# 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].

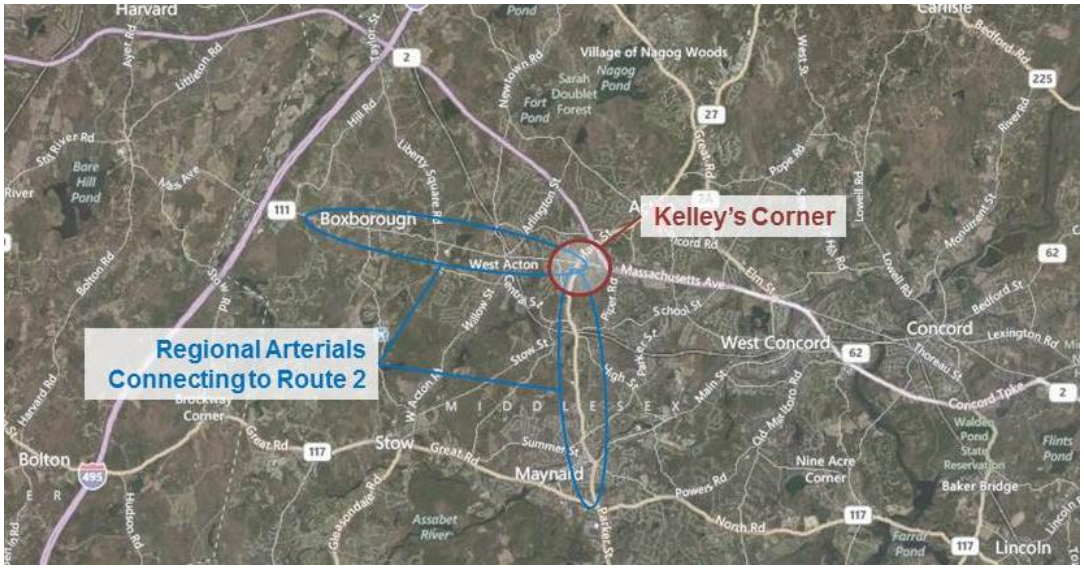



**Figure 1: Regional Context**

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 5$^{th}$, 9$^{th}$ and 10$^{th}$, 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 9$^{th}$ and April 12$^{th}$ 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 | | | | |

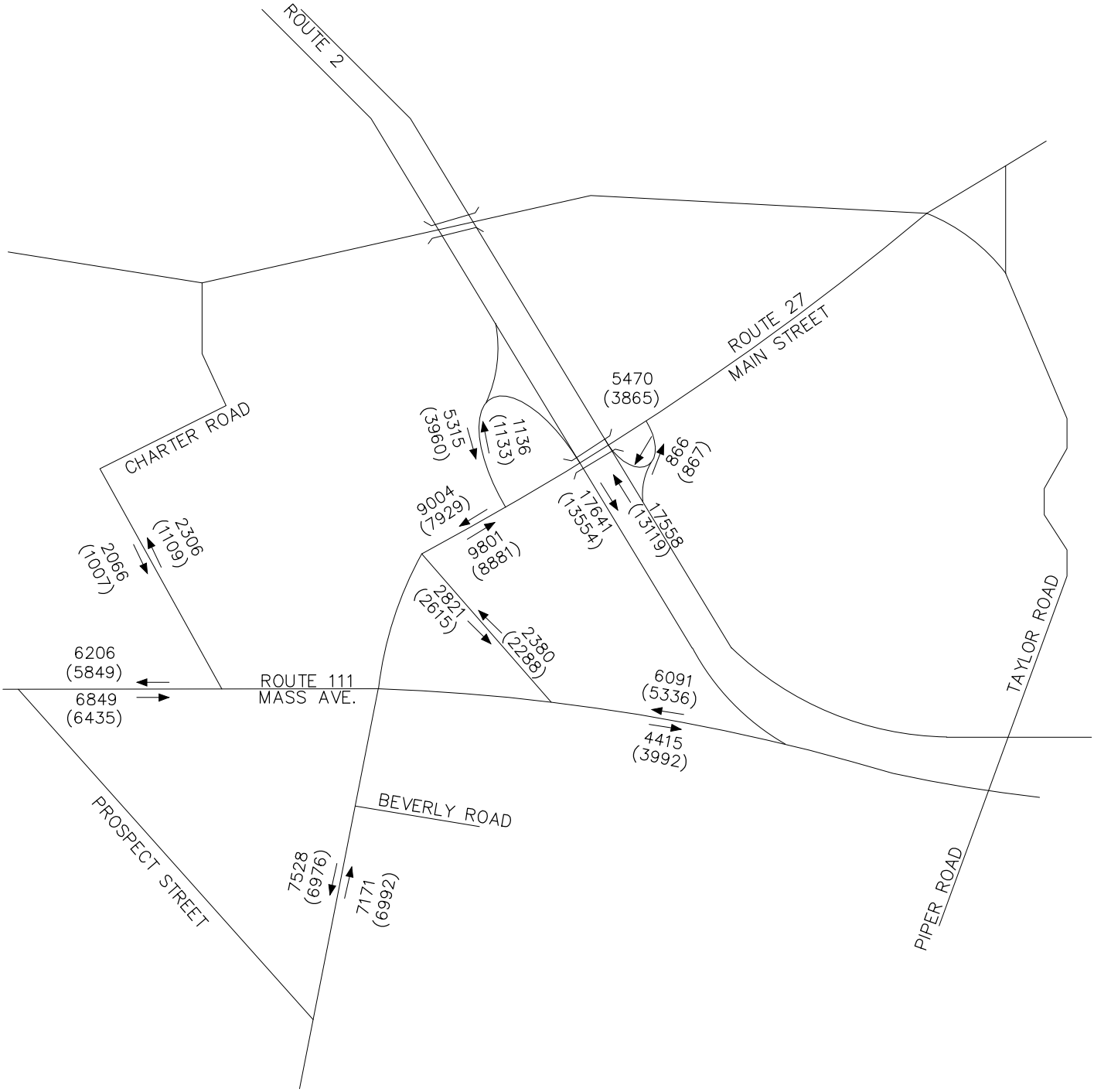
## Table 1 Continued

| 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)

