	0.6	0	0.3	0.3	0.6	0	0	0.5	0	0	10	0	3	0	1.6	0	0	1	0.7
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Private Drive From North					Mass Ave From East					Bank From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**48**	0	18	0	**66**	13	158	**1**	0	172	0	**1**	1	0	**2**	0	63	41	0	104	344
05:15 PM	35	0	**23**	0	58	**17**	134	0	0	151	**1**	0	0	0	1	0	45	33	0	78	288
05:30 PM	33	**1**	21	0	55	15	141	1	0	157	0	1	0	0	1	**5**	52	**42**	0	99	312
05:45 PM	31	0	14	0	45	16	**161**	0	0	**177**	0	0	**2**	0	2	0	**88**	38	0	**126**	**350**
Total Volume	147	1	76	0	224	61	594	2	0	657	1	2	3	0	6	5	248	154	0	407	1294
% App. Total	65.6	0.4	33.9	0		9.3	90.4	0.3	0		16.7	33.3	50	0		1.2	60.9	37.8	0		
PHF	.766	.250	.826	.000	.848	.897	.922	.500	.000	.928	.250	.500	.375	.000	.750	.250	.705	.917	.000	.808	.924

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
www.innovativedatallc.com or 1.413.668.5094

N / S: Private Drive / Bank
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : PM Peak - Mass Ave @ Private Drive
Site Code : C
Start Date : 4/10/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Private Drive From North					Mass Ave From East					Bank From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	7
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	4
02:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
Total	0	0	1	0	1	1	7	0	0	8	0	0	1	0	1	0	9	0	0	9	19
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Grand Total	1	0	2	0	3	1	11	0	0	12	0	0	1	0	1	0	15	0	0	15	31
Apprch %	33.3	0	66.7	0		8.3	91.7	0	0		0	0	100	0		0	100	0	0		
Total %	3.2	0	6.5	0	9.7	3.2	35.5	0	0	38.7	0	0	3.2	0	3.2	0	48.4	0	0	48.4	

	Private Drive From North					Mass Ave From East					Bank From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	0	0	0	0	**1**	1	0	0	2	0	0	0	0	0	0	**5**	0	0	**5**	**7**
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	3	0	0	3	4
02:30 PM	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	0	**1**	0	**1**	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
Total Volume	0	0	1	0	1	1	7	0	0	8	0	0	1	0	1	0	9	0	0	9	19
% App. Total	0	0	100	0		12.5	87.5	0	0		0	0	100	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.250	.583	.000	.000	.667	.000	.000	.250	.000	.250	.000	.450	.000	.000	.450	.679

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
www.innovativedatallc.com or 1.413.668.5094

N / S: Western School Complex
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : PM Peak - Mass Ave @ Western School Drive
Site Code : E
Start Date : 4/10/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	School From North					Mass Ave From East					From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	4	0	2	0	6	7	79	0	15	101	0	0	0	0	0	0	95	3	0	98	205
02:15 PM	32	0	3	0	35	0	98	0	24	122	0	0	0	0	0	0	100	4	0	104	261
02:30 PM	18	0	3	0	21	0	106	0	7	113	0	0	0	0	0	0	101	5	0	106	240
02:45 PM	19	0	5	0	24	0	109	0	3	112	0	0	0	0	0	0	112	9	0	121	257
Total	73	0	13	0	86	7	392	0	49	448	0	0	0	0	0	0	408	21	0	429	963
03:00 PM	16	0	3	0	19	1	132	0	6	139	0	0	0	0	0	0	121	11	0	132	290
03:15 PM	21	0	7	0	28	3	128	0	2	133	0	0	0	0	0	0	121	12	0	133	294
03:30 PM	17	0	6	0	23	3	147	0	0	150	0	0	0	0	0	0	135	26	0	161	334
03:45 PM	51	0	8	1	60	0	121	0	11	132	0	0	0	0	0	1	163	19	0	183	375
Total	105	0	24	1	130	7	528	0	19	554	0	0	0	0	0	1	540	68	0	609	1293
04:00 PM	32	0	5	0	37	0	133	0	0	133	0	0	0	0	0	0	130	14	0	144	314
04:15 PM	10	0	1	0	11	1	93	0	5	99	0	0	0	0	0	0	133	8	0	141	251
04:30 PM	18	0	3	0	21	2	126	0	3	131	0	0	0	0	0	0	103	10	0	113	265
04:45 PM	13	0	2	0	15	0	118	0	3	121	0	0	0	0	0	0	149	9	0	158	294
Total	73	0	11	0	84	3	470	0	11	484	0	0	0	0	0	0	515	41	0	556	1124
05:00 PM	12	0	1	1	14	1	144	0	1	146	0	0	0	0	0	0	153	2	0	155	315
05:15 PM	7	0	1	0	8	0	135	0	0	135	0	0	0	0	0	0	150	8	0	158	301
05:30 PM	5	0	0	0	5	1	135	0	0	136	0	0	0	0	0	0	120	11	0	131	272
05:45 PM	4	0	1	0	5	0	135	0	1	136	0	0	0	0	0	0	161	12	0	173	314
Total	28	0	3	1	32	2	549	0	2	553	0	0	0	0	0	0	584	33	0	617	1202
Grand Total	279	0	51	2	332	19	1939	0	81	2039	0	0	0	0	0	1	2047	163	0	2211	4582
Apprch %	84	0	15.4	0.6		0.9	95.1	0	4		0	0	0	0		0	92.6	7.4	0		
Total %	6.1	0	1.1	0	7.2	0.4	42.3	0	1.8	44.5	0	0	0	0	0	0	44.7	3.6	0	48.3	
PCs and Peds							1918										2015				
% PCs and Peds	99.3	0	100	100	99.4	84.2	98.9	0	92.6	98.5	0	0	0	0	0	100	98.4	99.4	0	98.5	98.6
Heavy Vehicles																					
% Heavy Vehicles	0.7	0	0	0	0.6	15.8	1	0	0	1.1	0	0	0	0	0	0	1.6	0.6	0	1.5	1.2
Bicycles	0	0	0	0	0	0	2	0	6	8	0	0	0	0	0	0	0	0	0	0	8
% Bicycles	0	0	0	0	0	0	0.1	0	7.4	0.4	0	0	0	0	0	0	0	0	0	0	0.2

	School From North					Mass Ave From East					From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	21	0	7	0	28	**3**	128	0	2	133	0	0	0	0	0	0	121	12	0	133	294
03:30 PM	17	0	6	0	23	3	**147**	0	0	**150**	0	0	0	0	0	0	135	**26**	0	161	334
03:45 PM	**51**	0	**8**	**1**	**60**	0	121	0	**11**	132	0	0	0	0	0	**1**	**163**	19	0	**183**	**375**
04:00 PM	32	0	5	0	37	0	133	0	0	133	0	0	0	0	0	0	130	14	0	144	314
Total Volume	121	0	26	1	148	6	529	0	13	548	0	0	0	0	0	1	549	71	0	621	1317
% App. Total	81.8	0	17.6	0.7		1.1	96.5	0	2.4		0	0	0	0		0.2	88.4	11.4	0		
PHF	.593	.000	.813	.250	.617	.500	.900	.000	.295	.913	.000	.000	.000	.000	.000	.250	.842	.683	.000	.848	.878

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N / S: Western School Complex
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : PM Peak - Mass Ave @ Western School Drive
Site Code : E
Start Date : 4/10/2014
Page No : 1

Groups Printed- Heavy Vehicles

	School From North					Mass Ave From East					From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	4	0	0	4	9
02:15 PM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	8
02:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	2	0	0	0	2	3	6	0	0	9	0	0	0	0	0	0	13	1	0	14	25
03:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
03:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
03:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	17
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
Grand Total	2	0	0	0	2	3	19	0	0	22	0	0	0	0	0	0	32	1	0	33	57
Apprch %	100	0	0	0		13.6	86.4	0	0		0	0	0	0		0	97	3	0		
Total %	3.5	0	0	0	3.5	5.3	33.3	0	0	38.6	0	0	0	0	0	0	56.1	1.8	0	57.9	

	School From North					Mass Ave From East					From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	0	0	0	0	**3**	**2**	0	0	**5**	0	0	0	0	0	0	**4**	0	0	**4**	**9**
02:15 PM	**2**	0	0	0	**2**	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	8
02:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	**1**	0	3	4
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total Volume	2	0	0	0	2	3	6	0	0	9	0	0	0	0	0	0	13	1	0	14	25
% App. Total	100	0	0	0		33.3	66.7	0	0		0	0	0	0		0	92.9	7.1	0		
PHF	.250	.000	.000	.000	.250	.250	.750	.000	.000	.450	.000	.000	.000	.000	.000	.000	.813	.250	.000	.875	.694

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
www.innovativedatallc.com or 1.413.668.5094

N / S: Charter & Kmart Plaza
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : PM Peak - Mass Ave @ Charter
Site Code : G
Start Date : 4/9/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Charter From North					Mass Ave From East					Kmart From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	2	36	8	61	28	99	2	0	129	4	1	5	0	10	10	107	14	4	135	335
04:15 PM	16	0	43	0	59	27	105	4	0	136	3	1	6	0	10	5	113	11	4	133	338
04:30 PM	20	0	15	1	36	16	118	0	0	134	3	0	8	0	11	6	108	6	1	121	302
04:45 PM	13	0	39	0	52	30	111	0	0	141	5	6	5	0	16	5	115	16	4	140	349
Total	64	2	133	9	208	101	433	6	0	540	15	8	24	0	47	26	443	47	13	529	1324
05:00 PM	22	0	21	0	43	14	115	1	0	130	5	4	5	0	14	3	109	13	3	128	315
05:15 PM	16	1	16	2	35	13	113	0	0	126	4	1	6	0	11	5	109	16	2	132	304
05:30 PM	15	3	22	2	42	19	133	3	0	155	3	0	1	0	4	1	131	26	4	162	363
05:45 PM	25	2	26	1	54	15	133	2	0	150	3	6	5	0	14	2	147	21	3	173	391
Total	78	6	85	5	174	61	494	6	0	561	15	11	17	0	43	11	496	76	12	595	1373
Grand Total	142	8	218	14	382	162	927	12	0	1101	30	19	41	0	90	37	939	123	25	1124	2697
Apprch %	37.2	2.1	57.1	3.7		14.7	84.2	1.1	0		33.3	21.1	45.6	0		3.3	83.5	10.9	2.2		
Total %	5.3	0.3	8.1	0.5	14.2	6	34.4	0.4	0	40.8	1.1	0.7	1.5	0	3.3	1.4	34.8	4.6	0.9	41.7	
PCs and Peds																					
% PCs and Peds	100	100	100	78.6	99.2	100	99.7	100	0	99.7	96.7	100	100	0	98.9	100	98.6	100	84	98.5	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	1.4	0	0	1.2	0.6
Bicycles	0	0	0	3	3	0	0	0	0	0	1	0	0	0	1	0	0	0	4	4	8
% Bicycles	0	0	0	21.4	0.8	0	0	0	0	0	3.3	0	0	0	1.1	0	0	0	16	0.4	0.3

Please note "From West Ped Data" refers to the midblock crosswalk to the west of the intersection

	Charter From North					Mass Ave From East					Kmart From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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 05:00 PM																					
05:00 PM	22	0	21	0	43	14	115	1	0	130	**5**	4	5	0	**14**	3	109	13	3	128	315
05:15 PM	16	1	16	**2**	35	13	113	0	0	126	4	1	**6**	0	11	**5**	109	16	2	132	304
05:30 PM	15	**3**	22	2	42	**19**	**133**	**3**	0	**155**	3	0	1	0	4	1	131	**26**	**4**	162	363
05:45 PM	**25**	2	**26**	1	**54**	15	133	2	0	150	3	**6**	5	0	14	2	**147**	21	3	**173**	**391**
Total Volume	78	6	85	5	174	61	494	6	0	561	15	11	17	0	43	11	496	76	12	595	1373
% App. Total	44.8	3.4	48.9	2.9		10.9	88.1	1.1	0		34.9	25.6	39.5	0		1.8	83.4	12.8	2		
PHF	.780	.500	.817	.625	.806	.803	.929	.500	.000	.905	.750	.458	.708	.000	.768	.550	.844	.731	.750	.860	.878

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
www.innovativedatallc.com or 1.413.668.5094

N / S: Charter & Kmart Plaza
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : PM Peak - Mass Ave @ Charter
Site Code : G
Start Date : 4/9/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Charter From North					Mass Ave From East					Kmart From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	13	0	0	13	16
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	18.8	0	0	18.8	0	0	0	0	0	0	81.2	0	0	81.2	

Please note "From West Ped Data" refers to the midblock crosswalk to the west of the intersection

	Charter From North					Mass Ave From East					Kmart From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	3	0	0	3	**4**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	0	**4**	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	10
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.563	.000	.000	.563	.625

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location A & M: Main & Mass @ Law Firm / Apts / Sunoco

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

PM Peak Period – Wednesday 4/9/14 from 2:00 pm to 6:00 pm

Int Start Time	Law Firm along Mass Ave				Law Firm along Main St.				Apartment Dr. along Main St.			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
2:00	0	0	0	0	0	0	1	0				
2:15	0	0	0	1	0	0	0	0				
2:30	0	0	0	0	0	0	0	0				
2:45	0	0	0	0	0	0	0	0				
3:00	0	0	0	0	0	0	0	0				
3:15	0	0	0	0	0	0	0	0				
3:30	0	0	0	0	0	0	0	0				
3:45	0	1	0	0	0	0	0	0				
4:00	0	0	0	1	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	1	0	1	1
4:30	0	0	0	0	0	0	0	0	0	0	1	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	1	0	0	0	0	0
5:15	0	1	0	0	0	0	0	0	0	0	0	0
5:30	0	1	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	1	0	1	0

Int Start Time	Sunoco – South Driveway along Main Street				Sunoco – North Driveway along Main Street			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
4:00	0	3	0	0	4	0	0	2
4:15	1	1	1	0	2	0	0	5
4:30	0	0	1	1	1	0	0	1
4:45	0	0	0	2	3	0	0	4
5:00	1	0	1	1	2	0	0	2
5:15	0	0	0	0	2	0	0	6
5:30	1	0	0	0	1	0	0	3
5:45	1	2	2	0	1	0	1	1

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location C: Mass Ave @ Banks & Starbucks Plaza

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

PM Peak Period – Wednesday 4/9/14 from 2:00 pm to 6:00 pm

Int Start Time	TD Bank – West Driveway				Starbucks Plaza along Mass Ave				Northern Bank & Trust			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
2:00	0	0	0	0	5	0	0	4	0	0	1	0
2:15	1	2	0	0	8	0	1	3	0	0	1	1
2:30	2	3	3	1	3	0	0	3	0	0	3	1
2:45	1	3	1	5	4	0	1	7	0	1	0	3
3:00	2	1	1	0	4	2	1	6	0	0	0	0
3:15	1	0	0	0	6	0	1	5	0	0	0	0
3:30	2	3	0	0	3	0	0	1	1	2	0	2
3:45	2	1	1	2	6	0	0	5	0	1	2	0
4:00	0	1	0	0	5	0	0	1	0	0	1	0
4:15	2	1	2	1	6	0	0	2	0	0	1	0
4:30	5	1	0	1	7	0	0	2	0	0	0	0
4:45	3	2	4	2	4	0	0	0	0	0	0	0
5:00	1	1	3	2	5	0	0	2	0	0	0	0
5:15	1	1	0	2	5	0	0	4	0	0	0	0
5:30	1	2	1	0	3	0	0	2	0	0	0	0
5:45	2	0	2	2	4	0	1	3	0	1	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity –
Location H: Mass Ave @
Roche Bros & 2 Driveways

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

PM Peak Period – Wednesday 4/9/14 from 4 pm to 6 pm

Int Start Time	Roche Bros. Plaza				Goodyear – West Driveway				East Driveway (not named)			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
4:00	1	14	0	14	0	0	0	0	0	0	0	0
4:15	0	19	0	21	1	0	0	1	0	1	0	1
4:30	0	26	0	24	3	0	0	3	0	0	0	0
4:45	1	25	1	38	0	0	0	0	0	0	0	0
5:00	1	21	0	21	1	0	0	1	0	0	0	0
5:15	0	20	0	27	0	0	0	0	0	0	0	0
5:30	1	15	0	21	0	0	0	0	0	0	0	0
5:45	2	16	1	26	0	0	0	0	0	0	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location F: Main Street @ Kmart / Beverly / Orange Leaf / Subway

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

PM Peak Period – Wednesday 4/9/14 from 4 pm to 6 pm

Int Start Time	Beverly Road					Kmart - South Driveway				
	In		Out			In		Out		
	L	R	L	T	R	L	R	L	T	R
4:00	5	0	0	0	0	6	2	10	0	8
4:15	3	1	0	0	1	8	2	8	0	9
4:30	0	0	0	0	1	2	0	7	0	14
4:45	2	1	1	1	2	6	1	2	0	1
5:00	1	0	1	0	1	8	2	3	0	11
5:15	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0
5:45	3	0	1	0	3	3	1	7	0	2

Int Start Time	Kmart – North Driveway				Orange Leaf / Subway / Pizza			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
4:00	1	10	1	0	4	2	2	5
4:15	0	9	1	0	5	7	1	5
4:30	1	9	0	0	6	4	1	15
4:45	0	10	2	0	7	5	2	9
5:00	0	10	1	2	13	8	0	6
5:15	0	7	0	0	12	3	6	7
5:30	0	6	0	1	8	2	0	14
5:45	1	7	1	0	11	4	7	10

Crosswalk	
EB	WB
1	2
2	1
3	1
3	1
2	2
0	0
0	0
2	2

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity –
Location L: Main Street @
Gas Station & Condos

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

PM Peak Period – Wednesday 4/9/14 from 4 pm to 6 pm

Int Start Time	Gas Station – North Driveway				Gas Station – South Driveway				Condo Complex Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
4:00	2	1	0	4	1	0	1	1	0	0	0	0
4:15	0	0	1	7	3	2	0	2	0	1	1	0
4:30	2	0	0	8	1	6	1	2	0	0	1	0
4:45	3	1	1	4	1	2	1	1	1	0	1	1
5:00	2	0	0	8	3	2	1	1	0	0	0	0
5:15	3	1	2	5	0	3	1	1	0	0	0	0
5:30	5	0	1	1	2	1	1	1	1	0	0	0
5:45	1	0	0	6	0	4	0	0	0	1	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location P: Mass Ave Eastern Driveways

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

PM Peak Period – Wednesday 4/9/14 from 4 pm to 6 pm

Int Start Time	Real Estate – Overflow (West)				Real Estate (East) / Condos			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
4:00	0	0	0	0	0	3	0	2
4:15	0	0	0	0	1	0	2	1
4:30	0	0	0	0	0	0	0	1
4:45	0	0	0	0	1	1	2	0
5:00	1	0	0	0	2	1	0	2
5:15	0	0	0	0	1	2	0	3
5:30	0	0	0	0	1	1	0	1
5:45	0	0	0	0	2	1	1	1

Int Start Time	Plaza – West Driveway				Plaza – East Driveway.			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
4:00	1	3	4	1	0	0	0	2
4:15	1	1	4	1	0	0	0	1
4:30	0	3	5	2	0	0	0	1
4:45	0	2	4	0	0	0	0	2
5:00	0	2	1	1	0	0	0	4
5:15	0	0	3	2	0	0	0	1
5:30	0	0	2	0	0	0	0	0
5:45	0	0	3	1	0	0	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location N: Mass Ave @ Sunoco / ATM / Dental / Bueno

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

PM Peak Period – Wednesday 4/9/14 from 4 pm to 6 pm

Int Start Time	Sunoco – West Driveway				Sunoco – East Driveway			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
4:00	0	0	0	5	0	4	0	3
4:15	0	1	0	0	0	4	0	0
4:30	0	1	0	2	1	2	1	0
4:45	0	0	0	1	1	0	1	1
5:00	0	0	0	2	0	3	0	0
5:15	0	0	0	3	0	9	1	0
5:30	1	0	0	1	1	3	1	3
5:45	0	0	0	4	0	3	2	1

Int Start Time	Bueno y Sano				ATM Driveways				Dental Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
4:00	0	0	0	0	0	2	3	1	0	0	1	1
4:15	0	0	0	0	3	1	1	1	0	0	0	0
4:30	0	0	0	1	1	0	3	1	0	0	0	1
4:45	0	0	0	2	3	1	1	2	0	0	1	1
5:00	1	1	0	1	1	0	1	1	1	0	0	0
5:15	1	1	0	1	0	3	1	2	0	0	0	0
5:30	3	1	0	5	0	0	0	0	1	0	0	1
5:45	0	2	0	4	0	1	0	0	0	0	1	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location J: Main @ Northern Retail / Medical

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

PM Peak Period – Wednesday 4/9/14 from 4 pm to 6 pm

Int Start Time	Northern Retail Driveway				Cleaners / Plaza			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
4:00	14	6	3	23	0	2	0	1
4:15	9	5	1	28	0	0	0	2
4:30	12	7	3	17	0	0	0	1
4:45	23	9	6	10	1	1	1	3
5:00	23	5	2	12	0	0	2	1
5:15	11	9	1	26	1	0	0	1
5:30	15	6	2	10	0	0	0	0
5:45	21	9	2	16	1	2	2	2

Int Start Time	Medical Facility Driveway				
	In			Out	
	L	T	R	L	R
4:00	4	3	12	3	9
4:15	4	1	7	2	21
4:30	2	0	3	5	18
4:45	2	0	4	3	10
5:00	5	2	4	5	9
5:15	2	0	1	1	13
5:30	1	4	1	3	16
5:45	2	0	0	1	8

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location K: Private Drive @ Retail Driveways (North)

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

PM Peak Period – Wednesday 4/9/14 from 4 pm to 6 pm

Int Start Time	Bank (West Side) – North Driveway				Bank (West Side) – South Driveway			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
4:00	0	0	0	0	4	2	3	7
4:15	0	0	0	0	4	1	4	7
4:30	0	3	0	0	4	0	2	7
4:45	1	2	0	0	8	1	6	5
5:00	1	1	0	0	1	0	6	5
5:15	1	1	0	0	2	1	0	2
5:30	1	1	0	0	1	1	5	5
5:45	0	2	0	0	3	2	3	5