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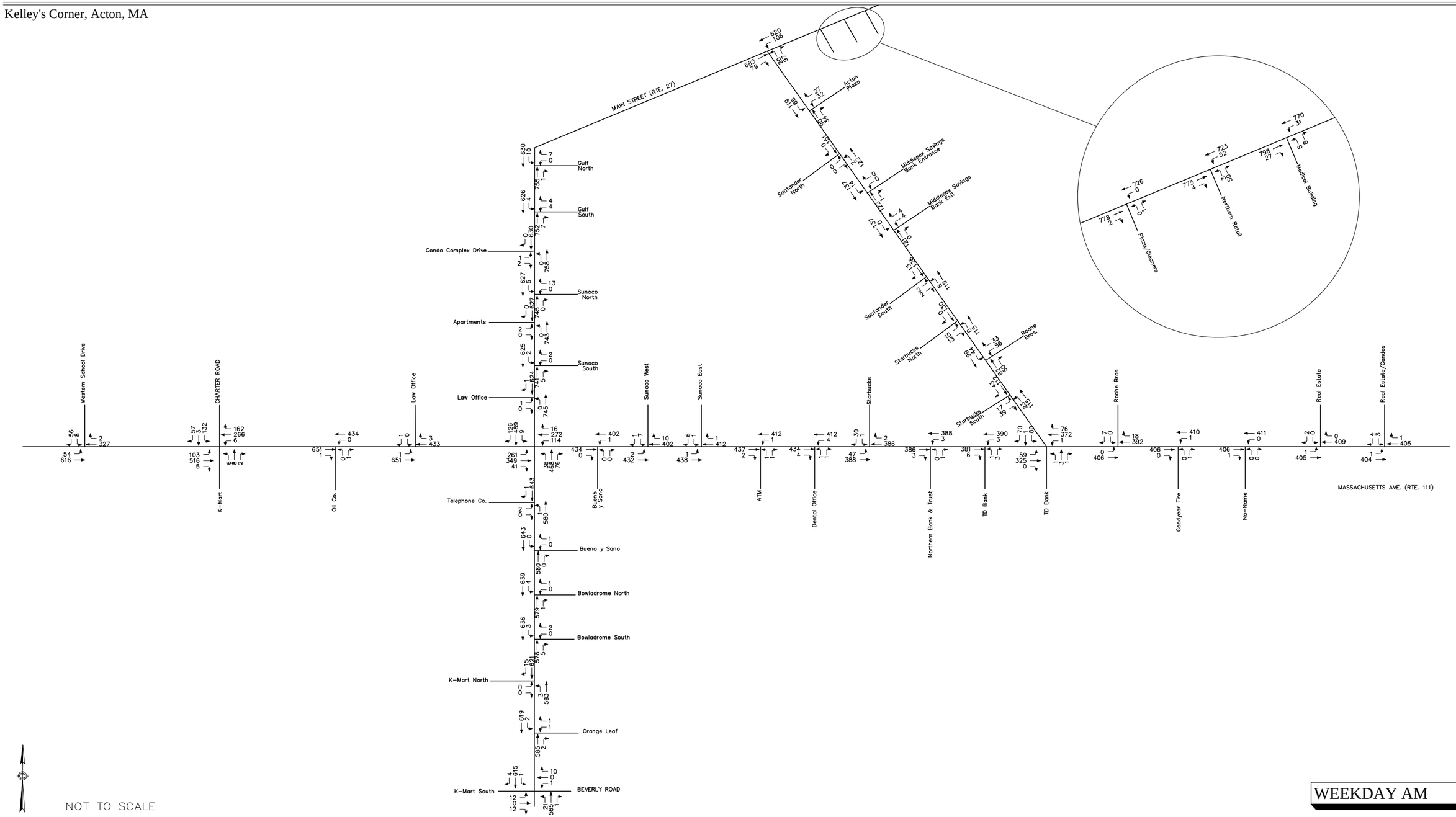
Figure 3

2014 Exisitng
24- Hour Traffic Volumes




WEEKDAY AM

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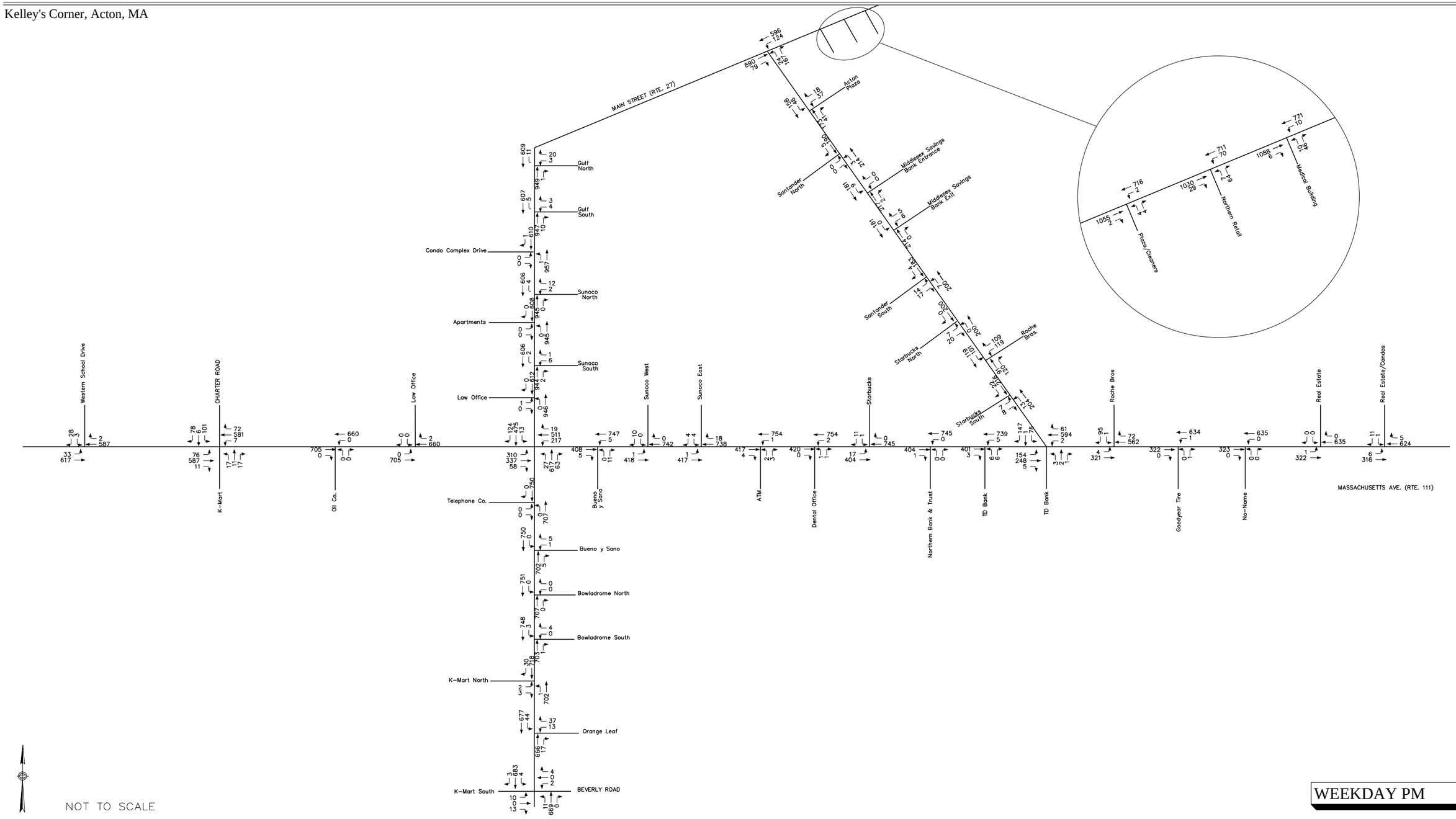
Figure 4

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




NOT TO SCALE

WEEKDAY PM

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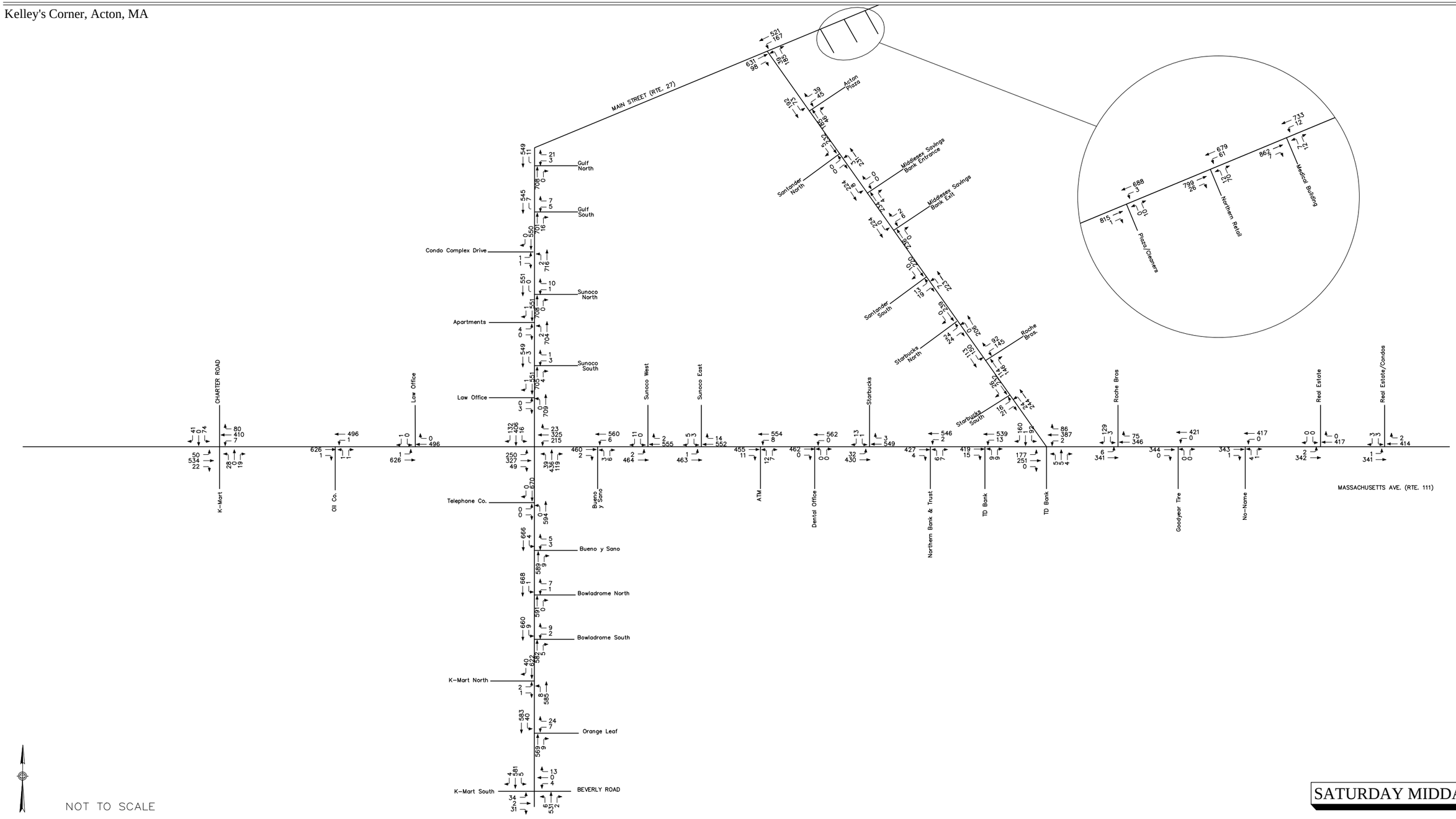
Figure 5

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




SATURDAY MIDDAY

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Figure 6

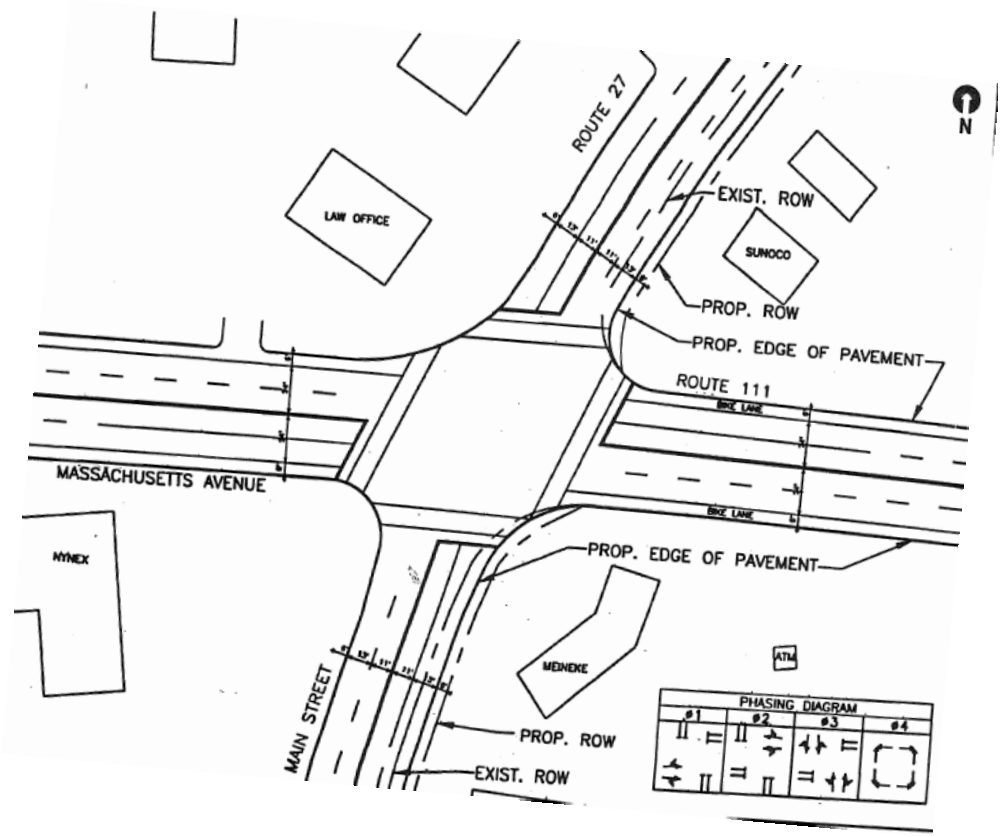
2014 Existing (11:30 AM - 12:30 PM)
Peak Hour Traffic Volumes

## 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.

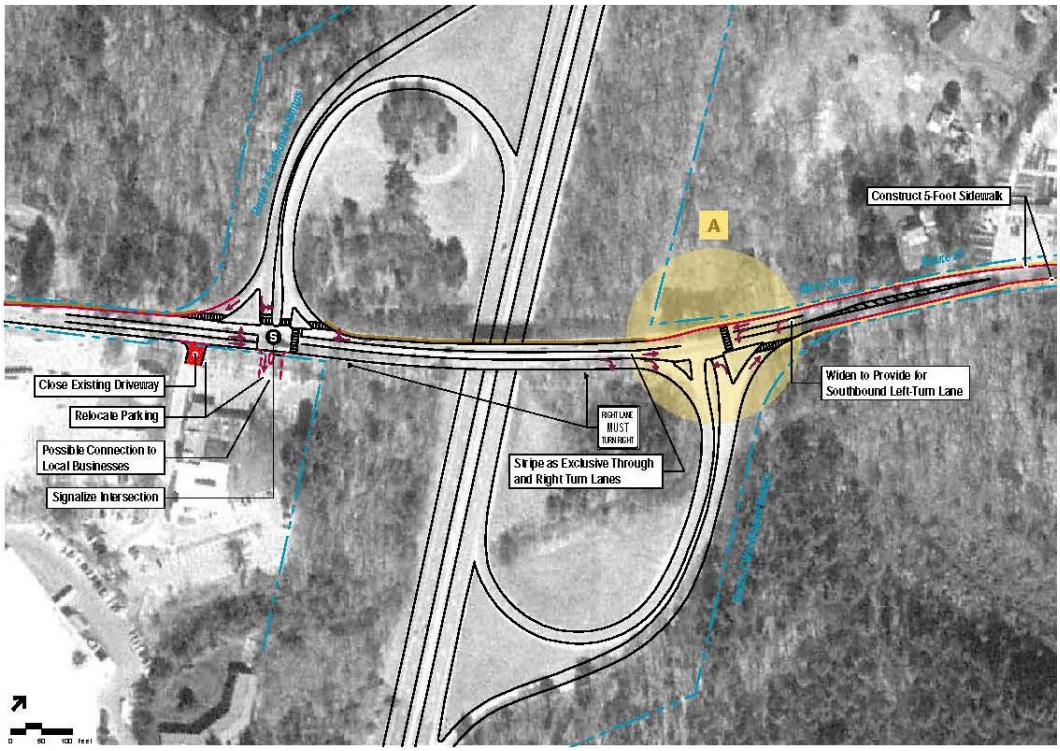
- *Kelley's Corner Business District Circulation Plan*, Howard/Stein-Hudson Associates, Inc., February 28, 1997, Revised January 29, 2001. This study documented a very similar effort to that currently being contemplated. This included developing land use strategies coupled with transportation improvements. 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