Int Start Time	Bank (East Side) – South Driveway (Exit)				Bank (East Side) – North Driveway (Entrance)				Plaza Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
4:00	0	0	3	3	2	0	0	0	16	8	4	5
4:15	0	0	2	0	3	0	0	0	6	13	10	3
4:30	1	0	0	0	1	0	0	0	6	8	4	4
4:45	0	0	0	0	3	0	1	1	20	19	9	4
5:00	0	0	0	1	3	0	0	0	15	13	12	6
5:15	0	1	3	2	1	0	0	0	10	10	13	3
5:30	0	0	2	2	3	1	0	0	11	7	5	7
5:45	0	0	1	0	2	1	0	0	10	11	7	2

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location I: Private Drive @ Roche Bros. / Starbucks Plaza

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

PM Peak Period – Wednesday 4/9/14 from 4 pm to 6 pm

Int Start Time	Starbucks Plaza – North Driveway				Starbucks Plaza – South Driveway				Roche Bros Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
4:00	0	0	5	7	11	10	0	3	23	20	42	21
4:15	0	0	5	10	8	10	2	2	29	38	26	22
4:30	0	0	2	5	5	8	6	3	32	34	26	26
4:45	0	0	3	3	6	2	7	1	29	27	44	26
5:00	0	0	3	6	6	7	0	3	30	30	40	38
5:15	0	0	4	9	0	7	2	0	24	24	25	22
5:30	0	0	0	2	1	2	3	4	26	36	29	23
5:45	0	0	0	3	6	6	2	1	21	28	25	26

Int Start Time	Crosswalk North of Roche Bros. Drive	
	EB	WB
4:00	0	4
4:15	0	5
4:30	0	8
4:45	0	1
5:00	0	1
5:15	0	4
5:30	5	3
5:45	2	3

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location O: Main Street @ Bowladrom / Bueno /

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

PM Peak Period – Wednesday 4/9/14 from 4 pm to 6 pm

Int Start Time	Telephone Company				Bueno y Sano			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
4:00	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	1
4:30	0	0	0	0	0	0	0	2
4:45	0	1	0	0	0	0	1	0
5:00	0	0	0	0	0	1	0	2
5:15	0	0	0	0	0	1	0	1
5:30	0	0	0	0	0	1	0	0
5:45	0	0	0	0	0	2	1	2

Int Start Time	Bowladrom – South Driveway				Bowladrom – North Driveway			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
4:00	3	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0
4:45	1	0	2	0	0	0	0	0
5:00	1	0	0	0	0	0	0	0
5:15	2	0	0	3	0	0	0	0
5:30	0	0	0	1	0	0	0	0
5:45	0	1	0	0	0	0	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity –
Location G: Mass Ave @
Oil Company Driveway

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

AM Peak Period – Wednesday 4/9/14 from 6:30 am to 9:30 am

Int Start Time	Oil Company along Mass Ave			
	In		Out	
	L	R	L	R
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	1	0
7:45	0	1	0	0
8:00	0	1	0	0
8:15	0	0	0	0
8:30	0	0	0	0
8:45	0	0	0	1

PM Peak Period – Wednesday 4/9/14 from 4:00 pm to 6:00 pm

Int Start Time	Oil Company along Mass Ave			
	In		Out	
	L	R	L	R
4:00	0	0	2	0
4:15	0	0	0	0
4:30	0	0	0	0
4:45	0	0	0	0
5:00	0	0	0	0
5:15	0	0	0	0
5:30	0	0	0	0
5:45	0	0	0	0

Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
www.innovativedatallc.com or 1.413.668.5094

N / S: Private Drive
E / W: Main Street (Route 27)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : PM Peak - Route 27 @ Private Drive
Site Code : B
Start Date : 4/10/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Route 27 From North					Route 27 From East					Private Drive From South					Route 27 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	2	0	0	2	2	0	1	0	3	0	3	0	0	3	8
02:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	8	0	0	9	17
02:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	9	0	0	10	21
02:45 PM	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	8	0	0	8	15
Total	0	0	0	0	0	0	26	2	0	28	2	0	1	0	3	2	28	0	0	30	61
03:00 PM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	12	0	0	12	19
03:15 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	1	7	0	0	8	13
03:30 PM	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	10
03:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	0	0	0	0	17	3	0	20	1	0	0	0	1	1	26	0	0	27	48
04:00 PM	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	0	4	0	0	4	10
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
04:45 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	10
Total	0	0	0	0	0	0	13	2	0	15	2	0	0	0	2	0	16	0	0	16	33
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
05:30 PM	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	0	2	0	0	2	6
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	5	1	0	6	2	0	0	0	2	0	9	0	0	9	17
Grand Total	0	0	0	0	0	0	61	8	0	69	7	0	1	0	8	3	79	0	0	82	159
Apprch %	0	0	0	0		0	88.4	11.6	0		87.5	0	12.5	0		3.7	96.3	0	0		
Total %	0	0	0	0	0	0	38.4	5	0	43.4	4.4	0	0.6	0	5	1.9	49.7	0	0	51.6	

	Route 27 From North					Route 27 From East					Private Drive From South					Route 27 From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15 PM																					
02:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	**1**	8	0	0	9	17
02:30 PM	0	0	0	0	0	0	**11**	0	0	**11**	0	0	0	0	0	1	9	0	0	10	**21**
02:45 PM	0	0	0	0	0	0	5	**2**	0	7	0	0	0	0	0	0	8	0	0	8	15
03:00 PM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	**12**	0	0	**12**	19
Total Volume	0	0	0	0	0	0	30	3	0	33	0	0	0	0	0	2	37	0	0	39	72
% App. Total	0	0	0	0		0	90.9	9.1	0		0	0	0	0		5.1	94.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.682	.375	.000	.750	.000	.000	.000	.000	.000	.500	.771	.000	.000	.813	.857

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Belchertown, Massachusetts
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N / S: Private Drive
E / W: Main Street (Route 27)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : PM Peak - Route 27 @ Private Drive
Site Code : B
Start Date : 4/10/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Route 27 From North					Route 27 From East					Private Drive From South					Route 27 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	93	30	0	123	35	0	11	0	46	11	114	0	4	129	298
02:15 PM	0	0	0	0	0	0	164	62	2	228	43	0	11	0	54	25	227	0	8	260	542
02:30 PM	0	0	0	0	0	0	132	36	0	168	48	0	12	0	60	11	154	0	5	170	398
02:45 PM	0	0	0	0	0	0	136	39	0	175	39	0	5	0	44	24	146	0	0	170	389
Total	0	0	0	0	0	0	525	167	2	694	165	0	39	0	204	71	641	0	17	729	1627
03:00 PM	0	0	0	0	0	0	129	40	0	169	38	0	11	0	49	22	180	0	1	203	421
03:15 PM	0	0	0	0	0	0	138	32	0	170	44	0	4	0	48	13	182	1	2	198	416
03:30 PM	0	0	0	0	0	0	122	29	1	152	32	0	9	3	44	12	182	0	0	194	390
03:45 PM	0	0	0	0	0	0	135	45	0	180	40	0	3	0	43	16	198	0	2	216	439
Total	0	0	0	0	0	0	524	146	1	671	154	0	27	3	184	63	742	1	5	811	1666
04:00 PM	0	0	0	0	0	0	114	36	2	152	43	0	8	1	52	22	195	0	4	221	425
04:15 PM	0	0	0	0	0	0	135	36	0	171	40	0	5	0	45	15	184	2	0	201	417
04:30 PM	0	0	0	0	0	0	124	32	0	156	35	0	6	0	41	27	169	0	6	202	399
04:45 PM	0	0	0	0	0	0	142	31	0	173	35	0	6	0	41	24	205	0	1	230	444
Total	0	0	0	0	0	0	515	135	2	652	153	0	25	1	179	88	753	2	11	854	1685
05:00 PM	0	0	0	0	0	0	124	27	1	152	44	0	5	0	49	16	200	0	4	220	421
05:15 PM	0	0	0	0	0	0	148	25	0	173	44	0	11	1	56	16	213	0	0	229	458
05:30 PM	0	0	0	0	0	0	141	22	0	163	40	0	3	1	44	18	210	0	0	228	435
05:45 PM	0	0	0	0	0	0	183	35	0	218	39	0	5	0	44	19	227	0	2	248	510
Total	0	0	0	0	0	0	596	109	1	706	167	0	24	2	193	69	850	0	6	925	1824
Grand Total	0	0	0	0	0	0	2160	557	6	2723	639	0	115	6	760	291	2986	3	39	3319	6802
Apprch %	0	0	0	0		0	79.3	20.5	0.2		84.1	0	15.1	0.8		8.8	90	0.1	1.2		
Total %	0	0	0	0	0	0	31.8	8.2	0.1	40	9.4	0	1.7	0.1	11.2	4.3	43.9	0	0.6	48.8	
PCs and Peds							2099										2907				
% PCs and Peds	0	0	0	0	0	0	97.2	98.6	100	97.5	98.9	0	99.1	100	98.9	99	97.4	100	100	97.5	97.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.8	1.4	0	2.5	1.1	0	0.9	0	1.1	1	2.6	0	0	2.5	2.3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Route 27 From North					Route 27 From East					Private Drive From South					Route 27 From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	124	27	**1**	152	**44**	0	5	0	49	16	200	0	**4**	220	421
05:15 PM	0	0	0	0	0	0	148	25	0	173	44	0	**11**	**1**	**56**	16	213	0	0	229	458
05:30 PM	0	0	0	0	0	0	141	22	0	163	40	0	3	1	44	18	210	0	0	228	435
05:45 PM	0	0	0	0	0	0	**183**	**35**	0	**218**	39	0	5	0	44	**19**	**227**	0	2	**248**	**510**
Total Volume	0	0	0	0	0	0	596	109	1	706	167	0	24	2	193	69	850	0	6	925	1824
% App. Total	0	0	0	0		0	84.4	15.4	0.1		86.5	0	12.4	1		7.5	91.9	0	0.6		
PHF	.000	.000	.000	.000	.000	.000	.814	.779	.250	.810	.949	.000	.545	.500	.862	.908	.936	.000	.375	.932	.894

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N / S: Main Street (Route 27)
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : PM Peak - Route 27 @ Route 111
Site Code : A
Start Date : 4/10/2014
Page No : 1

Groups Printed- Bicycles

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Grand Total	0	1	0	2	3	0	0	1	0	1	0	2	0	0	2	0	2	1	0	3	9
Apprch %	0	33.3	0	66.7		0	0	100	0		0	100	0	0		0	66.7	33.3	0		
Total %	0	11.1	0	22.2	33.3	0	0	11.1	0	11.1	0	22.2	0	0	22.2	0	22.2	11.1	0	33.3	

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total																
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	4
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.500

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N / S: Main Street (Route 27)
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : PM Peak - Route 27 @ Route 111
Site Code : A
Start Date : 4/10/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	3	0	0	0	3	0	3	0	0	3	3	1	1	0	5	2	2	0	0	4	15
02:15 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	3	4	3	0	10	15
02:30 PM	0	4	0	0	4	0	3	0	0	3	0	4	0	0	4	0	1	1	0	2	13
02:45 PM	0	6	0	0	6	0	1	1	0	2	0	4	0	0	4	2	2	4	0	8	20
Total	3	12	0	0	15	0	8	1	0	9	3	11	1	0	15	7	9	8	0	24	63
03:00 PM	1	2	0	0	3	0	2	0	0	2	0	7	1	0	8	1	0	1	0	2	15
03:15 PM	0	4	0	0	4	0	1	0	0	1	0	7	1	0	8	0	0	0	0	0	13
03:30 PM	1	3	0	0	4	0	1	0	0	1	0	3	0	0	3	0	1	1	0	2	10
03:45 PM	1	4	0	0	5	0	1	0	0	1	0	3	0	0	3	1	1	1	0	3	12
Total	3	13	0	0	16	0	5	0	0	5	0	20	2	0	22	2	2	3	0	7	50
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
04:15 PM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	1	1	2	0	4	10
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	7
04:45 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	8
Total	1	7	1	0	9	0	0	1	0	1	0	12	1	0	13	1	2	3	0	6	29
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	1	1	1	0	3	6
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
05:30 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3	6
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	4	0	0	4	1	1	0	0	2	0	5	0	0	5	1	5	3	0	9	20
Grand Total	7	36	1	0	44	1	14	2	0	17	3	48	4	0	55	11	18	17	0	46	162
Apprch %	15.9	81.8	2.3	0		5.9	82.4	11.8	0		5.5	87.3	7.3	0		23.9	39.1	37	0		
Total %	4.3	22.2	0.6	0	27.2	0.6	8.6	1.2	0	10.5	1.9	29.6	2.5	0	34	6.8	11.1	10.5	0	28.4	

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total																
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	**3**	0	0	0	3	0	**3**	0	0	**3**	**3**	1	**1**	0	**5**	2	2	0	0	4	15
02:15 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	**3**	**4**	3	0	**10**	15
02:30 PM	0	4	0	0	4	0	3	0	0	3	0	**4**	0	0	4	0	1	1	0	2	13
02:45 PM	0	**6**	0	0	**6**	0	1	**1**	0	2	0	4	0	0	4	2	2	**4**	0	8	**20**
Total Volume	3	12	0	0	15	0	8	1	0	9	3	11	1	0	15	7	9	8	0	24	63
% App. Total	20	80	0	0		0	88.9	11.1	0		20	73.3	6.7	0		29.2	37.5	33.3	0		
PHF	.250	.500	.000	.000	.625	.000	.667	.250	.000	.750	.250	.688	.250	.000	.750	.583	.563	.500	.000	.600	.788

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N / S: Main Street (Route 27)
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : PM Peak - Route 27 @ Route 111
Site Code : A
Start Date : 4/10/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	26	65	1	6	98	4	74	43	0	121	27	90	8	1	126	18	52	50	0	120	465
02:15 PM	24	102	2	13	141	4	57	31	4	96	29	119	8	0	156	15	54	56	5	130	523
02:30 PM	44	89	3	8	144	9	58	36	5	108	30	99	7	7	143	12	68	50	0	130	525
02:45 PM	25	100	7	7	139	13	78	38	1	130	27	103	9	12	151	12	65	62	11	150	570
Total	119	356	13	34	522	30	267	148	10	455	113	411	32	20	576	57	239	218	16	530	2083
03:00 PM	38	94	1	2	135	7	99	46	1	153	23	113	9	5	150	15	73	50	6	144	582
03:15 PM	34	89	2	2	127	3	86	45	0	134	16	111	8	2	137	17	70	71	2	160	558
03:30 PM	35	81	2	7	125	4	101	53	0	158	19	97	7	0	123	18	72	73	0	163	569
03:45 PM	41	104	5	4	154	5	97	38	1	141	17	129	4	2	152	6	72	75	2	155	602
Total	148	368	10	15	541	19	383	182	2	586	75	450	28	9	562	56	287	269	10	622	2311
04:00 PM	37	98	2	5	142	4	91	40	0	135	14	122	10	0	146	16	75	84	3	178	601
04:15 PM	29	111	3	5	148	2	76	36	0	114	26	124	10	1	161	15	59	63	0	137	560
04:30 PM	26	85	6	2	119	3	91	50	0	144	15	122	7	2	146	15	61	55	2	133	542
04:45 PM	41	97	2	1	141	2	99	43	0	144	18	132	5	1	156	14	63	73	1	151	592
Total	133	391	13	13	550	11	357	169	0	537	73	500	32	4	609	60	258	275	6	599	2295
05:00 PM	32	98	2	2	134	7	107	64	0	178	13	111	8	0	132	22	70	69	0	161	605
05:15 PM	20	121	4	0	145	3	109	31	0	143	12	135	6	1	154	15	60	76	0	151	593
05:30 PM	33	115	1	0	149	4	91	37	0	132	14	137	5	0	156	14	70	65	0	149	586
05:45 PM	36	130	4	0	170	1	92	38	0	131	15	154	8	0	177	7	89	72	0	168	646
Total	121	464	11	2	598	15	399	170	0	584	54	537	27	1	619	58	289	282	0	629	2430
Grand Total	521	1579	47	64	2211	75	1406	669	12	2162	315	1898	119	34	2366	231	1073	1044	32	2380	9119
Apprch %	23.6	71.4	2.1	2.9		3.5	65	30.9	0.6		13.3	80.2	5	1.4		9.7	45.1	43.9	1.3		
Total %	5.7	17.3	0.5	0.7	24.2	0.8	15.4	7.3	0.1	23.7	3.5	20.8	1.3	0.4	25.9	2.5	11.8	11.4	0.4	26.1	
PCs and Peds		1542					1392					1848					1053	1026			
% PCs and Peds	98.7	97.7	97.9	96.9	97.9	98.7	99	99.6	100	99.2	99	97.4	96.6	100	97.6	95.2	98.1	98.3	100	97.9	98.1
Heavy Vehicles																					
% Heavy Vehicles	1.3	2.3	2.1	0	2	1.3	1	0.3	0	0.8	1	2.5	3.4	0	2.3	4.8	1.7	1.6	0	1.9	1.8
Bicycles	0	1	0	2	3	0	0	1	0	1	0	2	0	0	2	0	2	1	0	3	9
% Bicycles	0	0.1	0	3.1	0.1	0	0	0.1	0	0	0	0.1	0	0	0.1	0	0.2	0.1	0	0.1	0.1

	Route 27 From North					Mass Ave From East					Route 27 From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	32	98	2	**2**	134	**7**	107	**64**	0	**178**	13	111	**8**	0	132	**22**	70	69	0	161	605
05:15 PM	20	121	**4**	0	145	3	**109**	31	0	143	12	135	6	**1**	154	15	60	**76**	0	151	593
05:30 PM	33	115	1	0	149	4	91	37	0	132	14	137	5	0	156	14	70	65	0	149	586
05:45 PM	**36**	**130**	4	0	**170**	1	92	38	0	131	**15**	**154**	8	0	**177**	7	**89**	72	0	**168**	**646**
Total Volume	121	464	11	2	598	15	399	170	0	584	54	537	27	1	619	58	289	282	0	629	2430
% App. Total	20.2	77.6	1.8	0.3		2.6	68.3	29.1	0		8.7	86.8	4.4	0.2		9.2	45.9	44.8	0		
PHF	.840	.892	.688	.250	.879	.536	.915	.664	.000	.820	.900	.872	.844	.250	.874	.659	.812	.928	.000	.936	.940

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N / S: Main Street (Route 27)
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : Sat Peak - Main @ Mass Ave
Site Code : A
Start Date : 4/5/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Main From North					Mass Ave From East					Main From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	37	94	0	0	131	12	74	36	0	122	24	94	9	0	127	11	81	47	2	141	521
11:15 AM	30	100	2	0	132	5	87	50	0	142	38	139	7	0	184	6	68	64	0	138	596
11:30 AM	36	102	5	0	143	3	86	60	0	149	31	113	10	1	155	9	83	63	0	155	602
11:45 AM	26	105	4	9	144	8	81	49	0	138	23	107	12	2	144	11	83	64	2	160	586
Total	129	401	11	9	550	28	328	195	0	551	116	453	38	3	610	37	315	238	4	594	2305
12:00 PM	32	91	2	1	126	6	83	61	1	151	25	111	7	1	144	12	80	62	1	155	576
12:15 PM	38	108	5	0	151	6	75	45	0	126	40	105	5	0	150	17	81	58	0	156	583
12:30 PM	40	92	1	1	134	6	84	69	1	160	30	97	7	0	134	14	75	57	1	147	575
12:45 PM	22	97	2	4	125	7	81	37	0	125	27	94	8	0	129	10	62	69	0	141	520
Total	132	388	10	6	536	25	323	212	2	562	122	407	27	1	557	53	298	246	2	599	2254
01:00 PM	34	105	7	0	146	7	79	45	0	131	30	113	14	1	158	8	61	59	0	128	563
01:15 PM	34	102	0	0	136	4	87	57	0	148	40	98	11	0	149	13	80	71	0	164	597
01:30 PM	45	96	1	3	145	7	78	58	0	143	36	106	7	2	151	21	75	47	1	144	583
01:45 PM	40	101	2	0	143	7	71	44	0	122	45	111	12	0	168	12	50	44	2	108	541
Total	153	404	10	3	570	25	315	204	0	544	151	428	44	3	626	54	266	221	3	544	2284
Grand Total	414	1193	31	18	1656	78	966	611	2	1657	389	1288	109	7	1793	144	879	705	9	1737	6843
Apprch %	25	72	1.9	1.1		4.7	58.3	36.9	0.1		21.7	71.8	6.1	0.4		8.3	50.6	40.6	0.5		
Total %	6	17.4	0.5	0.3	24.2	1.1	14.1	8.9	0	24.2	5.7	18.8	1.6	0.1	26.2	2.1	12.8	10.3	0.1	25.4	
PCs and Peds		1182										1272									
% PCs and Peds	99.3	99.1	100	100	99.2	100	99.4	99.3	100	99.4	98.5	98.8	98.2	100	98.7	100	100	99.6	100	99.8	99.3
Heavy Vehicles																					
% Heavy Vehicles	0.7	0.9	0	0	0.8	0	0.6	0.7	0	0.6	1.5	1.2	1.8	0	1.3	0	0	0.4	0	0.2	0.7
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Main From North					Mass Ave From East					Main From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	30	100	2	0	132	5	**87**	50	0	142	**38**	**139**	7	0	**184**	6	68	**64**	0	138	596
11:30 AM	**36**	102	**5**	0	143	3	86	60	0	149	31	113	10	1	155	9	**83**	63	0	155	**602**
11:45 AM	26	**105**	4	**9**	**144**	**8**	81	49	0	138	23	107	**12**	**2**	144	11	83	64	**2**	**160**	586
12:00 PM	32	91	2	1	126	6	83	**61**	**1**	**151**	25	111	7	1	144	**12**	80	62	1	155	576
Total Volume	124	398	13	10	545	22	337	220	1	580	117	470	36	4	627	38	314	253	3	608	2360
% App. Total	22.8	73	2.4	1.8		3.8	58.1	37.9	0.2		18.7	75	5.7	0.6		6.2	51.6	41.6	0.5		
PHF	.861	.948	.650	.278	.946	.688	.968	.902	.250	.960	.770	.845	.750	.500	.852	.792	.946	.988	.375	.950	.980