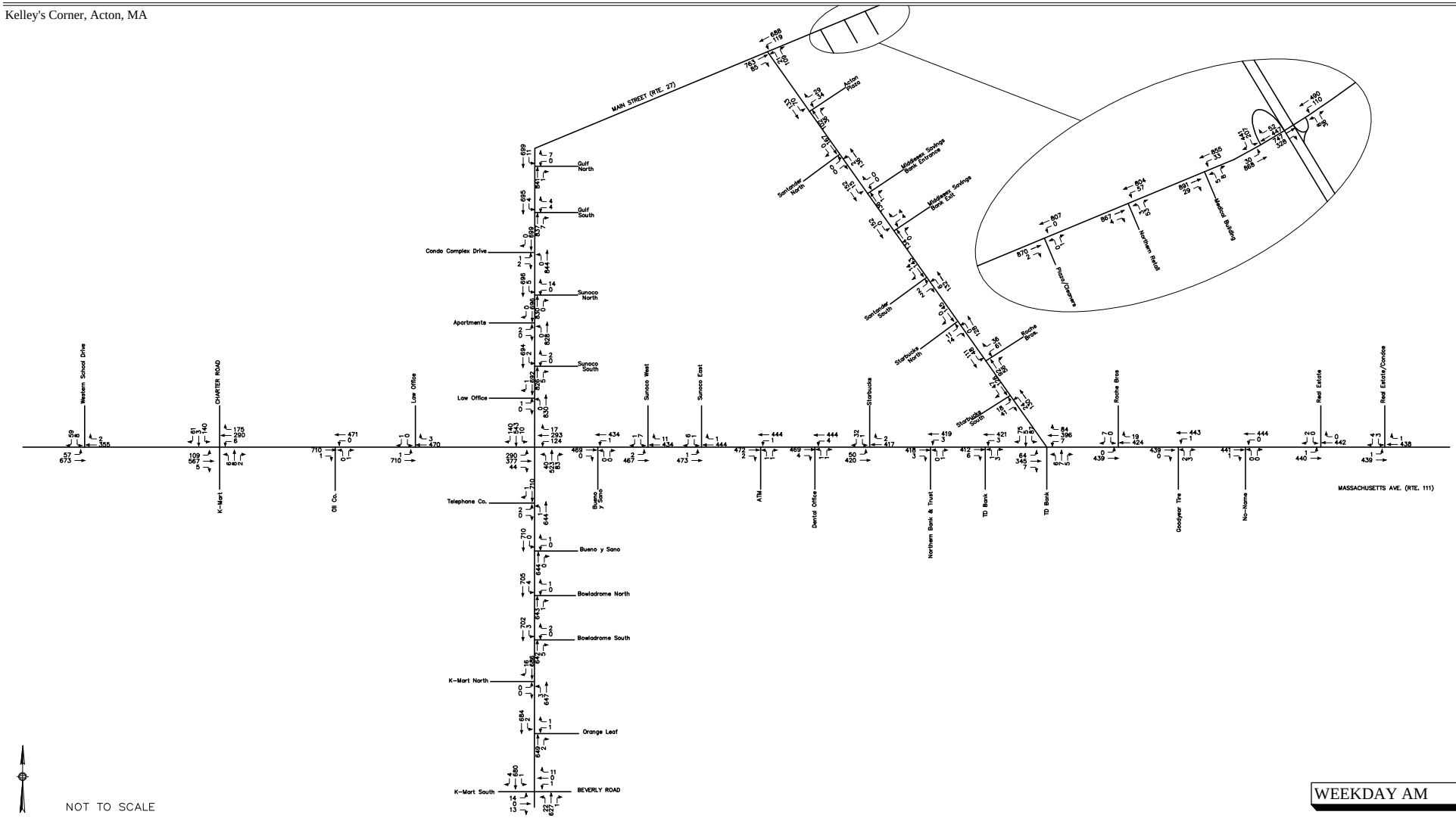
Massachusetts Avenue and the No Name Road. It is expected that this development will generate upwards of 74 peak hour trips.

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

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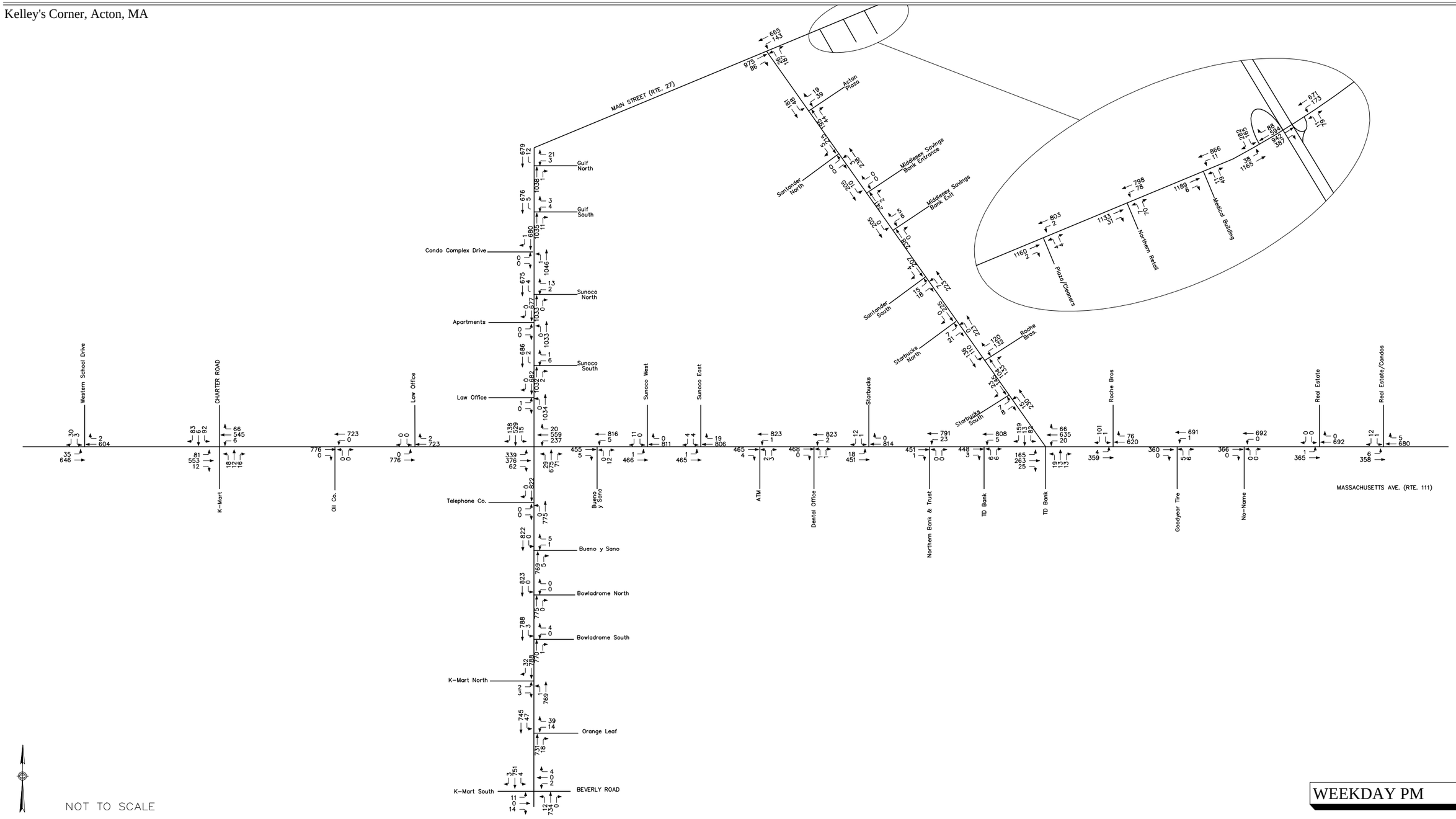
Figure 7

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




WEEKDAY PM

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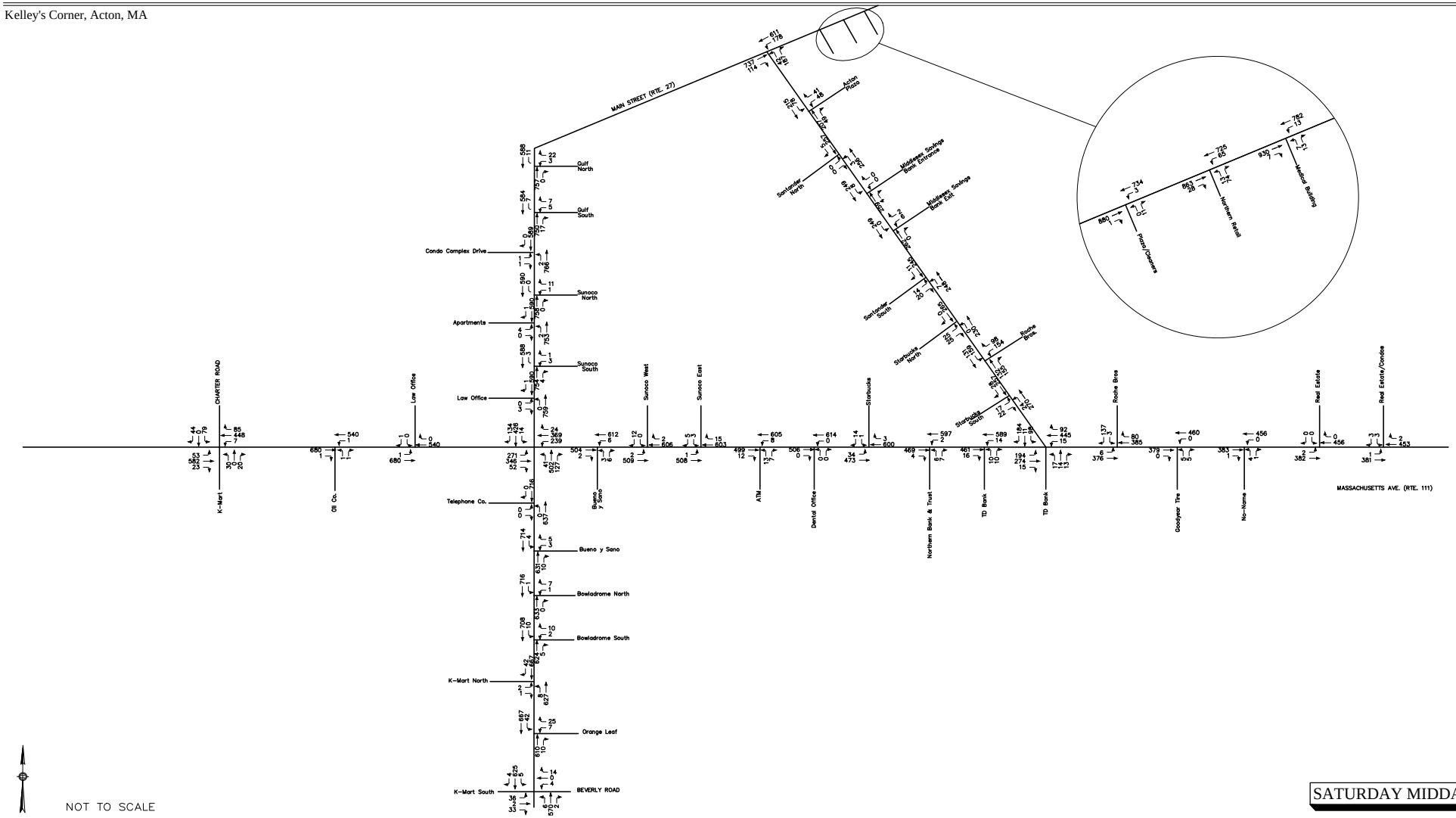
Figure 8

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




SATURDAY MIDDAY

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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 95$^{th}$ 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 |

# 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 | 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 |
|---|---|---|

# 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 | 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 | | |

# 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 | 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 | | |

# 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 | 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 | | |

# 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 | 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

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Belchertown, Massachusetts
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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 | | |

# Innovative Data, LLC

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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 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/11/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/12/14 | 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 |

# Innovative Data, LLC

PO Box 468
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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/09/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/11/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/12/14 | 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 |

# Innovative Data, LLC

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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/09/14 | 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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 | |

# Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Charter Road
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Southbound

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

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Southbound

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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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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 | |

# 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 | 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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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/11/14 | 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 | |

# Innovative Data, LLC

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Northbound

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# Innovative Data, LLC

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Location: Acton, Massachusetts
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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 | |

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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/11/14 | 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/12/14 | 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 |

# 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 | 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

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 | 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 | | |

# 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 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/11/14 | 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 | | |

# Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/12/14 | 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 |

# Innovative Data, LLC

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Location: Mass Ave (Route 111)
Location: West of Charter Road
Location: Acton, Massachusetts
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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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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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

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 | 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 | | |

# 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 | 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 |

# 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, 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 | | |

# Innovative Data, LLC

PO Box 468
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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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 | | |

# Innovative Data, LLC

PO Box 468
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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/11/14 | 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 | | |

# 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, 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 |

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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 | 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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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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
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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/11/14 | 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 | |

# Innovative Data, LLC

PO Box 468
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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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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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# 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, 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/09/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/11/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/11/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/12/14 | 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
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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/09/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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 | | |

# 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, 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 |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/09/14 | 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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 | |

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| 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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# 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 | 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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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 | 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% | |

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Eastbound, Westbound

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/12/14 | 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
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 | | 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 |
|---|---|---|

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/09/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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 |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/09/14 | 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

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 | 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 |
|---|---|---|

# 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 | 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 | | |

# 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

| 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

# Innovative Data, LLC

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Location: Main Street (Route 27)
Location: North of Private Drive
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 | 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
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 | 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 | | |

# 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 | 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 |

# 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 | 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 | | |

# 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 | 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 | | |

# 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 | 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

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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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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 | |

# Innovative Data, LLC

PO Box 468
Belchertown, Massachusetts
innovativedatallc.com or 1.413.668.5094

Location: Main Street (Route 27)
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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/11/14 | 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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/11/14 | 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% | |

# 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

| 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 |
|---|---|---|

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/10/14 | 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 |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04/09/14 | 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

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 | 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 |

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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
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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% | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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% | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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
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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/02/14 | 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 |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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% | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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% | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/02/14 | 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

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 | 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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Belchertown, Massachusetts
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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/03/14 | 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 |

# Innovative Data, LLC

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Location: Main Street (Route 27)
Location: North of Private Drive
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 | 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
Belchertown, Massachusetts
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Location: Main Street (Route 27)
Location: North of Private Drive
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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/03/14 | 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
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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/02/14 | 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 | | |

# 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 | 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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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 | 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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% | |

# Innovative Data, LLC

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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 | 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 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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% | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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
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

| 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 |
|---|---|---|

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/02/14 | 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
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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/03/14 | 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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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 | 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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Location: Main Street (Route 27)
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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 | 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 |

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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% | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# 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

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

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 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 | | | | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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
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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/02/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/03/14 | 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/01/14 | 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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
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 | 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 | | | | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/01/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/02/14 | 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
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 | 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 | |