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N / S: Main Street (Route 27)
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : Sat Peak - Main @ Mass Ave
Site Code : A
Start Date : 4/5/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Main From North					Mass Ave From East					Main From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	0	0	0	1	0	3	1	0	4	1	0	0	0	1	0	0	1	0	1	7
11:15 AM	1	2	0	0	3	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	7
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:45 AM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total	3	3	0	0	6	0	4	2	0	6	4	1	0	0	5	0	0	1	0	1	18
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5
12:15 PM	0	3	0	0	3	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	6
12:30 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	0	0	5	0	2	2	0	4	0	7	0	0	7	0	0	1	0	1	17
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	5
01:15 PM	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	5
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	2	8	2	0	12	0	0	1	0	1	16
Grand Total	3	11	0	0	14	0	6	4	0	10	6	16	2	0	24	0	0	3	0	3	51
Apprch %	21.4	78.6	0	0		0	60	40	0		25	66.7	8.3	0		0	0	100	0		
Total %	5.9	21.6	0	0	27.5	0	11.8	7.8	0	19.6	11.8	31.4	3.9	0	47.1	0	0	5.9	0	5.9	

	Main From North					Mass Ave From East					Main From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	**1**	0	0	0	1	0	**3**	**1**	0	**4**	**1**	0	0	0	1	0	0	**1**	0	**1**	**7**
11:15 AM	1	**2**	0	0	**3**	0	1	1	0	2	1	**1**	0	0	**2**	0	0	0	0	0	7
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:45 AM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total Volume	3	3	0	0	6	0	4	2	0	6	4	1	0	0	5	0	0	1	0	1	18
% App. Total	50	50	0	0		0	66.7	33.3	0		80	20	0	0		0	0	100	0		
PHF	.750	.375	.000	.000	.500	.000	.333	.500	.000	.375	1.00	.250	.000	.000	.625	.000	.000	.250	.000	.250	.643

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N / S: Main Street (Route 27)
E / W: Private Drive
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : Sat Peak - Main @ Private Drive
Site Code : B
Start Date : 4/5/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Main From North					Private Drive From East					Main From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	132	38	0	171	45	0	14	0	59	24	151	0	4	179	0	0	0	0	0	409
11:15 AM	3	125	45	1	174	37	0	9	0	46	32	168	0	1	201	0	0	0	0	0	421
11:30 AM	0	146	40	0	186	39	0	13	0	52	21	179	0	0	200	0	0	0	0	0	438
11:45 AM	2	148	42	1	193	45	0	6	0	51	21	172	0	1	194	0	0	0	0	0	438
Total	6	551	165	2	724	166	0	42	0	208	98	670	0	6	774	0	0	0	0	0	1706
12:00 PM	0	129	41	0	170	33	0	10	0	43	34	174	0	1	209	0	0	0	0	0	422
12:15 PM	0	150	44	0	194	51	0	9	1	61	31	164	0	0	195	0	0	0	0	0	450
12:30 PM	0	135	42	0	177	37	0	12	0	49	25	143	0	5	173	0	0	0	0	0	399
12:45 PM	0	127	26	0	153	39	0	12	0	51	26	167	0	4	197	0	0	0	0	0	401
Total	0	541	153	0	694	160	0	43	1	204	116	648	0	10	774	0	0	0	0	0	1672
01:00 PM	0	143	40	0	183	52	0	12	1	65	23	159	0	2	184	0	0	0	0	0	432
01:15 PM	0	128	28	0	156	36	0	15	0	51	27	157	0	3	187	0	0	0	0	0	394
01:30 PM	0	152	29	0	181	34	0	13	0	47	24	153	0	0	177	0	0	0	0	0	405
01:45 PM	0	150	43	0	193	39	0	12	0	51	20	153	0	0	173	0	0	0	0	0	417
Total	0	573	140	0	713	161	0	52	1	214	94	622	0	5	721	0	0	0	0	0	1648
Grand Total	6	1665	458	2	2131	487	0	137	2	626	308	1940	0	21	2269	0	0	0	0	0	5026
Apprch %	0.3	78.1	21.5	0.1		77.8	0	21.9	0.3		13.6	85.5	0	0.9		0	0	0	0		
Total %	0.1	33.1	9.1	0	42.4	9.7	0	2.7	0	12.5	6.1	38.6	0	0.4	45.1	0	0	0	0	0	
PCs and Peds		1653										1931									
% PCs and Peds	0	99.3	100	0	99.1	99.6	0	99.3	100	99.5	98.7	99.5	0	95.2	99.4	0	0	0	0	0	99.3
Heavy Vehicles																					
% Heavy Vehicles	100	0.6	0	100	0.8	0.4	0	0	0	0.3	1.3	0.5	0	0	0.6	0	0	0	0	0	0.7
Bicycles	0	2	0	0	2	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	4
% Bicycles	0	0.1	0	0	0.1	0	0	0.7	0	0.2	0	0	0	4.8	0	0	0	0	0	0	0.1

* There was 1 additional pedestrian that crossed to the south of the marked mid block crosswalk at 11:28 AM

	Main From North					Private Drive From East					Main From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	146	40	0	186	39	0	**13**	0	52	21	**179**	0	0	200	0	0	0	0	0	438
11:45 AM	**2**	148	42	**1**	193	45	0	6	0	51	21	172	0	**1**	194	0	0	0	0	0	438
12:00 PM	0	129	41	0	170	33	0	10	0	43	**34**	174	0	1	**209**	0	0	0	0	0	422
12:15 PM	0	**150**	**44**	0	**194**	**51**	0	9	**1**	**61**	31	164	0	0	195	0	0	0	0	0	**450**
Total Volume	2	573	167	1	743	168	0	38	1	207	107	689	0	2	798	0	0	0	0	0	1748
% App. Total	0.3	77.1	22.5	0.1		81.2	0	18.4	0.5		13.4	86.3	0	0.3		0	0	0	0		
PHF	.250	.955	.949	.250	.957	.824	.000	.731	.250	.848	.787	.962	.000	.500	.955	.000	.000	.000	.000	.000	.971

Innovative Data, LLC

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Belchertown, Massachusetts
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N / S: Main Street (Route 27)
E / W: Private Drive
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : Sat Peak - Main @ Private Drive
Site Code : B
Start Date : 4/5/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Main From North					Private Drive From East					Main From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
11:15 AM	3	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:45 AM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	6	2	0	2	10	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	13
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
12:15 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
12:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	6	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	14
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Grand Total	6	10	0	2	18	2	0	0	0	2	4	9	0	0	13	0	0	0	0	0	33
Apprch %	33.3	55.6	0	11.1		100	0	0	0		30.8	69.2	0	0		0	0	0	0		
Total %	18.2	30.3	0	6.1	54.5	6.1	0	0	0	6.1	12.1	27.3	0	0	39.4	0	0	0	0	0	

	Main From North					Private Drive From East					Main From South					From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	**2**	2	0	**1**	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	0	5
12:15 PM	0	**3**	0	0	3	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	1	0	0	1	0	0	0	0	0	**1**	1	0	0	2	0	0	0	0	0	3
Total Volume	2	7	0	1	10	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	17
% App. Total	20	70	0	10		100	0	0	0		16.7	83.3	0	0		0	0	0	0		
PHF	.250	.583	.000	.250	.500	.250	.000	.000	.000	.250	.250	.313	.000	.000	.375	.000	.000	.000	.000	.000	.850

Innovative Data, LLC

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Belchertown, Massachusetts
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N / S: Private Drive / Bank
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : Sat Peak - Mass Ave @ Private Drive
Site Code : C
Start Date : 4/5/2014
Page No : 1

Groups Printed- PCs and Peds - Heavy Vehicles - Bicycles

	Private Drive From North					Mass Ave From East					Bank (East) From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	33	0	20	0	53	13	83	2	0	98	1	1	1	0	3	0	63	36	0	99	253
11:15 AM	55	0	22	0	77	17	101	2	0	120	1	3	4	2	10	0	48	37	0	85	292
11:30 AM	45	0	20	0	65	23	113	0	0	136	1	3	2	0	6	0	65	45	0	110	317
11:45 AM	40	0	25	0	65	14	106	1	0	121	0	1	1	0	2	0	70	38	1	109	297
Total	173	0	87	0	260	67	403	5	0	475	3	8	8	2	21	0	246	156	1	403	1159
12:00 PM	48	0	25	0	73	23	96	1	0	120	0	0	1	0	1	0	56	47	0	103	297
12:15 PM	39	1	22	0	62	26	100	0	0	126	3	1	1	0	5	0	67	52	0	119	312
12:30 PM	38	0	19	1	58	15	121	0	0	136	0	0	1	0	1	0	62	47	2	111	306
12:45 PM	35	0	20	0	55	26	103	0	0	129	1	1	1	0	3	0	55	39	0	94	281
Total	160	1	86	1	248	90	420	1	0	511	4	2	4	0	10	0	240	185	2	427	1196
01:00 PM	37	1	14	0	52	21	100	1	0	122	0	0	1	0	1	0	59	42	0	101	276
01:15 PM	41	0	20	0	61	13	102	0	0	115	0	2	1	0	3	1	70	46	1	118	297
01:30 PM	31	1	20	0	52	22	115	0	0	137	1	2	1	0	4	0	82	35	1	118	311
01:45 PM	26	0	11	0	37	16	102	0	0	118	0	0	0	0	0	0	56	50	0	106	261
Total	135	2	65	0	202	72	419	1	0	492	1	4	3	0	8	1	267	173	2	443	1145
Grand Total	468	3	238	1	710	229	1242	7	0	1478	8	14	15	2	39	1	753	514	5	1273	3500
Apprch %	65.9	0.4	33.5	0.1		15.5	84	0.5	0		20.5	35.9	38.5	5.1		0.1	59.2	40.4	0.4		
Total %	13.4	0.1	6.8	0	20.3	6.5	35.5	0.2	0	42.2	0.2	0.4	0.4	0.1	1.1	0	21.5	14.7	0.1	36.4	
PCs and Peds							1241														
% PCs and Peds	99.6	100	100	100	99.7	100	99.9	100	0	99.9	100	100	93.3	100	97.4	100	99.5	100	100	99.7	99.8
Heavy Vehicles																					
% Heavy Vehicles	0.4	0	0	0	0.3	0	0.1	0	0	0.1	0	0	6.7	0	2.6	0	0.5	0	0	0.3	0.2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Private Drive From North					Mass Ave From East					Bank (East) From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	45	0	20	0	65	23	**113**	0	0	**136**	1	**3**	**2**	0	**6**	0	65	45	0	110	**317**
11:45 AM	40	0	**25**	0	65	14	106	**1**	0	121	0	1	1	0	2	0	**70**	38	**1**	109	297
12:00 PM	**48**	0	25	0	**73**	23	96	1	0	120	0	0	1	0	1	0	56	47	0	103	297
12:15 PM	39	**1**	22	0	62	**26**	100	0	0	126	**3**	1	1	0	5	0	67	**52**	0	**119**	312
Total Volume	172	1	92	0	265	86	415	2	0	503	4	5	5	0	14	0	258	182	1	441	1223
% App. Total	64.9	0.4	34.7	0		17.1	82.5	0.4	0		28.6	35.7	35.7	0		0	58.5	41.3	0.2		
PHF	.896	.250	.920	.000	.908	.827	.918	.500	.000	.925	.333	.417	.625	.000	.583	.000	.921	.875	.250	.926	.965

Innovative Data, LLC

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N / S: Private Drive / Bank
E / W: Massachusetts Ave (Route 111)
City, State: Acton, Massachusetts
Client: GPI / J. Degray

File Name : Sat Peak - Mass Ave @ Private Drive
Site Code : C
Start Date : 4/5/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Private Drive From North					Mass Ave From East					Bank (East) From South					Mass Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	4	0	0	4	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	0	0	2	0	1	0	0	1	0	0	1	0	1	0	4	0	0	4	8
Apprch %	100	0	0	0		0	100	0	0		0	0	100	0		0	100	0	0		
Total %	25	0	0	0	25	0	12.5	0	0	12.5	0	0	12.5	0	12.5	0	50	0	0	50	

	Private Drive From North					Mass Ave From East					Bank (East) From South					Mass Ave From West					
Start Time	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	**1**	0	0	0	**1**	0	**1**	0	0	**1**	0	0	0	0	0	0	1	0	0	1	**3**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	1	0	0	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	4	0	0	4	7
% App. Total	100	0	0	0		0	100	0	0		0	0	100	0		0	100	0	0		
PHF	.250	.000	.000	.000	.250	.000	.250	.000	.000	.250	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.583

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location G: Mass Ave @ Kmart / Charter Rd. / Oil Co.

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	Kmart Driveway				Charter Road				Oil Co. Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
11:00	0	8	7	2	6	19	7	4	0	0	0	1
11:15	2	4	4	5	11	20	14	6	0	0	0	0
11:30	0	5	4	5	9	19	15	11	0	0	0	0
11:45	1	6	6	3	15	20	20	7	0	0	0	0
12:00	3	5	12	9	10	19	24	12	0	0	0	0
12:15	3	6	6	2	16	22	15	11	1	1	1	1
12:30	5	5	8	4	12	19	17	8	1	0	0	1
12:45	3	7	4	4	15	21	19	9	0	0	0	0
1:00	0	5	9	5	10	24	17	17	0	0	0	0
1:15	2	5	6	7	5	17	12	6	0	0	0	0
1:30	1	3	9	3	7	11	18	4	0	1	1	0
1:45	2	4	1	4	6	14	12	9	0	0	0	0

Int Start Time	Crosswalk West of Kmart Driveway	
	NB	SB
11:00	0	0
11:15	0	0
11:30	0	0
11:45	0	3
12:00	0	0
12:15	1	0
12:30	1	0
12:45	0	1
1:00	0	2
1:15	3	9
1:30	3	2
1:45	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location A & M: Main & Mass @ Law Firm / Apts / Sunoco

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	Law Firm along Mass Ave				Law Firm along Main St.				Apartment Dr. along Main St.			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
11:00	0	0	0	1	0	0	1	0	0	1	0	2
11:15	1	0	0	0	0	0	0	1	0	1	0	0
11:30	0	0	0	0	0	1	0	1	2	0	0	0
11:45	0	0	0	0	0	0	0	0	0	1	2	0
12:00	1	0	0	1	0	0	0	0	0	0	1	0
12:15	0	0	0	0	0	0	0	2	0	0	1	0
12:30	0	0	0	0	0	0	0	0	2	0	0	1
12:45	0	0	0	1	0	0	0	0	0	1	0	0
1:00	0	0	0	0	0	0	0	0	0	1	1	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0

Int Start Time	Sunoco – South Driveway along Main Street				Sunoco – South Driveway along Main Street			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
11:00	0	0	0	0	0	0	0	1
11:15	0	2	0	0	1	0	0	8
11:30	1	1	1	0	0	0	0	4
11:45	1	3	1	0	0	0	0	1
12:00	0	0	0	1	0	0	1	2
12:15	1	0	1	0	0	0	0	3
12:30	1	2	1	0	0	0	0	4
12:45	0	0	0	0	1	0	0	2
1:00	0	5	1	0	0	0	0	5
1:15	1	2	0	0	1	0	0	2
1:30	0	0	0	1	3	0	0	4
1:45	1	4	5	0	3	0	0	3

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location C: Mass Ave @ Banks & Starbucks Plaza

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	TD Bank – West Driveway				Starbucks Plaza along Mass Ave				Northern Bank & Trust			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
11:00	2	2	1	2	4	1	2	10	0	0	1	1
11:15	4	2	1	1	8	1	1	4	1	0	3	0
11:30	6	3	2	0	12	1	0	5	1	1	0	1
11:45	3	3	2	3	6	2	0	1	0	1	2	0
12:00	2	3	2	3	8	0	0	6	1	0	0	1
12:15	2	6	3	3	6	0	1	1	0	2	4	5
12:30	2	4	3	3	8	0	0	5	0	0	0	1
12:45	0	2	1	0	8	1	0	8	1	0	1	0
1:00	2	3	2	0	1	0	0	4	1	0	0	0
1:15	2	2	2	0	6	0	1	6	3	0	1	3
1:30	2	2	0	0	5	0	0	6	0	1	1	1
1:45	2	3	1	2	6	0	0	3	0	0	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location H: Mass Ave @ Roche Bros & 2 Driveways

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	Roche Bros. Plaza				Goodyear – West Driveway				East Driveway (not named)			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
11:00	1	15	0	28	0	0	0	0	0	0	0	0
11:15	1	16	0	25	0	0	0	0	0	2	1	0
11:30	1	17	0	33	0	0	0	0	0	0	0	0
11:45	0	27	2	41	0	0	0	0	0	0	1	0
12:00	5	13	0	31	0	0	0	0	0	1	3	1
12:15	0	18	1	24	0	0	0	0	0	0	0	0
12:30	1	8	0	30	0	1	0	0	0	0	0	0
12:45	0	21	0	26	0	0	0	0	0	0	0	0
1:00	1	17	0	31	0	0	0	0	0	1	0	1
1:15	2	14	0	26	0	0	0	0	0	2	2	0
1:30	1	20	2	35	0	0	0	0	0	0	0	0
1:45	0	19	0	38	0	0	0	0	1	0	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location F: Main Street @ Kmart / Beverly / Orange Leaf / Subway

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	Beverly Road					Kmart - South Driveway				
	In		Out			In		Out		
	L	R	L	T	R	L	R	L	T	R
11:00	1	0	0	1	1	2	0	8	0	6
11:15	0	0	0	1	3	1	0	11	1	9
11:30	2	1	0	0	5	0	0	8	0	5
11:45	0	0	2	0	5	3	0	7	2	7
12:00	2	0	2	0	1	1	2	10	0	13
12:15	1	1	0	0	2	2	2	9	0	6
12:30	2	0	0	0	0	1	1	7	0	6
12:45	1	0	0	0	2	2	0	9	0	6
1:00	0	0	0	0	0	3	0	12	0	3
1:15	0	0	0	0	3	4	2	10	0	6
1:30	0	1	0	0	1	1	1	13	0	7
1:45	2	0	0	0	3	2	1	9	0	13

Int Start Time	Kmart – North Driveway				Orange Leaf / Subway / Pizza				Crosswalk	
	In		Out		In		Out			
	L	R	L	R	L	R	L	R	EB	WB
11:00	0	21	0	0	0	2	1	0	0	0
11:15	0	18	6	3	3	0	0	2	0	0
11:30	1	10	0	0	10	0	2	4	0	0
11:45	2	9	1	0	12	0	3	4	0	0
12:00	3	12	0	0	9	6	1	5	0	1
12:15	2	9	1	1	9	3	1	11	0	0
12:30	0	14	0	1	7	7	0	1	1	0
12:45	0	12	0	4	10	3	7	4	0	0
1:00	1	7	4	0	8	3	2	14	0	0
1:15	2	13	0	0	9	1	0	15	0	0
1:30	0	15	0	0	11	3	0	4	0	1
1:45	1	7	1	0	5	1	3	5	3	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity –
Location L: Main Street @
Gas Station & Condos

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	Gas Station – North Driveway				Gas Station – South Driveway				Condo Complex Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
11:00	4	0	1	3	0	2	1	2	0	1	0	1
11:15	4	0	0	8	0	7	0	2	0	0	0	1
11:30	2	0	2	2	1	4	1	1	1	0	0	0
11:45	4	0	1	2	1	4	1	4	0	0	0	0
12:00	3	0	0	12	3	3	2	2	0	0	1	0
12:15	2	0	0	5	2	5	1	0	1	0	0	1
12:30	0	0	0	5	3	2	1	2	0	0	0	0
12:45	3	1	2	4	2	2	1	3	0	0	0	0
1:00	3	0	1	5	1	4	0	4	0	0	0	0
1:15	1	0	2	3	2	3	1	2	0	2	0	1
1:30	3	0	1	5	2	3	1	2	0	0	1	0
1:45	1	1	1	5	2	5	1	1	0	0	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location P: Mass Ave Eastern Driveways

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	Real Estate – Overflow (West)				Real Estate (East) / Condos			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
11:00	1	0	0	1	0	2	2	0
11:15	0	0	0	0	1	0	1	1
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	3
12:00	0	0	0	0	0	2	0	0
12:15	2	0	0	0	1	0	3	1
12:30	0	0	1	0	1	2	2	0
12:45	0	0	0	1	2	1	2	0
1:00	1	0	0	1	0	1	0	0
1:15	0	0	0	0	1	1	0	0
1:30	0	0	0	0	1	0	0	2
1:45	0	0	0	1	1	1	2	0

Int Start Time	Plaza – West Driveway				Plaza – East Driveway.			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
11:00	0	0	0	0	0	0	0	0
11:15	1	0	1	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	3	0	3	0	0	0	0	1
12:15	0	1	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location N: Mass Ave @ Sunoco / ATM / Dental / Bueno

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	Sunoco – West Driveway				Sunoco – East Driveway			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
11:00	0	0	0	2	0	7	1	1
11:15	2	0	0	1	0	5	0	1
11:30	0	0	0	5	1	3	1	1
11:45	0	0	0	1	0	4	1	2
12:00	0	2	0	2	0	3	0	2
12:15	2	0	0	3	0	4	1	0
12:30	0	0	0	3	2	4	0	1
12:45	0	0	1	4	1	3	1	0
1:00	0	0	1	3	1	4	3	0
1:15	0	0	0	3	0	3	0	1
1:30	1	0	0	3	0	5	2	0
1:45	0	0	1	3	0	6	3	1

Int Start Time	Bueno y Sano				ATM Driveways				Dental Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
11:00	0	0	0	0	2	6	3	4	0	0	0	0
11:15	0	0	0	0	1	2	0	3	0	0	0	0
11:30	1	0	0	1	2	2	3	1	0	0	0	0
11:45	0	0	1	1	2	4	3	2	0	0	0	0
12:00	2	0	0	1	4	1	4	2	0	0	0	0
12:15	3	2	2	3	0	4	2	2	0	0	0	0
12:30	1	0	0	2	1	3	5	2	0	0	0	0
12:45	0	1	0	1	0	3	1	0	0	0	0	0
1:00	2	0	0	5	0	5	2	3	0	0	0	0
1:15	2	0	0	5	3	1	0	2	0	0	0	0
1:30	1	0	0	2	3	3	2	2	0	0	0	0
1:45	0	0	0	3	0	3	2	2	0	0	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location J: Main @ Northern Retail / Medical