# 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 | 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 | |

# 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 | 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 | |

# 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 | 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
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

| 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 | | | | | |

# 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 | 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 | | |

# 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 | 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 | | |

# 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 | 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 | | |

# 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 | 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 |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | | | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/02/14 | 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/03/14 | 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% | |

# 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 | 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

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

| 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

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/02/14 | 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 | | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/03/14 | 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 |

# 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/01/14 | 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 | |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05/02/14 | 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

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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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
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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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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

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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 |

# Innovative Data, LLC

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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 |

# 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 : 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 |

# Innovative Data, LLC

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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 : 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 |

# Innovative Data, LLC

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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 : 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 |

# Innovative Data, LLC

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

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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Belchertown, Massachusetts
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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 |

# 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 : 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 |

# Innovative Data, LLC

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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 : 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 |

# Innovative Data, LLC

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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- 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

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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 : 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

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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- 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 |

# 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 : 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

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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 |

# Innovative Data, LLC

PO Box 468
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 |

# 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 : 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 |

# Innovative Data, LLC

PO Box 468
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 : 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 |

# Innovative Data, LLC

PO Box 468
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 : 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 |

# Innovative Data, LLC

PO Box 468
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 : 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 |

# 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 : 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 |

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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 |

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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 |

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File Name : Sat Peak - Mass Ave @ Private Drive
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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 :

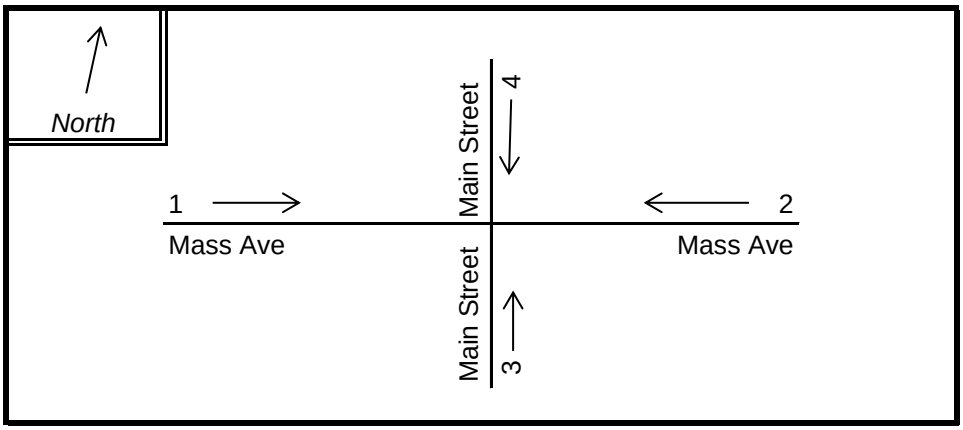
DISTRICT : 3 UNSIGNALIZED : SIGNALIZED : x

**~ 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 : _____

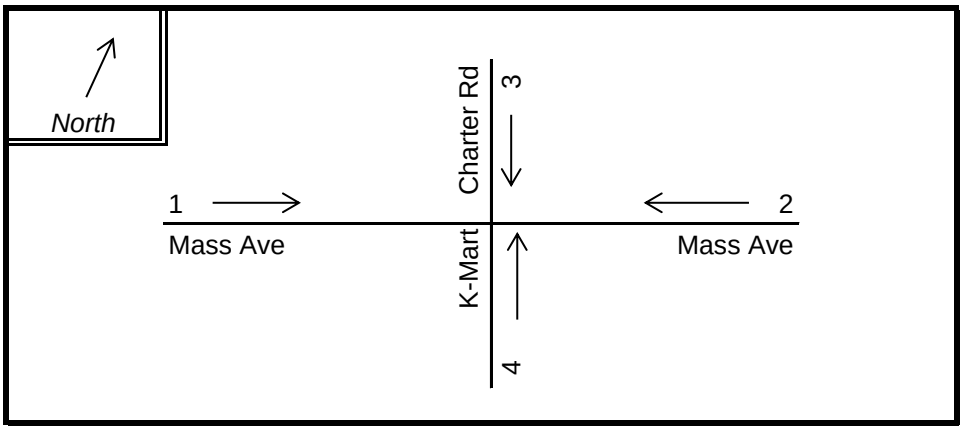
DISTRICT : 3 UNSIGNALIZED : X SIGNALIZED : _____

**~ 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 :

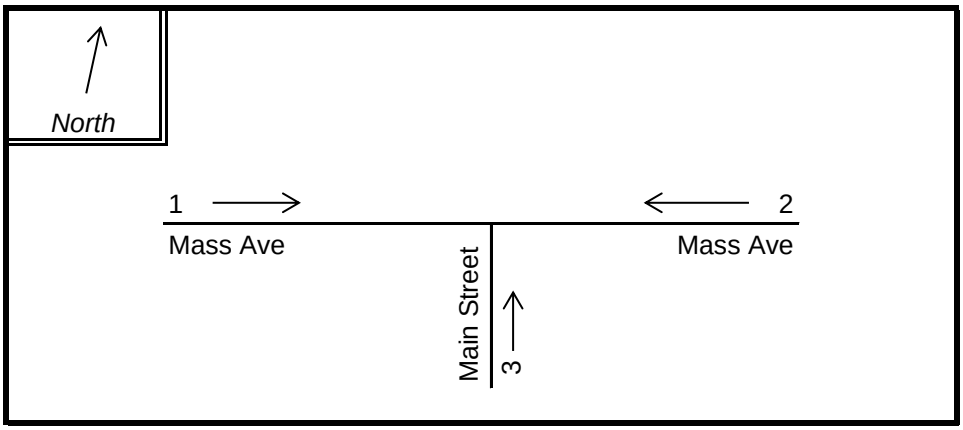
DISTRICT : 3 UNSIGNALIZED : x SIGNALIZED :

**~ 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 :

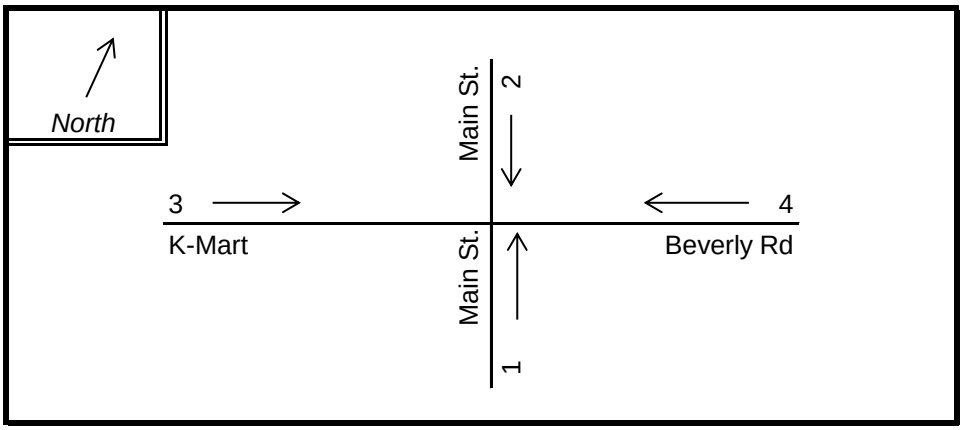
DISTRICT : 3 UNSIGNALIZED : X SIGNALIZED :