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	Northern Retail Driveway				Cleaners / Plaza			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
11:00	22	2	4	21	2	0	1	2
11:15	17	5	4	19	0	0	0	1
11:30	19	7	4	17	1	0	0	1
11:45	14	10	3	17	0	0	0	4
12:00	12	5	2	21	2	1	0	1
12:15	16	4	3	15	0	0	0	4
12:30	25	5	5	25	0	0	0	2
12:45	27	6	3	26	1	1	0	1
1:00	16	9	4	26	2	2	1	3
1:15	14	5	7	24	0	2	0	5
1:30	16	4	9	17	0	0	3	0
1:45	21	7	3	20	0	3	0	1

Int Start Time	Medical Facility Driveway				
	In			Out	
	L	T	R	L	R
11:00	0	0	2	3	1
11:15	1	0	2	1	1
11:30	6	0	2	2	3
11:45	2	0	2	1	3
12:00	3	0	2	3	2
12:15	2	0	1	1	4
12:30	2	1	0	3	2
12:45	1	0	0	2	5
1:00	2	0	0	2	2
1:15	2	0	0	0	3
1:30	1	0	1	0	1
1:45	2	0	2	0	1

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location K: Private Drive @ Retail Driveways (North)

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	Bank (West Side) – North Driveway				Bank (West Side) – South Driveway			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
11:00	0	2	1	0	2	4	8	4
11:15	0	5	0	0	2	1	3	2
11:30	0	0	0	0	2	3	2	3
11:45	0	2	0	0	2	4	4	9
12:00	2	0	0	0	0	3	2	4
12:15	1	3	0	0	3	0	5	3
12:30	0	7	0	0	3	4	5	2
12:45	3	3	0	0	1	3	6	7
1:00	1	3	0	0	0	1	2	8
1:15	0	0	0	0	1	0	3	2
1:30	0	0	0	0	0	1	0	3
1:45	0	0	0	0	0	0	0	0

Int Start Time	Bank (East Side) – South Driveway (Exit)				Bank (East Side) – North Driveway (Entrance)				Plaza Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
11:00	0	0	1	0	2	0	0	0	13	6	22	7
11:15	0	0	0	1	0	0	0	0	9	4	15	6
11:30	0	0	1	0	5	1	0	0	7	10	13	10
11:45	0	0	3	2	0	0	0	0	14	7	10	8
12:00	0	0	1	0	2	1	0	0	25	15	11	14
12:15	0	0	1	0	1	2	0	0	27	14	11	7
12:30	0	0	3	4	4	3	0	0	18	14	7	11
12:45	0	0	1	3	3	4	0	0	13	18	12	9
1:00	0	0	2	4	3	1	0	0	20	12	13	17
1:15	0	0	3	3	4	1	0	0	9	15	11	13
1:30	0	0	2	1	3	3	0	0	10	16	14	13
1:45	0	0	1	0	0	0	0	0	8	10	8	6

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location I: Private Drive @ Roche Bros. / Starbucks Plaza

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	Starbucks Plaza – North Driveway				Starbucks Plaza – South Driveway				Roche Bros Driveway			
	In		Out		In		Out		In		Out	
	L	R	L	R	L	R	L	R	L	R	L	R
11:00	0	0	3	1	6	6	4	5	30	37	33	30
11:15	0	0	3	6	11	11	5	6	32	36	35	24
11:30	0	0	6	7	6	1	6	3	37	29	29	22
11:45	0	0	8	5	4	8	4	4	37	43	40	23
12:00	0	0	4	7	3	10	3	3	38	37	41	17
12:15	0	0	6	5	11	7	3	11	43	37	32	30
12:30	0	0	1	5	6	6	2	9	38	40	42	26
12:45	0	0	4	13	14	7	2	1	34	25	36	27
1:00	0	0	5	5	5	15	3	6	39	41	29	25
1:15	0	0	5	8	5	10	2	7	43	35	40	25
1:30	0	0	4	6	4	12	2	5	31	40	25	24
1:45	0	0	1	1	4	7	4	1	44	42	26	26

Int Start Time	Crosswalk North of Roche Bros. Drive	
	EB	WB
11:00	0	0
11:15	0	0
11:30	0	0
11:45	3	2
12:00	0	0
12:15	1	0
12:30	3	5
12:45	0	1
1:00	0	0
1:15	4	6
1:30	0	0
1:45	0	0

INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Driveway Activity – Location O: Main Street @ Bowladrom / Bueno /

Dates: Saturday, 4/5/14
Wednesday, 4/9/14

Sat Peak: 11 am to 2 pm
AM Peak: 7 am to 9 am
PM Peak: 4 pm to 6 pm

Sat Peak Period – Saturday 4/5/14 from 11 am to 2 pm

Int Start Time	Telephone Company				Bueno y Sano			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
11:00	0	1	0	0	1	1	1	1
11:15	0	0	1	0	0	0	0	0
11:30	0	0	0	0	2	1	1	1
11:45	0	0	0	0	1	4	0	1
12:00	0	0	0	0	0	2	0	2
12:15	0	0	0	0	1	2	2	1
12:30	0	0	0	0	1	1	1	3
12:45	0	0	0	0	0	1	2	1
1:00	0	0	0	0	0	2	1	1
1:15	0	0	0	0	2	2	0	1
1:30	0	0	0	0	3	4	0	1
1:45	0	0	0	0	0	1	0	3

Int Start Time	Bowladrom – South Driveway				Bowladrom – North Driveway			
	In		Out		In		Out	
	L	R	L	R	L	R	L	R
11:00	2	1	3	0	0	0	0	0
11:15	1	2	1	1	0	0	0	1
11:30	1	1	0	3	0	0	0	1
11:45	5	0	1	2	0	0	0	1
12:00	3	3	0	2	0	0	1	2
12:15	0	1	1	2	1	0	0	3
12:30	3	0	1	0	0	0	0	1
12:45	1	1	1	2	0	0	0	0
1:00	2	2	0	0	0	0	0	0
1:15	3	4	1	2	0	0	0	3
1:30	5	11	0	1	2	0	0	2
1:45	11	17	2	3	6	1	0	4

MASSDOT SEASONAL ADJUSTMENT AND ANNUAL GROWTH RATE DATA

MassDOT Traffic Volumes

Permanent Count Station 403

CONCORD- RTE. 2 - EAST OF CONCORD ROTARY

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	AADT[b]
2005	41,051	43,677	45,426	46,370	46,939	51,129	44,632	46,318	46,004	49,000	45,178	43,329	45,754
	8.00%	*0.00%*	*2.00%*	*-2.00%*	*-1.00%*	*-3.00%*	*-3.00%*	*-2.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
2006	44,150	43,659	46,395	45,607	46,453	49,481	43,449	45,449	45,925	49,000	44,963	43,417	45,662
	-5.00%	*-4.00%*	*-5.00%*	*-2.00%*	*1.00%*	*-1.00%*	*2.00%*	*0.00%*	*-1.00%*	*0.00%*	*-4.00%*	*-4.00%*	*-2.00%*
2007	41,988	41,749	43,930	44,696	46,932	49,031	44,131	45,508	45,546	49,000	43,366	41,478	44,780
	2.00%	*2.00%*	*-1.00%*	*2.00%*	*-3.00%*	*-3.00%*	*-1.00%*	*-4.00%*	*-1.00%*	*-5.00%*	*-3.00%*	*-4.00%*	*-1.00%*
2008	43,000	42,665	43,583	45,399	45,662	47,666	43,805	43,567	45,196	46,795	42,144	39,843	44,110
Seasonal Adj.[c]	**5.9%**	**5.0%**	**0.5%**	**-1.0%**	**-3.1%**	**-8.6%**	**2.4%**	**-0.3%**	**-1.3%**	**-7.0%**	**2.7%**	**7.3%**	**0.0%**

[a] Based upon historical data. Source: MassDOT 2009 Traffic Volumes.

[b] Average Annual Daily Traffic.

[c] Seasonal adjustment to yearly average.

Traffic Growth Rate[a]

Acton, Massachusetts

Location	Year														Average Annual Rate
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
Route 27 North of Route 2 (4882)					16,600						16,411				
															-0.19%
Route 27 North of Route 2A (4001)		10,200	10,343	10,064	10,400	10,447	10,374	10,000	9,812	9,922	9,700	9,978	10,087	9,827	
			1%	-3%	3%	0%	-1%	-4%	-2%	1%	-2%	3%	1%	-3%	-0.29%
Route 27 South of Beverly Road (4884)					15,700						16,449				
						n/a						n/a			0.78%
Route 111 East of Windsor Avenue (235695)		20200													
			n/a												
Main Street South of Route 2 (255010)					18700										
						n/a									

Average Annual Growth Rate = 0.10%

[a] Source: Based upon historical data; MassDOT 2009 Traffic Volumes and MassDOT Transportation Data Management System.

MASSDOT CRASH RATE WORKSHEET AND COLLISION DIAGRAM

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Acton COUNT DATE :

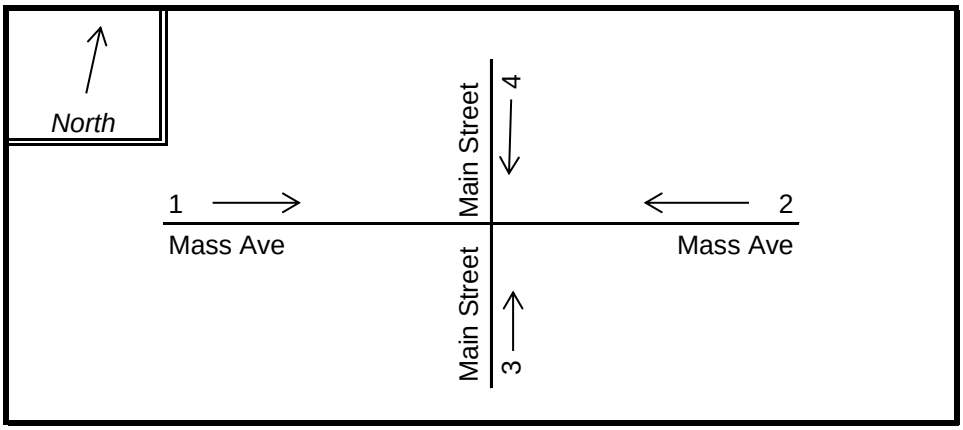
DISTRICT : 3 UNSIGNALIZED : SIGNALIZED : x

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue (Route 111)

MINOR STREET(S) : Main Street (Route 27)

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM):	629	584	619	598		2,430

" K " FACTOR : **0.083** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **29,348**

TOTAL # OF CRASHES : 13 # OF YEARS : 4 AVERAGE # OF CRASHES PER YEAR (**A**) : **3.25**

CRASH RATE CALCULATION : 0.30 RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Project Title & Date: Kelley's Corner

DOT Crash Data

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Acton COUNT DATE : _____

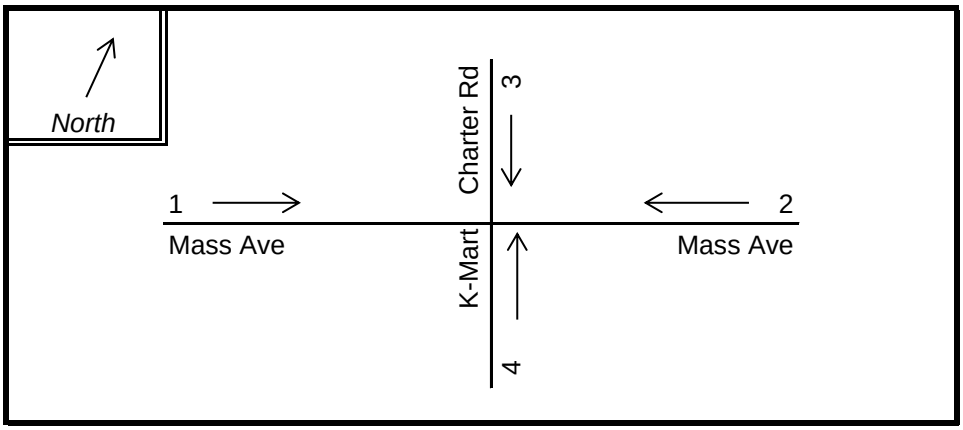
DISTRICT : 3 UNSIGNALIZED : X SIGNALIZED : _____

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Ave

MINOR STREET(S) : Charter Road/K-Mart

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	SB	NB		
PEAK HOURLY VOLUMES (AM/PM):	595	561	174	43		1,373

" K " FACTOR : **0.082** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **16,744**

TOTAL # OF CRASHES : 2 # OF YEARS : 4 AVERAGE # OF CRASHES PER YEAR (**A**) : **0.50**

CRASH RATE CALCULATION : 0.08

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Project Title & Date: Kelley's Corner

DOT Crash Data

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Acton COUNT DATE :

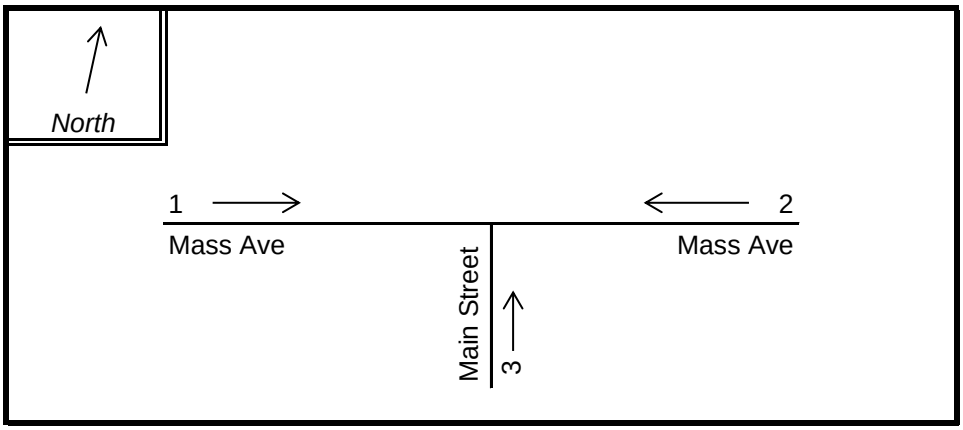
DISTRICT : 3 UNSIGNALIZED : x SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue (Route 111)

MINOR STREET(S) : Bueno y Sano Driveway

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB			
PEAK HOURLY VOLUMES (AM/PM):	629	584	11			1,224

" K " FACTOR :	0.090	INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME :			13,600
TOTAL # OF CRASHES :	2	# OF YEARS :	4	AVERAGE # OF CRASHES PER YEAR (**A**) :	0.50

CRASH RATE CALCULATION : **0.10**

RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Project Title & Date: Kelley's Corner

DOT Crash Data

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Acton COUNT DATE :

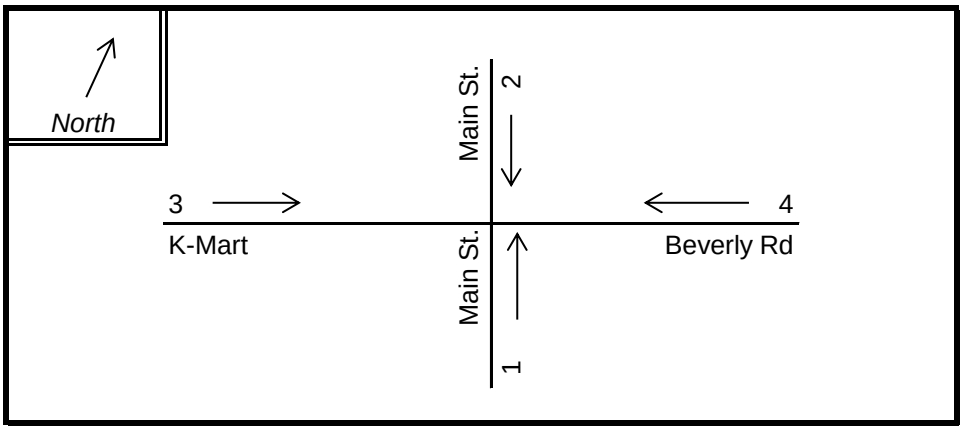
DISTRICT : 3 UNSIGNALIZED : X SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Main Street

MINOR STREET(S) : Beverly Road/ K-Mart Driveway

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM):	619	598	23	6		1,246

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **13,844**

TOTAL # OF CRASHES : 1 # OF YEARS : 4 AVERAGE # OF CRASHES PER YEAR (**A**) : **0.25**

CRASH RATE CALCULATION : 0.05

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Project Title & Date: Kelley's Corner

DOT Crash Data

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Acton COUNT DATE : _____

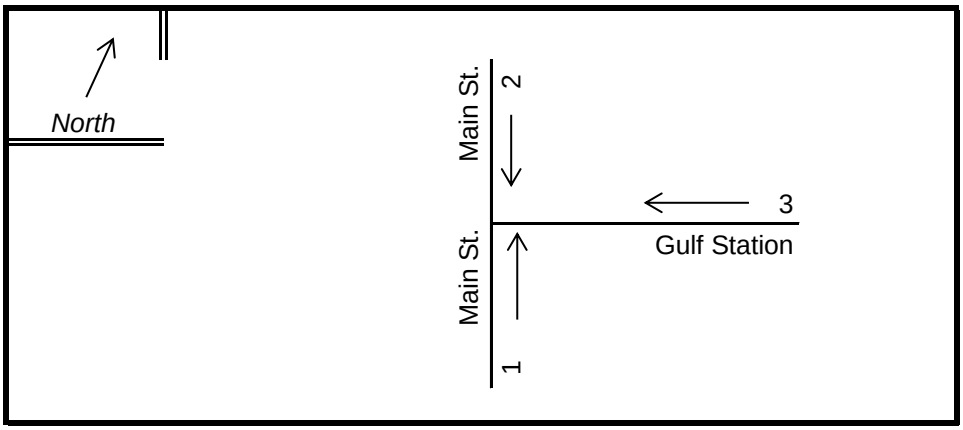
DISTRICT : 3 UNSIGNALIZED : X SIGNALIZED : _____

~ INTERSECTION DATA ~

MAJOR STREET : Main Street

MINOR STREET(S) : Gulf Station Driveway

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	WB			
PEAK HOURLY VOLUMES (AM/PM):	619	598	29			1,246

" K " FACTOR : **0.090** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **13,844**

TOTAL # OF CRASHES : 1 # OF YEARS : 4 AVERAGE # OF CRASHES PER YEAR (**A**) : **0.25**

CRASH RATE CALCULATION : 0.05

$$\text{RATE} = \frac{(A * 1{,}000{,}000)}{(V * 365)}$$

Project Title & Date: Kelley's Corner

DOT Crash Data

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Acton COUNT DATE : _____

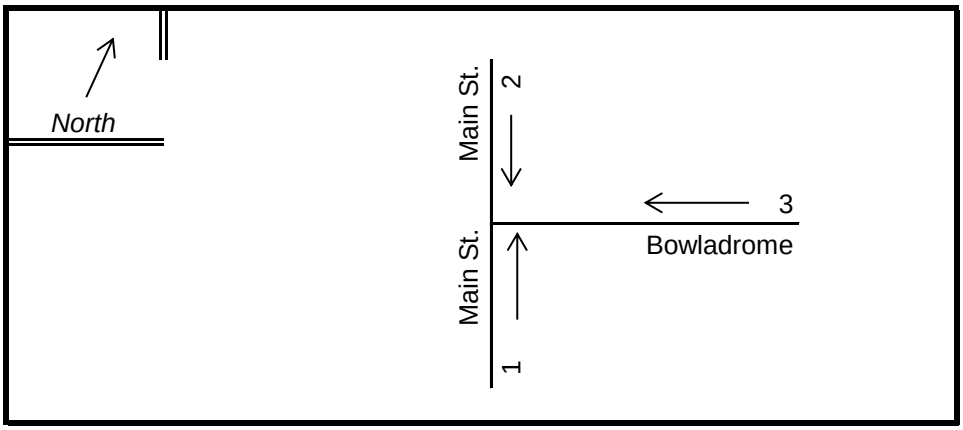
DISTRICT : 3 UNSIGNALIZED : X SIGNALIZED : _____

~ INTERSECTION DATA ~

MAJOR STREET : Main Street

MINOR STREET(S) : Bowladrome Driveway

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	WB			
PEAK HOURLY VOLUMES (AM/PM):	619	598	4			1,221

" K " FACTOR :	0.090	INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME :			13,567
TOTAL # OF CRASHES :	3	# OF YEARS :	4	AVERAGE # OF CRASHES PER YEAR (**A**) :	0.75

CRASH RATE CALCULATION : **0.15**

RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Project Title & Date: Kelley's Corner

DOT Crash Data

Copyright 2009 Commonwealth of Massachusetts
http://www.mhd.state.ma.us/default.asp?pgid=content/traffic/crashrate&sid=about

Average Crash Rates

Crash information queried on January 23, 2013

Intersection - Crashes per million entering vehicles

Location	Signalized Intersections	Unsignalized Intersections
Statewide	0.80	0.60
District 1*	0.92*	0.43*
District 2	0.82	0.68
District 3	0.89	0.66
District 4	0.77	0.58
District 5	0.77	0.58
District 6	0.76	0.58

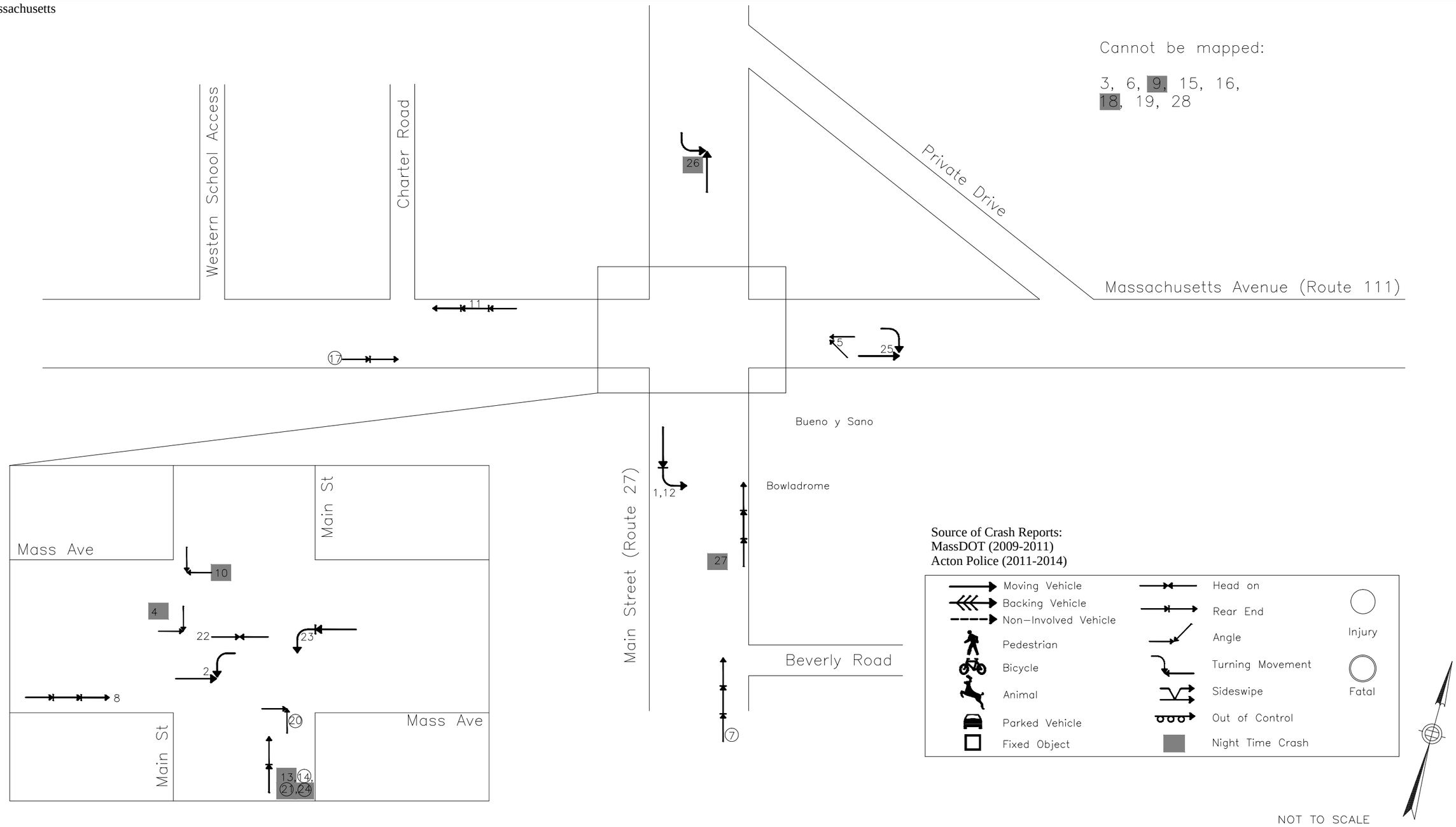
* - District 1 should use Statewide Rates due to low sample total

2010 Functional Classification - crashes per million vehicle miles traveled

Roadway Federal Functional Classification	Rural	Urban
Statewide	0.92	1.95
Interstate	0.39	0.55
Principal arterial - other freeways and expressways	0.33	0.64
Principal arterial - other	0.65	3.23
Minor arterial	0.96	3.63
Major collector	1.58	3.80
Minor collector	2.36	-
Local	1.35	1.87

COLLISION DIAGRAM

Acton, Massachusetts



GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Collision Diagram

Analysis Period : 2009 - 2014
Kelley's Corner
Acton, Massachusetts

PUBLIC TRANSPORTATION SCHEDULES

Fitchburg Line
Weekend Suspension of Service

Because of track improvement projects, service between North Station and Fitchburg is suspended on Saturdays and Sundays from Saturday, July 12, 2014 through Sunday, November 23, 2014.