**~ 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 : _____

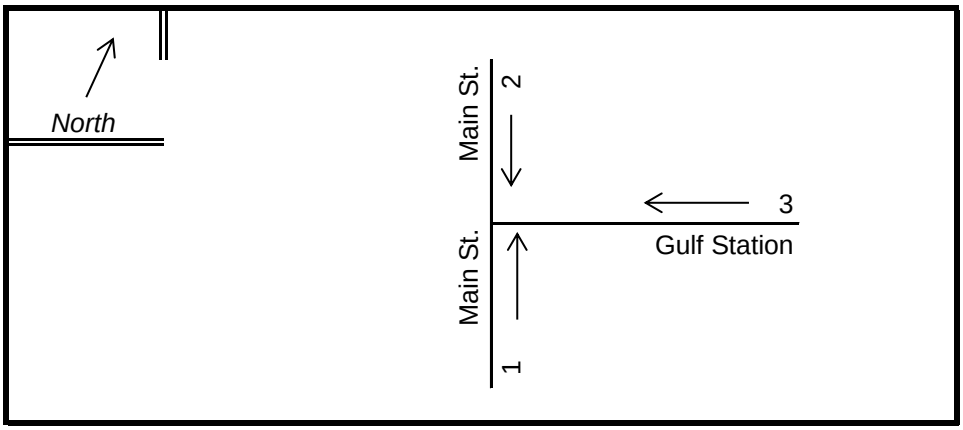
DISTRICT : 3 UNSIGNALIZED : X SIGNALIZED : _____

**~ 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 : _____

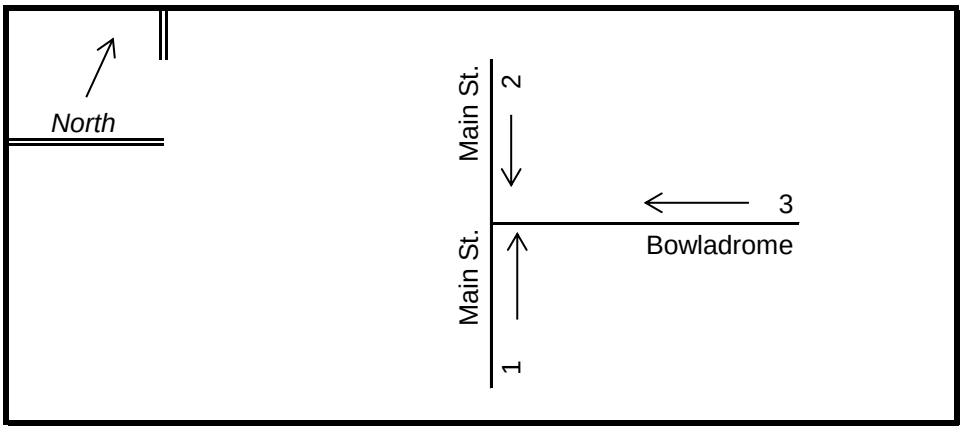
DISTRICT : 3 UNSIGNALIZED : X SIGNALIZED : _____

**~ 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

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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 |

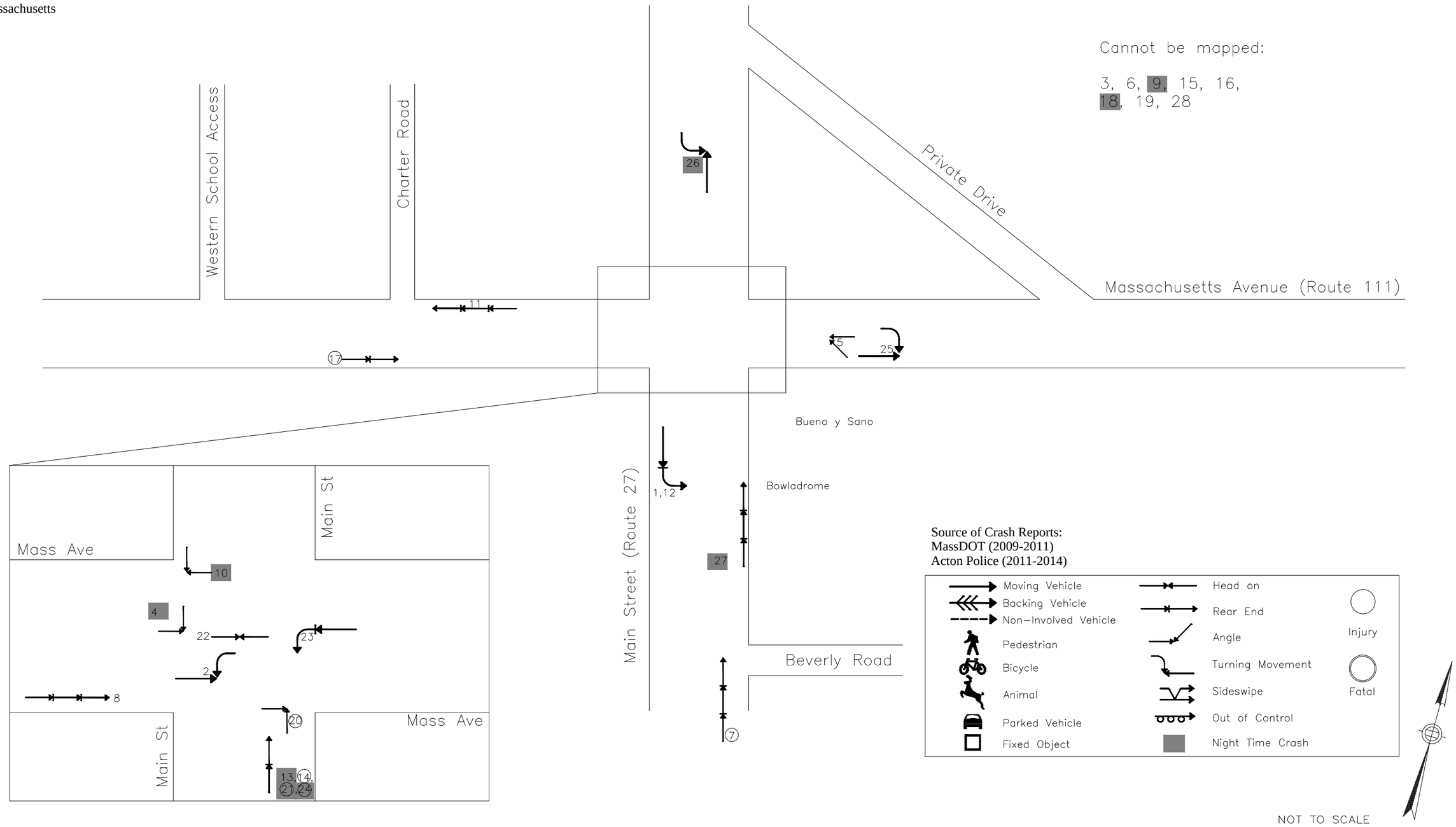
* - District 1 should use Statewide Rates due to low sample total

## 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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# SUMMARY | EXISTING CONDITIONS

The first phase of Kelley's Corner Improvement Initiative evaluates existing conditions.

## PROJECT GOALS AND OBJECTIVES

The impetus for the Kelley's Corner Improvement Initiative came from the "Acton 2020' Comprehensive Plan, which included the following goals for Kelley's Corner:

- Develop Kelley's Corner into a vibrant mixed-use town center
- Explore Kelley's Corner's ability to become a "receiving area" for transfer of development rights from developable open land in green "sending areas"
- Determine the desired mix of uses and density to support a vibrant town center
- Improve the area as a gateway to the Town
- Improve 'tired' infrastructure, circulation and safety for all traffic participants, and streetscapes

The Town included more specific goals for Kelley's Corner in the RFP for the Improvement Initiative project:

- Find solutions for traffic signals, utilities, drainage, sidewalks, crosswalks, ADA compliance, bike lanes, street furniture, landscaping
- Find solutions for mobility and connectivity focusing on traffic, transportation, and circulation improvements
- Create zoning regulations and design standards to help create a mixed-use town center that will be successfully supported at Town Meeting
- Prioritize public infrastructure improvement elements

The highest priorities were given to transportation infrastructure, mobility, and connectivity, and zoning. Since the Town only controls part of the street rights of way at Kelley's Corner, these priorities reflect the Town's most significant powers for influencing private land investments, namely infrastructure investment and regulations.