No substitute bussing is provided.

Exception:

Full weekend service will be provided on **Labor Day weekend**, Saturday August 30, 2014, Sunday, August 31, 2014 and Monday, September 1, 2014.

FITCHBURG LINE Train Schedule Effective August 4, 2014

Massachusetts Bay Transportation Authority

Keolis Commuter Services

Monday to Friday

Inbound to Boston

ZONE	STATION / TRAIN #	AM 400	402	404	406	408	452	454	414	416	PM 418	420	456	458	426	428	430	432
	Bikes Allowed																	
8	Fitchburg ♿	5:15	6:00	6:30	6:55	7:15	-	-	10:35	11:50	12:50	3:05	-	-	6:52	7:40	8:25	10:30
8	North Leominster ♿	5:22	6:07	6:37	7:02	7:22	-	-	10:42	11:57	12:59	3:14	-	-	7:01	7:47	8:32	10:38
8	Shirley	5:29	6:15	6:44	7:09	7:30	-	-	f 10:49	f 12:04	1:06	3:21	-	-	7:08	f 7:54	8:40	f 10:46
8	Ayer	5:34	6:21	6:51	7:15	7:36	-	-	f 10:54	12:09	1:11	3:26	-	-	7:13	7:59	8:44	10:50
7	Littleton/Route 495 ♿	5:43	6:30	7:00	7:24	7:45	8:50	9:51	11:02	12:17	f 1:19	f 3:34	3:55	5:20	7:26	f 8:07	8:54	f 10:58
6	South Acton	5:51	6:38	7:08	7:32	7:53	8:58	9:59	11:10	12:25	1:27	3:42	4:03	5:28	7:32	8:15	9:01	11:05
5	West Concord ♿	5:56	6:43	-	7:37	7:58	9:03	10:04	11:15	12:30	1:32	3:47	4:08	5:33	7:40	8:20	9:06	11:11
5	Concord	6:02	6:49	-	7:44	8:04	9:09	10:10	11:21	12:36	1:38	3:53	4:14	5:38	7:46	8:26	9:12	11:17
4	Lincoln	6:08	6:55	-	7:50	8:10	9:15	10:16	f 11:27	f 12:42	1:44	3:59	4:20	5:44	f 7:52	8:32	9:18	11:21
3	Hastings	6:12	7:00	-	-	8:15	-	f 10:19	f 11:31	-	-	-	-	-	-	-	-	-
3	Kendal Green	6:14	7:02	-	-	8:17	9:19	f 10:21	f 11:33	-	1:50	4:05	4:24	5:48	7:58	f 8:38	f 9:24	f 11:26
2	Brandeis/Roberts ♿	6:17	7:06	-	-	8:21	9:22	10:24	f 11:36	12:50	1:53	4:08	4:27	5:51	8:01	8:41	f 9:27	11:30
2	Waltham ♿	6:22	7:10	-	8:00	8:25	9:26	10:28	11:40	12:55	1:57	4:12	4:31	5:55	8:05	8:45	9:31	11:33
1	Waverley	6:27	7:15	-	-	8:30	9:31	f 10:33	f 11:45	-	-	-	4:36	6:00	-	-	f 9:36	-
1	Belmont	6:30	7:17	-	f 8:07	8:32	9:33	f 10:35	f 11:47	f 1:00	f 2:02	f 4:16	f 4:38	f 6:02	8:11	-	f 9:38	-
1A	Porter Square ♿	6:36	7:23	7:40	8:12	8:38	9:38	10:40	11:52	1:05	2:07	4:22	4:43	6:07	8:16	8:54	9:43	11:42
1A	North Station ♿	6:47	7:34	7:50	8:23	8:49	9:49	10:51	12:03	1:16	2:18	4:33	4:54	6:18	8:27	9:05	9:54	11:53

Trains in purple box indicate peak period trains.

Silver Hill These trains stop at Silver Hill (Zone 3):
402 - 6:58 AM **408** - 8:13 AM

Monday to Friday

Outbound from Boston

ZONE	STATION / TRAIN #	AM 451	453	405	407	409	PM 411	455	457	417	419	421	423	425	427	429	431	AM 433
	Bikes Allowed																	
1A	North Station ♿	7:32	8:40	8:55	9:55	11:00	1:15	2:30	4:00	4:30	5:05	5:30	5:50	6:20	7:50	8:45	10:45	12:10
1A	Porter Square ♿	7:42	8:50	9:05	10:05	11:10	1:25	2:40	4:10	4:40	5:15	5:40	6:00	6:30	8:00	8:56	10:56	12:21
1	Belmont	f 7:47	f 8:55	-	f 10:10	-	f 1:30	f 2:45	f 4:15	-	5:20	-	6:05	6:35	f 8:05	f 9:01	f 11:01	f 12:25
1	Waverley	f 7:49	f 8:57	-	f 10:12	-	-	f 2:47	f 4:17	-	5:22	-	6:07	6:37	f 8:07	f 9:03	f 11:03	f 12:28
2	Waltham ♿	7:55	9:03	9:15	10:16	11:20	1:37	2:53	4:23	-	5:28	5:52	6:13	6:43	8:13	9:08	11:08	12:33
2	Brandeis/Roberts ♿	f 7:59	9:07	9:19	10:21	11:25	1:41	2:57	f 4:27	-	5:32	-	6:18	6:48	8:18	9:12	11:12	12:37
3	Kendal Green	8:02	-	f 9:22	f 10:24	f 11:28	f 1:44	f 3:00	f 4:30	-	5:35	-	6:20	6:50	f 8:21	f 9:16	f 11:16	f 12:40
3	Hastings	-	-	-	f 10:26	f 11:30	-	-	f 4:32	-	f 5:37	-	f 6:22	-	f 8:23	-	-	-
4	Lincoln	f 8:09	-	f 9:29	f 10:30	f 11:34	f 1:50	f 3:07	4:38	-	5:43	6:04	6:30	6:59	f 8:28	f 9:21	f 11:21	f 12:46
5	Concord	f 8:15	9:18	9:35	10:36	11:40	1:56	3:13	4:44	-	5:49	6:10	6:36	7:05	8:34	9:26	11:26	12:51
5	West Concord ♿	8:21	9:24	-	f 10:42	11:46	2:02	3:19	4:50	-	5:55	6:16	6:42	7:11	8:40	9:31	f 11:31	f 12:55
6	South Acton	L 8:29	L 9:32	9:42	10:48	11:52	2:08	L 3:27	L 4:58	5:12	6:02	6:23	6:49	7:18	8:47	9:37	11:37	1:01
7	Littleton/Route 495 ♿	8:37	9:40	f 9:50	f 10:56	f 12:00	2:15	3:35	5:05	5:19	6:09	6:30	6:56	7:25	8:54	9:44	f 11:44	f 1:08
8	Ayer	-	-	9:58	11:04	12:08	2:23	-	-	5:27	6:17	6:38	7:04	7:33	9:03	9:53	11:53	1:17
8	Shirley	-	-	10:03	f 11:09	12:13	2:28	-	-	5:32	6:22	6:43	7:09	7:38	9:08	9:58	f 11:58	f 1:22
8	North Leominster ♿	-	-	L 10:11	L 11:16	L 12:20	L 2:35	-	-	L 5:39	L 6:29	L 6:50	L 7:16	L 7:45	L 9:15	L 10:05	L 12:05	L 1:29
8	Fitchburg ♿	-	-	10:23	11:28	12:32	2:49	-	-	5:49	6:39	7:02	7:28	7:55	9:25	10:15	12:15	1:39

Silver Hill These trains stop at Silver Hill (Zone 3):
423 - 6:24 PM **425** - 6:53 PM **427** - 8:25 PM

Trains in purple box indicate peak period trains.

Saturday & Sunday

Inbound to Boston

ZONE	STATION / SATURDAY TRAIN # / SUNDAY TRAIN #	AM 1400 / 2400	1402 / 2402	1404 / 2404	PM 1452 / 2452	1408 / 2408	1454 / 2454	1412 / 2412	1414 / 2414
	Bikes Allowed								
8	Fitchburg ♿	6:45	9:15	10:45	-	2:10	-	5:30	9:45
8	North Leominster ♿	6:53	9:23	10:53	-	2:18	-	5:38	9:52
8	Shirley	f 7:01	f 9:31	f 11:01	-	f 2:26	-	f 5:46	f 10:00
8	Ayer	7:06	9:36	11:06	-	2:31	-	5:51	10:06
7	Littleton/Route 495 ♿	7:14	9:44	11:14	2:00	2:39	5:30	5:59	10:14
6	South Acton	7:23	9:53	11:23	2:09	2:48	5:39	6:08	10:23
5	West Concord ♿	f 7:28	f 9:58	f 11:28	f 2:14	f 2:53	f 5:44	f 6:13	f 10:28
5	Concord	7:32	10:02	11:32	2:18	2:57	5:48	6:17	10:32
4	Lincoln	7:37	10:07	11:37	2:23	3:02	5:53	6:22	10:38
3	Kendal Green	f 7:43	f 10:13	f 11:43	f 2:29	f 3:08	f 5:59	f 6:28	f 10:43
2	Brandeis/Roberts ♿	f 7:46	f 10:16	f 11:46	f 2:32	f 3:11	f 6:02	f 6:31	f 10:47
2	Waltham ♿	7:50	10:20	11:50	2:36	3:15	6:06	6:35	10:50
1	Waverley	f 7:55	f 10:25	f 11:55	f 2:41	f 3:20	f 6:11	f 6:40	f 10:55
1	Belmont	f 7:57	f 10:27	f 11:57	f 2:43	f 3:22	f 6:13	f 6:42	f 10:58
1A	Porter Square ♿	8:03	10:33	12:03	2:49	3:28	6:19	6:48	11:03
1A	North Station ♿	8:13	10:43	12:13	2:59	3:38	6:29	6:58	11:12
								Ski Train	

Saturday & Sunday

Outbound from Boston

ZONE	STATION / SATURDAY TRAIN # / SUNDAY TRAIN #	AM 1401 / 2401	1403 / 2403	PM 1451 / 2451	1407 / 2407	1453 / 2453	1411 / 2411	1413 / 2413	1415 / 2415
	Bikes Allowed								
1A	North Station ♿	8:35	11:15	12:45	3:00	4:15	6:00	8:00	11:30
1A	Porter Square ♿	8:45	11:25	12:55	3:10	4:25	6:10	8:10	11:40
1	Belmont	f 8:50	f 11:30	f 1:00	f 3:15	f 4:30	f 6:15	f 8:15	f 11:45
1	Waverley	f 8:52	f 11:32	f 1:02	f 3:17	f 4:32	f 6:17	f 8:17	f 11:47
2	Waltham ♿	8:58	11:38	1:08	3:23	4:38	6:23	8:23	11:53
2	Brandeis/Roberts ♿	f 9:03	f 11:43	f 1:13	f 3:28	f 4:43	f 6:28	f 8:28	f 11:58
3	Kendal Green	f 9:06	f 11:46	f 1:16	f 3:31	f 4:46	f 6:31	f 8:31	f 12:01
4	Lincoln	9:12	11:52	1:22	3:37	4:52	6:37	8:37	12:07
5	Concord	9:18	11:58	1:28	3:43	4:58	6:43	8:43	12:13
5	West Concord ♿	f 9:24	f 12:04	f 1:34	f 3:49	f 5:04	f 6:49	f 8:49	f 12:19
6	South Acton	9:30	12:10	L 1:40	3:55	L 5:10	6:55	8:55	12:25
7	Littleton/Route 495 ♿	9:38	12:18	1:48	4:03	5:18	7:03	9:03	f 12:33
8	Ayer	9:46	12:26	-	4:11	-	7:11	9:11	12:41
8	Shirley	f 9:51	f 12:31	-	f 4:16	-	f 7:16	f 9:16	f 12:46
8	North Leominster ♿	L 9:58	L 12:38	-	L 4:23	-	L 7:23	L 9:23	L 12:53
8	Fitchburg ♿	10:08	12:48	-	4:35	-	7:33	9:33	1:03
		Ski Train							

Keep in Mind

This schedule will be effective from August 4, 2014, and will replace the schedule of July 1, 2014.

Holiday Service:

Saturday service: Presidents' Day, 4th of July (train #1415 may be held for 45 minutes after the 4th of July fireworks).

Sunday service: New Year's Day, Memorial Day, Labor Day, Thanksgiving Day, Christmas Day.

All other holidays: For other holiday schedules, please check MBTA.com or call 617-222-3200.

Times in purple indicate a flag stop (f stop): Passengers must tell the conductor that they wish to leave. Passengers waiting to board should be visible on the platform.

Times in blue indicate an early departure (L stop): The train may leave ahead of schedule at these stops.

Bikes: Bicycles are allowed on trains with the bicycle symbol shown below the train number.

Ski Train: This service is available on the indicated weekend trains during winter months to provide transportation to Wachusett Mountain. These trains feature a specially modified coach equipped with racks for ski and snowboard equipment. Please visit MBTA.com for updated information about this service.

Make your train on time. Download the official MBTA Commuter Rail mobile app.
Get schedule info, train progress, and alerts easily and conveniently.

Stay connected with us on Twitter.

Visit MBTA.com.

Call MBTA Customer Service at
617-222-3200.

ORDER FORM

Count	Description	Total
	Rail Shuttle Ticket Books @$10.00	
	Rail Shuttle Pass @$200 (pro-rated)	
	Annual Parking and Rail Shuttle Pass @$250 (pro-rated)	
	Day Pass (Parking and Shuttle) @ $3/day	
	Monthly Pass (Parking & Shuttle) @ $40/month	
	Total	

Name	
Street	
City	
Phone	
Email	
Make/Model/Plate (for parking spaces only)	

Please review policies on-line and initial below as applicable:

	I accept the terms of the program.
	I have attached a copy of my vehicle registration (parking permits only) .
	I accept the Parking Permit Policy and agree to comply with it (parking permits only).

Mail with payment payable to Town of Acton:
MinuteVan Coordinator
c/o TransAction Associates Inc.
5 Wheeling Avenue, Woburn, MA 01801

MinuteVan

For More Information on MinuteVan Services :

www.minutevan.net

978-844-6809

Funding for this program provided by the Boston MPO and

massDOT
Massachusetts Department of Transportation

4/25/14

INCORPORATED ~ 1735 ACTON

Town of Acton

Rail Shuttle

TO: ***MBTA Station, South Acton***
FROM: ***Off-site parking locations***

- **West Acton Fire Station (behind station)**
- **Mt. Calvary Church (designated spots)**

MinuteVan
RAIL SHUTTLE

MinuteVan
RAIL SHUTTLE

The MinuteVan Rail Shuttle connects off-site commuter parking with peak hour trains at the South Acton MBTA Station.

Off-site locations:

- West Acton Fire Station (behind)
- Mt. Calvary Church (designated spaces)

The program includes parking privileges for registered participants who follow the guidelines. Spaces are monitored by Acton Police. All fees are pro-rated.

- Reserved parking & bus pass $250/year
- Bus pass only (no parking) $200/year
- 10-ride ticket books (no parking) $10
- Day passes $3/day, monthly passes $40/month include parking & shuttle. Available directly from the driver
- Single trip (no parking) $1

Service animals are welcome on the vehicle to assist individuals with disabilities. Service animals must remain on a leash/under the full control of their owner at all times.

Failure to comply with all program guidelines may result in removal from the program and violators are subject to fines, tickets and/or towing.

Off-site Parking Policy:

1. To be eligible for reserved parking, participants must register and obtain a valid parking sticker and a bus pass.
2. Participants show the bus pass to the driver each time they use the shuttle.
3. Participants can use the assigned spaces Monday through Friday (spaces reserved for commuters until 10:00 AM).
4. No overnight parking in the off-site lots.
5. The parking sticker must be displayed in the left side rear window. Hangtags for day /month use are displayed on the rear-view mirror.
6. Parking stickers are not transferable and are for use only by the registered participants and vehicles.

Service operates Monday through Friday with the exception of the following holidays: New Year's Day, President's Day, Patriot's Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Thanksgiving and the day after, and Christmas Day.

Schedule

AM Departs W. Acton	*AM Departs Mt. Calvary*	*Connects to Train to Boston*
6:45 AM	6:55 AM	7:08 AM
7:10 AM	7:15 AM	7:32 AM
7:40 AM	7:46 AM	7:58 AM
8:20 AM	8:26 AM	8:41 AM
9:05 AM	9:10 AM	9:20 AM
PM Train Arrives	***Arrives W. Acton***	***Arrives Mt. Calvary***
5:22 PM	5:35 PM	5:40 PM
5:47 PM	5:55 PM	6:00 PM
6:12 PM	6:25 PM	6:30 PM
6:39 PM	6:45 PM	6:50 PM
7:24 PM	7:30 PM	7:36 PM

CAPACITY ANALYSIS METHODOLOGY

CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM) for unsignalized intersections and in the Trafficware *Percentile Delay Method* as provided in the Synchro analysis program for signalized intersections. The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.

- *LOS B* represents a desirable level with relatively low delay to motorists.

- *LOS C* describes conditions with average delays to motorists.

- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.

- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.

- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

Signalized Intersections

Levels of service for signalized intersections are calculated using the percentile delay methodology of Trafficware's *Synchro* analysis program. This methodology for signalized intersections assesses five levels of traffic arrivals so signals can be evaluated under varying

traffic loads as well as capture and rationally model the non-linear behavior of actuated signals. The percentile delay method calculations are quite complex evaluating detailed arrival pattern information from adjacent signals. The definition of level of service for signalized intersections is a function of average *total* delay. Total delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. This delay analyzes the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics. Table A1 summarizes the relationship between level of service and average delay for signalized intersections.

Table A-1
LEVEL-OF-SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS

Level of Service	**Signalized Intersection Criteria** Average Control Delay (Seconds per Vehicle)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Source: *Highway Capacity Manual 2000*, Transportation Research Board; Washington, D.C.; 2000. Page 10-16.

For signalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection.