**Kelley's Corner Planning Area**

## AREA DEVELOPMENT HISTORY

Kelley's Corner evolved from rural to suburban throughout the twentieth century. Early remnants of Kelley's Corner are still visible today, including the Hosmer House just outside the district boundaries. Following post-war highway investment and newly adopted zoning, additional development occurred in the 1950's. During a peak growth period in the mid-1960's, more small-scale commercial and multi-family residential development arrived. By the mid-1970's, the largest shopping centers were added, and the bulk of the Kelley's Corner as it looks today was in place. The gas stations were built in the 1990's. In the past decade, banks and more multifamily residential development have moved into Kelley's Corner.

## BUILDING USE AND OCCUPANCY

The Corner has a mix of uses, including a grocery store, big box stores, smaller retailers, and offices and residential uses. The Corner's unique mix of local, regional, and national commercial tenants makes the district a very attractive and active location for suburban-type commercial / retail businesses.

## CIRCULATION AND INFRASTRUCTURE

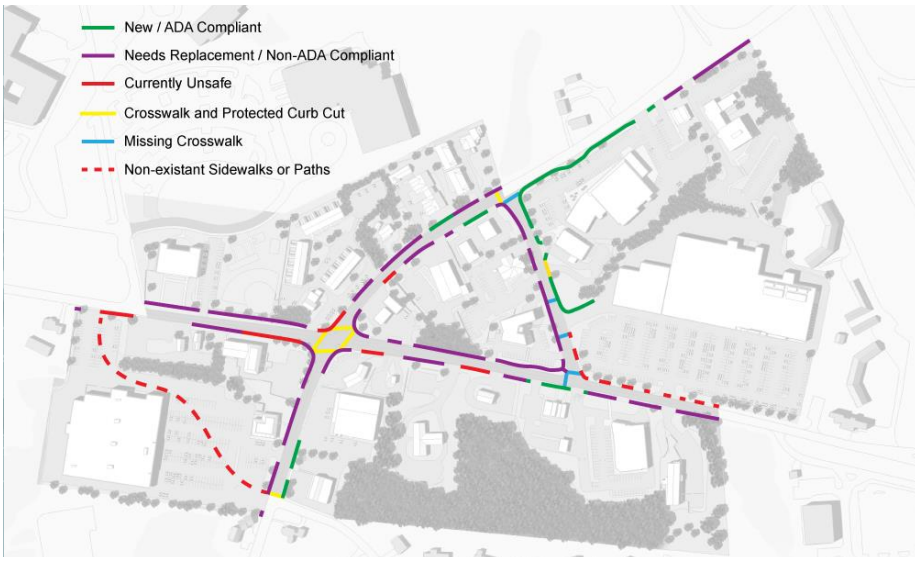
Traffic data indicate no significant growth in the number of total vehicles passing through Kelley's Corner compared to data from 1996 and 2001. However, the high level of congestion results in back-ups at the main intersection and difficulty ex-

### Building Use

### Tenant / Ownership Structure

### Vehicular Circulation

### Sidewalk Conditions




### Parking Areas and Parking Counts

iting driveways. The few roads available in Kelley's Corner are heavily used, and the majority of the traffic is *through* traffic.

Sidewalks in Kelley's Corner are not constructed or maintained in a consistent fashion, leaving uncomfortable gaps in the walkways. Frequent and wide driveways disrupt sidewalks and increase turning movements. These factors combine to create unsafe conditions for pedestrians and traffic delays. And yet, the area's businesses are frequented by people on foot who have parked somewhere in the area, or who are coming from the nearby homes or the Town's High School.

Businesses in Kelley's Corner depend on a supply of convenient parking to serve customers and workers. Taken as a whole, the district has more parking than it needs. However, the parking supply is not well allocated to meet actual demand, which puts a burden on some parking areas.

## REAL ESTATE MARKET

While investment in new retail continues, Kelley's Corner has significant competition from other retail development in the broader market area. Projections for the region suggest that some areas will experience commercial vacancies over the next five years as a result of recent development, demographics and market conditions. The Town could support the competitive advantage of Kelley's Corner with focused infrastructure investments and appropriate land use regulations, which are the subject of this study's implementation element. The types of retail commercial uses that could be sup-

ported include food and entertainment.

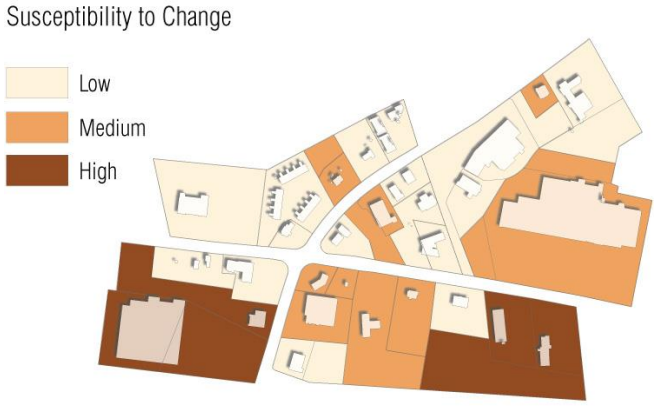
Kelley's Corner lies in a weak office market region, the MetroWest suburban office market. Office vacancy rates are about 25 percent, and are projected to increase.

In contrast, the residential market for sales shows the strongest trend of the market sectors reviewed, with residential sales prices in Acton ($220 per square foot) higher than the Boston Metro regional average. Residential values increased 7 percent in the last year, and are projected to increase 1.5 percent in the next.

The residential *rental* market is not as strong. The average rent per unit is $1,750, about 20 percent below the average for the Boston Metro region; while rents per square foot are 25% below the regional average.

## SUSCEPTIBILITY TO CHANGE

A *Susceptibility to Change* analysis was conducted for Kelley's Corner to evaluate which properties are expected to be the most and least susceptible to change in the near term (the next five years).




## ZONING

The commercial zoning boundaries for the district remain essentially as originally established in 1953. The Kelley's Corner zoning district is a commercial use zone that has an as-of-right density of 0.2 Floor Area Ratio (FAR, the ratio of total floor area to the lot size) and a Special Permit allowance for up to 0.4 FAR when the project includes elements for mitigation and public benefit. Multifamily units are not permitted in the Kelley's Corner district but are permitted in the adjacent residential district.

## PUBLIC INPUT

A public process was conducted to gather comments on the future of Kelley's Corner. Responses collected through various means—including focus groups, public meetings, interviews with Kelley's Corner stakeholders, and a survey of Acton-Boxborough Regional High School students—reflect many different goals, not all consistent:

- Improved traffic management, with reduced traffic congestion and delays
- Improved pedestrian and bicycling accessibility, convenience, and safety, with sidewalks and pathways connecting the district to surrounding neighborhoods
- Setbacks maintained along state highways
- A place to linger, with additional restaurants and lively atmosphere, redevelopment that creates a "Main Street" feeling
- Mixed-use development with apartments; land reuse, including redevelopment of Kmart parcels; New development that maintains the colonial character
- Improved green infrastructure with street trees, parking lot trees, and daylit brooks; better design and landscaping; utilities undergrounded / out-of-sight
- Improved business climate for developers as Town's customers
- Updated parking requirements in zoning code: adoption of shared parking models and reduced parking requirements; parking management, including parking areas interconnected behind the street frontages

A Visual Preference Survey was conducted at one public meeting. Attendees were asked to rate images showing different characters for the various components of a commercial district, including retail and office buildings, multi-family residential, mixed-use, parking lots, sidewalks, buffers and the street edge; crosswalks, setbacks, and the street corridor. The results will be used to inform recommended solutions.