CAPACITY AND QUEUE ANALYSIS WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	261	349	41	114	272	16	38	468	76	9	489	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.96	
Satd. Flow (prot)	1589	1730		1668	1659		1560	1467		1685	1608	
Flt Permitted	0.25	1.00		0.35	1.00		0.11	1.00		0.17	0.96	
Satd. Flow (perm)	412	1730		614	1659		188	1467		300	1608	
Peak-hour factor, PHF	0.92	0.92	0.92	0.78	0.78	0.78	0.86	0.86	0.86	0.89	0.89	0.89
Adj. Flow (vph)	284	379	45	146	349	21	44	544	88	10	549	142
RTOR Reduction (vph)	0	3	0	0	1	0	0	36	0	0	36	0
Lane Group Flow (vph)	284	421	0	146	369	0	44	596	0	10	655	0
Heavy Vehicles (%)	6%	1%	0%	1%	6%	6%	8%	3%	1%	0%	2%	6%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Prot		Perm	Prot	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	44.8	32.5		35.7	26.4		40.2	40.2		40.2	40.2	
Effective Green, g (s)	44.8	32.5		35.7	26.4		40.2	40.2		40.2	40.2	
Actuated g/C Ratio	0.47	0.34		0.37	0.27		0.42	0.42		0.42	0.42	
Clearance Time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	381	585		330	456		78	614		125	673	
v/s Ratio Prot	c0.12	0.24		0.04	0.22			0.41			c0.41	
v/s Ratio Perm	c0.23			0.12			0.23			0.03		
v/c Ratio	0.75	0.72		0.44	0.81		0.56	0.97		0.08	0.97	
Uniform Delay, d1	18.6	27.8		21.2	32.4		21.2	27.3		16.8	27.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.8	4.2		0.3	10.1		9.0	28.9		0.3	27.9	
Delay (s)	25.4	32.0		21.5	42.6		30.3	56.2		17.1	55.3	
Level of Service	C	C		C	D		C	E		B	E	
Approach Delay (s)		29.3			36.6		54.6				54.7	
Approach LOS		C			D		D				D	

Intersection Summary			
HCM 2000 Control Delay	44.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	96.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	325	0	1	372	76	1	3	1	80	1	70
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.62	0.62	0.62	0.82	0.82	0.82
Hourly flow rate (vph)	69	378	0	1	404	83	2	5	2	98	1	85
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		753										
pX, platoon unblocked				0.82			0.82	0.82	0.82	0.82	0.82	
vC, conflicting volume	487			378			1049	1004	378	967	963	446
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	487			136			952	898	136	852	847	446
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			99	98	100	55	99	86
cM capacity (veh/h)	1076			1202			162	217	755	216	232	610

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	447	488	8	184
Volume Left	69	1	2	98
Volume Right	0	83	2	85
cSH	1076	1202	234	309
Volume to Capacity	0.06	0.00	0.03	0.60
Queue Length 95th (ft)	5	0	3	90
Control Delay (s)	1.9	0.0	20.9	32.5
Lane LOS	A	A	C	D
Approach Delay (s)	1.9	0.0	20.9	32.5
Approach LOS			C	D

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	683	79	106	620	20	97
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.92	0.92	0.80	0.80
Hourly flow rate (vph)	751	87	115	674	25	121
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	697					
pX, platoon unblocked						
vC, conflicting volume			837		1698	794
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			837		1698	794
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			86		72	69
cM capacity (veh/h)			806		88	391

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	837	789	146
Volume Left	0	115	25
Volume Right	87	0	121
cSH	1700	806	246
Volume to Capacity	0.49	0.14	0.59
Queue Length 95th (ft)	0	12	86
Control Delay (s)	0.0	3.6	39.0
Lane LOS		A	E
Approach Delay (s)	0.0	3.6	39.0
Approach LOS			E

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	103	516	5	6	266	162	6	8	2	132	3	57
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.82	0.82	0.82	0.50	0.50	0.50	0.65	0.65	0.65
Hourly flow rate (vph)	116	580	6	7	324	198	12	16	4	203	5	88
Pedestrians											18	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					588							
pX, platoon unblocked	0.81						0.81	0.81		0.81	0.81	0.81
vC, conflicting volume	540			585			1342	1369	583	1282	1273	441
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	317			585			1305	1338	583	1231	1220	196
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	88			99			86	85	99	0	96	87
cM capacity (veh/h)	994			999			85	108	516	92	127	680

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	701	529	32	295
Volume Left	116	7	12	203
Volume Right	6	198	4	88
cSH	994	999	108	125
Volume to Capacity	0.12	0.01	0.30	2.36
Queue Length 95th (ft)	10	1	28	640
Control Delay (s)	2.9	0.2	51.8	693.0
Lane LOS	A	A	F	F
Approach Delay (s)	2.9	0.2	51.8	693.0
Approach LOS			F	F

Intersection Summary			
Average Delay	133.8		
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	54	616	327	2	8	56
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.79	0.79	0.44	0.44
Hourly flow rate (vph)	61	692	414	3	18	127
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	416				1229	415
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	416				1229	415
tC, single (s)	4.2				6.6	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.7	3.4
p0 queue free %	94				89	79
cM capacity (veh/h)	1096				167	612

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	753	416	145
Volume Left	61	0	18
Volume Right	0	3	127
cSH	1096	1700	459
Volume to Capacity	0.06	0.24	0.32
Queue Length 95th (ft)	4	0	34
Control Delay (s)	1.4	0.0	16.4
Lane LOS	A		C
Approach Delay (s)	1.4	0.0	16.4
Approach LOS			C

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

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HCM Signalized Intersection Capacity Analysis
2: Main Street (Route 27) & Massachusetts Avenue (Route 111)

5/29/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	310	337	58	217	511	19	27	617	63	13	475	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.96	
Satd. Flow (prot)	1668	1700		1685	1759		1685	1494		1685	1640	
Flt Permitted	0.11	1.00		0.29	1.00		0.10	1.00		0.10	0.96	
Satd. Flow (perm)	189	1700		516	1759		176	1494		176	1640	
Peak-hour factor, PHF	0.94	0.94	0.94	0.82	0.82	0.82	0.87	0.87	0.87	0.88	0.88	0.88
Adj. Flow (vph)	330	359	62	265	623	23	31	709	72	15	540	141
RTOR Reduction (vph)	0	5	0	0	1	0	0	39	0	0	39	0
Lane Group Flow (vph)	330	416	0	265	645	0	31	742	0	15	642	0
Heavy Vehicles (%)	1%	2%	2%	0%	0%	7%	0%	1%	0%	0%	1%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Prot		Perm	Prot	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	53.2	37.1		49.2	35.1		40.2	40.2		40.2	40.2	
Effective Green, g (s)	53.2	37.1		49.2	35.1		40.2	40.2		40.2	40.2	
Actuated g/C Ratio	0.48	0.34		0.45	0.32		0.36	0.36		0.36	0.36	
Clearance Time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	307	572		379	560		64	544		64	598	
v/s Ratio Prot	c0.16	0.24		0.09	c0.37			c0.50			0.39	
v/s Ratio Perm	0.36			0.22			0.18			0.09		
v/c Ratio	1.07	0.73		0.70	1.15		0.48	1.36		0.23	1.07	
Uniform Delay, d1	33.1	32.1		21.5	37.5		27.0	35.0		24.3	35.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	72.7	4.6		4.5	87.1		5.7	175.1		1.9	57.9	
Delay (s)	105.8	36.7		26.0	124.7		32.7	210.1		26.2	92.9	
Level of Service	F	D		C	F		C	F		C	F	
Approach Delay (s)		67.1			96.0		203.3				91.5	
Approach LOS		E			F		F				F	

Intersection Summary			
HCM 2000 Control Delay	115.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	110.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	101.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	154	248	5	2	594	61	3	2	1	76	1	147
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.75	0.75	0.75	0.85	0.85	0.85
Hourly flow rate (vph)	190	306	6	2	733	75	4	3	1	89	1	173
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		753										
pX, platoon unblocked				0.81			0.81	0.81	0.81	0.81	0.81	
vC, conflicting volume	809			312			1639	1503	309	1468	1469	771
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	809			40			1671	1504	36	1461	1461	771
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	77			100			86	97	100	0	99	57
cM capacity (veh/h)	826			1282			29	77	848	70	81	402

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	502	811	8	264
Volume Left	190	2	4	89
Volume Right	6	75	1	173
cSH	826	1282	46	153
Volume to Capacity	0.23	0.00	0.17	1.72
Queue Length 95th (ft)	22	0	14	474
Control Delay (s)	5.9	0.1	99.2	400.4
Lane LOS	A	A	F	F
Approach Delay (s)	5.9	0.1	99.2	400.4
Approach LOS			F	F

Intersection Summary			
Average Delay	69.0		
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	890	79	124	596	24	167
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.81	0.81	0.86	0.86
Hourly flow rate (vph)	957	85	153	736	28	194
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	697					
pX, platoon unblocked						
vC, conflicting volume			1042		2041	999
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1042		2041	999
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			77		42	35
cM capacity (veh/h)			671		48	297

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1042	889	222
Volume Left	0	153	28
Volume Right	85	0	194
cSH	1700	671	181
Volume to Capacity	0.61	0.23	1.23
Queue Length 95th (ft)	0	22	302
Control Delay (s)	0.0	6.0	193.9
Lane LOS		A	F
Approach Delay (s)	0.0	6.0	193.9
Approach LOS			F

Intersection Summary			
Average Delay	22.5		
Intersection Capacity Utilization	111.5%	ICU Level of Service	H
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	76	587	11	7	581	72	17	11	17	101	6	78
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.77	0.77	0.77	0.81	0.81	0.81
Hourly flow rate (vph)	88	683	13	8	638	79	22	14	22	125	7	96
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					588							
pX, platoon unblocked	0.69						0.69	0.69		0.69	0.69	0.69
vC, conflicting volume	718			695			1659	1599	689	1588	1565	678
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	370			695			1730	1643	689	1628	1595	313
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			99			33	77	95	0	89	81
cM capacity (veh/h)	831			910			33	62	449	41	66	507

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	784	725	58	228
Volume Left	88	8	22	125
Volume Right	13	79	22	96
cSH	831	910	61	68
Volume to Capacity	0.11	0.01	0.95	3.34
Queue Length 95th (ft)	9	1	113	Err
Control Delay (s)	2.7	0.2	211.6	Err
Lane LOS	A	A	F	F
Approach Delay (s)	2.7	0.2	211.6	Err
Approach LOS			F	F

Intersection Summary			
Average Delay	1279.8		
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	617	587	2	3	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.95	0.95	0.57	0.57
Hourly flow rate (vph)	37	693	618	2	5	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	620				1386	619
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	620				1386	619
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				97	90
cM capacity (veh/h)	965				153	492

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	730	620	54
Volume Left	37	0	5
Volume Right	0	2	49
cSH	965	1700	405
Volume to Capacity	0.04	0.36	0.13
Queue Length 95th (ft)	3	0	11
Control Delay (s)	1.0	0.0	15.3
Lane LOS	A		C
Approach Delay (s)	1.0	0.0	15.3
Approach LOS			C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

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HCM Signalized Intersection Capacity Analysis
2: Main Street (Route 27) & Massachusetts Avenue (Route 111)

5/29/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	299	296	56	209	438	22	28	499	79	10	390	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	
Satd. Flow (prot)	1668	1706		1685	1744		1574	1457		1685	1584	
Flt Permitted	0.12	1.00		0.36	1.00		0.10	1.00		0.10	0.97	
Satd. Flow (perm)	208	1706		630	1744		165	1457		176	1584	
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	315	312	59	225	471	24	30	542	86	11	443	178
RTOR Reduction (vph)	0	5	0	0	1	0	0	41	0	0	41	0
Lane Group Flow (vph)	315	366	0	225	494	0	30	587	0	11	580	0
Heavy Vehicles (%)	1%	1%	4%	0%	1%	0%	7%	4%	0%	0%	4%	2%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Prot		Perm	Prot	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	54.3	38.4		48.1	35.2		40.2	40.2		40.2	40.2	
Effective Green, g (s)	54.3	38.4		48.1	35.2		40.2	40.2		40.2	40.2	
Actuated g/C Ratio	0.47	0.33		0.41	0.30		0.35	0.35		0.35	0.35	
Clearance Time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	298	562		376	526		56	502		60	546	
v/s Ratio Prot	c0.15	0.21		0.07	0.28			c0.40			0.37	
v/s Ratio Perm	c0.35			0.18			0.18			0.06		
v/c Ratio	1.06	0.65		0.60	0.94		0.54	1.17		0.18	1.06	
Uniform Delay, d1	33.1	33.3		24.0	39.6		30.7	38.1		26.7	38.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	68.0	2.7		1.7	24.6		9.5	96.2		1.5	56.3	
Delay (s)	101.0	36.0		25.7	64.1		40.2	134.3		28.1	94.5	
Level of Service	F	D		C	E		D	F		C	F	
Approach Delay (s)		65.9			52.1		130.0				93.3	
Approach LOS		E			D		F				F	

Intersection Summary			
HCM 2000 Control Delay	84.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	116.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	139	225	0	1	489	76	3	4	3	93	1	166
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.78	0.78	0.55	0.55	0.55	0.96	0.96	0.96
Hourly flow rate (vph)	151	245	0	1	627	97	5	7	5	97	1	173
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		753										
pX, platoon unblocked				0.85			0.85	0.85	0.85	0.85	0.85	
vC, conflicting volume	724			245			1398	1274	245	1234	1225	676
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	724			28			1381	1235	28	1188	1178	676
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			100			90	94	99	17	99	62
cM capacity (veh/h)	888			1363			56	126	898	117	136	457

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	396	726	18	271
Volume Left	151	1	5	97
Volume Right	0	97	5	173
cSH	888	1363	113	223
Volume to Capacity	0.17	0.00	0.16	1.22
Queue Length 95th (ft)	15	0	14	338
Control Delay (s)	5.0	0.0	42.9	175.3
Lane LOS	A	A	E	F
Approach Delay (s)	5.0	0.0	42.9	175.3
Approach LOS			E	F

Intersection Summary			
Average Delay	35.6		
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	742	78	182	524	33	186
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.94	0.94
Hourly flow rate (vph)	789	83	196	563	35	198
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	697					
pX, platoon unblocked						
vC, conflicting volume			872		1786	831
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			872		1786	831
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			75		48	47
cM capacity (veh/h)			773		68	371

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	872	759	233
Volume Left	0	196	35
Volume Right	83	0	198
cSH	1700	773	222
Volume to Capacity	0.51	0.25	1.05
Queue Length 95th (ft)	0	25	252
Control Delay (s)	0.0	6.0	121.4
Lane LOS		A	F
Approach Delay (s)	0.0	6.0	121.4
Approach LOS			F

Intersection Summary			
Average Delay	17.6		
Intersection Capacity Utilization	104.7%	ICU Level of Service	G
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	501	10	7	548	67	11	10	11	139	9	111
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.77	0.77	0.77	0.81	0.81	0.81
Hourly flow rate (vph)	78	583	12	8	602	74	14	13	14	172	11	137
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					588							
pX, platoon unblocked	0.73						0.73	0.73		0.73	0.73	0.73
vC, conflicting volume	676			594			1541	1435	588	1419	1404	639
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	370			594			1556	1411	588	1389	1369	320
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			99			66	86	97	0	89	74
cM capacity (veh/h)	875			992			42	92	512	71	98	529

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	672	684	42	320
Volume Left	78	8	14	172
Volume Right	12	74	14	137
cSH	875	992	82	115
Volume to Capacity	0.09	0.01	0.51	2.79
Queue Length 95th (ft)	7	1	54	742
Control Delay (s)	2.3	0.2	87.0	887.3
Lane LOS	A	A	F	F
Approach Delay (s)	2.3	0.2	87.0	887.3
Approach LOS			F	F

Intersection Summary			
Average Delay	168.3		
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	68	553	661	9	25	105
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.92	0.92	0.54	0.54
Hourly flow rate (vph)	82	666	718	10	46	194
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	728				1553	723
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	728				1553	723
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				59	55
cM capacity (veh/h)	885				114	429

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	748	728	241
Volume Left	82	0	46
Volume Right	0	10	194
cSH	885	1700	281
Volume to Capacity	0.09	0.43	0.86
Queue Length 95th (ft)	8	0	183
Control Delay (s)	2.3	0.0	63.2
Lane LOS	A		F
Approach Delay (s)	2.3	0.0	63.2
Approach LOS			F

Intersection Summary			
Average Delay	9.9		
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	250	327	49	215	325	23	39	436	119	16	406	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.96	
Satd. Flow (prot)	1685	1738		1668	1756		1685	1489		1685	1630	
Flt Permitted	0.21	1.00		0.24	1.00		0.20	1.00		0.20	0.96	
Satd. Flow (perm)	381	1738		422	1756		349	1489		351	1630	
Peak-hour factor, PHF	0.97	0.97	0.97	0.93	0.93	0.93	0.96	0.96	0.96	0.93	0.93	0.93
Adj. Flow (vph)	258	337	51	231	349	25	41	454	124	17	437	142
RTOR Reduction (vph)	0	4	0	0	2	0	0	37	0	0	37	0
Lane Group Flow (vph)	258	384	0	231	372	0	41	541	0	17	542	0
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Prot		Perm	Prot	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	41.4	27.4		38.6	26.0		41.3	41.3		41.3	41.3	
Effective Green, g (s)	41.4	27.4		38.6	26.0		41.3	41.3		41.3	41.3	
Actuated g/C Ratio	0.40	0.27		0.38	0.25		0.40	0.40		0.40	0.40	
Clearance Time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	331	464		311	444		140	599		141	656	
v/s Ratio Prot	c0.11	c0.22		0.09	0.21			c0.36			0.33	
v/s Ratio Perm	0.21			0.19			0.12			0.05		
v/c Ratio	0.78	0.83		0.74	0.84		0.29	0.90		0.12	0.83	
Uniform Delay, d1	23.4	35.4		24.5	36.3		20.8	28.8		19.2	27.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.1	11.5		8.1	12.9		1.2	16.9		0.4	8.4	
Delay (s)	33.5	46.9		32.6	49.2		21.9	45.7		19.6	35.8	
Level of Service	C	D		C	D		C	D		B	D	
Approach Delay (s)		41.5			42.9		44.1				35.4	
Approach LOS		D			D		D				D	

Intersection Summary			
HCM 2000 Control Delay	41.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	102.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	177	251	0	2	387	86	5	5	4	92	1	160
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.58	0.58	0.58	0.91	0.91	0.91
Hourly flow rate (vph)	190	270	0	2	421	93	9	9	7	101	1	176
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		753										
pX, platoon unblocked				0.82			0.82	0.82	0.82	0.82	0.82	
vC, conflicting volume	514			270			1299	1169	270	1133	1122	467
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	514			9			1256	1099	9	1056	1042	467
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	82			100			88	94	99	27	99	71
cM capacity (veh/h)	1062			1340			75	145	890	138	156	598

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	460	516	24	278
Volume Left	190	2	9	101
Volume Right	0	93	7	176
cSH	1062	1340	132	269
Volume to Capacity	0.18	0.00	0.18	1.03
Queue Length 95th (ft)	16	0	16	269
Control Delay (s)	4.9	0.1	38.3	104.9
Lane LOS	A	A	E	F
Approach Delay (s)	4.9	0.1	38.3	104.9
Approach LOS			E	F

Intersection Summary			
Average Delay	25.3		
Intersection Capacity Utilization	78.4%	ICU Level of Service	D
Analysis Period (min)	15		

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	631	98	167	521	39	185
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.85	0.85
Hourly flow rate (vph)	657	102	174	543	46	218
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	697					
pX, platoon unblocked						
vC, conflicting volume			759		1599	708
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			759		1599	708
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			80		51	50
cM capacity (veh/h)			861		94	436

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	759	717	264
Volume Left	0	174	46
Volume Right	102	0	218
cSH	1700	861	267
Volume to Capacity	0.45	0.20	0.99
Queue Length 95th (ft)	0	19	243
Control Delay (s)	0.0	4.8	92.6
Lane LOS		A	F
Approach Delay (s)	0.0	4.8	92.6
Approach LOS			F

Intersection Summary			
Average Delay	16.0		
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	534	22	7	410	80	28	0	19	74	0	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.98	0.98	0.98	0.80	0.80	0.80
Hourly flow rate (vph)	52	551	23	8	441	86	29	0	19	92	0	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					588							
pX, platoon unblocked	0.81						0.81	0.81		0.81	0.81	0.81
vC, conflicting volume	527			573			1215	1207	562	1183	1175	484
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	298			573			1148	1138	562	1109	1099	244
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			99			77	100	96	34	100	92
cM capacity (veh/h)	1032			1010			126	155	530	141	164	647

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	625	534	48	144
Volume Left	52	8	29	92
Volume Right	23	86	19	51
cSH	1032	1010	183	195
Volume to Capacity	0.05	0.01	0.26	0.74
Queue Length 95th (ft)	4	1	25	120
Control Delay (s)	1.3	0.2	31.6	62.3
Lane LOS	A	A	D	F
Approach Delay (s)	1.3	0.2	31.6	62.3
Approach LOS			D	F

Intersection Summary			
Average Delay	8.4		
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

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HCM Signalized Intersection Capacity Analysis
2: Main Street (Route 27) & Massachusetts Avenue (Route 111)

5/29/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	290	377	44	124	293	17	40	523	83	10	543	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.96	
Satd. Flow (prot)	1589	1730		1668	1659		1560	1467		1685	1608	
Flt Permitted	0.23	1.00		0.31	1.00		0.10	1.00		0.10	0.96	
Satd. Flow (perm)	383	1730		551	1659		164	1467		177	1608	
Peak-hour factor, PHF	0.92	0.92	0.92	0.78	0.78	0.78	0.86	0.86	0.86	0.89	0.89	0.89
Adj. Flow (vph)	315	410	48	159	376	22	47	608	97	11	610	157
RTOR Reduction (vph)	0	3	0	0	1	0	0	37	0	0	37	0
Lane Group Flow (vph)	315	455	0	159	397	0	47	668	0	11	730	0
Heavy Vehicles (%)	6%	1%	0%	1%	6%	6%	8%	3%	1%	0%	2%	6%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Prot		Perm	Prot	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	47.8	34.9		38.6	28.7		40.1	40.1		40.1	40.1	
Effective Green, g (s)	47.8	34.9		38.6	28.7		40.1	40.1		40.1	40.1	
Actuated g/C Ratio	0.48	0.35		0.39	0.29		0.41	0.41		0.41	0.41	
Clearance Time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	381	610		326	481		66	594		71	651	
v/s Ratio Prot	c0.13	0.26		0.05	0.24			c0.46			0.45	
v/s Ratio Perm	c0.26			0.14			0.29			0.06		
v/c Ratio	0.83	0.75		0.49	0.82		0.71	1.12		0.15	1.12	
Uniform Delay, d1	19.0	28.1		21.0	32.8		24.6	29.4		18.7	29.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.1	4.9		0.4	11.0		30.3	76.3		1.0	73.7	
Delay (s)	32.0	33.0		21.4	43.7		54.9	105.7		19.7	103.1	
Level of Service	C	C		C	D		D	F		B	F	
Approach Delay (s)		32.6			37.4		102.5				101.9	
Approach LOS		C			D		F				F	

Intersection Summary			
HCM 2000 Control Delay	70.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	98.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	345	7	7	396	84	6	7	5	87	5	75
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.62	0.62	0.62	0.82	0.82	0.82
Hourly flow rate (vph)	74	401	8	8	430	91	10	11	8	106	6	91
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		753										
pX, platoon unblocked				0.80			0.80	0.80	0.80	0.80	0.80	
vC, conflicting volume	522			409			1140	1091	405	1059	1049	476
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	522			141			1051	990	136	951	939	476
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			99			92	94	99	38	97	84
cM capacity (veh/h)	1045			1167			129	184	737	172	197	587

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	484	529	29	204
Volume Left	74	8	10	106
Volume Right	8	91	8	91
cSH	1045	1167	197	254
Volume to Capacity	0.07	0.01	0.15	0.80
Queue Length 95th (ft)	6	0	13	154
Control Delay (s)	2.0	0.2	26.5	59.1
Lane LOS	A	A	D	F
Approach Delay (s)	2.0	0.2	26.5	59.1
Approach LOS			D	F

Intersection Summary			
Average Delay	11.1		
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	763	85	119	688	21	109
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.92	0.92	0.80	0.80
Hourly flow rate (vph)	838	93	129	748	26	136
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	697					
pX, platoon unblocked						
vC, conflicting volume			932		1892	885
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			932		1892	885
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			83		59	61
cM capacity (veh/h)			743		64	347

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	932	877	162
Volume Left	0	129	26
Volume Right	93	0	136
cSH	1700	743	203
Volume to Capacity	0.55	0.17	0.80
Queue Length 95th (ft)	0	16	142
Control Delay (s)	0.0	4.5	69.6
Lane LOS		A	F
Approach Delay (s)	0.0	4.5	69.6
Approach LOS			F

Intersection Summary			
Average Delay	7.7		
Intersection Capacity Utilization	106.0%	ICU Level of Service	G
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	109	567	5	6	290	174	6	8	2	140	3	61
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.82	0.82	0.82	0.50	0.50	0.50	0.65	0.65	0.65
Hourly flow rate (vph)	122	637	6	7	354	212	12	16	4	215	5	94
Pedestrians											18	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					588							
pX, platoon unblocked	0.79						0.79	0.79		0.79	0.79	0.79
vC, conflicting volume	584			643			1455	1483	640	1389	1380	478
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	347			643			1444	1479	640	1361	1349	213
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	87			99			81	81	99	0	96	86
cM capacity (veh/h)	949			952			65	86	479	70	103	651

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	765	573	32	314
Volume Left	122	7	12	215
Volume Right	6	212	4	94
cSH	949	952	84	96
Volume to Capacity	0.13	0.01	0.38	3.26
Queue Length 95th (ft)	11	1	37	Err
Control Delay (s)	3.1	0.2	72.0	Err
Lane LOS	A	A	F	F
Approach Delay (s)	3.1	0.2	72.0	Err
Approach LOS			F	F

Intersection Summary			
Average Delay	1866.2		
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	57	673	355	2	8	59
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.79	0.79	0.44	0.44
Hourly flow rate (vph)	64	756	449	3	18	134
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	452				1335	451
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	452				1335	451
tC, single (s)	4.2				6.6	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.7	3.4
p0 queue free %	94				87	77
cM capacity (veh/h)	1063				142	584

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	820	452	152
Volume Left	64	0	18
Volume Right	0	3	134
cSH	1063	1700	426
Volume to Capacity	0.06	0.27	0.36
Queue Length 95th (ft)	5	0	40
Control Delay (s)	1.5	0.0	18.1
Lane LOS	A		C
Approach Delay (s)	1.5	0.0	18.1
Approach LOS			C

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	339	376	62	273	559	20	29	675	71	15	529	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.96	
Satd. Flow (prot)	1668	1702		1685	1760		1685	1494		1685	1640	
Flt Permitted	0.11	1.00		0.20	1.00		0.10	1.00		0.10	0.96	
Satd. Flow (perm)	200	1702		347	1760		176	1494		176	1640	
Peak-hour factor, PHF	0.94	0.94	0.94	0.82	0.82	0.82	0.87	0.87	0.87	0.88	0.88	0.88
Adj. Flow (vph)	361	400	66	333	682	24	33	776	82	17	601	157
RTOR Reduction (vph)	0	5	0	0	1	0	0	39	0	0	39	0
Lane Group Flow (vph)	361	461	0	333	705	0	33	819	0	17	719	0
Heavy Vehicles (%)	1%	2%	2%	0%	0%	7%	0%	1%	0%	0%	1%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Prot		Perm	Prot	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	51.2	35.1		51.2	35.1		40.2	40.2		40.2	40.2	
Effective Green, g (s)	51.2	35.1		51.2	35.1		40.2	40.2		40.2	40.2	
Actuated g/C Ratio	0.46	0.32		0.46	0.32		0.36	0.36		0.36	0.36	
Clearance Time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	307	542		356	560		64	544		64	598	
v/s Ratio Prot	c0.17	0.27		0.14	c0.40			c0.55			0.44	
v/s Ratio Perm	0.37			0.30			0.19			0.10		
v/c Ratio	1.18	0.85		0.94	1.26		0.52	1.50		0.27	1.20	
Uniform Delay, d1	32.7	35.1		23.0	37.5		27.4	35.0		24.6	35.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	107.9	12.2		31.0	130.7		6.9	236.6		2.2	106.1	
Delay (s)	140.6	47.3		54.0	168.3		34.2	271.6		26.8	141.1	
Level of Service	F	D		D	F		C	F		C	F	
Approach Delay (s)		88.0			131.6		262.8				138.6	
Approach LOS		F			F		F				F	

Intersection Summary			
HCM 2000 Control Delay	156.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	110.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	109.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	165	263	25	20	635	66	19	13	13	82	13	159
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.75	0.75	0.75	0.85	0.85	0.85
Hourly flow rate (vph)	204	325	31	25	784	81	25	17	17	96	15	187
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		753										
pX, platoon unblocked				0.77			0.77	0.77	0.77	0.77	0.77	
vC, conflicting volume	865			356			1816	1662	340	1648	1637	825
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	865			17			1910	1710	0	1691	1678	825
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	74			98			0	66	98	0	72	50
cM capacity (veh/h)	786			1240			13	51	842	33	54	374

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	559	890	60	299
Volume Left	204	25	25	96
Volume Right	31	81	17	187
cSH	786	1240	25	81
Volume to Capacity	0.26	0.02	2.37	3.68
Queue Length 95th (ft)	26	2	185	Err
Control Delay (s)	6.4	0.5	952.7	Err
Lane LOS	A	A	F	F
Approach Delay (s)	6.4	0.5	952.7	Err
Approach LOS			F	F

Intersection Summary			
Average Delay	1686.3		
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	975	86	143	665	26	187
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.81	0.81	0.86	0.86
Hourly flow rate (vph)	1048	92	177	821	30	217
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	697					
pX, platoon unblocked						
vC, conflicting volume			1141		2269	1095
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1141		2269	1095
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			71		6	17
cM capacity (veh/h)			616		32	261

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1141	998	248
Volume Left	0	177	30
Volume Right	92	0	217
cSH	1700	616	140
Volume to Capacity	0.67	0.29	1.77
Queue Length 95th (ft)	0	29	462
Control Delay (s)	0.0	8.3	429.1
Lane LOS		A	F
Approach Delay (s)	0.0	8.3	429.1
Approach LOS			F

Intersection Summary			
Average Delay	48.0		
Intersection Capacity Utilization	122.4%	ICU Level of Service	H
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	81	649	12	7	638	77	18	12	18	109	6	83
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.77	0.77	0.77	0.81	0.81	0.81
Hourly flow rate (vph)	94	755	14	8	701	85	23	16	23	135	7	102
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					588							
pX, platoon unblocked	0.69						0.69	0.69		0.69	0.69	0.69
vC, conflicting volume	786			769			1815	1751	762	1740	1716	743
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	468			769			1955	1863	762	1847	1812	407
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			0	65	94	0	84	77
cM capacity (veh/h)	764			855			21	44	408	25	48	449

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	863	793	62	244
Volume Left	94	8	23	135
Volume Right	14	85	23	102
cSH	764	855	40	42
Volume to Capacity	0.12	0.01	1.54	5.78
Queue Length 95th (ft)	10	1	160	Err
Control Delay (s)	3.2	0.2	492.2	Err
Lane LOS	A	A	F	F
Approach Delay (s)	3.2	0.2	492.2	Err
Approach LOS			F	F

Intersection Summary			
Average Delay	1262.3		
Intersection Capacity Utilization	105.7%	ICU Level of Service	G
Analysis Period (min)	15		

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	35	681	644	2	3	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.95	0.95	0.57	0.57
Hourly flow rate (vph)	39	765	678	2	5	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	680				1523	679
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	680				1523	679
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				96	88
cM capacity (veh/h)	917				126	455

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	804	680	58
Volume Left	39	0	5
Volume Right	0	2	53
cSH	917	1700	368
Volume to Capacity	0.04	0.40	0.16
Queue Length 95th (ft)	3	0	14
Control Delay (s)	1.1	0.0	16.6
Lane LOS	A		C
Approach Delay (s)	1.1	0.0	16.6
Approach LOS			C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

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HCM Signalized Intersection Capacity Analysis
2: Main Street (Route 27) & Massachusetts Avenue (Route 111)

6/5/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	317	314	59	222	465	23	30	530	84	11	414	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	
Satd. Flow (prot)	1668	1706		1685	1744		1574	1457		1685	1584	
Flt Permitted	0.11	1.00		0.32	1.00		0.10	1.00		0.10	0.97	
Satd. Flow (perm)	185	1706		563	1744		165	1457		176	1584	
Peak-hour factor, PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	334	331	62	239	500	25	33	576	91	12	470	190
RTOR Reduction (vph)	0	5	0	0	1	0	0	41	0	0	41	0
Lane Group Flow (vph)	334	388	0	239	524	0	33	626	0	12	619	0
Heavy Vehicles (%)	1%	1%	4%	0%	1%	0%	7%	4%	0%	0%	4%	2%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Prot		Perm	Prot	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	54.1	38.0		48.5	35.2		40.2	40.2		40.2	40.2	
Effective Green, g (s)	54.1	38.0		48.5	35.2		40.2	40.2		40.2	40.2	
Actuated g/C Ratio	0.46	0.33		0.42	0.30		0.35	0.35		0.35	0.35	
Clearance Time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	290	556		362	526		56	502		60	546	
v/s Ratio Prot	c0.16	0.23		0.08	0.30			c0.43			0.39	
v/s Ratio Perm	c0.37			0.20			0.20			0.07		
v/c Ratio	1.15	0.70		0.66	1.00		0.59	1.25		0.20	1.13	
Uniform Delay, d1	34.8	34.2		24.3	40.6		31.4	38.1		26.8	38.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	100.3	3.8		3.5	37.8		14.9	127.3		1.6	81.2	
Delay (s)	135.2	38.0		27.8	78.4		46.2	165.5		28.5	119.4	
Level of Service	F	D		C	E		D	F		C	F	
Approach Delay (s)		82.7			62.6		159.8				117.7	
Approach LOS		F			E		F				F	

Intersection Summary			
HCM 2000 Control Delay	104.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	116.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	99.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	148	239	0	1	519	81	3	4	3	99	1	176
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.78	0.78	0.78	0.55	0.55	0.55	0.96	0.96	0.96
Hourly flow rate (vph)	161	260	0	1	665	104	5	7	5	103	1	183
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		753										
pX, platoon unblocked				0.84			0.84	0.84	0.84	0.84	0.84	
vC, conflicting volume	769			260			1485	1353	260	1310	1301	717
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	769			17			1482	1325	17	1273	1263	717
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	81			100			87	93	99	0	99	58
cM capacity (veh/h)	854			1349			43	107	893	98	116	433

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	421	771	18	288
Volume Left	161	1	5	103
Volume Right	0	104	5	183
cSH	854	1349	90	193
Volume to Capacity	0.19	0.00	0.20	1.49
Queue Length 95th (ft)	17	0	18	446
Control Delay (s)	5.3	0.0	54.9	290.2
Lane LOS	A	A	F	F
Approach Delay (s)	5.3	0.0	54.9	290.2
Approach LOS			F	F

Intersection Summary			
Average Delay	57.9		
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	788	83	193	556	35	197
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.94	0.94
Hourly flow rate (vph)	838	88	208	598	37	210
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	697					
pX, platoon unblocked						
vC, conflicting volume			927		1895	882
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			927		1895	882
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			72		33	40
cM capacity (veh/h)			738		56	347

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	927	805	247
Volume Left	0	208	37
Volume Right	88	0	210
cSH	1700	738	194
Volume to Capacity	0.55	0.28	1.27
Queue Length 95th (ft)	0	29	337
Control Delay (s)	0.0	6.8	205.2
Lane LOS		A	F
Approach Delay (s)	0.0	6.8	205.2
Approach LOS			F

Intersection Summary			
Average Delay	28.4		
Intersection Capacity Utilization	110.5%	ICU Level of Service	H
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	71	532	11	7	582	71	12	11	12	148	10	118
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.77	0.77	0.77	0.81	0.81	0.81
Hourly flow rate (vph)	83	619	13	8	640	78	16	14	16	183	12	146
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					588							
pX, platoon unblocked	0.71						0.71	0.71		0.71	0.71	0.71
vC, conflicting volume	718			631			1636	1523	625	1507	1490	679
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	405			631			1690	1532	625	1510	1487	350
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			99			49	81	97	0	85	71
cM capacity (veh/h)	832			961			31	75	488	54	80	499

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	714	725	45	341
Volume Left	83	8	16	183
Volume Right	13	78	16	146
cSH	832	961	62	89
Volume to Capacity	0.10	0.01	0.73	3.81
Queue Length 95th (ft)	8	1	80	Err
Control Delay (s)	2.5	0.2	152.7	Err
Lane LOS	A	A	F	F
Approach Delay (s)	2.5	0.2	152.7	Err
Approach LOS			F	F

Intersection Summary			
Average Delay	1871.3		
Intersection Capacity Utilization	100.5%	ICU Level of Service	G
Analysis Period (min)	15		

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	72	587	561	10	27	111
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.92	0.92	0.54	0.54
Hourly flow rate (vph)	87	707	610	11	50	206
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	621				1496	615
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	621				1496	615
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				60	58
cM capacity (veh/h)	970				124	495

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	794	621	256
Volume Left	87	0	50
Volume Right	0	11	206
cSH	970	1700	313
Volume to Capacity	0.09	0.37	0.82
Queue Length 95th (ft)	7	0	171
Control Delay (s)	2.2	0.0	52.4
Lane LOS	A		F
Approach Delay (s)	2.2	0.0	52.4
Approach LOS			F

Intersection Summary			
Average Delay	9.1		
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	271	346	52	239	369	24	41	502	127	14	426	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.96	
Satd. Flow (prot)	1685	1738		1668	1757		1685	1489		1685	1631	
Flt Permitted	0.17	1.00		0.24	1.00		0.15	1.00		0.10	0.96	
Satd. Flow (perm)	298	1738		418	1757		260	1489		174	1631	
Peak-hour factor, PHF	0.97	0.97	0.97	0.93	0.93	0.93	0.96	0.96	0.96	0.93	0.93	0.93
Adj. Flow (vph)	279	357	54	257	397	26	43	523	132	15	458	144
RTOR Reduction (vph)	0	4	0	0	2	0	0	38	0	0	38	0
Lane Group Flow (vph)	279	407	0	257	421	0	43	617	0	15	564	0
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	1%	2%	0%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Prot		Perm	Prot	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	46.2	30.7		42.6	28.9		40.8	40.8		40.8	40.8	
Effective Green, g (s)	46.2	30.7		42.6	28.9		40.8	40.8		40.8	40.8	
Actuated g/C Ratio	0.43	0.29		0.40	0.27		0.38	0.38		0.38	0.38	
Clearance Time (s)	3.0	5.0		3.0	5.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	330	500		327	475		99	569		66	623	
v/s Ratio Prot	c0.12	0.23		0.10	0.24			c0.41			0.35	
v/s Ratio Perm	c0.24			0.21			0.17			0.09		
v/c Ratio	0.85	0.81		0.79	0.89		0.43	1.08		0.23	0.90	
Uniform Delay, d1	23.4	35.3		24.4	37.3		24.4	33.0		22.3	31.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	17.1	9.8		10.9	17.7		3.0	62.4		1.8	16.6	
Delay (s)	40.5	45.1		35.3	55.0		27.4	95.4		24.0	47.7	
Level of Service	D	D		D	E		C	F		C	D	
Approach Delay (s)		43.3			47.5		91.2				47.2	
Approach LOS		D			D		F				D	

Intersection Summary			
HCM 2000 Control Delay	57.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	106.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	194	274	15	15	445	92	17	14	13	98	11	184
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.58	0.58	0.58	0.91	0.91	0.91
Hourly flow rate (vph)	209	295	16	16	484	100	29	24	22	108	12	202
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		753										
pX, platoon unblocked				0.81			0.81	0.81	0.81	0.81	0.81	
vC, conflicting volume	584			311			1494	1336	303	1321	1294	534
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	584			24			1493	1297	14	1277	1245	534
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	79			99			27	77	97	0	89	63
cM capacity (veh/h)	1001			1292			40	103	864	78	111	548

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	519	600	76	322
Volume Left	209	16	29	108
Volume Right	16	100	22	202
cSH	1001	1292	76	173
Volume to Capacity	0.21	0.01	1.00	1.86
Queue Length 95th (ft)	20	1	133	593
Control Delay (s)	5.3	0.4	196.6	453.6
Lane LOS	A	A	F	F
Approach Delay (s)	5.3	0.4	196.6	453.6
Approach LOS			F	F

Intersection Summary			
Average Delay	108.1		
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	737	114	178	611	42	187
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.85	0.85
Hourly flow rate (vph)	768	119	185	636	49	220
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	697					
pX, platoon unblocked						
vC, conflicting volume			886		1834	827
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			886		1834	827
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			76		23	41
cM capacity (veh/h)			772		64	373

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	886	822	269
Volume Left	0	185	49
Volume Right	119	0	220
cSH	1700	772	198
Volume to Capacity	0.52	0.24	1.36
Queue Length 95th (ft)	0	23	386
Control Delay (s)	0.0	5.8	236.7
Lane LOS		A	F
Approach Delay (s)	0.0	5.8	236.7
Approach LOS			F

Intersection Summary			
Average Delay	34.7		
Intersection Capacity Utilization	111.6%	ICU Level of Service	H
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	53	582	23	7	448	85	30	0	20	79	0	44
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.98	0.98	0.98	0.80	0.80	0.80
Hourly flow rate (vph)	55	600	24	8	482	91	31	0	20	99	0	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					588							
pX, platoon unblocked	0.78						0.78	0.78		0.78	0.78	0.78
vC, conflicting volume	573			624			1319	1309	612	1284	1275	527
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	308			624			1267	1255	612	1222	1211	250
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			99			69	100	96	12	100	91
cM capacity (veh/h)	983			967			99	126	497	112	134	618

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	678	581	51	154
Volume Left	55	8	31	99
Volume Right	24	91	20	55
cSH	983	967	146	158
Volume to Capacity	0.06	0.01	0.35	0.97
Queue Length 95th (ft)	4	1	36	183
Control Delay (s)	1.4	0.2	42.4	120.9
Lane LOS	A	A	E	F
Approach Delay (s)	1.4	0.2	42.4	120.9
Approach LOS			E	F

Intersection Summary			
Average Delay	14.9		
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

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Attachment #4

Acton Town Center Planning

KELLEY'S CORNER IMPROVEMENT INITIATIVE

Part 2: Circulation and Roadway Alternatives

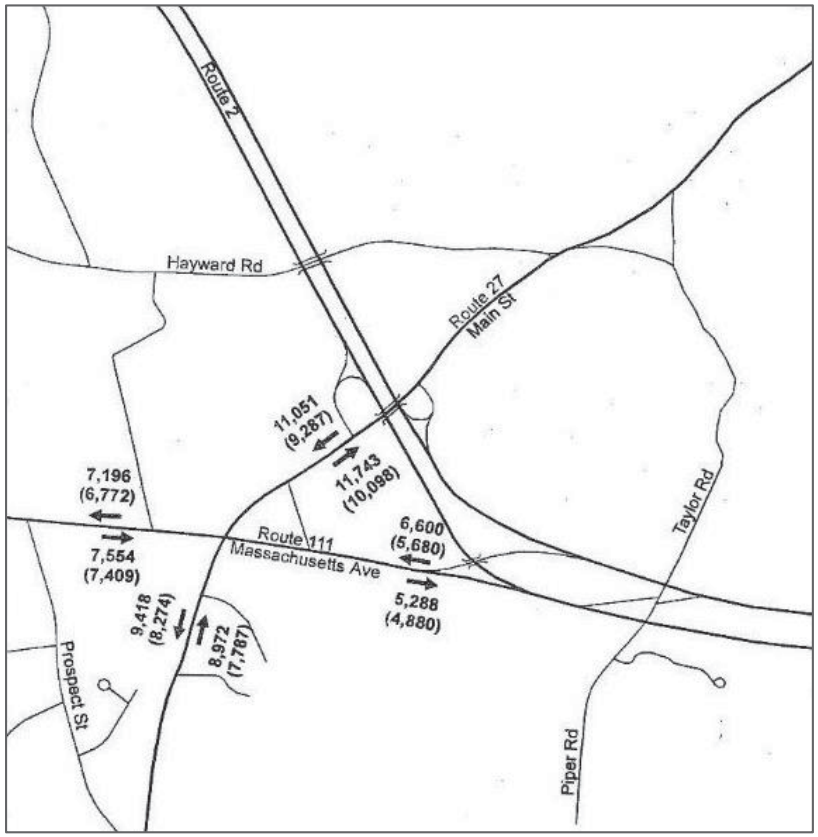
Circulation and Roadway Design Context

a. Regional traffic will not be stopped but will not increase

b. It should be easier for residents and patrons to access Kelley's Corner

c. The entire area should be more attractive and safe for walking and biking

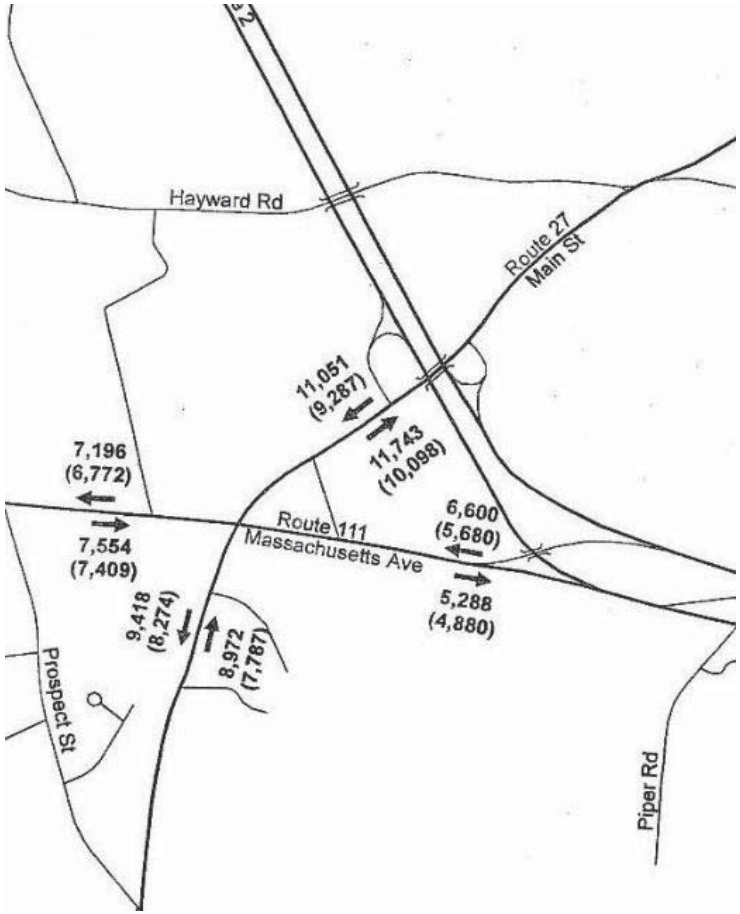
d. The Town and the State have adopted a Complete Streets policy which will apply and which promotes safe, attractive and environmentally sustainable design that accommodates all modes (vehicles, pedestrians, bicyclists and transit)

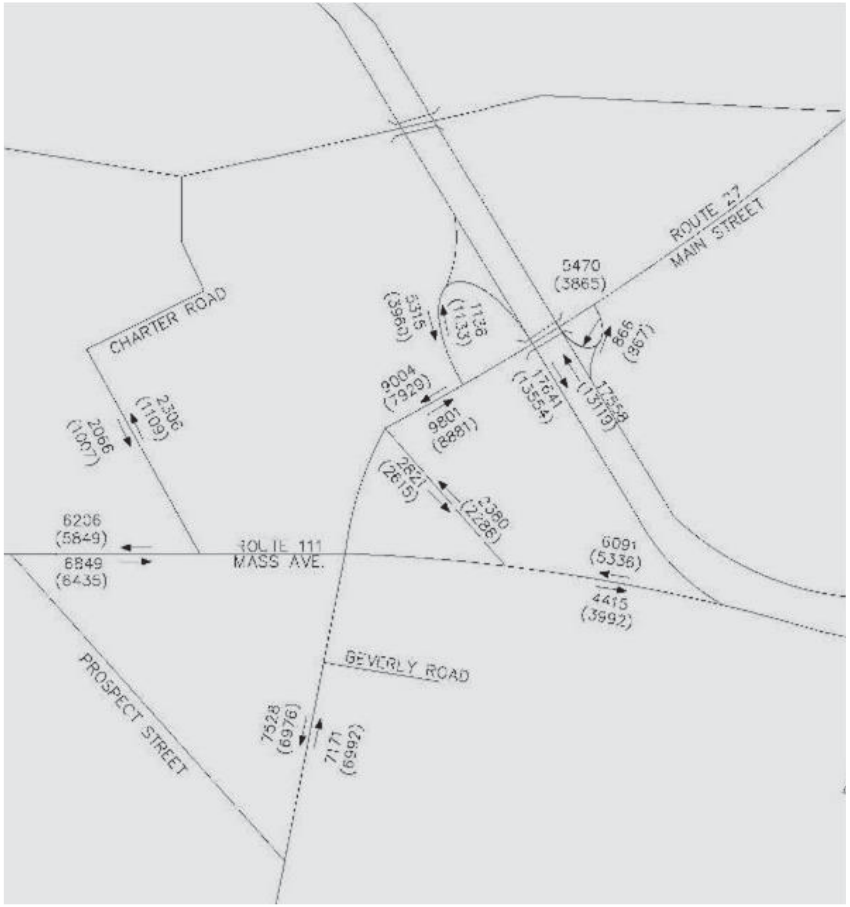


Weekday Traffic Volumes, 1996

Data

- Traffic today is approximately 15% lower than 1996 volumes
- This trend is consistent with similar areas in the region





1996

Weekday – Weekday peak hour volumes
(Saturday) – Saturday peak hour volumes

2014

Design Character

- Existing typical conditions

Circulation and Roadway Alternatives

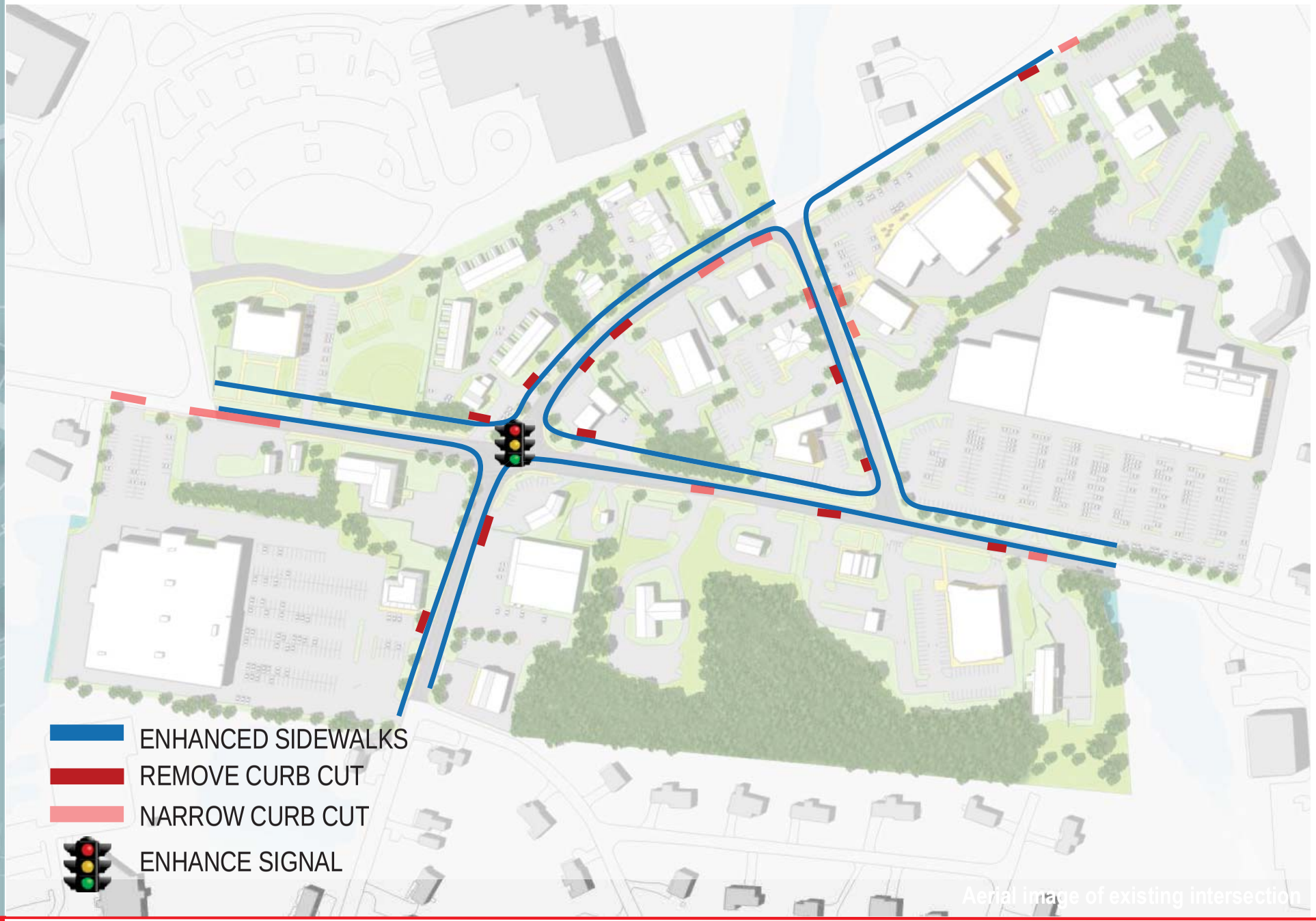
Targeted Improvements	Balanced Network	Expanded Network

Circulation and Roadway Alternatives

Targeted Improvements	Balanced Network	Expanded Network

- Make signal timing improvements, but do not significantly reconfigure the intersections or approaches along Massachusetts Avenue or Main Street
- Improve existing crosswalks
- Provide sidewalks throughout Kelley's Corner
- Implement access management principals to reduce/eliminate curb cuts and make traffic more predictable
- Continue incremental project-based improvements to correct deficiencies
- Accept Community Lane as a public way, provide improvements including extending sidewalks on both sides

CIRCULATION AND ROADWAY ALTERNATIVES: **Targeted Improvements**



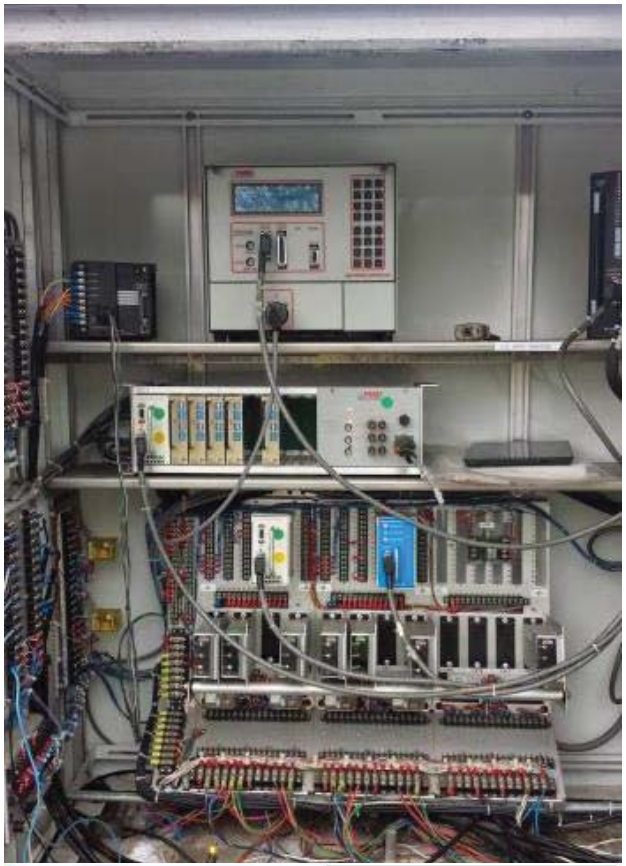
Upgrade Signal Intelligence

Multiple Time-of-Day Plans developed according to specific driving patterns during the following periods:

- Morning commute
- Afternoon school release
- Evening commute
- Weekends
- Off-peak

Signal Equipment

- Ornamental equipment
- Visibility: install backplates and retro-reflective border



Pedestrian Signals

- MUTCD and PROWAG compliant
- Eliminate Walk/Don't Walk
- Implement Walking Person/Upraised Hand
- Countdown Indication
- Lengthen Crossing Phase to meet current standards (18 seconds to 28 seconds)

ADA Compliance and Visibility

- Compliant Wheelchair Ramps & Sidewalks
- Eliminate Obstructions to Pathway
- Tactile Warning Strips - MassDOT
- Remove APEX Ramps - MassDOT
- Concrete Sidewalks
- Audio-Tactile Pedestrian Equipment

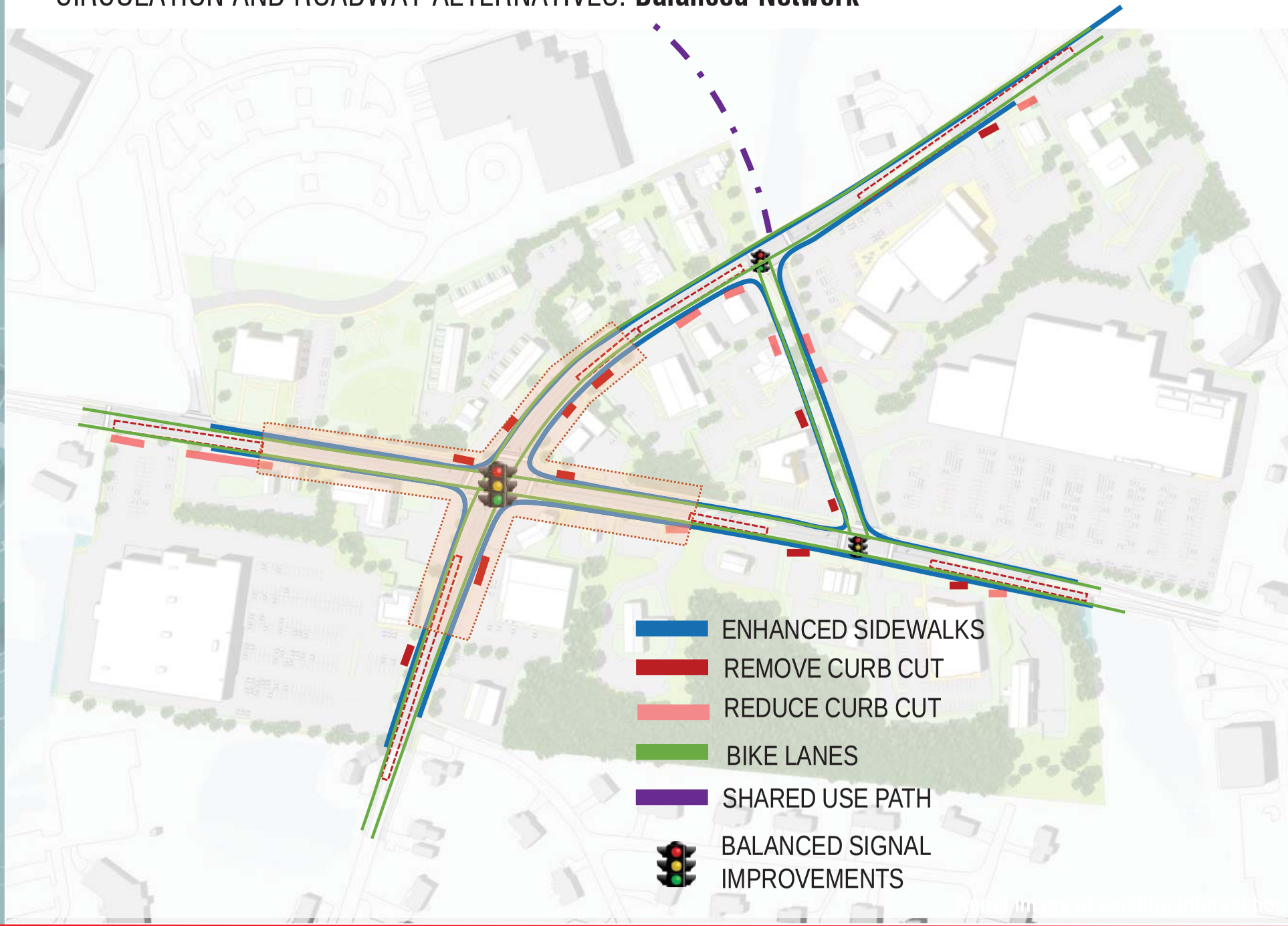
Design Concept

Circulation and Roadways Alternatives

Targeted Improvements	**Balanced Network**	Expanded Network

- Incorporate left turn pockets to reduce congestion
- Add and improve crosswalks
- Add bicycle lanes and complete sidewalks on both sides of Massachusetts Avenue and Main Street
- Implement access management principals to reduce/eliminate curb cuts and make traffic more predictable
- Accept Community Lane as a public way, provide improvements including sidewalks and bike lanes on both sides, and signalize the intersections with Massachusetts Avenue and Main Street

CIRCULATION AND ROADWAY ALTERNATIVES: **Balanced Network**



Design Concept

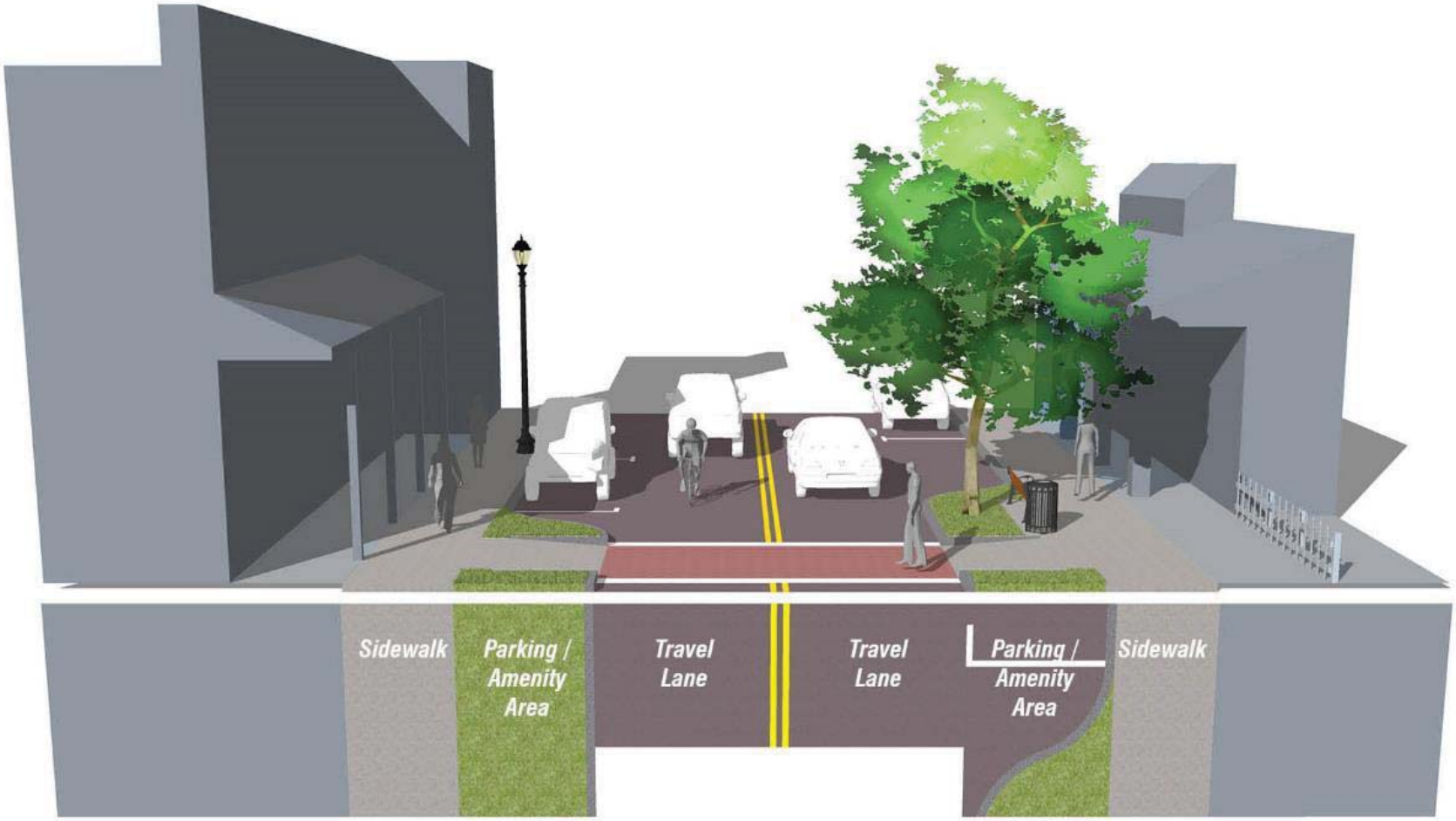
Circulation and Roadways Alternatives

Targeted Improvements	Balanced Network	Expanded Network

- Create internal streets to facilitate private redevelopment
- Design new roadways and internal connections to enhance mobility and access for all users
- Provide an alternate connection to and from the school access road and Main Street south
- Implement with design and zoning standards for private development

CIRCULATION AND ROADWAY ALTERNATIVES: **Expanded Network**

Design Concept



CIRCULATION AND ROADWAY ALTERNATIVES

Summary

Targeted Improvements	Balanced Network	Expanded Network
• Technology improvements to improve signalization • Complete all sidewalks (both sides), improve crosswalks • Focus on access management to control curb cuts • Add Community Lane to town street network	• Add turning areas to diminish congestion, along with access management • Improve lanes and signals at Main and Massachusetts • Complete all sidewalks (both sides), improve crosswalks and add bike lanes • Add Community Lane	• Create shared interior streets for all modes of transportation with large new development • Provide for pedestrian-friendly, secondary network of streets, sidewalks and additional bike routes
Limited improvements may be accomplished with limited new State standards	Network improvements will trigger significant State standards including pedestrian, bicycle improvements	Would be accomplished by the private sector according to Town standards

Table 2
COLLISION SUMMARY

Location	Number of Collisions			Severity[a]			Collision Type[b]						Percent During	
	Total	Average per Year	Crash Rate[c]	PD	PI	F	CM	RE	HO	FO	Ped	Other	Commuter Peak[d]	Wet/Icy Conditions
Acton Police Department (2011-2014)														
Massachusetts Avenue (Route 111) at Main Street (Route 27)	11	4	0.30	7	4		4	6	1				18%	27%
Massachusetts Avenue (Route 111) at Charter Road	2	0.5	0.08	1	1			2					0%	0%
Massachusetts Avenue (Route 111) at Driveways	7	1.75	0.33	7			5	2					57%	43%
Main Street (Route 27) at Driveways	5	1.25	0.29	4	1		1	4					0%	20%
Massachusetts Avenue (Route 111) at No Name Road	3	0.75	0.15	2	1		1	2					100%	33%

Source: Acton Police Department Records (2011-2014) and MassDOT Database (2009-2011).
[a]PD = property damage only; PI = personal injury; F = fatality.
[b]CM = cross movement/angle; RE = rear end; HO = head on; FO = fixed object; Ped = pedestrian.
[c]Measured in crsahes per million entering vehicles.
[d]Percent of vehicle collisions that occurred during the weekday AM and weekday PM commuter peak periods.